



TRANSIT NEWS

JUNE • 1949



"ON MY HONOR . . ." (See Page 20)

A Family Portrait

WHAT HAPPENS when CTA employes finish their day's work? If the *Guzik* family is any criterion, then work around the house would be the correct answer. And this CTA family of *John, Charles* and *Edward Guzik* are old hands at this work—the same as they are at their jobs with Chicago Transit Authority.

John, 62 years old and the father of this CTA family group, was born in Poland and came to the "Windy City" in 1909. He was employed as a tile finisher until 1912, when he was made foreman of a terra cotta firm on Chicago's south side. In 1939, Guzik was employed by the elevated division of CTA as a gateman, working at 56th avenue on the Douglas Park branch, West Side section. He was named acting gate foreman in 1941, and foreman in 1943. "Of the several jobs I've had," John said, "none can compare with my present one. It offers real security and is pleasant, interesting work. I'm sure my two boys feel as I do, otherwise they would not be CTA employes."

Adjacent to home, John and his two boys have a small garden which is expected to yield some fancy onions, tomatoes, corn, etc., in a few weeks. Another favorite hobby of Guzik's is raising canaries, an idea that has grown into a profitable pastime. He has been interested in canaries the past 10 years and estimates he has raised and sold over 300 of these birds.

Charles, the second member of this CTA family, could really be called the first, since he began work with the elevated division two years before his father. A year after his graduation from high school, he started as a loop platform man and has progressed since then to the job he has held since 1945, motorman on the Lake street branch, West Side section. Charles was married two years ago to the former *Helen Kokoska*.

The third CTA'er in this family, Edward, 26, started in mass transit work in 1941 as a student trainman



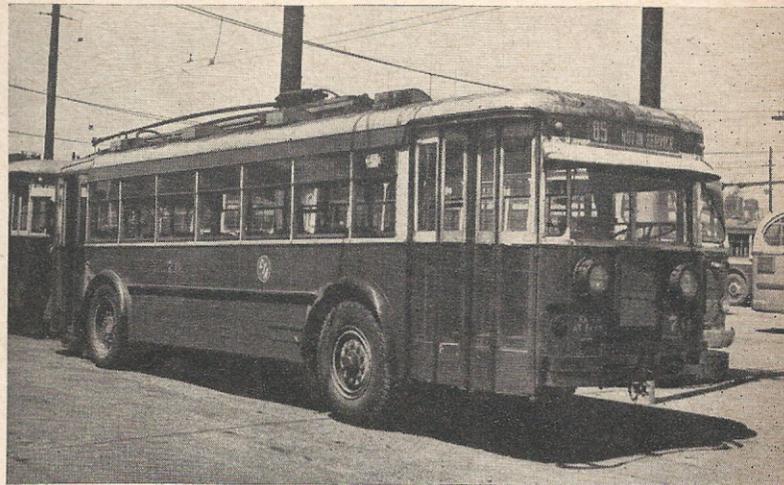
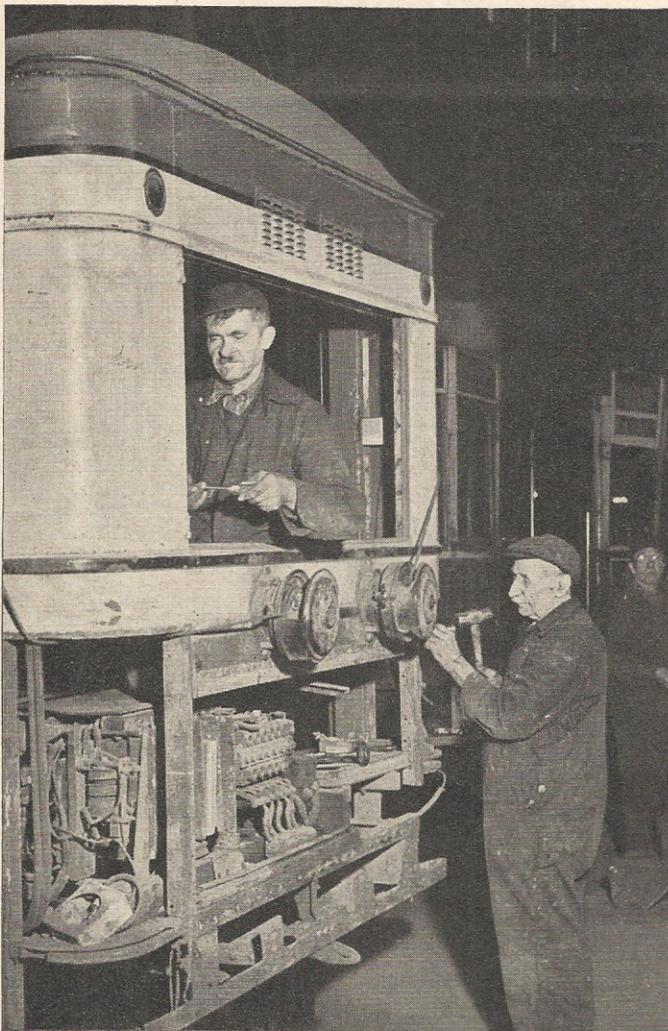
for the elevated. He continued in this classification until 1943, when he entered the Army, serving 3½ years, including a two-year tour of overseas duty in Europe. Edward returned to work for the elevated in 1946, and is now a conductor on the Garfield Park branch of the West Side section.

John Guzik and his wife, *Mary*, are also the parents of a daughter, *Mrs. Marie Cada*.

TROLLEY BUSES GET "NEW LIFE"

YES, a "new life," both in general appearance and mechanically, is now being given many of the familiar red trolley buses at the West Shops of Chicago Transit Authority.

More than 45 percent of the rides originating every weekday on the CTA surface routes originate on new equipment. The cost of all new operating equipment, as is true in so many other cases, has increased greatly during the past few years. Chicago Transit Authority, in an effort to effect economies and continue to provide modern, up-to-date means of transportation, is now reconditioning older equipment inherited from the former Chicago Surface Lines. It is estimated that CTA will save, for a period of five or more years, approximately \$2,200,000 in new equipment purchases through the renovating of these vehicles.



"NOT IN SERVICE." Yes, this trolley bus is out of service and about to begin its journey through the CTA West Shops, where it will be rebuilt and a new interior and exterior color scheme applied by the paint shop.

Present plans are to do this refitting and improving on about 150 older trolley buses, which, when trimmed up, are not so very different from the new type vehicles. The buses will also be repainted to conform to the new green and cream color scheme adopted by CTA. Approximately 40 trolley buses have been given this "new life" since the early part of 1949, and another 40 of these vehicles are scheduled for completion by the end of June, 1949. As a result of this work, these trolley buses, many of them in service since 1930, will now be able to operate with distinction for at least five years longer than average.

Complete Inspection Made

Each bus is first brought from its respective station to the body shop for a complete inspection and a repair order is made up, indicating the work to be done. It then proceeds through definite stages of reconditioning until it reaches the paint shop. There it is prepared for painting and enters the paint booth where it is sprayed, two coats for each color. The interior of the bus is also painted in three shades of green to correspond with the exterior color.

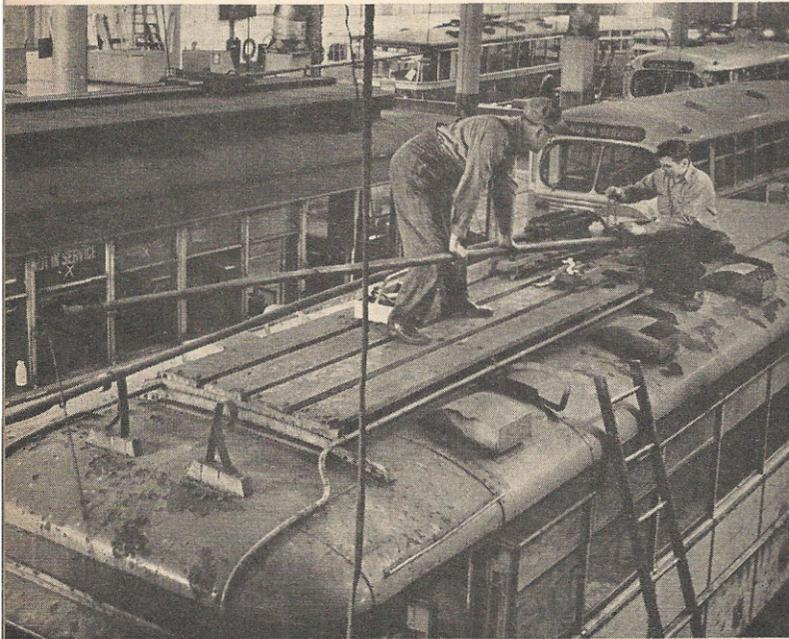
When the paint has dried on the trolley bus the passenger decalcomanias and numbers are applied, after which it is driven to the carpenter shop where the new stanchion bars, heaters, floor covering, etc., are installed. Seats that have been re-upholstered with a plastic coated red fabric are then put in the bus. Prior to this work, the motors,

THE FIRST JOB in the overhauling of each trolley bus is to strip it of any worn, rusted or broken panels, as done here by, right, Carpenter *Walter Knobulsdorf*, a surface employe 47 years. While the panels are being removed, Carpenter *Dominic Slička*, a veteran of 20 years with the surface division, removes the window sash from the rear window. Work done on the interior of the bus includes removal of the heaters, seats, flooring, stanchion bars and ventilator screens.

control, wiring and other working equipment has been fully checked and put in correct operating condition.

