



MAY • 1949



Know YOUR CHICAGO



(The second article of a series on famous locations in the Chicago area, presented to assist Chicago Transit Authority employees in knowing their city.)

EVERYBODY'S PLAYGROUND for fun and relaxation! That's the Cook County Forest Preserves, where millions of people visit every year to enjoy the scenic beauty of natural woodlands.

All districts of the Forest Preserve are now ready for another spring and summer of entertaining Chicago area residents and out-of-town guests. For the adult and child alike, the Forest Preserves offer every facility to make a day's outing enjoyable.

Camping areas, fishing, swimming, golf, hiking trails, horseback riding, baseball, and numerous other activities will insure warm weather fun for all the family. However, probably the most important use of the Forest Preserve areas is for picnics. Year after year picnics continue to increase. In 1947, a total of 5,459 picnics were held by groups of 25 or more persons. There was also a large increase in family and small group picnics during 1947.

The Forest Preserve District's four golf courses, Edgebrook, Billy Caldwell, Northwestern and Indian Boundary, are rated among the best in the country and attract thousands of golfers each year.

The three outdoor swimming pools in the Forest Preserve Districts, Whealan, Cermak and Green Lake, are all operated with sufficient lifeguards to insure complete water safety.

Established in 1915

The Forest Preserve was established in 1915, after it became evident that Chicago's ever-increasing population would soon be in need of adequate recreational facilities. A large tract of land was set aside for this purpose and now covers an area of 35,600 acres, along the Des Plaines river, the north branches of the Chicago river and various inland streams.

With the arrival of warm weather, many of our passengers will soon be planning all-day outings. The first system-wide map recently published by Chicago Transit Authority shows the location of many of these Forest Preserve Districts. Employees not familiar with the Districts should consult this map so they will be able to answer any questions asked by their passengers. CTA transportation may be used to reach all of the Forest Preserve Districts, with several of our routes running directly to these areas.



RALPH BUDD, outstanding railroad executive.

BUDD APPOINTED NEW BOARD MEMBER

RALPH BUDD, president of the Burlington Lines, has been appointed by Mayor Martin H. Kennelly as a member of Chicago Transit Board. The appointment is to fill the vacancy caused by the death of Philip Harrington, who served as chairman of the board from June 28, 1945 until his death on February 11, 1949. Mr. Budd's term expires September 1, 1952.

The appointment of Mr. Budd has met with widespread approval from civic leaders, transportation experts and financial men. The Chicago Tribune stated: "Mayor Kennelly deserves great credit for inviting Mr. Budd to become a member of the board of the Chicago Transit Authority. It may well have been the smartest move the mayor has made since he entered the city hall two years ago."

The Chicago Daily News stated editorially: "Public agencies all too infrequently enjoy the services of a man with the wealth of experience and executive success such as Ralph Budd brings to the board of the Chicago Transit Authority."

When the appointment was announced, Mr. Walter J. McCarter, general manager of CTA, was quoted in the press as follows: "Mr. Budd's outstanding ability in the fields of transportation and business administration will be a very valuable asset to the board in its task of providing modern local transit to Chicago and the metropolitan area. Mayor

Kennelly deserves the thanks of all local transit riders for this splendid appointment."

Mr. Budd began his career in 1899 with the engineering department of the Chicago Great Western Railroad and has been continuously in railroad work since then. In 1906 he was called by the Government from his position with the Chicago Great Western to be chief engineer of the Panama railroad, a key task in the building of the Panama Canal.

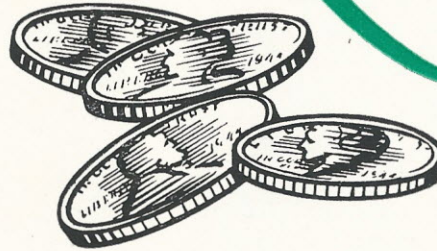
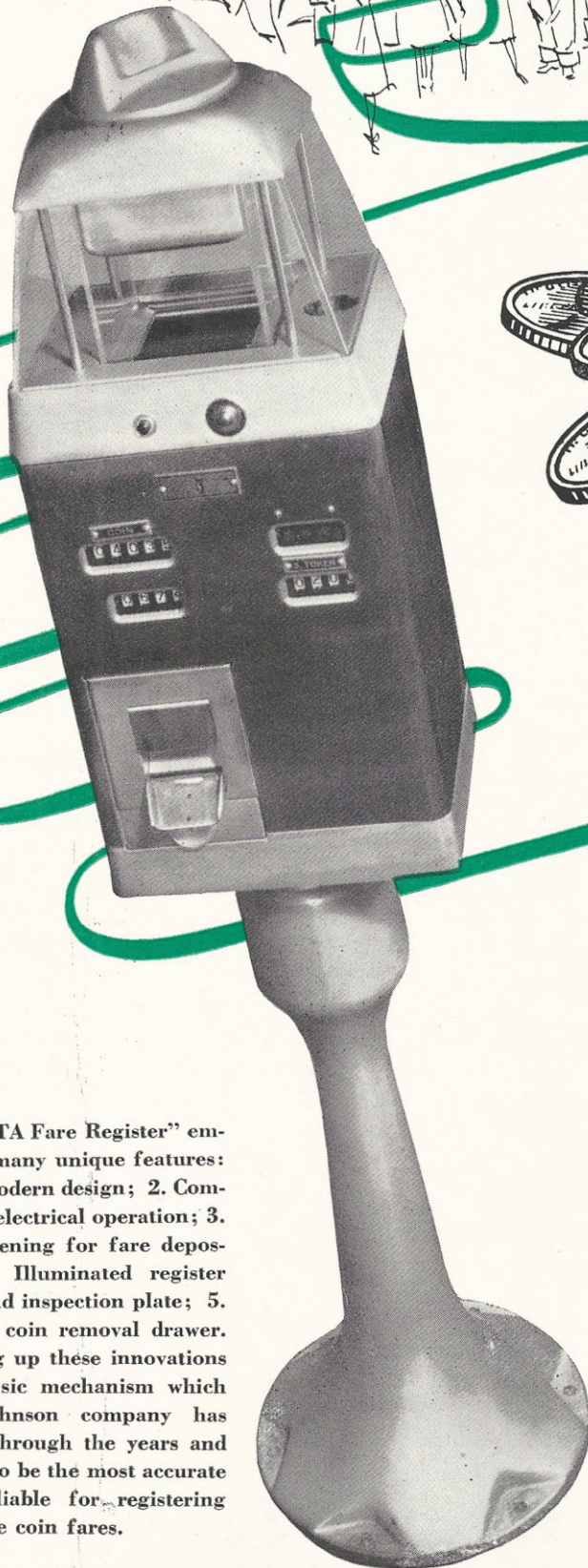
In 1919 Mr. Budd was elected president of the Great Northern railway, which position he held until 1932. Since that time he has been president of the Chicago, Burlington & Quincy and its subsidiaries. Mr. Budd is retiring from the Burlington on September 1.

During the summer of 1930, Mr. Budd spent three months in Russia making a comprehensive survey of the railroads for the Soviet government.

All through his careers, Mr. Budd has been noted for his progressive leadership and outstanding administrative ability. Under his direction the Great Northern rebuilt and electrified its line through the Cascade mountains when the 8 mile Cascade tunnel, longest in North America, was built. Under his guidance and inspiration the Burlington pioneered the development and installation of the Zephyr, America's first diesel-powered, lightweight, streamlined train.



PLEASE



IT'S MORE SIMPLE

The work of the Bus Operator is made more simple through the use of a modern fare register.

During heavy rush hour traffic a large proportion of our CTA passengers have their exact fare ready. This means that when a bus is equipped with a fare register, the operator — during the time when he is busiest — does not have to handle the bulk of the customers' money.

When a passenger has his exact fare ready he can deposit his coins directly into the fare register. This minimizes delays and speeds loading.

The "CTA Fare Register" embodies many unique features: 1. Its modern design; 2. Completely electrical operation; 3. New opening for fare deposits; 4. Illuminated register dials and inspection plate; 5. Special coin removal drawer. Backing up these innovations is a basic mechanism which the Johnson company has tested through the years and found to be the most accurate and reliable for registering multiple coin fares.

EVER SINCE transit began, one of the problems has been how to collect fares from passengers in the most efficient, easy manner. There is the triple problem of collecting a

have exact fare ready

fare from everyone, collecting the right amount, and doing the whole job speedily.

To help out on the job various mechanical devices have been used through the years. Perhaps the first was installed on the early horsecars. A long trough ran along the side of the car. As each passenger boarded, he dropped his coins in the trough and they rolled down to the front of the car where the driver sat. Since that time the design and use of various fare collection and registering devices has been a steadily growing industry.

Without a doubt the most modern fare collection device is the fare register presently installed on CTA's various bus lines. It is typical of the Authority's interest in modern transit equipment.

The use of fare boxes on CTA lines will provide faster, safer, more efficient transportation for CTA passengers. At



Leading manufacturer of fare box equipment is the Johnson Fare Box Company, which also manufactures coin changers, sorters, counters, and wrappers. During the war the company built precision parts for airplanes and still continues some experimental work for the Army. All special tools and parts are designed and built in the company's own experimental engineering department.

"Nerve center" of a fare-registering box is the coin plate. Testing the plate for proper tolerance requires craftsmanship of the caliber of the "good old" days. Each part must not only meet exacting measurements but must withstand changes in temperature and withstand wear.





There are six "pockets" on the coin plate — one each for dimes, nickels, and tokens, and three pockets for pennies. On the sub-assembly line the plate is assembled and tested for its ability to separate coins correctly. The pockets and the counting mechanism are also synchronized.

The fare register uses a 1/150 horsepower motor and is lit by two three-candlepower bulbs. The motor and timing mechanism are put together on a separate sub-assembly line. After they are combined with the plate assembly they are sent to the final assembly table.

On the final assembly, bases, cases, and plexiglass top are fastened together. After all electrical connections are tested, the case is sealed and stamped with the company's initial. Some forty dollars worth of mixed coins and tokens are then run through the machine to test for jams and accurate registering.

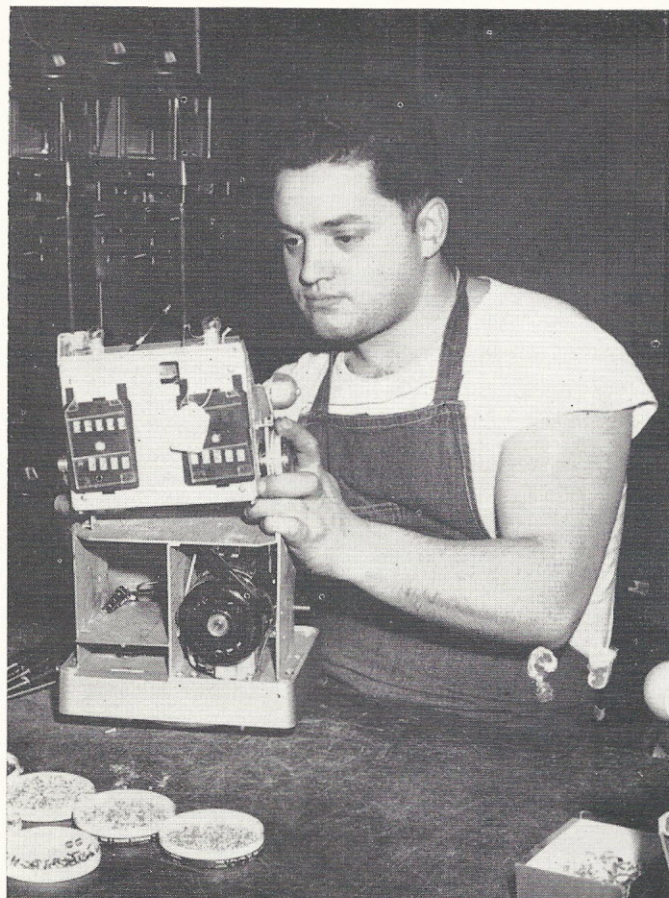


the same time, the operator is given greater freedom in driving, because he does not have to handle the fares nor ring them on a register.