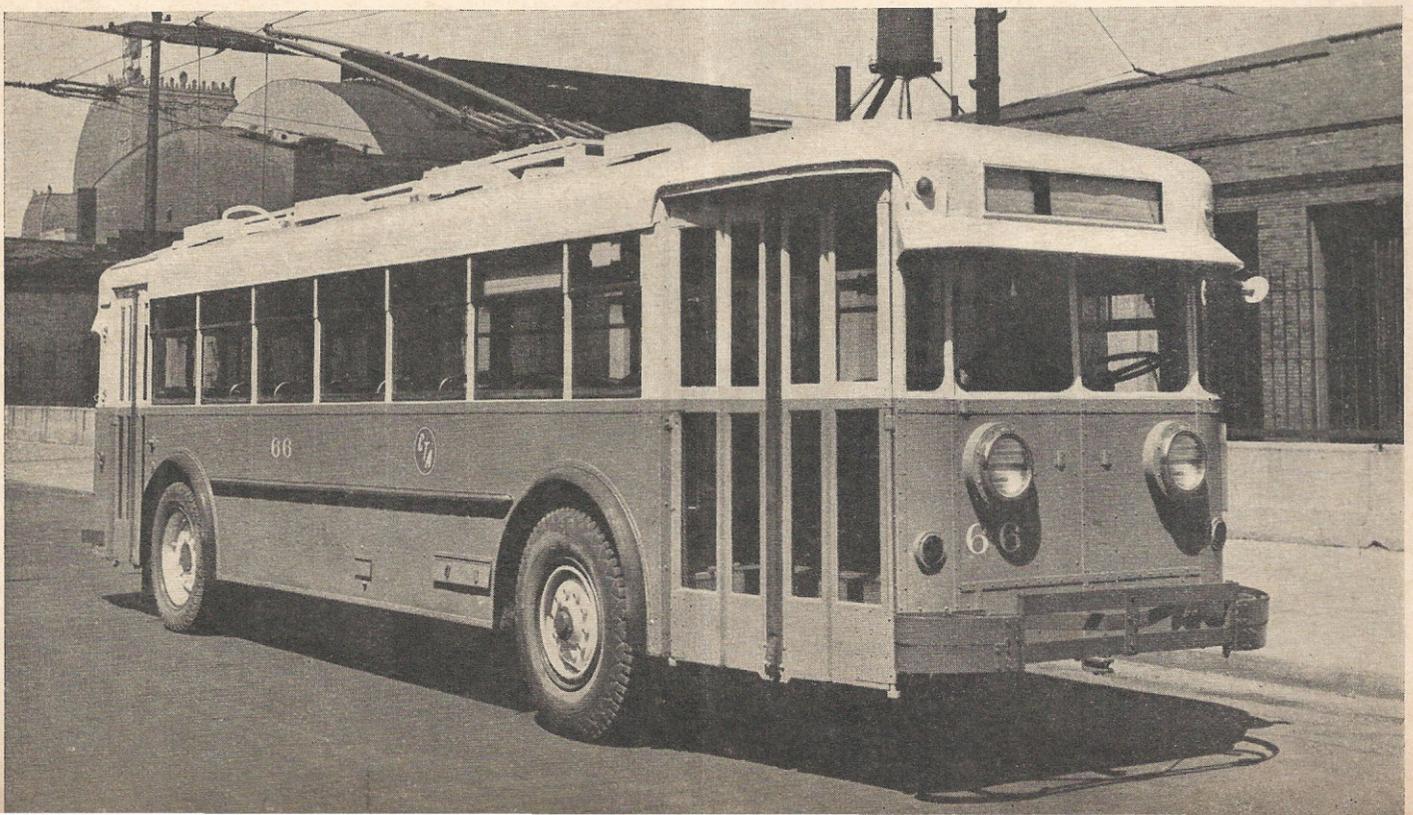
A final check of the trolley bus is made and it is then returned to its station, ready to provide fast, comfortable and safe service for CTA passengers.

FROM "TOP TO BOTTOM" each trolley bus is completely inspected and repair work is done wherever necessary. Correct installation and adjustment of the trolley poles is essential to efficient and safe CTA service. *Electricians John Mayer, left, and John Dundovich, who have just installed trolley poles, are shown removing the chain which is used to hold down the trolley base. Also inspected and repaired by these men are the wiring, lights and all other electrical fixtures.*



BOTH THE FRONT and rear doors of each trolley bus are inspected for worn parts by Carpenter John Brady, a surface employe the past four years. These parts are replaced, and, if necessary, the entire door is removed and a new one installed. An important phase of this work is a check of the door engine, which is removed from each bus and sent to the machine shop for inspection and repairs. Following this work, any new panels required are riveted on the bus by employes of the truck shop.

ONCE RED—NOW green and cream, this completely rebuilt trolley bus leaves the West Shops, ready to take its place among the hundreds of new vehicles now in CTA service on Chicago and suburban routes.



Test Control System

"ARE THE trains operating on schedule?" "Has there been some break in service?" "If there is a delay, where is it?"

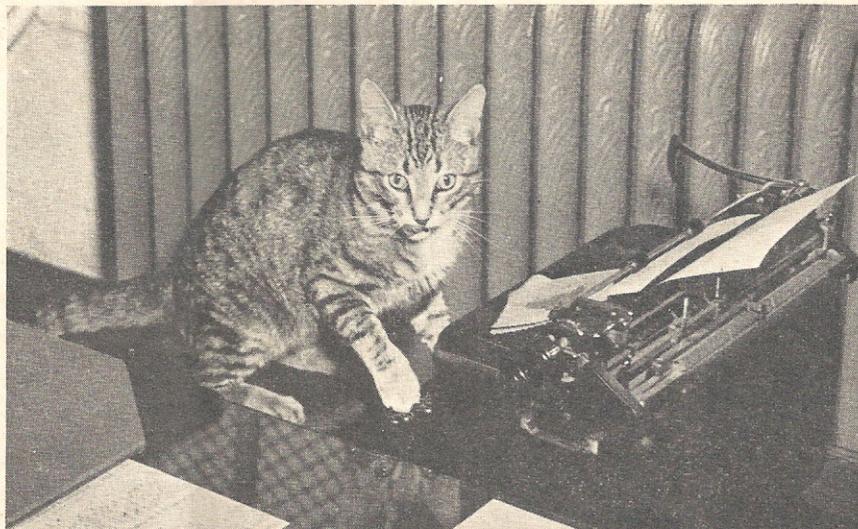
These questions must be answered if efficient service is to be provided for our CTA riders. To help provide an answer to them, an experimental supervisory control system was installed recently on the eastbound Lake street "L" between the Marion street and Pulaski road stations.

Three separate devices, centered in a booth at Pulaski road, automatically register the time trains pass several checking points. By means of lights on a track diagram panel, the supervisor can trace the movement of trains as they pass Marion, Central avenue and Lockwood avenue. Simultaneously, a time-stamping mechanism in the booth automatically records the time to the nearest second as each train passes these points. A third recording of train operations is made on graphs by means of electrically-operated pens.

This equipment alerts the supervisor immediately to any unusual occurrences along the right-of-way which may cause service delays. Thus informed, he is in a position to adjust train movements at once on either side of the points of delay, thereby maintaining regular intervals between trains and minimizing delays to passengers.

The supervisor's booth has a telephone which provides direct contact with dispatchers, train yards, stations and offices along the right-of-way. It is also equipped with a public address system that enables the supervisor to issue orders directly to train crews at Pulaski Road station, or to make announcements to passengers on that platform in the event of unusual occurrences.

The control system will be given thorough and critical study by Transit Authority engineers during the period of



BUSY BURNSIDE CAT

(An interview with Rudolph A. Catt, Jr.—by "Furgie.")

YOUR REPORTER came upon Rudolph A. Catt, Jr., busy at his duties in the office of the Burnside Depot. When asked to give a brief outline of his life with CTA, he reluctantly turned from his typewriter and, with an almost impatient air, replied: "Well, it is a long story. I was one of a family of nine boys. Our Dad, who was office cat before me, met his demise under the wheels of a (sedan) streetcar last Fall and I just naturally inherited his job. There's lots of work around here—what with keeping the mice, rats, sparrows and pigeons in hand. Another thing, I even have to keep track of the Casey's lunch buckets now. At present I am compiling a list of the ones who carry fish for lunch!" Then Rudolph, switching his quid of catnip and spitting as only an office cat can, finished with this remark: "I'm busy now—so scram."

experimental operation to determine the extent of its future use on CTA properties.

MOVE STOREROOM SUPPLIES

TO FURTHER coordinate working operations, all electrical, stationery and porter supplies of Chicago Transit Authority are now in one location, according to a report from the Material and Supplies department.

Recently removed from Storeroom 41 at the Throop street shops were 1,536 items of electrical material, which are now located at Electrical department headquarters at Grand avenue and Leavitt street. During the first two weeks in May, approximately 862 stationery items and 59 porter supply items were removed to storerooms at 78th and Vincennes.

SAVES RUNAWAY CHILD

HERE IS a letter received from a pedestrian who saw a Chicago Transit Authority employe endanger his life to save a small child.

"This afternoon I saw your employe, badge No. 909 (*Bus Operator Chester Stevens, Lawrence*), use his intellect to very good advantage. At the southeast of Montrose and Milwaukee, a child about three or four years old broke away from the adult woman he was with and was about to run across Milwaukee avenue just as an automobile was approaching from the north at a high rate of speed. Your bus operator saw the child about to dart into the path of the auto and ran and grabbed him. Undoubtedly this child would have been killed had it not been for the quick action of this brave CTA employe."