The use of fare boxes by the CTA was initiated only after an intensive study by the engineering department. (TRANSIT NEWS, February, 1948.) Various companies were invited to show samples of their products, but some objection was found for each of the standard makes. Therefore, the CTA, in collaboration with the Johnson Fare Box Company, designed the present "CTA Fare Register."

The register is of modern design and is completely automatic in operation. It is designed to receive only one passenger's fare at a time, accept coins of multiple denominations, yet reject coins or tokens which are too large. Due to the use of plexiglass construction the fare collection plate is completely visible at all times and is uniquely illuminated at night.

Because of the importance of modern fare collection methods and the interest being shown at this time—CTA TRANSIT NEWS presents herewith a picture story of our fare box production.



Who Leaves the Most Articles On CTA Vehicles?

Inquiring Reporter
GORDON KELLY

PLACE: Cottage Grove Station



THOMAS GUERIN, Conductor:

"I think women leave more articles on my car, not because they are more forgetful, but since they do most of the

shopping and carrying home of articles. Very few of my men passengers do much shopping so have little occasion to lose their packages, etc."



WALTER CICHOWICZ, Conductor:

"Women do the bulk of the shopping, hence they carry more bundles and there is more of a chance of losing articles. The average man does so little shopping that whatever he buys, he can put in his pockets, thus cutting the amount of articles lost by men to a minimum."



HAROLD R. BUDACH, Conductor:

"I would say that women lose more things because they have to carry everything either in their purse or in their arms. Men have pockets for their handkerchiefs, glasses, etc., but women have to dig into their purse to get these items and, in doing so, they often drop their compact or keys, unnoticed."



HERMAN A. ANDERSON, Conductor:

"If my experience is the deciding factor, I can positively say women lose the most articles. Throughout the years of my service, the percentage of articles lost by men is very small compared to women. Perhaps you have heard that expression so often used by a trainman or passengers in addressing departing women riders: 'Here is your package, madam.'"

LAMAR H. DOUGLAS, Conductor:

"Women lose more articles than all other passengers on my car. They do the household shopping and, in many cases, do these chores with the small children, who make shopping a harder task. Many times a woman will meet some of her friends or neighbors on the streetcar and will start a conversation, completely forgetting what articles she had. Men, in most cases, plan their trip in advance and carry only the necessary articles."



THEY OWN A RAILROAD

LOOKING FOR a hobby? Buy your youngster a model train and more than likely you'll find it as interesting as the nine Chicago Transit Authority employees who are members of the Avondale Model Railroad Club, located at 2816 Melrose street. They all had a similar original reason for their avid interest in model trains—each had bought a model train for his youngster.

The club, which has 18 members, was formed on May 1, 1947, at a meeting attended by Charles McMahon; Motorman Nick Raffae, Lincoln; Motorman Oscar Anderson, Elston; and Motorman Bernard Bergquist, Elston. These men were the only members at that time.

A place for the club layout was donated by Anderson in the basement of his home and a plan was drawn up that would incorporate over 1,500 feet of track. After many hours of pencil work and meetings, the building phase of the program was started and an "L" shape plan, 20 x 8 x 40 feet was adopted. By this time, January, 1948, the club had



MODEL TRAINS are the main interest of these nine CTA transportation employees who are members of the Avondale Model Railroad Club. Left to right, are: *George Ersch, Alex Johnson, Earl Boyer, Lester Neland, Nick Raffae, Richard Daves, and Harold Cook.* At the right, foreground, are *Oscar Anderson and Bernard Bergquist.*

four new members and was holding meetings every Friday night.

Held "Open House"

Exactly one year from its date of organization, the club held a two-day "Open House" for members of the National Model Railroad Association. Dur-

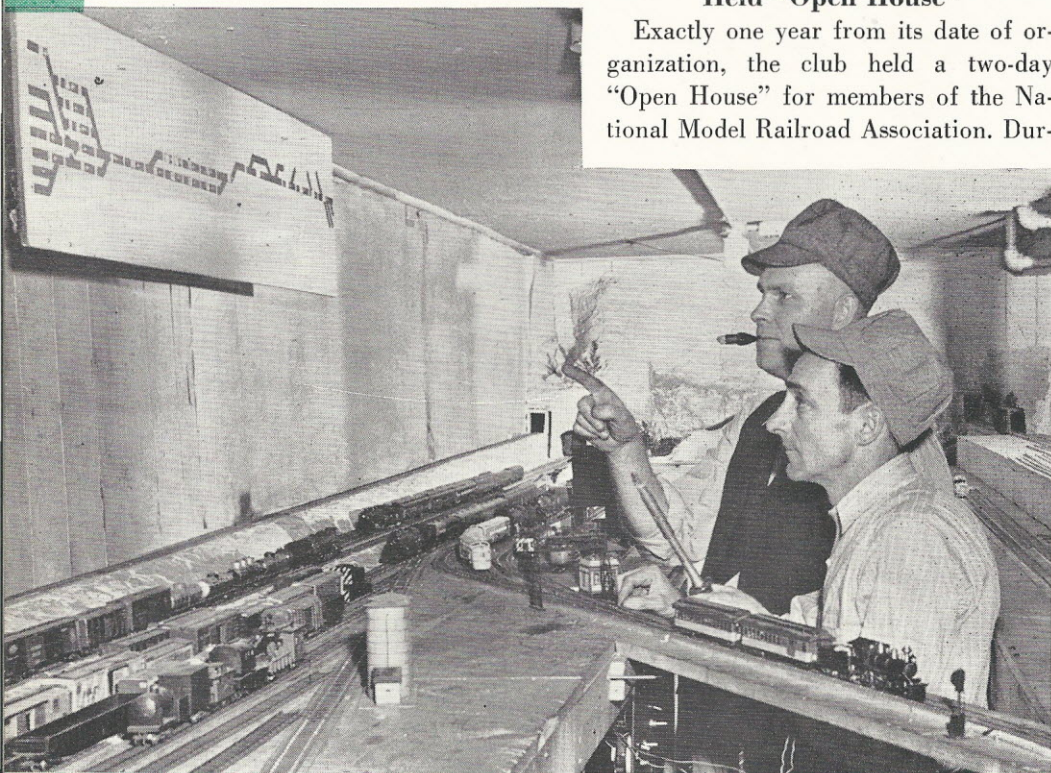
ing the "Open House," trains were operated as long as eight hours, with no derailment, on 150 feet of double main line track.

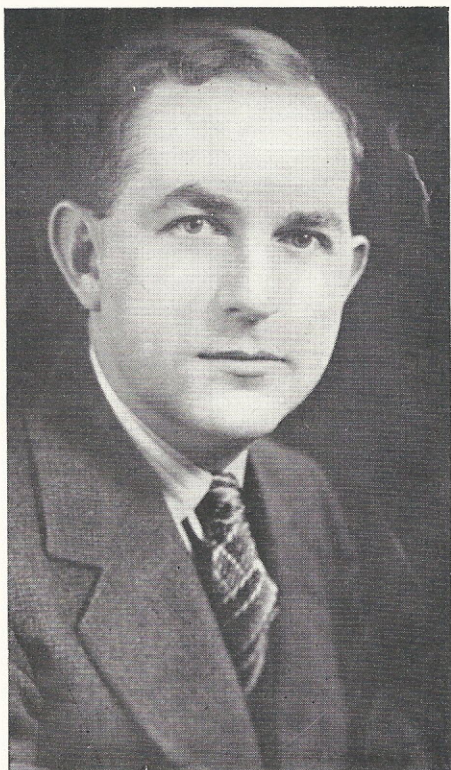
"After the show we had a flood of requests to join the club," said Conductor Anderson. "We set a limit of 18 members and by June 1 the membership quota was full. Now there is a waiting list of potential new members to fill any vacancy."

At present, the club has over 400 feet of track which can handle eight to ten trains at one time. The freight trains have as many as fifty cars, while the passenger trains are made up of approximately 13 cars. Eight members are needed to operate the railroad efficiently.

Now called the "Northwestern Belt Railroad," the club and rolling stock represent an investment of over \$2,500. The rolling stock—there are 30 loco-

A WALL MAP, similar in design to the one used in the power supervisor's office of the Rapid Transit system, shows the complete operation of the "Northwestern Belt Railroad." Motorman Oscar Anderson, Elston, points out a contemplated change to Motorman Nick Raffae, Lincoln.





P. N. SIMMONS

P. N. SIMMONS DIES SUDDENLY

P. N. SIMMONS, 43, Manager of Personnel of Chicago Transit Authority, died Sunday, April 17, in Mercy Hospital after suffering a stroke late Saturday evening. Burial services were held at Sardis, Miss., Wednesday, April 20.

Mr. Simmons was in charge of all personnel problems for CTA. Prior to his death he devoted much of his time to preparation of CTA'S case in the pension arbitration proceedings which were recently concluded. Mr. Simmons was to have been the principal witness for CTA. He also had recently met with representatives of CTA bowling and softball leagues to discuss the inauguration of a program of athletic activities for employees of Chicago Transit Authority.

In 1928, after receiving a degree in railway electrical engineering from the University of Illinois, Mr. Simmons began his career in local transportation as

a student engineer for the surface system. During World War II he was assistant to *Guy A. Richardson*, then the Director of the Local Transport Division of the Office of Defense Transportation, and now a member of the Chicago Transit Board. Mr. Simmons was Division Director of the entire regional organization of the ODT and had charge of all field activities in the eight regions of the country.

Mr. Simmons became personnel manager of CTA on April 1, 1948, when he resigned as director of the consulting division of the transportation department of the Electric Bond and Share Corporation of New York.

Born in Sardis, Mississippi, November 14, 1905, Mr. Simmons is survived by a son, *Craig*, 15, a brother, *J. B. Simmons*, both of Memphis, Tennessee, and a sister, *Mrs. Gaines Armstrong* of Los Angeles, California.