Reports to You

(The Fourth Annual Report of the Chicago Transit Board covering the fiscal year ending December 31, 1948, is presently being distributed. In keeping with its practice of advising employees on the progress of the Authority, the CTA herewith presents excerpts from the Annual Report. A preliminary story on 1948 operations, including a condensed financial statement, appeared in the February, 1949, issue.)

Some modernization money earned in 1948

Chicago Transit Authority ended 1948, its first full calendar year as well as its first fiscal year of local transit operations, having met all its fiscal requirements and with a total of \$116,320 available from earnings, in addition to the amount set aside for depreciation, for continuing the modernization of its equipment and facilities.

Where our money came from

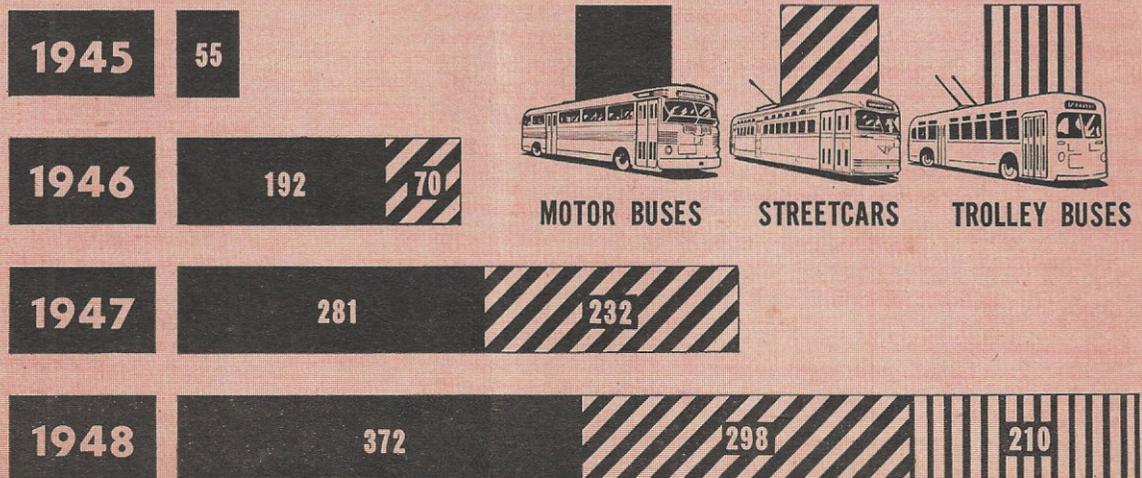
| | |
|---------------------------------|----------------------|
| Passenger revenues | \$113,448,220 |
| Station and car privileges..... | 1,276,077 |
| Rents and miscellaneous..... | 921,527 |
| | \$115,645,824 |

"Furnishing local transportation in a large city is a far more complex problem than in other governmental or public utility functions. Not only is it a highly competitive enterprise (as distinguished from electricity, gas or telephone); it also comes in more intimate daily contact with the personal comforts and convenience of about one-half the entire population. Patrons can very quickly be favorably or adversely affected by the conduct or inefficiency of CTA employes or service. Likewise, any impression that the management is not performing properly can very quickly impair patronage as well as damage the financial credit which CTA must have to continue its improvement program."

—PHILIP HARRINGTON,
Chairman, Chicago Transit Board
(June 28, 1945—February 11, 1949)

NEW MOTOR BUSES, STREETCARS and TROLLEY BUSES

DELIVERIES BY YEARS, 1945 - 1948



Where our money went

| | |
|--|----------------------|
| Wages, salaries, employes insurance and pensions..... | \$ 77,519,361* |
| Operating materials, supplies, power and motor fuel..... | 15,996,410 |
| Provision for injuries and damages..... | 5,782,291 |
| Miscellaneous services, supplies, and other insurance..... | 3,735,731 |
| | \$103,033,793 |
| Debt service | 5,100,250 |
| Depreciation | 6,210,015 |
| Operating expense reserve | 150,000 |
| Municipal compensation | 1,035,446 |
| | \$115,529,504 |
| Available for modernization..... | 116,320 |
| Total Gross Revenues..... | \$115,645,824 |

(*—Total direct and indirect wage costs, including construction wages, \$82,990,139)

Modern equipment for our riders

During the year we retired—

728 streetcars
111 gas buses
109 "L" cars

We received the largest number of new pieces of equipment ever received during one year in the history of local transit in Chicago—

372 motor buses
210 trolley buses
298 streamlined streetcars
2 articulated metal "L"
and subway cars

We ordered 130 new and improved single unit rapid transit cars.

Construction was begun on the Authority's first all-bus terminals.

Improved service

By the year's end nearly 45 per cent of the rides each weekday were originating on modern equipment.

The all-express Lake street "L" service, operating from early morning until early evening, was established.

Frequent and reliable bus service replaced shuttle trains between Howard street "L" station and Skokie.

Modern buses were substituted for streetcars on the Damen avenue line on weekends.

The first off-the-street connection between surface and rapid transit services was established at the Western avenue "L" station of the Ravenswood branch, tying in with the modern streetcar and bus service on Western avenue.

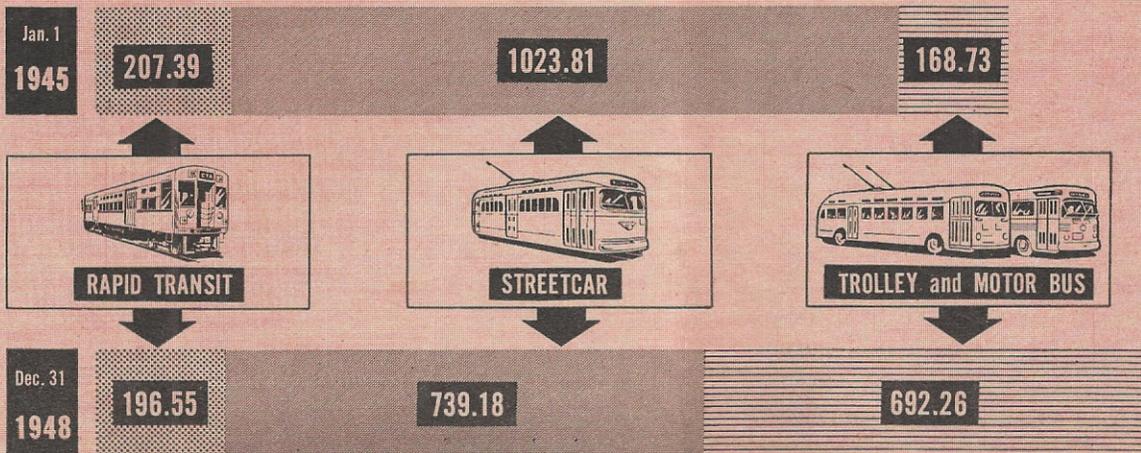
Improved working conditions

Various wage adjustments and changes in working conditions established through negotiations amounted to an estimated \$8,500,000 annually.

Rush hour "no parking" regulations were applied to Madison street.

Job analysis institutes were established early in the year to develop a job classification structure.

MILES OF ROUTE IN REVENUE SERVICE



What's in the future?

Experiments are being conducted in electronic signalling for rapid transit operation.

An extensive program of new building and rebuilding of shops and equipment housing is now under way.

Work on the Milwaukee Avenue-Dearborn Street-Congress Street subway is scheduled to be completed by mid-year 1949, and ready for operation the latter part of 1950.

The Authority must make certain changes in the structure and facilities on the Logan Square branch of the elevated and inspection shops at Logan Square terminal must be modernized to care for new rolling stock to be placed in subway operation.

"The Board recognizes the contributions of the personnel of the Authority toward making this a successful enterprise and is appreciative of the excellent morale shown throughout a period when many changes in the type of operation were made out of necessity in the interest of improvement of service."

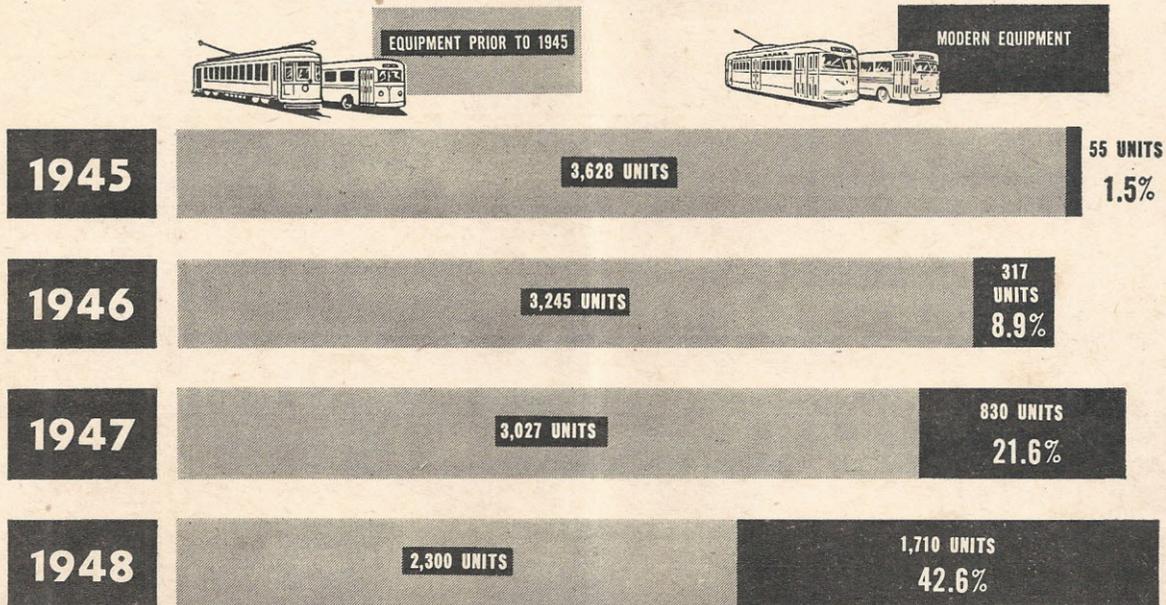
—Fourth Annual Report of
CHICAGO TRANSIT BOARD

"THE AUTHORITY enters the year 1949 with the conviction that the provisions under which it was established are sound and workable. It has successfully weathered a period that has proven to be a difficult one for many transit operations. Many sound precedents have been established. Improved service has become a reality. The results from the modernization program thus far indicate that by continued effort the Authority can and will attain the long desired objective of modern local transit for Chicago."