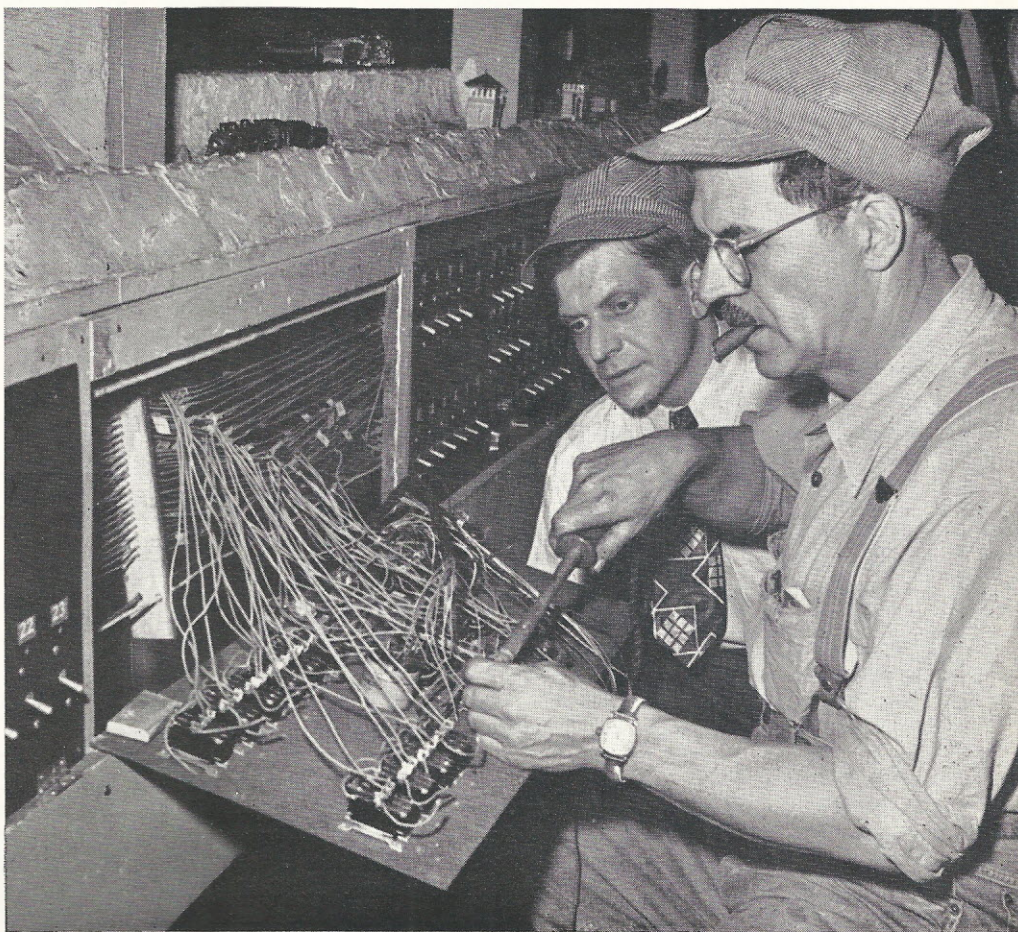
motives and 300 cars—is owned by each member. Track and layout is owned by the club.

In April, 1948, a charter was granted to the club by the State of Illinois and incorporated under state law. Four directors control the function and policy of the club. McMahon is president, Bergquist, vice-president, Raffae, secretary, and Anderson, treasurer. It is operated through donations by club members and visitors.

One night a month is open to visitors, during which time all trains are operating. Meetings not open to visitors are devoted to work and planning of future activities.

Other CTA employees who are members include Conductor Alex Johnson, Elston; Conductor Lester Neland, North; Motorman George Ersch, Limits; Conductor Earl Boyer, Devon; Conductor Harold Cook, Lincoln; and Conductor Richard Daves, Limits.

AN INTRICATE phase of the model railroad club operation are the five control boards needed to handle traffic. Conductor Earl Boyer, Devon, watches as Casey M. Jones makes an adjustment on one of these boards.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

TWO NEW "STARRS" TO STAR AT DAI

ACCIDENT INVESTIGATION — HI! Your previous "Brenda Starr," Mildren Martin, has also resigned after the exit of Marge Busich. She took us gently in her arms and said "Carry on children," so we'll try . . .

FLASH—Although judged of sound mind, they deliberately chose marriage on the following dates: *Ann Kuzius* and *Richard Lorek* on May 7; *Eddie Karkocki* and *Theresa Cloutier* on May 14 and *Vita Murphy* and *Tom Sloyan* on May 21.

The entire department wishes to express its deepest sympathy to *Addison Jones*, photographer, on the death of his brother.

We hope the embarrassment will fade and the adjusters will be able to show their faces again after the beating they took from the first floor bowlers in the CTA bowling tournament.

Pleasant sight of the month—to see *Helen O'Connor* hopping around again after an operation on her leg.

—"JERRY AND CAL"

HOW TO INCREASE YOUR CHEST EXPANSION

ACCOUNTING — *William Foltz's* chesty appearance on the day after Palm Sunday was not due to a new Easter suit! His daughter, *Joyce*, a sophomore at Trinity high school in River Forest, was inducted into the National Honor Society as an associate member, the day before. A high scholastic average is required before admission, so dad is justly proud.

Patricia Ann Lawrence, lovely in white lace and a picture hat, exchanged vows with *Eugene T. Liberty* in St. Leo's church, April 23. *Lois Duffy* as bridesmaid, saw her good friend become her sister-in-law. The newlyweds spent their honeymoon motoring through the Ozarks.

Flora Fortuna wore a white satin and Chantilly lace gown and a pearl head-dress with a finger-



TYPICAL CTA CONDUCTOR

"AMBASSADOR OF COURTESY," was the title given *Conductor Harry G. Schober*, Cottage Grove, who was selected by representatives of the Jaycees as the most courteous CTA conductor during the recent "Courtesy Week," which was sponsored by the Junior Association of Commerce. Another reward he received along with this title was a \$25 U. S. Savings Bond given by Chicago Transit Authority and presented by newspaper columnist *Irv Kupcinet*, right. Also present at the ceremonies that took place April 18 at State and Madison streets was *Richard Carlson*, star of the theatrical production "Mr. Roberts."

tip veil for her marriage to *Richard Bland* on April 30. A seven-tiered cake of Italian pastry, as tall as the bride, was a feature of the reception held at the Midwest Hotel. *Lorraine Falk* is sharing her excitement, as she was of the attendants.

Irma Krown had an opportunity to see some of the attractions of Florida when her visit to her ailing sister proved to be just the medicine she needed. *Elaine Brown* has returned from a trip through the Smokies . . . Cards from *Eileen Donovan* placed her

whereabouts in Phoenix, Arizona, on an auto jaunt west . . . On her vacation, *Margaret Gibbons* enjoyed the visit of her daughter and son-in-law from Montana. Two sons, aged one and three, gave grandma a lively time.

Millie Ehrlich is still on the sick list, recovering strength slowly.

Death called *Olive Battersby's* mother, *Mary Erskine's* sister and *Delores Urlaub's* grandfather.

Newcomers to the department are *Virginia Allshouse*, *Richard Conlisk* and *William Tausch*.

—HELEN A. LOWE

SO THAT'S WHAT WE SMELT!

ARMITAGE—*Motorman Roy Croon* made a week-end trip to upper Michigan during the recent phenomenal smelt run. For a couple of days after he returned he was passing out smelts like handbills to a circus.

Barney Walter has returned from his second trip to California in less than a year. Look out, Barney, no one ever returns the third time . . . *Conductor Danny Broune* is back from a trip to his beloved Arizona. To hear Danny one would think he has a part time job with the Arizona Chamber of Commerce.

We all offer our deepest sympathy to *Conductor Joe Till* whose father died recently.

Picking of vacations is over and most of the men are happy. *Joe Schultz* expects to visit each one of the Thousand Islands. As for your scribe I expect to see more states than *Joe Stalin* can make faces at. —TED SHUMON

PLAN TO TELL TALES? THEN CLICK SOME PIX

BURNSIDE—Now that vacation picking is over, we hope everyone got the period he wanted. We will be waiting expectantly for reports of those trips to the far away places. We think it would be just ducky if every vacationer would take along a camera and then slip us some shots of the fish he got, the bears in Yellowstone or other first hand evidence to back up the tall stories.

Have you noticed the proud beam on the face of *Operator Clyde Robinette* of 77th (formerly of Burnside)? Well, that is because he just joined the Grandfather's club. And it's a boy.

Sympathy is extended to *Board member Ed. Butler* in the loss of his father-in-law and to extra *Conductor Willie Walker* in the death of his infant son.

If we have missed writing up any news it is because no one has taken the trouble to give us the info. —FURGIE

SOMETHING TO GET UP IN THE AIR ABOUT

COTTAGE GROVE—A few weeks ago *Motorman Eugene Lane* enjoyed a thrilling ride in an airplane with dual controls, and really got quite a bang out of it when the pilot let him take over for a short time. After his enthusiastic description of the incident he expressed a desire, provided he were younger, to become a pilot. One of his enthralled listeners, *Conductor Snider*, opined that one is never too old and that he was seriously considering learning the art of flying and eventually owning a small plane which would enable him to get to and from the depot in a much shorter period of time.

Motorman John Nanninga, who has been off the job for several weeks due to undergoing a serious operation, is again back on the job and feeling fine.

Conductor Charles Weber, underwent a recent operation, and while at home recuperating, he lent an able hand to the missus in housework.

On the eighth of last month the family of *Motorman James Creel* was increased to four by the arrival of an eight pound, ten ounce daughter, *Claudia Carol*.

—“THE ECHO”

MANY DEATHS DURING THE PAST MONTH

ELECTRICAL — Sympathy is extended to *Daniel Kelly*, chief operator of Argo in the loss of his brother; to *George Kelly*, apprentice operator in the loss of his father; to *Dave VanDreese* whose sister passed away, and also to *Jacob Bernstein* of the line department who sustained the loss of his father.

Stanley Edquist of the line department, Grand and Leavitt, left us to take up a new field of endeavor in the power supervisor's office.

—ANDY

THE “SPRINGS” HAVE APPEAL IN SPRING

GENERAL OFFICE (JACKSON)—The first vacation of the season brought to our attention, was that of *George Bauman* (formerly of property accounting and now retired). He has just completed an 8,900 mile trip to California and points west. He was especially fascinated

LONG-TIME EMPLOYEE RETIRES

After 41 years of service—40 of which were spent at Devon carhouse—*Henry J. Quitno*, 65, has left his duties as a conductor in favor of retirement. Quitno is proud of the fact that he, in all his years of service, had only one accident charged against him and that one was not of a serious nature.

He began working for the North Chicago Street Railroad Company in 1908. A witness to the terrible Eastland Disaster, Quitno's car was crossing the Clark street bridge when the tragedy struck. Recalling the old days of the open platform cars he remarked that the modern P.C.C. cars are a wonderful improvement to local transportation.

Born on a farm in Lee County, Illinois, he came to Chicago in 1905. Before leaving the farm, however, he had the honor, and memorable experience, of shaking hands with Teddy Roosevelt, who was then successfully campaigning for election and was making a speech at De Kalb, Illinois.

Quitno, a bachelor, has lived at his present address for the past 40 years. An admirer of horses, he hopes to frequent the race tracks near Chicago this season. Time not spent there will be welcomed by him to visit his many friends in the community.

with Palm Springs. Could it have been the bathing beauties?

The April Showers on *Mary Shields* (public information service dept.) did not bring May flowers—but Orange Blossoms . . . *Kathy Barry* (purchasing) was hostess to a number of girls at a miscellaneous shower in her home in honor of Mary . . . A group of girls from various CTA offices honored Mary at a shower at the Gabriel Tearoom in Oak Park and presented her with a very lovely personal gift and corsage . . . Mary's co-workers presented her with two gifts of her stemware and a corsage . . . She became the bride of *Anton Giger* on April 30. The newlyweds honeymooned in the Smokies and environs.

Those stripes that *Ruth Lipsy* (purchasing) was wearing on her arms weren't service stripes or hash marks. They are the results of some allergy tests she had taken to help her meet the next hayfever season with a dry nose and eyes.

That look of elation in *Mary Ranahan's* (purchasing) eyes is because of her success in finding an apartment. Now she can relax and enjoy her plans for coming wedding.

—COBINA

TAKE ME OUT TO THE BALL GAME

GENERAL OFFICE (79 MONROE)—The lads at Accident Prevention can be seen at noon each day in the alley at 600 Washington limbering up for the coming softball season.

With spring in the air *Irene Zelesnak* has decided on wedding bells in the fall. *Ed Henry* is thinking along the same lines and some day soon will leave the stag line and join up with the benedicts.

Gordon J. Wagner's experience in the army on a radar mission in Alaska may help him out in his duties in Training Procedure . . . *Frank Schaff* underwent a recent operation on his elbows to remedy an arthritic condition . . . *Helen O'Connor* had a leg operation to remedy a knotted cord.

Ann Cyr and *Rose Fahey* have been entertaining their little Irish cousin, *Cathleen*. Cathleen had occasion to use the demon dial phone in a loop drugstore the other day and had to call for help because, as she sez, “I picked up the receiver and it didn't answer me.”

C. M. Smith attended a meeting

RETIRE AFTER 40 YEARS SERVICE

Conductor Frank Handzik, 65, of Kedzie carhouse has retired on pension after serving the company for 40 years. His record is enviable. He has missed only two working days and has had only one accident.

Handzik started with the Chicago City Railway Company in May of 1909. He is one of two men left of the group that worked out of Clybourn carhouse in those days. “The new PCC cars are the berries,” remarked Handzik who thinks they are one of the most beneficial changes in modern local transit to both the operating personnel and the riding public.

Handzik and his wife, *Esther*, have two daughters, *Alice* and *Margaret*, both married.

of the Industrial Safetymen's Assn., only to leave with a radio under his arm, a door prize.

If you hear a strange voice over the switchboard it will be that of *Emily Hall*, our new operator . . . *Laura Schrecke* recently celebrated her birthday with the help of several gals from Main Office (Jackson), especially *Esther Anderson*, who treated with a grand dinner, and *Ruth Lipsey* and her sister, *Hannah*, who arranged for cards and the serving of the birthday cake.

Jim Hrubes, specifications, is a grandpappy for the second time. Little *Judith* weighing in at seven pounds, eight ounces has a big brother, aged two.

Belated Introduction

If we overlooked introducing *George Millonas, Jr.* when he joined Engineering in February, we now wish to introduce him and his little daughter, who made her debut to the world a few weeks ago.

Peter Girard who worked in Engineering last summer, is now back in Engineering until September, when he will enter Cornell University in Ithaca, N. Y. . . . *Col. Blair* introduces a grandson, born April 21, 1949. Isn't this about the eighth, Colonel?

We'll soon be bidding adieu to our friends at 79 Monroe who work for the North Shore Line. These offices which occupied a large part of the sixth, thirteenth and fourteenth floors will be located at Highwood and at Clark and Madison streets.

—MARY CLARKE and JULIE PRINDERVILLE

SOFTBALL OFF TO A GOOD START

KEDZIE—There's been a change in management of the Softball Team. *Cornelius “Red” O'Connor* abdicated in favor of *L. Red Staton*. In the first practice game of the season with West Shops on April 25, Kedzie won 13 to 8. The lineup: *Roy Sidman*, L.F.; *Frank Hallahan*, SS.; *Bill Rafferty*, CF.; *Irv Belmonte*, 3rd; *Frank Troila*, 1st; *Frank Cesario*, SCF.; *Vince La Montagna*, RF.; *Rolan Dwyer*, 2B; *Gus Enders*, P; *Dom DeFalco*, Catcher; *John Kolovitz*, Catcher. According to Red Staton

FELLOW WORKERS HONOR RETIRED EMPLOYEE



A WRIST WATCH and money were recently presented to Retired Laborer Frank Gleiznis, center, Material and Supplies, by fellow employees on his last day of work. The presentation was made by Yard Foreman Charles E. Matthews. Laborer Gleiznis, who is 65 years

old, was employed by the surface system in 1923. He and his wife, Agatha, are the parents of four children. After a short vacation, Gleiznis plans to spend his time fixing the family home at 5607 South Ashland avenue.

—Photo by Leonard Del Vicario

the boys are really giving the game all they've got.

Your Credit Union Officers attended the nineteenth Annual Convention of the Illinois Credit Union League on April 23 at the Sherman Hotel. Various meetings were attended by Mike Urganus, Bill Larsen, Ed Riley, Charlie Seebock, board members Ted Heffernan and Ray McDonald, Ben Tausch, Dave Kissane, Joe Boyle, Bill Brennan, Paul Rosenstrator and Joe Smith.

Due to the sale of the building in which Bill Brennan and family resides it is necessary for him to vacate by the first of August. Joe Smith and family will be busy moving furniture around to avoid jamming traffic in the Congress St. Superhighway in another six months. The kids' education is going to suffer unless we can teach them to be traffic cops.

Ed Riley is taking Mrs. Riley to see "The Life of Riley" coming to the Palace Theatre. He got two free tickets because of his name.

The second three-way pick is in effect and Superintendent Clinton Sonders, Charlie Starr and Cornelius "Red" O'Connor answered only one thousand ques-

tions this time. The first one brought out about two million.

At the CTA Post VFW Installation, May 7, Kedzie men, Tony Gatto, Bill Kenny and Bill Green were elected respectively to offices of senior vice-commander, quartermaster and chaplain.

Walt Daley's wife is home and feeling much better after a winning battle for her life in the hospital.

Louis Hanuska's sister, Mrs. Dan McCarthy, wife of motorman Dan McCarthy of Lawndale station, is recovering after a serious illness at St. Anthony's Hospital.

—JOE SMITH

GARDEN SEPARATES SET OF "TWINS"

LAWNDALE—Johnny Jerman and Frank Matre, the Gold Dust Twins, who have been working together since the year 1 B. C., split up for this pick. Johnny picked a PM so that he could work in his garden during the day. He is taking a fishing trip on his three-week vacation this year, so prepare for some very unusual and highly improbable fish stories on his return.

Archie McMillan returned to work after a two months absence,

looking rather peaked through the loss of 40 pounds, but otherwise in pretty good shape considering the seriousness of his recent operation.

Joe Stepanek fooled a number of the boys recently with an imitation candy cigarette that looked really authentic. It appeared so real that Mike McCarthy actually put a match to one before discovering his mistake.

A four-way birthday party was held at the home of Motorman and Mrs. Ray Kocmoud on April 9. The celebrants were his mother, Mrs. Anna Kocmoud, his wife Lucille, son Carl and niece Evelyn. Ray and his conductor Ed Celovsky were commended by a rider recently for their unfailing courtesy and kindness to a group of ladies who called themselves the "Bingo Pokies." In the letter Ray and Ed were referred to as the "Two Smiley Jones."

Don't forget Poppy Day on May 27. Lawndale will have something new on that day. The American Legion has received permission to have a woman accepting contributions for Poppy Day in the trainroom. Give 'til it hurts and don't let it hurt too soon!

—BILL FEILER

FAREWELL, OFFICE! WELCOME, HOME!

MATERIAL AND SUPPLIES — Mrs. Eldora Marshall, general office, bid us farewell on March 31, another girl who has decided that household duties should be a full time job. The girls of the office hope they made parting a little happier by having a luncheon at the Italian Village. At that time they presented Eldora with a beautiful pin and lovely corsage.

Wedding Bells were ringing at 3 P.M. on March 19 at the Bethel Lutheran Church for Lois Kosche, general office, and Walter Knoblach. The bride wore a lovely green suit with matching accessories. Mrs. Knoblach has since been transferred to our West Shops.

The welcome mat is out to John Patrick Lydon, a new laborer at our South Shops.

Better late than never with this good news. We are proud to announce that Walter Johnson, laborer at South Shops, became a "Daddy" on February 18. It's a girl and her name is "Donna Jean."

We extend our sympathy to Marvin Castle, assistant stock clerk at West Shops, who lost his father recently.

Reverend Joseph F. O'Reilly, son of Mr. and Mrs. Joseph F. O'Reilly, sang his first solemn high mass at Queen of All Saints Church, Chicago, Illinois on Sunday, April 24, 1949. He was ordained a priest on Easter Sunday, by the Most Reverend William A. O'Connor, D. D. Bishop, of Springfield, Illinois, in the Cathedral of the Immaculate Conception in Springfield. Mr. O'Reilly is employed in our General Office.

We extend our sympathy to Jo Anne Brumbach, who lost her grandfather on April 26, 1949.

—JEAN HARTLEY

BRING ON YOUR CHALLENGERS!

NORTH—Hard work plus inspiration have been the basic factors in winning a championship. We have team strength, and plenty of what it takes to win, so on to victory. Appointment of Ed Kowald as manager of our softball team was announced after our first spring meeting. Johnny Gould was named

WHAT'S YOUR SCORE ON SAFETY? (FRONT COVER)

IN THE APRIL issue of CTA TRANSIT NEWS there appeared "A Guide to Traffic Safety," based on a booklet prepared by CTA and being distributed by the Chicago Safety Information Committee. On our front cover this month we reprint the center spread from this book. Test yourself. How many safety rules do you find broken in this drawing?

ANSWER: The artist has shown sixteen hazardous practices: Crossing in front of a stopped bus; playing in the street; blocking a crosswalk with a parked car; breaking no-parking restrictions; double-parking; crossing the street in the mid-block; passing a streetcar on the left side; going against the traffic signals; jaywalking; discarding attitude about the right-of-way; left and right turns from the wrong traffic lanes; failure to use proper arm signals; failure to stop behind a stopped streetcar; not watching for traffic when alighting from a streetcar or when the weather is bad.

captain along with John Daly as co-captain.

Ronald Feiereicel son of Operator Elmer Feiereicel was presented with the most valuable player award recently. He was a member of the De Paul Academy basketball team.

Saint Peter Canisius Church was the setting for the wedding of Conductor Terry Regan, who exchanged marriage vows with Miss Lee Starck. After their reception at Carl Schreiber's, the couple left for Canada.

Congratulations to Operator Emil Miller who has completed thirty-nine years of service in the transportation department, and is still going strong. Miller who is sixty years young could write a book on all his experiences. As he enters his fortieth year, he says he has enjoyed every day of it.



"Nice drive, Dear."

—JOE HIEBEL

Motorman W. Westphal is back in form again and doing nicely after his recent operation . . . Motorman Earl Barnts spent his vacation in Florida. Barnts says he never saw any thing so beautiful. He drove 3500 miles and reports a grand time.

Lillian Krueger, daughter of Conductor Walter Krueger, was gowned in white slipper satin when she became Mrs. Charles Dent, at nuptial mass in St. Ferdinand Church . . . Motorman Peter Wesley reports a fine vacation along the east coast.

A new television set is holding the attention of the Kenn family. Motorman Willard (Curly) Kenn rushes right home so he will not miss any of his programs.

E. McGhee of the repair department suffered a broken leg when he fell from a ladder . . . We extend a hand of greeting to our new P.M. switchboard operator Arthur Sieloff. This was our gain and 77th depot's loss. Of course you all know our A.M. operator W. G. Echols, the old reliable.

Congratulations to Motorman George Haak who was presented with a fine baby boy. The little fellow was named Russell . . . There has been something missing around the trainroom lately, I just couldn't put my finger on it but now I know, its the smile of conductor Patrick Hester. Hester has been off sick for some time.