—Fourth Annual Report of
CHICAGO TRANSIT BOARD

TOTAL SURFACE TRANSIT EQUIPMENT

YEARS ENDING DECEMBER 31st • 1945 - 1948



THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

APPENDIX EXITS ON FRIDAY THE 13th

ACCIDENT INVESTIGATION—The only fatality in this office on Friday the 13th was that of *Sam Fisher*, who is back at his desk again, minus his appendix. Welcome home!!!

Diapers are hanging on the clothes line for the first time at the *John Hennessy's*—the triangles belonging to *Thomas Glen*, born April 23; and for the second time at the *Joseph Lubway's*, born May 9 and named *Carl Casimer*.

An office romance that has been growing for many months, blossomed on June 4 when *Charline Thompson*, typist, and *Howard Smale*, clerk, came face to face with the preacher. Good luck and happiness to both of you.

—JERRY and CAL

IBM ROOM FEATURES MARRIAGE EXHIBIT

ACCOUNTING—Two of the office romances have culminated in marriage. *Helen Lavery* and *John Mohan* were wed on May 14, *Vernetta Nerge* and *Daniel Frusolone* on May 21. 'Tis said "love is blind" but these couples were well aware of the gravity of the step they were taking after viewing an exhibit in the I.B.M. Room.

The back of a file cabinet was utilized to mount cut outs, and a drawing of a crossroads sign pointing to single and married, and under each, what might be expected. "Single" pointed to wealth, adventure, good times, cars and clothes while the married sign put emphasis on dishpans drudgery and diapers. . . . Had a misogynist been responsible it might have influenced someone but *Richard Holzle*, the designer, is married and the proud father of two little girls.

Grant Constable was married to *Florence Scaturro* on April 30, and *Mary Turley* said "I do" to *Finlay Morrison* on May 14.

In the Clouds

Naomi Bohlin started her vacation in the clouds by flying to Los Angeles. *Mable Potthast* preferred



A FIVE GENERATIONS FAMILY

THIS FAMILY group of five generations, which includes *Conductor William F. Albro*, North, gathered together during the past Christmas season to celebrate the holidays and pose for this photograph. Shown here are *Mrs. Thomas C. Wright*, *Albro's* grandmother, sitting with *William M. Read*, his grandson, on her lap. *Mrs. Wright* is 83 years old. Standing, left to right, are *Mrs. Ralph Pentlin*, *William's* mother; *Mrs. David Read*, his daughter; and *William* himself, who is a youngster of 47 years—24 of which have been as a surface division employe.

—Reported by JOE HIEBEL

keeping her feet on the ground, so traveled to California by train. *Marie Havlik* enjoyed a bus tour through the Smokies.

Bernice Coyne has organized a women's winter bowling league, and *John Weisolek* has started a mixed summer bowling league.

Martha Neffas is hospitalized after an operation to reset a leg broken in a fall on May 8. *Edward McEldowney* is up and about after an appendectomy.

Anne Jungwirth had a front seat while viewing the processes of our courts. She served on a jury for two weeks. —HELEN A. LOWE

DEPOT HAS ADVANCED HEARING ON NEW CAR

ARMITAGE—*Joe Schultz* has talked so much about his new car (which he hasn't got yet) that he has the only sunburned tongue at this depot.

Now that the picking of vacations is over the men are figuring out their potential pensions.

Conductor Frank Caravia has taken unto himself a six-hundred dollar exemption. We all wish you and your bride the best of luck.

Did you know that *Conductor Chap* has five daughters?

At this writing, *Motorman Frank West* is preparing to visit Annapolis, Maryland, to see his handsome son graduate from the U. S. Naval Academy. More about that next month. —TED SHUMON

TALL BUILDINGS CHANGE HIS MIND

BURNSIDE—*Operator Sigruid (Doc) Kurzweil* picked on the cross town again. He says he picked on a downtown line some time ago but the tall buildings were too much for him so he will stick to the prairie route.

Motorman Mike Ryan spent at least part of his vacation riding up and down on Cottage Grove avenue. Said he has been riding with himself so long that it is interesting to see how some of the other fellows run a streetcar.

Supervisor Ernie Frank spent the major portion of his vacation moving goods from his old home in North Rosemoor to Chatham Fields. We didn't know that one man could have that much personal property.

Sympathy is extended to *Retired Motorman Chester Rowland* in the loss of his wife.

Our *Superintendent Robert T. Duffy*, has been spending his vacation at his summer home in Michigan, trying to lure some of the near-whales from the lake into the frying pan. No report, as yet, on his success. —FURGIE

INVALIDS STAGE HAPPY RETURN

COTTAGE GROVE—*Conductor Charles Weber*, who underwent a serious operation and has been off the job for several weeks, is again with us and looking fit as a fiddle. . . . *Motorman Frank Dousan*, who suffered a broken arm last March, expects to be able to return to work the middle of this month.

. . . *Motorman Gus Kunde* is again able to resume work after being off the job for some time due to illness. . . . *Motorman Al Grohn*, after spending several weeks at Hot Springs in an effort to regain his health, returned to work the mid-

dle of last month. Al says he feels like a new man, and if one can judge by appearances he certainly looks the part.

Last month death claimed another old and dear friend, *Andrew J. Hillgarth*. Andy started his career here, moving to Archer Depot some years ago with the 51st Street line, later going to 69th Street Depot with the Western Avenue line. Off the job for some time, due to illness, he was just recently assigned as a flagman at 51st and Racine. His death came as a complete shock to his countless friends and buddies.

Our sincere condolences to *Conductor A. Kalata*, in the death of his father last month.

To all you men who have returned from vacations don't forget that we are looking forward to receiving some swell yarns from you.

Birthdays, weddings, anniversaries, new arrivals, etc., are always interesting news. Please give the correspondent your cooperation in helping him make this column interesting, newsy and constructive.

—THE ECHO

MARRYING SEASON IS HERE, FELLAS

ELECTRICAL—*Apprentice Roy Walsh, Jr.*, of Van Buren Substation was married to *Theresa Edna McAleese* on Saturday, May 7, at Saint Charles Borromeo Church.

Joseph Smith of the Line department put one foot forward and took unto himself a wife on the same day. (Don't weaken, fellows, your scribe just celebrated his 30th anniversary.)



"Now's a good time for you to learn to swim, Dear."

ATHLETIC ROMANCE



Mr. and Mrs. Edward M. Schneider, Kedzie, celebrated their 14th wedding anniversary on Decoration Day. Ed met his wife while she was playing softball and he was the umpire. No strikes ever crossed the plate except at his heart. The result is many years of happy marriage.

—Reported by JOE SMITH

Plane enthusiast, our own *Patrick McKenna*, flew to New York where he spent his vacation with relatives and friends.

We are happy to adopt *John Clarke* into our family at Grand and Leavitt. John is a typist and clerk.

Norbert Rolnicki, operator at Milwaukee Substation had his tonsils removed and is progressing nicely.

Substation Operator Gerald A. Griffin received his law degree from John Marshall Law School recently and was also awarded the *Edward T. Lew* scholarship from the school and the Alpha Sigma Iota scholarship award. He is a member of the Delta Theta Phi law fraternity.

—ANDY

TRANSITAD

FOR SALE—Light gray tailored suit, two pr. pants, one never worn. About size 40, for tall person. Call *T. J. Connelly*, Evergreen Park 9208.

HE'S IN TUNE ANY TIME OF THE DAY

GENERAL OFFICE (JACKSON)—*Lois Marsh Frank* (formerly of Executive) is the proud mother of *Clifford John*, born April 23. Your correspondent can verify that "Baby Clifford" has a mighty good pair of lungs.

It is still a little early in the season for vacations but we did manage to find a few brave souls taking early ones. *Shirley Guertin* (Executive) chucked her city finery for blue jeans and a week on a farm in Iowa. . . . It was no gamble on weather for *Kaye Frayne* (Executive). Kaye spent her vacation basking in the glorious sun of Miami, Florida, and developing a brand new set of freckles. . . . *Ivan Miller* (Real Estate) is one of the lucky three-weekers. He spent his first week in his garden, as Ivan is quite an avid gardener and loves his flowers and vegetables. Now he has his two weeks to look forward to.

The Italian Village was the scene of the bridal shower on *Mary Rarahan*. She was honored with a dinner and many lovely gifts by her co-workers in the Purchasing department.

—BRENDA AND COBINA

PONDER MADE PROPHET OF "TURFMAN" ROONEY

GENERAL OFFICE (MONROE)—When *Lee DeSutter* picked *Ponder* in the office Derby pool, *Bill Rooney* told her she had the winning horse, and to prove it, Bill placed his own bet. Bill sez it took a lot of pondering. Howdy to *Henry Fullriede* and *George Lancaster*, who have joined the ranks of Specifications. Mr. Lancaster is from Beaumont, Texas.

Helen Doherty No. 2, bedecked in a very cute summer haircut, is going around wringing her hands—and that's for sure. While putting clothes thru the wringer, she, herself, started thru.

Alice Pletzke took a week-end jaunt to Turkey Run, Indiana. Her traveling companion on the return trip was *Wayne*, a turkey gobbler who will stay with Alice until Thanksgiving—that's all. A new arrival in the *F. N. Graham* home.

One of those four-wheeled rubber tired jobs named "Buick."

Frank Misek, Staff Engineer's office, is sporting a 1949 Ford. . . . *George Krambles* and *Ernie Gerlach*, two dyed-in-the-wool railfans, motored to St. Louis over a week-end recently—to see the wheels go round. . . . *Rosemary McAndrews* was presented with a box of colorful lollipops on the occasion of her birthday—the compliments of Staff Engineer's office. . . . *L. M. Traiser* and some of the boys in his office, spent a week-end at Mayslake.

Marion Parker, Statistical, surprised the seventy-niners with the announcement of her engagement to *Dr. Sleeper*, and displayed a very beautiful diamond. . . . Those weddings bells are breaking up the routine of the switchboard room. First *Chloe Rates*, then *Dorothy Dockham* have succumbed to the fragrance of orange blossoms.

Student Engineer

Jimmy Blaa, Transportation, Surface division, has left the transportation department to start on an engineer's career at North avenue, as a motorman. . . . We introduce to the organization *Richard Margroff*, new file clerk in transportation.

BRIDE AND GROOM IN MINIATURE DEBUT

SHOPS AND EQUIPMENT (South Shops)—A gala surprise pre-nuptial party was held in the Printing department to honor *Jeanne Krauledis*. They had a lovely wedding cake and *Jeanne* made a wedding wish. Everyone wanted to know the wish but *Jeanne* was silent. Several of the girls got together and dressed two mop sticks to represent the future bride and groom. The bride carried a spray of lillies and had a lovely flowered head piece and finger tip veil. They also decorated a wash pail with blue and white crepe paper. They all decided *Jeanne* would have to carry the bride and groom home on a streetcar and went with her to the car line to see that she did. Imagine all the eyes looking at the bride and groom. —ANNE YERCICH

If you are indisposed on account of illness, don't fail to answer your doorbell the first time it rings. You may be admitting two rays of sunshine, *Margaret Robrandt*, who is a visiting nurse for the South Section, and *Irene Mostek*, who covers the northwest side. These gals, who worked for many years at 79 Monroe, are now traveling beat, lending their assistance to the ill.

Ken Ward has joined the "stay-at-homers" club. Reason, television. *Frank Marek's* daughter is planning a September wedding. *Helen O'Connor* is vacationing in Iowa. *Eliot Hirsch* has turned his back on "Mort the Mortician" and the rest of his poster family and is vacationing in the Smoky Mountains. It is taking a lot of practice to use the name of *Anne Cyr* instead of *Anne Fahey*, also the name of *Glee Hoskins*, instead of *Glee Adams*.

—MARY CLARKE and
JULIE PRINDERVILLE

HERE'S WHAT CLERKS PICKED AT KEDZIE

KEDZIE—The clerks' pick sent nearly all of our men back to us but four got away. *Charley Starr* is chief clerk; *Cornelius P. O'Connor*, he of the family of four girls and five boys and his dad, retired motorman *Bill O'Connor*, night chief; *Bob Stach*, No. 3; *Ellsworth Ehrhart*, No. 4; *W. Kinnish*, just married and away on a honeymoon vacation (what could be sweeter, all that and the No. 5 job, too); *Bob Healy*, back from a short sojourn at North Ave., relief 12; *Jos Costello*, 86th cousin to the Irish Prime Minister, Relief No. 13. *Receiver W. Leahy*, brand new with us; *Assistant Receiver George Singer*, time, time and again and that's the way we want him; *Combination Clerk Walt Daly*, who says he now uses a towel or a whisk broom to comb his hair; *Relief Receiver Eddy Stack*; *Vacation Relief Clerk John Wise*, who couldn't stay away any longer; *Vacation Relief Receiver T. Birmingham*, no relation to *Supervisor Birmingham*. We bid you all welcome.

To those who overlooked openings at Kedzie: *Jerry Blake* went to Lawrence Garage; *Jim Keenon* went to Lawndale; *Receiver Bill Boland*, North avenue; *Receiver*

CTA WEDDING



A MOMENT was given the photographers by newlyweds *Mr. and Mrs. John Mohan* and members of their wedding party before they left Resurrection Church where they were married May 14. *Mrs. Mohan*, the former *Helen Lavery*, and her husband are both employes in the CTA Accounting department.

—Reported by HELEN A. LOWE

Otto Jurew spends four days at Blue Island and one day at Kedzie, as does *Mike Cusack*.

A quiet dinner at the home of their daughter, *Mrs. Howard Walther*, marked the golden wedding anniversary of *Retired Conductor and Mrs. James O'Rourke*, according to *Larry Shields*. Jim has had a heart ailment since Christmas of 1948. He was a minor league ball player before he went on the cars.

Eugene Gibbons gave his daughter, *Peggy*, in marriage to *Jack O'Hara* on May 7, at St. Peter Canisius Church. A reception was held in Eagles Hall at Lockwood and Madison street.

Back Home

Back from vacation: *Supervisor J. Lapidus* spent some time at the ball games and caught up on some long over-due visiting in the city. *Pat Mulvihill* decorated his abode and made some repairs. *Charley MacDonald* and *Mrs. MacDonald* visited Palo, Iowa. While there, *Mrs. MacDonald* took care of her mother who recently broke her hip, while *Charley* supplied the table with red and brown brook trout.

If you are going to the woods for a vacation you can get information on jungle lore from *Mike Gilmartin*, who was a top jungle instructor in the armed forces. *Mike* recently became a father. *Mrs.*

Gilmartin and the baby are first class. *Mike* is still a little weak.

In the May issue an item was entered on V.F.W. CTA Post inauguration of officers. Omitted from that item were *Edward Riley*, Commander of V.F.W. Mark Clark Post, who acted as master of ceremonies wearing his commander's emblem set with a fiery blue diamond and *Ted Heffernan*, attending as official amalgamated representative.

—JOE SMITH

HE CASHES THEM JUST THE SAME

LAWNDALE—*Peter Schellenberg* has had his name bobbed by the company's check-writing machine. The machine will not take a name as long as *Pete's*, so the last two letters of his name have been dropped. He has been receiving checks made out to "Schellenbe" and has been signing them "Schellenberg" and cashing them just the same.

The Clerks' new pick found *Lee Cumber* and *Jim Keenon* back after a long absence.

Chet and *Mrs. Kulis* celebrated nine years of marital happiness on May 4.

Harry Parker returned to work after being hospitalized for two weeks.

Congratulations to *Harold* and *Mrs. Loftis*, who were married early in May and spent their honeymoon in Colorado. Ditto to *Joe* and *Mrs. Coleman*, who were married on May 28.

Thanks to *Joe Kindle* for his hard work in having the pool tables in the recreation room renovated and modernized.

As *Frank Volin* already had three boys, "*Blackie*" *Tricoci* felt pretty safe in betting \$5.00 cash and a \$7.00 dress for *Mrs. Volin*, that this baby would also be a boy. On May 12, *Frank* and *Mrs. Volin* became proud parents of *Nancy*, weighing 6 lbs., 3 oz. Pay up, *Blackie!*

Our ball team is doing a good job this year, trying to bring honor and glory to Lawndale. Get out and see them. —BILL FEILER

KIMMEL MEDICINE IS CURE FOR ANYTHING

LAWRENCE—If you are not feeling too well these days see *Frank Kimmel*. He has some medicine that he mixed himself and is trying it out on some of the boys around the garage. *Marvin Wallace* has been taking it for the past month, and says he feels 20 years younger.

Ed (Money Bags) Smith was seen busily engaged in spading up the back yard of his new home. Judging from his intensity, he must have been digging for gold—or burying it.

Won't be long now until we hear some great fishing tales from *George Wickman*, *Wally Cubi-check* and *Eddie Gron*. *George*, *Wally* and *Ed* will drop a hook, as the story goes, and they don't own a pail that can't catch fish. Congratulations to *Mr. and Mrs. Timothy Scott* on the arrival of a baby boy, named *Michael*.

Our sympathy to *John Smitko*, who lost his brother-in-law, and to *Ed Kuberksi*, who lost his mother.

The extra men think that this picking business is all wrong. When a guy is young and likes to go out he has to pick a night run. When he has enough seniority to pick a day run he's too old to go out.

—THE POLISH COUNT

HE HAS REASON TO BE UP IN THE CLOUDS

LIMITS — *Motorman L. Janicki's* children are making news this week. *Elaine* graduates from kindergarten and *Gerald* makes his Holy Communion. This seems reason enough for *Motorman Janicki* coming in the Depot the other day to work, and finding out he was supposed to be on vacation.