ONE SOFTBALL TEAM THAT'S NOT "SOFT"

NORTH SIDE "L"—"Oh, yes, our North Side softball team came out victors in the first practice game, played at Chase Park on April 13. The score—21 to 10 against the Devon Ave. surface team. Sox and Cub fans are beating their gums as to which is the better team. Now then, if some of that energy is used for our softball team we really will have a good team. Despatcher Harvy Nicklas is giving his time and effort to manage the team. He has a good team as the fans know. But the idea is to give North Side "L" the best team.

On the sick list we had Motorman Pat Brogan, Barney McKeown, Conductor A. R. Phillips, J. J. Walsh, Despatcher Robert Binnie. Trainman A. Polender returned to work after being laid up with a fractured ankle and all the others we did not hear from.

Motorman Marim Hildbold and family recently returned after spending ten weeks in sunny Florida . . . Trainclerk William Newsum recently became a grandfather . . . Congratulations to extra Trainman and Mrs. R. Schumacher on the arrival of a girl, born April 15.

The nicest courtesy you can show your fellow employees is to let them know of your visits through this column whenever you go away. We will consider it a courtesy whenever you give us an item of any kind, club, family or personal news.

—J. J. BALY

NEW ATTRACTION NOW FEATURED

SCHEDULE-TRAFFIC—Janine Lucile Donahue made her appearance at Garfield Park Hospital on April 15 and is now the main attraction at the home of Mr. and Mrs. "Pete" Donahue . . . The new typist for supervisor guides answers to the name of David Arnson . . . Glenn Crump's "79ers" made use of Sunday morning, April 24 to do a little bowling against the Armitage Depot team headed up by Gus Pflum. We now understand that Armitage Depot doesn't control Milwaukee Avenue since the 79ers were able to come thru with two out of three

games . . . We will have a wedding to report next month since Dave Jacobs has an apartment and the date was set for May 7. Along the same lines we expect a couple of June events since Eugene Jania and L. Hartowicz, traffic checkers have annuounced their intentions . . . Ted Cowgill has been demonstrating the approved methods of walking with crutches, but that sprained ankle should soon heal up and we expect he will be back doing some square dances again.

—L. C. DUTTON

THERE'S AN OLD SAYING: "BOYS WILL BE BOYS"

77TH—What to give to be BOYS again? A new shiny dime. That's what it cost Conductors Joseph Minga and Dan Spikink. As they were riding home along Michigan Ave. at about 99th St. Joe and Dan saw a little boy trying to fly his kite. They both went over and tried to help fly the kite. In the process of helping, the kite was totally ruined so the only thing left for them to do was to buy the boy a new kite. Remember, boys, it takes a lot of wind.

Any old billiard balls lying around the house? Bring one along so we can have it hand-engraved and present it in the billiard contest. Only one catch in this contest. You have to beat the champion team of Bus Operators Edwin Lammel and Bill Crigler. They will take on all teams at noon everyday excepting Sunday. 77TH ST. GARAGE—James Brannan, A & B inspector, has moved up another step on the ladder of success. He was transferred to Lawndale bus garage as asst. foreman.

Now that your vacations have been picked and planned—Attention, fishermen, try to get a picture this year of the one that got away. Bring back some good stories and good pictures and we will use them so that others may enjoy your vacation.

—DANTE BRUNOD

TRANSITAD

WANTED — Amateur band to play at picnic. Afternoon of July 30, at Thatcher Woods. Norbert Piecyk, Van Buren 6-6000, Extension 5 or 6.

A LITTLE NEWS, BUT LIGHT

69TH—Since the editor is clamoring for news, here we are with a few items that border on the light touch. Clerk Frank Rooney has been taking lessons in voice training so as to be able to sing sweet lullabies to his little daughter . . . And did you know that Motorman Norman Knoff once graced the air-planes as an accomplished harmonica player with Duke's Harmonica Lads, and helped with war bond drives until he was sent overseas with the 70th Division? . . . Musical talent is very much in evidence at 69th. Take for instance Conductor Joseph Zandy who is a most proficient accordion player, and the official serenader of the town of Roseland. We never heard of anybody throwing a flower pot at him, either.

They say that there is a very close tie between daddy Conductor Larry Segers and Motorman Sonny Segers, but the multicolored cravat is worn by junior, nevertheless . . . This is the way Conductor Willie Flynn gets the people to move back on 63rd St. cars: "All goodlooking gals under 25 please move to the rear of the car," and the crowd marches on in a jiffy.

A young lady who is a regular passenger on Conductor Dominick Burke's car, put this question up to him: "Say Dom, I have saved about 1,000 transfers from almost every line on the C.T.A. What do you think I ought to do with them?" Dominick promptly replied: "Save another 9000 and you'll get a picture of the motor-man."

By the time you'll read these lines Eddie Nolan, our deluxe wreck wagon driver, will be in Hollywood looking the girls over . . . Nancy Wagner, seven year old daughter of Conductor William Wagner, is a first class acrobat. She has appeared on several school programs.

We do not know what the girls in Waubay, South Dakota, have that the Chicago girls haven't, but Operator Waldemar Szlak is traveling out there this month in order to fulfill God's dictum that "it isn't good for man to live alone." . . . As an adieu we want to give you a quotation from our

VISIT RETIRED CLERK



BIRTHDAY GREETINGS, his 73rd, were extended in person to Retired Road Clerk George Sawyer, center, Maintenance of Way, North and South section, by two former fellow employees, Carpenter Foreman Jules Andrews, right, and Carpenter Chris Bauman. They traveled to Sawyer's home in Kansasville, Wisconsin, to help him celebrate.

Reported by JAMES WALSH

janitor, Tommy Peters. He says: "If everybody minded his own business, nobody's business would need minding."

—THE GHOSTS

BACK TO WORK, ALL HEALTHY

"L" SHOPS & EQUIPMENT—James Perillo, air brake inspector at Crawford Ave. shop who has spent eight months in the hospital and at home, has completely recovered from his illness to resume his work.

Gunno Lindstedt, blacksmith at Throop Shop who recently was operated on, is back home and is rapidly recovering from his illness.

—DAVID GURWICH

SOUTHSIDE "L"—Thomas Ward is back with us again after having completed his stretch in the U. S. Army . . . Condolences are extended to Emil Rukavina whose wife Rosemary died recently as the result of an automobile accident in Gary, Ind. Also condolences to Louis Skulski, whose mother passed away recently.

It's a boy this time at the home of Mr. and Mrs. Luther Carr Jr., Luther Carr, 3rd, is their seventh.

—PATRICK WHITE

THE SCENT OF SPRING IS ALL OVER

SHOPS & EQUIPMENT (South Shops)—Can you smell the fragrance of orange blossoms when entering the office and printing department? Within the next five months we have four brides from those two depts. Jeane Krauledis has chosen May 14, to become Mrs. Norman Schultz. Yours Truly will be a June bride changing her name to Mrs. Faulkner McCrea. Tillie Misiunas will change her name in July to Mrs. Ray Monte. Dorothy Laurutan will become Mrs. Joe Kalwasinski in September.

April 25 was the last night of the 1948 bowling season. The Machine Shop team is the champ. The men that brought victory to their team are Dick Bulak, Ed Foster, Leo Kozolowski, Irving Krauledis and Carl Welin. Two teams are tied for second and will have to play off. It's between the Sockets and Maintenance.

Something new has been added to the home of Mr. and Mrs. Joe Hecht. The newest addition being a lovely television set bringing many hours of enjoyment to the Joe Hecht family and many of their friends . . . On May 14, John McVeigh will have gained a son for on that day his daughter Jean, will become the bride of Mike Zambale . . . We are losing our office clerk Bob Kurtz to Uncle Sam for two weeks. Bob isn't looking forward to arising in the wee hours of the morning . . . Vacations are the main topic of conversation out here. Don't forget to let us know where you're all going and we would like to have some good vacation and fishing pictures. —ANNE M. YERCICH



"Gimme' another hairpin, Marge."

LINE FORMS TO THE RIGHT FOR CONGRATS

SHOPS & EQUIPMENT (WEST SHOPS)—Just rush right up and shake their hands, the men on the armature room bowling team, as they are the proud recipients of the West Shops Bowling Championship. Those men who are to be lauded are, Henry Sobczak, George Marsh, Tony Prindes, Ed. Morris and George Huizenga. The Welders and the Jeeps tied for second place both winning 57 games and losing 42 games. Congratulations to Dan Scully, truck shop, who came out on top with a 174 average making him top man.

The Tom Vujnovichs, Truck Shop, are proud of the little pink-wrapped bundle, Old Man Stork blessed them with on April 4. She'll answer to the name of Lynn Mary.

The Joseph Zichs, paint shop, and the Martin Prazenkas, carpenter shop, will set sail aboard the Queen Elizabeth on April 28 to spend a three months vacation in Czechoslovakia.

A twenty-fourth Wedding Anniversary was celebrated by the Willard Lucas', truck shop, on March 28 . . . Esther O'Brien, car-house, is recuperating very nicely from a major operation. John Carlson, watchman, has been in Hines hospital, and John Ruh, material handling, was just recently released from Garfield Park hospital, after having a blood clot removed from his leg . . . Who will be next on the mumps list, one will never know. But we know that Jean Panek and Charles Karnick, office, have had their bout with it. And I don't suppose they'd like a second helping.

Remember guys and gals, this is your magazine column, and there's only one way to have your name in print, and that's by giving out with some news. So, let's hear from you, next month.

—MARY HENDRICKSON

TRANSITAD

FOR SALE—One Chrome pedestal Canary bird cage, circular shape — \$10.00. Also one section garage door (upright)—4 by 7 feet, \$5.00. John Lhotka, Stanley 9700-M.

OPERATIONS & BABIES KEEP 'EM BUSY

WAY AND STRUCTURES—*Harry M. Schlachter*, chief clerk, who recently underwent an operation at the Edgewater Hospital is reported to be recuperating at home . . . *Tom Qualter*, welding foreman on the west side, is a proud father for the fourth time. His wife presented him with a baby girl on April 2.

Charles Manthey of Burnside is back to work again after a short stay at the South Shore hospital.

Through some error we failed to give honorable mention to *Joseph O'Connor*, who for the first time became the proud father of a baby girl, born Dec. 17 and weighing eight pounds. She was named *Mary Catherine* . . . *Chauffeur Harold Koch* of 39th & Halsted became grandfather for the first time. His daughter *Martha Betty* is now the mother of a baby girl.

Chauffeur Donald Zito, also of 39th & Halsted, would like us to know that he is now the father of a daughter *Joyce Ann*, who arrived March 14. The Zito family also has two sons . . . *Mrs. Helen Sliwa* of the Bldg. Division resigned on April 29 and is going to devote her duties to keeping house and raising a family.

—VIOLET SWEPAS

SHAMROCKS BOWL OVER OTHER BOWLERS

WEST SIDE "L" (Lake)—The Lake Street Morning Bowling League season ended with the "Shamrocks" the victors. This team, which won 52 and lost 38 games, is composed of *Jerry Boylan*, *Ed O'Brien*, *Walter Fitzgerald* and *Wm. Mattes*. The other teams ended up as follows: 2nd place—Cacks, 3rd — Ramblers, 4th—United Nations, 5th—Mechanics and 6th—Nighthawks. *Ed O'Brien* won an 18-pound ham playing with another league, so he probably was feeling rather "hammy" around Eastertine, but that certainly could not be said of his bowling.