One of our repairmen, *Ernie Herrman* by name, is now a motorman at Armitage.

The baseball team is really making history for our Depot. *Operator Denise* hit four home runs in one game against the "L" team. Last reports have us Won 4, Lost 2. Let's all get out and cheer our team to the top. The players are: *Manager Charley Clark, Smith, Joe Prindes, Karp, Icullo, Murphy, Tom Stiglic, Konig, Sedin, Denise, Greer, Red Johnson, McAllister, Roberts, Gieser and Lochowitz.* The men also want to thank you all for the donations to help them bring home the bacon.

New Office Faces

Notice the new faces in the office? The clerks and receivers pick is now in effect, and it's good-bye to our old friends, *Chief Clerk Elmer Ridel*, now at Lincoln; *Hank Zych*, now at Devon, and *Joe Connelly* also at Devon. Welcome to our new friends, *Chief Clerk Ray Simon, Clerks Johnny Wathier, Morris Buckley and Sammy Girard.* We still have those two swell receivers with us, *Tracy Calkins* and *George Schelkoff*, our Superintendent, *Elmer Balanz*, and Assistant Superintendent *Calderwood.* If you have any questions concerning operation of CTA equipment, or questions in general, you will always find our *Supervisor Instructor Tom Stiglic* ready and willing to help you. We had many births recently and here they are, in order of their appearance: *Operator J. Prinz* was the grandfather of twins, born April 2, and christened *Kathy*, 6½ pounds; and *Karen*, 5 pounds; *Motorman Charlie Hurtienne*, father of a baby boy born April 21, and named

HUSBAND AND WIFE LEAD VFW POST



AN IMPRESSIVE ceremony marked the installation of the husband and wife team of *Conductor and Mrs. Wilbern Vaughn, Devon*, who will lead the CTA Post No. 9114 and Auxiliary, Veterans of Foreign Wars, during the year 1949-50. . . . Among the new officers of the Post, besides *Commander Vaughn, center*, are left, *Frank Gatto*, senior vice-commander; and *William Newton*, North, junior vice-commander. *Charles Krause* was the installing officer. . . . The Ladies Auxiliary installed *Mrs. Vaughn* as president, *Catherine Greene*, left, as senior vice-president, and *Marian Jarchow*, junior vice-president.



James Edward George, weight 8 pounds, 11 ounces. Both *Mrs. Hurtienne* and baby are doing fine. *Conductor H. Jakob*, father of a baby boy born April 22, and christened *Henry John*, weight 6 pounds, 15 ounces. Wife *Helen* and baby doing fine. *Conductor and Mrs. Ed Benson* celebrated their 25th wedding anniversary on April 23.

—R. H. LENCE

NEW CLERKS TAKE OVER AT LINCOLN

LINCOLN—The clerks had a pick and Lincoln Depot lost *Fred Meyers, Bob Quetschke* and *Vernon Rage.* They went to Devon Depot *Bill Cerkan* went to Lawrence garage and *Sam Girard* went to Armitage Depot. We wish them loads of luck in their new surroundings.

We welcome *Elmer Reidel, Had-*

den Phillips, Bob Peterson, J. Gilmore, L. Miller, J. Connally, H. Zack, J. O'Brien and *E. McLaughlin* as our new clerks.

—WM. GEHRKE

SPRING VACATIONS POPULAR WITH CTA'ERS

LOOP—Some of the people taking this refreshing time of the year to spend their vacation visiting relatives are *Nellie Keating* at Bloomington, Illinois; *Helen Rogan* in Wisconsin; and *Marie McInerney* at Grand Beach, Michigan. *Margaret Neary, Frances Mueller* and *Robert Doherty* also are enjoying the beauties of a spring vacation.

Exley Barker, on his vacation now, will make it a permanent one in July after 20 years service.

On May 25, her west side friends gave a farewell dinner at Old Prague for *Antonette Bunba*, who will take her nuptial vows on June 25, at St. Valentine Church. The bride will wear a tan suit with toast accessories.

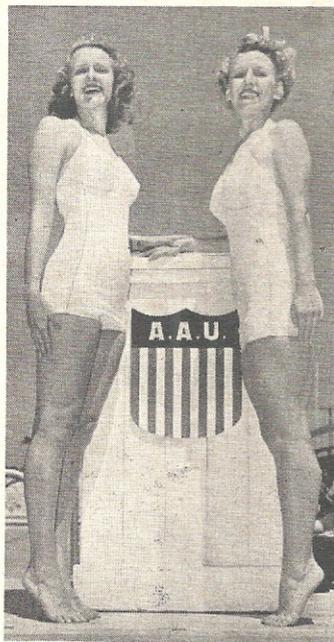
We extend our deepest sympathy to *Voila Bordegan* in the loss of her mother.

Elizabeth Flannigan is back, fully recovered from a broken rib. *Julia Curry* and her daughter are motoring to California, stopping off to admire the gorgeous scenery of the west. —EDITH EDBROOKE

SOUNDS LIKE THE START OF A CTA COMMUNITY

NORTH—Home ownership is wonderful. When a family realizes an ambition as fine and complete in enjoyment as the ownership of a comfortable home, a word of congratulations is in order. Have you ever heard of North Lake City? This is a new development just west of our city which is drawing many of our fellows. *Conductor Raymond Zielinski* burned down all the weeds surrounding his property and found many of his co-workers living out there. A new ranch type home will soon be on the *Zielinski* home site. *Motorman Henry Craig* is building just north of Ray. *Conductor R. Banky*, who is an early settler and a volunteer fireman, can advise you fellows. If you will stand on a stump and look west you will see *Conductor Tony Tuccy's* home. *Tuccy*, by the way, was showing

GOOD LOOKING SPORT



SWIMMING (you guessed it!) is the main interest of *Billie*, left, and *Rosemarie Voelker*, daughters of *Trainman William Voelker*, North Side. The girls, who are members of the Chicago Town Club swimming team, won the National Indoor Senior Synchronized Duet Championship held on April 2, 1949. As a result of winning this title, they were featured in a swimming exhibition at the Women's National Swimming and Diving Meet at Daytona Beach, Florida, on April 22-23-24.

Reported by *J. J. Baly*

the fellows snapshots of when he was in the service, and the boys decided the best picture of Tucey was one with a gas mask. *Conductor Tom Goulden* is assisting *Motorman Harry Born* build his new home in Woodale. *Motorman Frank Salandra* also has a lot in Woodale and will begin to build soon.

Have you noticed any change in *Conductor P. Leidig*? He doesn't look any older to us now that he is a "grandpappy."

Three to Go

Congratulations to *Motorman Paul Jones* who celebrated his 22nd wedding anniversary May 14. Just three more years Paul and it will be "Hi Ho Silver."

In an election that was held May 10, *Mrs. Eva Olcikas* was named president of the St. Mel High

School Auxiliary. *Mrs. Olcikas* is the wife of *Supervisor Charles Olcikas*.

Believe it or not the last Division street bus leaves both terminals at the same time. *Conductor John Meyer*, who suffered a broken finger, is back to work. Meyer asked the doctor if he would be able to play the piano with that hand and the doctor assured him he could. "That's great," replied Johnny, "I could never play before." You should have seen the face of *Motorman Jim Straka* light up when his conductor, *Pat Hester*, came back to work, after being off sick.

The day is coming when athletes may have the benefit of coaching while they are actually in the process of playing a contest. A new radio system with a pocket sized receiver and hearing aid phone in the player's ear would enable him to get instructions from the sidelines. Can't you just hear *Manager Ed Kowald* telling you "get back closer to second, the shortstop is sneaking up behind you."

—**JOE HIEBEL**

BACHELOR TURNS BENEDICT

SCHEDULE-TRAFFIC—One of our confirmed bachelors (so we thought) *Dave Jacobs*, schedule clerk, exchanged wedding vows with *Elizabeth Mueller* at St. Gregory's Church on May 7. After a honeymoon spent in Washington, D. C. and the Smoky Mountains, we have the newlyweds settling to what we hope will be many years of wedded bliss. . . . *Jack Wilbur*, traffic checker, paid the office a visit after being on the sick list all winter. Looks like Jack might be back to work before too long. . . . *Robert Sedlack*, schedule maker, proudly announces the arrival of eight pound *Mary Anne*, on May 21. Mother and baby are doing fine and of course the father and brother are very happy over the event.

Two former Schedule-Traffic employes, *Dorothy Peacock*, now residing in Washington, D. C., and *Esther O'Brien*, secretary at the West Shops, were surprise visitors recently. They both started in transportation work together.

—**L. C. DUTTON**

LOVE FINDS A WAY—EVEN IN HOSPITAL

NORTH SIDE "L"—*Mr. and Mrs. Henry Schultz* of Lansing, Ill., have announced the engagement of their daughter, *Jane*, to *Jack Beck*, son of *Conductor and Mrs. Fred Beck*. Jane is a graduate nurse at Illinois Masonic hospital and they met when Jack was a patient there.

We hear that a house warming is coming up very soon. Yes, *Trainman Edward Pankow's* new home should be completed toward the end of June, so drop in, fellows, only—we might add—bring your own refreshments. He probably won't be able to buy any after paying all the bills.

Agents Mary Mulkean and *Sue McLaughlin* are at home recuperating.

Trainman and Mrs. Edward Burke, accompanied by their daughter, *Betty*, recently drove to Tennessee and spent a delightful vaca-

tion at Smoky Mountains.

Conductor Henry Hengels and family returned from a vacation in the eastern states, including Washington, D.C.

Back to work are *Motorman Pat Brogan* who had spent some months in hospital and at home, and *Conductor Anthony Carr* who underwent a recent operation.

—**J. J. BALY**

BIG BUSINESS DEAL ON KEDZIE BUS

77TH—Every bus line has a Jerry, but the Kedzie bus line has the only "*Jerry Gleason*." Little boy got on *Jerry's* bus with a little dog. When *Jerry* found out the dog was for sale, he quickly reached for a dollar bill and said, "Sold." The boy went on his way satisfied. On his return trip a passenger spied the dog and said to *Jerry*, "I'll give you a dollar, and no questions

RECENT DEATHS AMONG EMPLOYEES

JOHN BECKER, 55, trainman, West Side. Died 4-15-49. Employed December 1924.

ALBERT P. BEISEL, 55, conductor, Cottage Grove. Died 4-13-49. Employed 7-25-16.

FRED C. BLAUL, 78, retired motorman, Devon. Died 4-28-49. Employed 7-11-02.

GEORGE BURGOTT, 68, retired conductor, Lincoln. Died 4-30-49. Employed 8-17-03.

GEORGE CASTLE, 61, machinist, West Shops. Died 4-8-49. Employed 8-27-13.

THEODORE J. DALEIDEN, 64, dispatcher, West Side. Died 4-14-49. Employed August 1904.

JAMES DOOLIN, 63, motorman, West Side. Died 4-28-49. Employed 11-10-10.

ARTHUR ELIE, 58, motorman, Devon. Died 4-5-49. Employed 3-27-23.

MICHAEL T. FARRELL, 60, motorman, Cottage Grove. Died 4-1-49. Employed 12-5-23.

WILLIAM H. FOX, 52, janitor, 77th. Died 4-8-49. Employed 8-17-21.

GEORGE FRANKLIN, 61, towerman, North Side. Died 4-28-49. Employed 3-8-20.

JOHN GARRITY, 63, motorman, 77th. Died 4-3-49. Employed 12-10-18.

JAMES J. HARRIGAN, 88, retired conductor, Cottage Grove. Died 4-1-49. Employed 8-30-84.

DAVID KELLY, 66, retired motorman, Armitage. Died 4-29-49. Employed 9-14-12.

LOUIS KURTYKA, 58, repairman, Armitage. Died 4-20-49. Employed 3-12-27.

AUGUST MARX, 68, agent, North Side. Died 4-3-49. Employed 4-14-26.

GEORGE W. MILLER, 64, motorman, Limits. Died 4-15-49. Employed 1-6-15.

HARRY W. MILLER, 67, power supervisor, General office. Died 4-18-49. Employed 11-11-09.

THOMAS J. MURPHY, JR., 32, repairman, Kedzie. Died 4-13-49. Employed 4-24-34.

ORTON B. OLIVER, 44, Shop Department, North Side. Died 4-22-49. Employed 11-11-09.

HERMAN SEMLER, 71, yardman, West Side. Died 4-6-49. Employed 5-17-01.

PERCY N. SIMMONS, 43, Personnel Manager, Executive. Died 4-17-49. Employed 4-1-48.

RILEY D. SIMPKINS, 70, motorman, 77th. Died 4-27-49. Employed 2-1-19.

MICHAEL D. SUGRUE, 61, flagman, Devon. Died 4-16-49. Employed 7-29-07.

JOHN VALEC, 77, retired repairman, Lincoln. Died 4-16-49. Employed 8-1-12.

JOSEPH W. WILLER, 50, gateman, Lake Street. Died 4-6-49. Employed 4-21-48.

ALBERT J. WOJCHOWSKI, 71, retired conductor, Blue Island. Died 4-14-49. Employed 8-2-10.

ANTON ZILIS, 62, machinist, Archer. Died 4-12-49. Employed 8-2-23.

LONG-TIME

asked." Jerry sold the dog, no profit, no loss. . . . Since *William "Question Box" Higgins*, bus operator on the 100 ST. line, was asked "What do you think makes a successful man?" by the inquiring reporter of the Southtown Economist, all the boys are busy asking him questions when they meet him.

Everyone should have a hobby of some kind, something to do when you don't have anything else to do. As for Bus Operator *Walter Ose*, he is a collector of phonograph records, so if you wish to hear the latest in Swedish American music and especially songs about "Jan Jonson," see *Walter*.

—D. F. BRUNOD

WIREMAN RETIRES

SHOPS & EQUIPMENT (Met)—*Andrew Axelson*, wireman at Throop St. shop, and who has been employed with the Rapid Transit since 1909 is retiring from service.

Our deepest sympathy to *H. Izzo*, brakeman on the Douglas Pk. branch, whose father passed away May 1.

Congratulations to *Frank Crouse*, retiring machinist from Throop shop. Frank has been in the employ of the Rapid Transit since 1924.

Your reporter had a minor operation during the month of May and is now well on the road to recovery.

Mrs. F. Olczewski, the wife of *Frank Olczewski*, machinist, underwent a major operation, and at the same time his son *Ronald* had to have his tonsils removed. Mother and son are doing nicely.

—DAVE GURWICH

HERE'S A WARNING!

On May 5 the wife of a CTA employe found a fat purse on the corner of Washington and State. Two other women who saw her pick up the purse claimed their share of the money. In the lobby of one of the buildings they counted the money—\$3,600. To prove her good faith in the deal, the employe's wife drew \$1,600 out of her bank. You may well guess the rest of the story. She went home minus her share of the money and also minus \$1,600 good American Dollars.

—DAVE GURWICH



RETIRED EMPLOYES HONORED AT DINNER

AMONG THE honored guests at the third annual dinner for retired electrical employes of Chicago Transit Authority were, left to right, front row, *Larry Frogner*, *Harry Burke* and *Henry Richter*. Second row, left to right, are *William Schenk*, *Fred Schurke*, *Timothy Culnan* and *John Stieglich*. Mr. Schurke, a veteran of 47 years service before re-

tiring, was a special guest. *Patrick Murphy*, who retired recently after 28 years in transportation work, was to have been present but could not attend because of illness.

The dinner was held at the Graemere Hotel, May 6, and attended by approximately 150 electrical employes of the surface and elevated divisions.

Reported by *Gilbert "Andy" Andrews*

FROM HORSE CAR DRIVER TO PCC PILOT

"The old horse cars offered a motorman no protection from the weather," remarked *Orin N. Ross*, a former Cottage Grove motorman, upon his recent retirement on pension from CTA service. "The modern streetcars now on Chicago's surface routes," he continued, "are a vast improvement over the old days." During his 56 years of service, Ross has operated all types of streetcars used in Chicago local transit history. He was operating a new PCC car at the time of his retirement.

Born in Newport, New York, Ross, now 85 years of age, came

to Chicago when he was twelve. In 1893, he started with the Chicago City Railway Company. He witnessed the initial run of the first electric trolley car put into operation on the 47th street carline in the fall of 1894, and was one of the first men to operate electric powered streetcars in Chicago. Ross, who was stationed at Cottage Grove for the past fifty years, feels that paid vacations and the pension plan are two very beneficial factors to present day employes.

Ross and his wife, *Catherine*, have resided on the south side for more than 60 years. No immediate plans for the future have been made, but Ross intends to spend much time pursuing his favorite pastime—fishing.

STARTS RETIREMENT IN NEW HOME

A country home on an acre of beautifully wooded land in Frankfort, Illinois, is the new address of *Fred Geiger*, a CTA conductor who retired on pension recently after 45 years of service. Geiger and his wife, *Emma*, have sold the home they owned for 39 years on the south side, and have left Chicago in favor of their new residence.

Starting with the Chicago City Railway Company in 1904, Geiger's first job concerned inside work at 77th street carhouse. After two years he became a conductor. He remained in that capacity for 43 years and was stationed at 77th street during his entire length of

EMPLOYEES RETIRE

service. "In that time," he remarked, "one of the first major improvements in local transportation in Chicago was the consolidation of the North and South side street railway companies in 1913." In regard to his work, he commented, "In order to be a success a conductor must always hold his temper and, above all—keep smiling—no matter what."

Landscaping around the house, gardening and building bird houses will fill the larger part of Geiger's newfound leisure. Any other spare time will be spent making toys for his two grandchildren.



George Kolloch

SURPRISE PARTY CONCLUDES 41 YEARS OF SERVICE

The day dispatcher from the Wilson avenue "L" terminal, *George Kolloch*, 68, no longer has to concern himself with the operations of North side "L" trains. He retired on pension June 1, after 41 years of service on the Rapid Transit.

In honor of his retirement, a surprise party was given for him by a group of fellow employes of the North side section. Approximately 25 friends attended, including a special guest, Kolloch's wife, *Emma*. The surprises didn't stop there—he was presented a \$50 bill as a going-away gift. Held on May 10, the party was the grand finale to Kolloch's transit career, since he began a three week vaca-

tion May 11, after which his retirement became effective.