There are so many changes taking place at Lake Street these days, that it is becoming difficult to keep up with them. To name only a few: the demolished stations, double trolleys at Forest

SURVIVES AIR CRASH



A SHORT trip home was welcomed by *Lt. (jg) Edward T. Walsh*, USNR, a former ironworker helper for CTA, and his father, *Signpainter Leonard Walsh*, Maintenance of Way, North and South section. Edward escaped injury recently when he crashed-landed after engine trouble filled his fighter plane with smoke. The accident occurred in Taunton, Massachusetts.

Reported by JAMES WALSH

Park, the swanky new trainman's room on stilts at Marion station, the relay crews, the new connecting tracks, switches and switchman's shanty at Hamlin Ave. lower yards, the new personnel appointments and promotions. To date the supervisory and clerical tricks are as follows: *F. Boland*, assistant trainmaster; *A. E. Holmberg* and *B. Hawley*, terminal despatchers; *T. H. Randolph*, *F. E. Radcliffe*, *J. B. Hayes*, *G. H. Spencer*, *G. C. Ness*, service inspectors; *H. Gauer*, office despatcher; *T. J. Shapiro*, *M. Mills*, *C. Olsen*, despatcher's clerks.

The many friends of former Lake Street chief clerk and despatcher *Ted Daleiden* paid their last respects when he was buried at Mt. Carmel Cemetery April 18. After over forty years of devoted service, Ted was forced to retire several years ago because of ill health.

Motorman Ed. Kain is going around saying ooo-la-la these days, and can you blame him? His son, *Edward* met and fell in love with *Paulette Bodette* while in service in Paris in 1944, and she came to Chicago to become his bride several months ago.

—ROBERT RIX

NEW SON MEANS GOOD CIGARS FOR FRIENDS

ELECTRICAL (RAPID TRANSIT)—*Delroe Tosh*, power supervisor, passed out cigars in honor of his new son, *Wayne*, born April 15.

Luke Howe, laborer, left the ranks of bachelors April 23. The wedding took place at St. Andrews Church, and the happy couple left for a week's honeymoon.

We see by the *Electrical Workers Journal* for April, 1949, that *Jim Conlon*, former CTA lineman, has taken over the duties of instructor of No. 9's Lineman School.

Harry W. Miller, power supervisor, passed away April 18, 1949. The CTA and Electrical Department will miss "Hoppe." Mr. Miller had been an employee of the CRT and CTA since December 20, 1909. He was in the transportation department until September 23, 1915, when he became a power supervisor. He served in that capacity until the time of his death.

Stanley Edquist, electrical department, Grand and Leavitt, can now be found in the Power Supervisor's Office, 79 W. Monroe, learning the "why and how."

—BURTON A. ENGBERG

O'BOY, IRELAND LOSES THREE TO CTA!

WAY & STRUCTURES ("L")—Welcome to our new employees, *J. Mueller* and *R. Paulson*, ironworkers, and *C. Miller*, *J. Rettinger*, *Patrick O'Connor*, *Kevin O'Flaherty* and *Cornelius Gillespie*, laborers. *Tom McSherry*, surface track foreman, is all smiles with O'Connor, O'Flaherty and Gillespie working for him. All three hit straight for Chicago and the Transit Authority when they got off the boat from the "old sod." Tom now is an authority on Ireland. The three men have been in America less than a month and the stories he is telling about Erin are nice and fresh. Girls, the three new arrivals from Ireland are sin-

TRANSITAD
FOR SALE—Three-room cottage, vicinity Grand and Melvina. Furnace heat, modern bath, sleeping porch. Full price: \$7,500, or best offer. *Nicolous Mootz*, TUXedo 9-1982.

gle, and *Boss McSherry* is also eligible.

Bill Adams, ironworker foreman, is all smiles since his wife presented him with a beautiful baby girl on April 22. The newest arrival, *Mildred Frances*, and mother are doing fine. Congratulations

Tony Spak, tinner, erstwhile Cub fan, refuses to wear white socks since the South Side Sox' five game win streak.

Bernard Royn, ironworker, has left CTA, for a new job.

—JACK O'REILLY

SOFTBALL BACK IN LINCOLN LIMELIGHT

LINCOLN—At the time of this writing softball season is about to open. The boys at Lincoln are practicing very hard and say that the cup will be at Lincoln Depot this year. They just missed winning it last year.

Retired Conductors *Pat Berry* and *Peter Gart* and several other retired men were seen at the depot on Card Day. They all look good and are enjoying themselves.

Motorman Max Klein is back on the job after being off sick for four months.

Cigars were passed out April 21 by Conductor *Joe Templeton* in celebration of the arrival of a baby boy, April 20. The new arrival is the second child.

If you need any cash for a new car or home see the officers of the Lincoln Credit Union. They will be glad to help you out.

—WILLIAM GEHRKE

LONDON AND IRELAND HAVE CTA VISITOR

LOOP—The land of "Pixies and Banshees" will entertain *Alice Murtagh* who is spending three months on Emerald Isle, stopping off at London first.

The swaying palms and violet rays which gives the skin that golden glow has called many of our co-workers. *Katherine O'Dill* who just returned from Florida; also *Bridget Lehart* and *Elizabeth Sullivan*.

Mary Brown and *Margaret Wick* went east to visit their folks.

Ellen Morgan, one of our retired agents, has sold her home and

gone to reside with her daughter at Ottawa, Illinois.

Frank Gallagher is recuperating from an ophthalmic operation. Erskine Carson and George Booker are also on the sick list.

—EDITH EDBROOKE

COLLECTION OF OLD PHOTOGRAPHS IN DEMAND

LAWRENCE—Did you notice George Smidtke's perpetual smile lately? The reason—Mrs. Smidtke presented George with a baby girl named Susan Caroline.

Chet Paulak and family went on an auto tour through Kentucky, Tennessee, Alabama, and Florida. Chet is back in the saddle now, sporting a nice tan.

William Gokonhalz has been absent from work due to sickness.

Ed Stencil's collection of old photographs and snapshots in album form are quite in demand by the operators. Why not charge a small fee, "Curly," as the old pictures are an inspiration and worthwhile seeing.

—THE POLISH COUNT

CLOSE CALL, BUT FATHER PULLED THROUGH

MAINTENANCE OF WAY (North & South) — The hospital's standard boast of never having lost a father was nearly ruined on April 22, by Leo Felikowski, carpenter. Leo smoked a full carton of cigarettes in a four hour period while waiting for seven pound Leo, Jr., to make his debut . . . Not to be outdone by Leo, "Gran'pa" Bill Adams passed the cigars with the announcement of his first offspring, a seven pound girl, born April 20 . . . And last but not least, we have an addition to our Grandfathers' Club with Joe Poduch, carpenter, singing the praises of his daughter's baby boy—Joe's first grandchild.

John Madden, assistant superintendent of maintenance, a southsider all his life, has deserted the ranks and moved to the far Northwest side—5650 North Parkside Avenue.

"Doc" Norton, signal foreman, is apartment hunting and would appreciate any tips. He can be reached at 414, North Unit.

—JIM WALSH

RECEIVES HERO AWARD



A CITATION from the National Association of Bona Fide Heroes was recently presented to Bus Operator William V. O'Sullivan, 77th, by Arthur Spletzer, the crippled newsboy he saved from possible death by fire (CTA TRANSIT NEWS, January, 1949). Watching the presentation are Mrs. Aimee Spletzer, the boy's mother, and representatives from the Heroes association.

RECENT DEATHS AMONG EMPLOYEES

AXEL ANDERSON, 77, retired conductor, Elston. Died 3-1-49. Employed 7-23-95.

MATHIAS ANDORKA, 66, retired laborer, West Shops. Died 3-12-49. Employed 9-12-22.

THOMAS P. BOLAND, 66, retired trainman, North Side. Died 3-7-49. Employed 1-3-11.

LOUIS C. BREMER, 62, laborer, West Shops. Died 3-9-49. Employed 4-30-29.

JOSEPH BUCHOLZ, 65, conductor, 77th. Died 3-5-49. Employed 6-27-07.

ERNEST G. CARLSON, 56, conductor, North. Died 3-7-49. Employed 6-7-10.

THERON D. CARSON, 73, retired conductor, Burnside. Died 3-1-49. Employed 3-10-99.

JOHN CONNON, 78, retired car cleaner, Division. Died 3-1-49. Employed 12-27-22.

SUSAN E. DAVIS, 59, agent, North Side. Died 3-3-49. Employed 9-4-37.

PATRICK F. DUFFY, 64, retired loader, Kedzie. Died 3-9-49. Employed 10-15-13.

WILLIAM FLEMING, 65, retired conductor, Archer. Died 3-2-49. Employed 5-6-11.

GEORGE GERIG, 54, retired conductor, 69th. Died 3-4-49. Employed 9-22-20.

CHRIST GIAGIANI, 71, retired car cleaner, Archer. Died 2-10-49. Employed 10-13-18.

SPECIAL EDITION OF "RIDER'S READER"

A SPECIAL edition of "Rider's Reader" is now in all take-one boxes on Chicago Transit Authority vehicles.

Warm weather brings individuals and families outdoors, seeking fun and relaxation. Purpose of this special edition is to remind and inform our passengers of the many outdoor recreational facilities that are available to them, and that the majority of these facilities are served directly by CTA bus, streetcar, elevated and surface vehicles.

Featured in this issue are articles about our city parks, the Cook County Forest Preserve, Lincoln Park Zoo, Grant Park and various CTA services.

MARY A. GUARE, 62, retired agent, Lake Street. Died 3-10-49. Employed 7-6-09.

THOMAS J. HARRIS, 36, supervisor, Salary. Died 3-10-49. Employed 11-20-40.

JOHN F. HAYDEN, 77, retired conductor, Division. Died 3-26-49. Employed 7-1-04.

JOHN P. HEDMAN, 86, retired carpenter, West Shops. Died 3-5-49. Employed 12-7-09.

FRANKLIN F. HORSTMEIER, 65, "B" agent, West Side. Died 3-30-49. Employed 5-8-42.

ERNEST T. JOHNSON, 51, conductor, 77th. Died 3-10-49. Employed 8-28-29.

GEORGE J. KAPALA, 77, retired watchman, Material & Supplies. Died 3-15-49. Employed 3-15-23.

JOHN A. KESTER, 67, master mechanic, South Side Shop. Died 3-22-49. Employed 11-5-07.

WYLIE J. KOONTZ, 62, conductor, Lincoln. Died 3-3-49. Employed 11-9-22.

EDWARD J. KRBEK, 54, trainman, West Side. Died 3-8-49. Employed 12-2-19.

ANTHONY LAGUZZO, 82, laborer, Track Dept. Died 3-20-49. Employed 4-22-22.

JOSEPH MALINAUSKI, 66, carpenter, Lake St. Shop. Died 3-28-49. Employed 9-6-19.

WILLIAM McMILLIN, 54, conductor, Kedzie. Died 3-4-49. Employed 5-1-17.

CHRIST H. NIEMAN, 79, retired motorman, Lawndale. Died 3-23-49. Employed 8-19-08.

ANTON P. POCH, 72, retired conductor, Kedzie. Died 3-8-49. Employed 1-3-08.

JOHN RISKKA, 72, retired painter, West Shop. Died 3-15-49. Employed 12-7-22.

ROBERT A. SCHMIDT, 37, loader, 69th. Died 3-18-49. Employed 12-3-41.

ROBERT E. SCOTT, 69, agent, West Side. Died 3-14-49. Employed 11-9-43.

ALBERT SEIPP, 63, conductor, North. Died 3-2-49. Employed 7-2-09.

STEVEN SMELCER, 67, motorman, Utility. Died 3-31-49. Employed 9-20-07.

ELMER C. VOSS, 61, conductor, North. Died 3-27-49. Employed 8-13-21.

HAROLD J. WARD, 53, Property Accounts. Died 3-5-49. Employed 6-7-20.

JOHN C. WARD, 66, motorman, Kedzie. Died 3-25-49. Employed 8-14-17.

JAMES WATERS, 81, retired motorman, Division. Died 3-4-49. Employed 11-3-97.

DANIEL WATKEVICH, 65, crossing watchman, West Side. Died 3-25-49. Employed 5-17-45.

A Family Portrait



IRELAND is the birthplace of many employees of Chicago Transit Authority, among them *Supervisor William Fahey*, District "C," who was born in County Mayo. And, although his two daughters, *Anne* and *Rose*, are not able to say they were born on Irish soil, they're still Irish and CTA employees like their father. The oldest, *Anne*, is a secretary in the Accident Prevention department, and *Rose* is employed as a typist in the office of the Manager of Maintenance and Planning.

William came to America when he was 19, following his four brothers who left the "auld sod" before him to make their home and living in Chicago. Another Fahey boy joined his brothers in Chicago shortly after William arrived.

When 21 years old, William started work for the surface system as a conductor out of the Kedzie station. He remained there for 30 years until he was made a supervisor in 1944. Supervisor Fahey had a lot of reasons for becoming associated with mass transit work and outstanding among them were his five brothers, all of whom became surface system employees. "They were making a nice living and enjoyed the work," he

remarked, "so I decided to follow in their footsteps. It was a good decision because I've been happy ever since."

Anne, the first of the Fahey girls to start work in mass transportation, graduated from high school in 1943. After two years as a typist for the U. S. government, she was employed as a clerk-typist in the Material and Supplies department, surface system. A year later she was transferred to her present position as stenographer. Anne was recently married to *Thomas Cyr*.

The youngest Fahey family member employed by the CTA, is *Rose*, who came with the surface system as a typist in 1946, the year of her graduation from high school. Rose summed it up for the entire family when she said: "My father and sister have always liked their work so I knew that CTA would be right for me — and it is."

Supervisor Fahey and his wife, *Annie*, are also the parents of a boy, *William, Jr.*, a student at St. Philip High School. In his spare moments, William, Sr., enjoys looking through the old family album with his two daughters.

CTA NEWS

NEW LINE TRUCK

A NEW line truck, the first of a fleet of six designed by Chicago Transit Authority engineers to improve the efficiency of overhead wire installation and maintenance work, was recently placed in service on the CTA system.

The truck is equipped with two-way radio, a hydraulically-operated work platform, ladder and floodlights. The platform can be rotated in a complete circle by means of a crank. Power tools used by electrical workers are operated on 110 volt alternating current produced by a gasoline-driven generator built into the truck.

Interior of the truck has shelves, drawers and bins for material and tool storage. Built in for the convenience of crew members are lockers for clothing, a bench for use when the truck is traveling between jobs, and a five-gallon insulated tank which carries fresh drinking water.

Delivery of the second truck is expected shortly with the remainder of the fleet of six to be received sometime during the summer months.



CTA UNITS WIN SAFETY AWARD

THE Transportation department and the Archer bus station, both of the surface system, became the fourth and fifth units of Chicago Transit Authority to win the bronze safety certificate of the American Transit Association. To become eligible for this award, these departments had to complete over 250,000 consecutive man-hours without a disabling or lost-time injury to any employee.

In winning their award, the 10,873 surface employees representing the Surface Transportation department completed 274,095 consecutive man-hours, or four successive days, without a lost-time accident. The accident prevention engineer of the ATA stated that, though this is not the greatest number of consecutive man-hours that have been accumulated by a transit group, it is the first time such a large number of employees have been able to work for as long as four days without a disabling injury.

The Archer bus station won their bronze award by completing 82 days, or 275,642 consecutive man-hours, without a lost-time accident. During the period of qualification, approximately 513 bus operators drove more than 2,600,000 miles. The Archer station has an all-bus operation.

Other units of CTA that were previously awarded the bronze certificate are the "L" Maintenance of Way, West Side and Loop section; "L" Transportation, North Side section; and Surface Transportation, Devon station.

All operating units of Chicago Transit Authority are eligible to work for the bronze award, and compete only with their own safety record.

In the above photo, General Manager Walter J. McCarter, William A. Hall, Superintendent of Transportation, surface system, and Charles M. Smith, General Supervisor of Accident Prevention, are shown admiring the certificate won by the Transportation department.





AN OUTSTANDING CLASS

INSTRUCTORS at the various CTA training schools had a group of stellar students recently when a group of 15 student engineers from the University of Illinois

toured the property. The tour was under the sponsorship of the Institute of Traffic Engineers and all the men were members of the Institute's student chapter.

NEW SMOKING AREAS AT WEST SHOPS

PRESENT AT the opening of new smoking areas throughout the West Shops, sur-



face system, was *General Manager Walter J. McCarter*, who spoke briefly to employees about smoking privileges and requested their help in observing the new regulations.

The new rules at West Shops permit smoking while on the job in several large areas, including sections of the Machine, Body, Tin and Bus Overhaul Shops.

The ashtrays being used by the men were made from old signal bells that had been removed from scrapped streetcars. The centerpiece of the ashtray is made from salvaged scrap material found in the various shops.

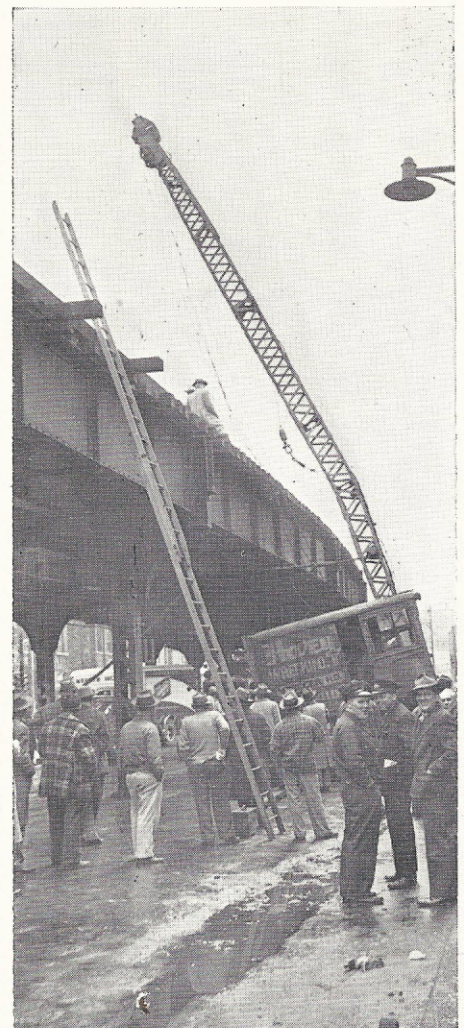
Also located in sections of West Shops are cans containing dry sand for discarded cigarettes. These were made from discarded carbide containers.

Other CTA officials who spoke were *E. J. McIlraith*, Manager of Maintenance and Planning, and *R. J. Ruppe*, General Superintendent, Shops and Equipment.

AND VIEWS

BOOM GOES BOOM

THE EFFICIENCY of Lake street "L" traffic was threatened recently when a boom on a derrick used in dismantling the Sacramento elevated station fell off its dolly onto the "L" structure. The eastbound "L" track was completely blocked, but a switching procedure was set up, using the north tracks and service was continued. Only one "L" train was seriously delayed. In clearing the right-of-way the emergency truck crew used a complicated system of slings, chains and pulleys in combination with jacks and a streetcar, which was used for towing.





time out from daily chores to put their thanks in writing.

Reprinted here are a few letters of commendation that were received in recent weeks:

FAVORABLE IMPRESSION

"I would like to call your attention to the favorable impression made upon me by conductor No. 6706 (FRED SCHALS, North). He is pleasant, polite, alert and helpful above the ordinary. Often I see him help elderly people step onto his car, and he is always assisting over-burdened shoppers."

THANKFUL FOR RETURN OF LOST CARD

"While riding on one of your cars I accidentally dropped an important card, which I did not miss at the time. Conductor No. 5480 (EDWARD O'NEIL, Elston) found this card and I was able to pick it up the same day at his station. I am very thankful for its return and wish to say it is gratifying to know the Transit Authority has such honest and courteous employees."

PLEASANT AND POLITE TO ALL PASSENGERS

"Service as given by bus operator No. 710 (ED KACZMAREK, Lawrence) deserves a special word of commendation and appreciation. He is always pleasant and polite to all passengers, particularly youngsters and old folks. His answers to all questions are cheerful, he calls the name of every stop, and gladly waits for people who are hurrying to catch his bus. A careful, courteous driver, he is always willing to give the other fellow a break."

THOUGHTFUL MOTORMAN HELPS BLIND MAN

"I want to tell you how thoughtful your motorman, No. 4056 (OTIS J. CLAYTON, Cottage Grove) was to a blind man. The man was on the curb and afraid to step off because of the heavy traffic. The motorman got off the car and assisted him to the streetcar. When the blind man got off, no one offered to help him except your motorman, who again got off the car and took the man to the right safety lane. The blind man was old and very insecure, but your motorman was extremely courteous and gracious."

"You could see by the faces of the people on the streetcar how proud they were of this fine motorman."

CALLS ALL STATIONS CLEARLY

"I am a daily patron of the elevated and recently encountered conductor No. 1703 (M. PFERFFER, Metropolitan) twice in the same day. His work is so smoothly done and his calling of the stations is so clear that I feel he should be commended. Please convey my compliments to him."

"HE WAS so kind and courteous to all his passengers."

This and many similar comments have been made by passengers about Chicago Transit Authority motormen, conductors and bus operators.

The excellent job being done every day by these men has resulted in numerous letters of thanks and appreciation from our riders. These letters show that the public appreciates good, courteous service—so much so that they take

HELPS STRANGER FIND HIS WAY

"Last week I was in Chicago on business and, like most people in a strange city, I was not looking forward to the difficult task of getting acquainted with a new transportation system. However, the whole Chicago system was explained to me in a clear, intelligible way by an unusually alert and kind conductor whose number was 6846 (STANLEY A. KRUPA, Armitage). Let me congratulate Chicago Transit Authority on having such a man who has proven himself an invaluable asset to his passengers. His directions and explanations made my work lighter and easier."

RETRIEVES LUNCH FOR SCHOOL BOY

"My son attends a sight-saving class and carries his lunch every day. Yesterday he left his lunch kit on the bus and your operator, No. 308 (SAMUEL P. MCINTYRE, 69th), was kind enough to look up our number and called me at 10:30 a. m. and asked that I meet the bus at a certain location. To speed up matters, he gave the kit to the bus operator ahead of him, who returned it to me."

"If you could have seen how pleased my son was when he saw me walk into his schoolroom with his lunch you would know how very much this kind act was appreciated."

COURTEOUS AND COOPERATIVE TRAINMAN

"You can be proud to have selected elevated trainman No. 1071 (R. J. DEACON, JR., North Side) as a member of the CTA organization. Not only is his manner courteous and cooperative, but his information is completely reliable. I was particularly impressed when I saw his uniform neat and pressed, shoes shined, and every button and badge polished as bright as his disposition. He is a real asset to CTA."

THERE WERE COMPLAINTS, TOO

INCLUDED IN the mail during the past few weeks were several complaints about CTA transportation employees. Here is what one said: "I recently boarded one of your vehicles and, since I was not sure of the route to take, I asked the conductor to help me. Instead of receiving a courteous answer, he became very abusive and rude. I saw no need for his actions and do not believe he should be allowed to act this way to his passengers."

A regular elevated passenger wrote: "Why is it that some of your trainmen call all stops and others never bother to call one? Lots of times I have no idea where the train is stopping and the conductor doesn't bother to call the station. That's part of their job so why not insist they do it?"



ORCHIDS TO CHARLIE

by: Ruth Foley

THE following article appeared in a recent edition of "The Fenger News," published by students of Fenger High School. The "Charlie" commended in this article is not a "Charlie" at all, but in reality is *Bus Operator John H. Fisher*, 77th, a veteran of many years with the surface system. Bus Operator Fisher calls all his passengers "Charlie" and they in turn greet him with the same name.

"It is seldom indeed that one man can have the effect on high school students that Charlie does. Charlie, you see, is a bus driver. Oh, a bus driver, the skeptic says, what could he do to influence anyone? Well, to the skeptic I say, read on."

"Each morning the bus came to a stop and picked up passengers (Charlie would never pass one by). He greeted them one and all. It did not matter if you were a freshie, senior or even a worker who got on the 'Fenger Special' by mistake. His greetings weren't studied approaches, either. 'Good morning, Rosemary. I hope you didn't forget your lunch today.' Or to a worker who got on the 'Special' by mistake, 'That's all right, just let me know when you want to get off.' To a freshie he would say, 'Come right in, why be shy?'"

"Charlie didn't grumble when you handed him a dollar on Monday. He knew that allowances aren't paid in nickels, but somehow we tried to have the right change."

"As the bus came to its final stop, Charlie would say, 'Good-bye, be seeing you' to everyone. And each would echo back 'Good-bye, be seeing you.'"

"Charlie doesn't drive our 'Special' anymore, but he drives the other 'Fenger Special' that comes from another direction. The other day I saw him again, on his new route, gay and friendly as ever, and certainly the nicest bus driver I have ever known."

LIKES BUSES AND BUS OPERATORS

"First I wish to state that the more I ride the buses the better I like them. I only wish you could get them on 79th Street. I'm rooting for you."

"Now I wish to put a good word in for the men on 79th Street bus line. They are very polite, kind and courteous and, I might add, friendly in a business-like manner. Your man No. 6194 (*Bus Operator Peter E. Conraths*, 77th) has done nice things for many people and I am one of them."

"Also the motormen on Ashland Avenue have been very kind to me. I cannot get around fast and when they see me and I am just within reach they will be kind enough to wait for me to get on the car. I wish to express my gratitude for this kindness."

TO THE LADIES . . . from Joan

BEFORE YOU know it, it will be time for tans, vacations and the smart summer clothes that you will want to go with the tan and the vacation. Whether you're going to China on a slow boat, or just around town, now is the time to dust your suitcase and start planning what you're going to put into it. When you get around to packing you'll want some smart summer clothes to put in those bags. This year cottons are again a *must* for vacations.

Fun in the Sun

Sunning at the seashore, loafing at the lake or hitting a ball around the golf course is wonderful fun, but all these vacation activities have their serious consequences unless you take your sunshine in small doses. Even mild sunburn is painfully uncomfortable, but a severe sunburn which covers a large portion of the body is dangerous. Protect yourself from the full intensity of the sun's rays until you develop a coat of tan. For fun in the sun with safety, there are these simple rules to follow:

1. Apply suntan lotion evenly.
2. Take special care of the forehead,

A sport like this is fun but dangerous too unless you follow the simple rules for protecting yourself from the sun.



cheekbones, nose, chin, shoulders and back of knees.

3. Reapply lotion after each swim.
4. Watch the clock. Take it easy. Watch out for overlong exposure, especially the first few times.
5. Use a lip pomade.
6. Use sun glasses. The sun can seriously damage delicate eye tissue, can make eyes red and unattractive.

Luggage Tips

New luggage to go with you on that trip this summer? New or not, if it's fine leather it's worth anything you can do to keep it from becoming scuffed and wornlooking.

Don't store it in a very warm attic. Leather dries out and cracks in hot air.

Don't overpack. Luggage will not retain its shape unless you respect its capacity.

Do nourish the leather regularly with saddle soap, or with a leather cleaner and conditioner.

Do wash off, with soap and warm water, at the first signs of mildew, or simply wipe it off with a moist cloth. Dry well.

Do watch out for small gouges and tears. If the damage is not too deep, the torn leather can be pasted and polished.

Do keep your luggage in repair by turning it over to a reliable luggage shop when bindings and linings become torn.

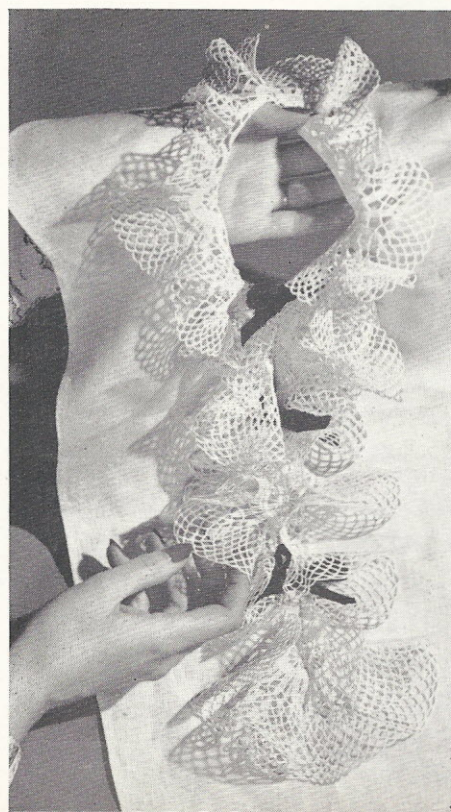
Things of Interest

We're interested . . . in what's coming up. Send us snapshots of your garden, no matter what the size of it. We know you're proud of it, so show us what you have done.

The first duty of a dickey is to look fresh and crisp, to give a new-paint look to your spring suit. This cool cotton neckwear is a perfect suit refresher. Wonderful to take along on the trip because it cuts laundering to a minimum. The ruffle is a mesh of crocheted loops worked in mercerized crochet cotton. Small ribbon bows trim the front. A direction leaflet for making this dickey is available to you without charge. Just write WOMEN'S EDITOR, CTA TRANSIT NEWS, CHICAGO TRANSIT AUTHORITY, 79 WEST MONROE STREET.



Here is the dress for that important summer vacation or just weekends in the country. It comes with a scarf, attractive in a contrasting color, to put over your shoulders for a more "covered up" look. May be obtained at any Simplicity Pattern counter. Ask for pattern No. 8017. It comes in sizes 12 to 20.



Ladies Night CLIMAXES BOWLING SEASON

IT WAS "CTA Ladies Night" at the bowling alley on April 13 and there were 10-strikes aplenty — with a few spares and splits in-between.

As a grand finale to the close of the CTA Men's Bowling League, Rapid Transit Division, the girls were invited to pick their partners and compete for a first prize of \$3.00. Competition was close throughout the night with many of the women doing a better-than-average job of keeping up with their teammates.

When the scores of the 40 teams were tabulated, two long-shots from the Public Information department, *John Bowen* and *Jane Fitzgerald* were announced the winners with a three-game total of 1050 pins. Second place winners who collected \$7.00, were *A. DeFrancisco*, Throop Street Shops, and *Mary Maiorano*, Revenue Accounting. Their pin total for the evening was 1007. *Jack McNeely* and *Doris Smith*, both of the Accounting department, won third place by knocking down 996 pins.

Several CTA bowling leagues recently completed their season after months of close competition. Final standings

of leagues that did not finish until early May will be published in the June issue of CTA TRANSIT NEWS. These include the Streetcar Men's South Division League, the Archer Depot Bus League, and the CTA Transportation "AM" and "PM" Leagues of the North Side.

The Armature Room at the West Shops emerged as the winner of their 14-team league, garnering 61 wins while losing 38. Members of the winning team were *Captain George Huizengar*, *Ed Morris*, *Tony Prindes*, *George Marsh* and *Hank Sobczak*. *Dan Scully* of the Truck Shop department led the individual standings with a 174 average.

Division 308 Repeats

The CTA Men's Bowling League, Rapid Transit Division, rolled their last games on Wednesday, April 6, with Division 308, last year's champions, again taking first place ahead of 15 other teams. Their record for the season was 60 games won and 30 lost. *Hans Wagner*, *Alex Muscato*, *Bob Shageman*, *Ed Weinold* and *Walter Hill* were the team members of the winning aggregation. Leading individual scorer for the season was *Hans Wagner* of Division 308, who averaged 175 pins every game.

The North Side Morning Glory League, Rapid Transit Division, which was based on individual scores, completed its season April 12. For the 10th consecutive season, *Motorman Hans Wagner* led the league with a 179 season average. *Vic Johnson*, motorman, who placed second with a 169 season average, also had a 619 series—the season high. High game rolled during the season was a 237 pin total by *Towerman Ted Nadrowski*.

The Southside Morning Glory League, Rapid Transit Division, which also operated according to individual scores, wound up league competition April 14. Leading all bowlers with a 169.74 season average was *Motorman Vincent Prinski*. Second place went to *Yard Foreman Joe Troesper*, with a 166.76 average, and third place was won by *Leonard DeGroot*, towerman, who carried a 164.82 average for the entire season. DeGroot also had the high game for the season, a rousing 247, and high series, 590.

The Machine Shop team of the CTA South Shops Bowling League finished in first place at the close of their season with a 57-42 record. *Captain Richard Bulak*, *Leo Kozlowski*, *Ed Foster*, *Irv Krauledis* and *Carl Wilson* were the members of the winning team. Top bowler with a 173 average for the season was *Storeroom Clerk Roger Jestice*.

NOT OFTEN does a bowler get a shot at such a good looking target as these ten women employees of CTA who participated in the mixed doubles tournament sponsored by the Men's Bowling League, Rapid Transit Division. *Jim Doherty*, Accident Prevention, was the lucky man and his ten-pin target was made up of: (front row) *Jean Herbert*; (second row) *Peggy McCarthy*, *Joan Peacock*; (third row) *Jane Fitzgerald*, *Kittie Keegan*, *Catherine Coyne*; (fourth row) *Lorraine Sychowski*, *Mary Nolan*, *Vernetta Nerge* and *Ellen Logan*.



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

POSTMASTER: If addressee has moved, notify sender on Form 3547 and destroy mail. If address is unknown, return postage is guaranteed.



Yes, these seats are reserved for the passengers who should be riding with us, but who don't ride with us any more. Their fares no longer go toward our wages, gas, supplies and operating expenses.

Riding on CTA lines has shown a decrease during the past year. Why are these passengers no longer with us?

Were they passed up on several mornings?

Did they have an argument with the conductor?

Maybe they sat in a seat that was greasy and soiled their clothes.

Weren't our schedules convenient?

Haven't our ads sold them on the economy and convenience of public transit?

Whatever the cause, they're not with us any longer.

It is our responsibility to make every effort to keep our passengers. The best way to perform this responsibility is to provide transportation that is efficient, safe, attractive and convenient. Every employee in every department—the transportation, the schedule, the maintenance, the executive departments—must work together to give the courteous, efficient service that the public wants.