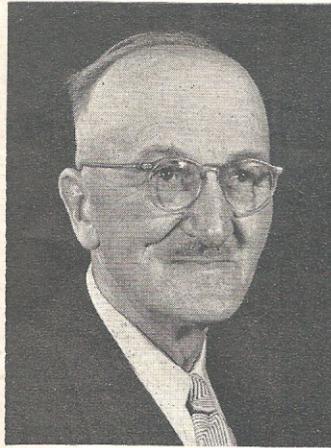
Starting pay was 18 cents an hour when Kolloch began working for the Northwestern Elevated Railroad Company in 1908 as an extra guard. At that time there was only a shuttle service being operated on the Ravenswood branch from Western avenue to Kimball avenue. The Evanston extension had just been opened a month previous to the time he started for the company. He was soon transferred to yard service and worked as a switchman for approximately 20 years. Then came his promotion to dispatcher and he remained in that position until the time of his retirement. In that capacity, Kolloch was responsible for the movement of "L" trains at the terminal, saw to it that the trains went out on time and handled any trouble that may have arisen while he was on duty.

Kolloch and Emma have gone to Wisconsin to visit and vacation on their son's farm. Trying his luck at fishing and just taking it easy will be Kolloch's chief interests. He and his wife intend to remain there "until the snow flies," before returning to their Chicago home.

RETIREMENT TO HIM MEANS RELAXATION

Taking his pension after 43 years as a motorman, *John Bonfield* retired June 1 from CTA service. Stationed at Archer avenue carhouse when he began working for the Chicago City Railway Company in December of 1906, he remained there until it was converted to bus operation in June of 1948. He then moved to 69th street station and remained there until the time of his retirement. An operator of a new PCC car, he remarked: "Once you get used to them they are sure swell to drive. They're really different from the old cars."

Now 77 years old, Bonfield settled in Chicago in 1898. He came to the United States from Ireland when 29 years of age. With no particular plans in mind at present, he feels "it's just time to sit back with my wife, *Elizabeth*, and relax."



Julius C. Snackel

FULL TIME HOBBY

"Sometimes the days were long, but my family always had three squares a day, even through the depression," were the words of *Julius C. Snackel*, 65, upon his retirement on pension June 1. A CTA surface division motorman, Snackel has 42 years of company service to his credit—41 of which were at Lincoln carhouse.

Cabinet making, the trade of his father, was not for Snackel. Although he enjoyed that type of work, he learned early in life that he was allergic to the sandpaper dust common to the trade. It was then that he began working for the Chicago Union Traction Company. He started in 1906 as a conductor on the trailer cars that were in operation on the Wells-Sheffield line. "The smoother, faster ride enjoyed by passengers and crew men now is a tremendous change over the old trailer cars," he remarked. After serving for a year and a half as a conductor he became a motorman. "They were not as numerous as conductors," he said, "and the work was a little steadier."

Snackel and his wife, *Meta*, have owned their own home for 26 years. Located on the north side, it is something they are quite proud of and enjoy to the utmost. Building and repairing household articles is easy for Snackel. In the basement of his home he has set up a very complete work shop, which includes a power lathe that is capable of

turning out both wood and metal articles. His retirement will enable him to spend quite a bit of time in this shop.



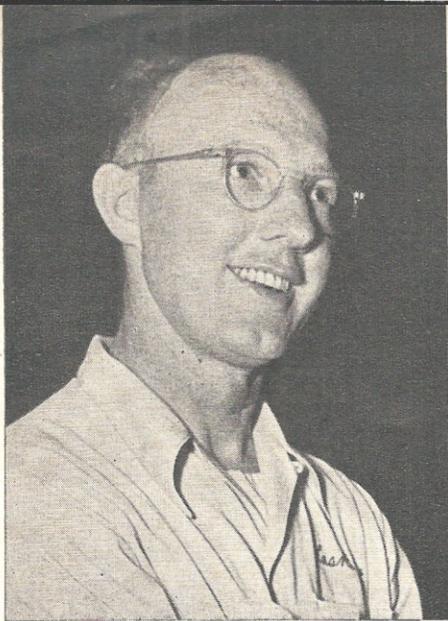
Rudolph Schultz

RETIRED MAN ON MILWAUKEE LINE 44 YEARS

After serving streetcar riders of the Milwaukee avenue carline for 44 years, *Motorman Rudolph Schultz*, 69, has retired on pension effective June 1. Stationed at Armitage carhouse since the time of his employment, Schultz had worked Milwaukee avenue for 27 years with the same conductor.

Starting with the Chicago Union Traction Company in 1905, the first streetcar he operated was a trailer car with a hand brake which was used to stop both cars. "The work was a lot tougher in those days than it is now," he commented, "but I liked outside work and I was happy with my job. One time during the big snow storm of 1930," he recalled, "my car jumped the track and it stood there for twenty-four hours before it was put back into service." Schultz is a baseball fan and played softball with the team from Armitage in his younger days.

Deer hunting and fishing for the big ones in the state of Michigan are to be his chief interests now that he is retired. His son, *Ralph*, owns a place near Muskegon, Michigan, and Schultz left Chicago upon his retirement to take up residence there.



ALL-EVENTS winner of the first CTA Bowling Tournament was *Motorman Frank Laske*, Devon, who had a total of 1870 pins.



THESE MEN from the Devon station comprised the Leibson's Lunch bowlers which won the team trophy in the CTA Bowling Tournament. They are, front row, left to right, *Motorman Rudy Mikulicic*, *Motorman Frank Feret* and *Bus Operator Harold Griebel*. In the rear, left to right, are *Motorman Frank Laske* and *Clerk Bill Pinasco*.

FIRST CTA TOURNAMENT WINDS UP BOWLING SEASON

MORE THAN 500 CTA employees participated in the first Chicago Transit Authority Bowling Tournament which took place recently at the Lawrence-Western Bowling Lanes. The tournament which saw 45 five-man teams, 76 doubles teams and 140 single bowlers vie for the first prize trophy in each division, ran four days and members from all CTA leagues were contestants.

Winners of the five-man team trophy was Leibson's Lunch, made up of men from the Devon station. Their team total was 2970 pins. *Assistant Building Foreman Joseph Cuci* and *Laborer Edward Miller*, Building department, teamed together in the doubles competition and bowled a 1236 series to capture the first prize trophy. Leader in the singles division of the tournament was *Welder Joseph Kerezsturi*, West Shops, who won first place with a 700 series.

The winners of several CTA bowling leagues were announced in the May issue of CTA TRANSIT NEWS. Here are the

THIS GROUP made up the team which captured the title in the North Section PM League, Surface division. They are, left to right, *Bus Operator Jeff Panfil*, *Motorman George Ross*, *Bus Operator Carl Christensen*, *Motorman Tony Becofske*, *Conductor Hank Voegelte* and *Motorman Ted Bocknick*.

results of the leagues that finished their competition in May.

The Archer No. 3 team, with a record of 69 games won and 36 lost, was the winner of the Archer Depot Bus League which concluded its season May 13. Members of the trophy winning team were *Bus Operators David Liborio*, *Jack Wilson*, *Ralph Miller*, *Harvey Gerard* and *Harvey Miller*. Individual game leader for the season was *Bus Operator Walter Pollack* who averaged 174 pins a game. High three game series went to *Bus Operator Jack Wilson* with a total of 661 pins. *Bus Operator Walter Zelis* had a high single game of 257.

Leader of the North Section PM League at the close of its season on May 7 was the North No. 2 team, which won 64 games and lost 35. A photograph of the team appears elsewhere on this

page. *Conductor Emmet Kane*, Elston, carried the high season average of 184 pins a game. Winner of the high individual series was *Motorman Rudy Mikulicic*, Devon, with a three game total of 671 pins.

The Limits "A" team compiled a record of 74 games won against 31 lost in winning first place in the North Side AM League. *Motormen Melvin Curtis*, *Leon Murphy* and *Edward Perry*, and *Conductors Joseph Prindes* and *Walter Dinse* were members of the winning team. *Conductor Paul Cerotzke*, Limits, captured the individual game average for the season, totaling 172.51 pins a game. High three game series in this league was made by *Motorman Willard Loerzel*, Lincoln, who totaled 644 pins. *Motorman Perry* of the winning team also had a 247 game.



CTA WELDERS ATTEND SCHOOL



WELDING EMPLOYEES of CTA's South Shops recently attended a three-hour refresher course on welding given by a professional instructor, who is shown cutting through four plates of steel, totaling nine inches in thickness. The proper method of oxy-acetylene welding was explained to the men and they

were shown the various types of work than can be done with this welding torch. Safety procedures were discussed and included the correct way of coupling and turning on gas. This same course was previously given to welding employes at the West Shops of Chicago Transit Authority.

RESCUES TWO WOMEN FROM FIRE

SMOKE COMING from a second floor flat early one recent morning brought *Motorman Robert Hughes*, Lincoln, running to the scene where he arrived in time to rescue two elderly women who were blinded by smoke.

Motorman Hughes was eating breakfast in a restaurant when he noticed smoke and fire in the building at 2559 North Lincoln avenue. When he reached the blaze he ran to the second floor where an elderly woman was seated on a bed with her dog. She had been blinded by smoke. As Hughes was leading her to safety, he saw another woman in the same condition and led both down the stairway and to the street.

A few minutes later the fire department arrived and put out the blaze, which apparently started in a furniture store on the first floor.

1000 NO-PARKING SIGNS TO MARK BUS STOPS

CHICAGO TRANSIT Authority and the City of Chicago are cooperating in the installation of permanent "Bus Stop—No Parking" signs as a public safety measure.

The initial program provides that a total of 1,000 signs will designate bus stopping zones, 85 feet in length, along 15 streets which carry dense traffic. Installation work will be completed by early fall.

The city traffic code provides for 85 foot bus stopping areas as a safety measure for pedestrians and motorists alike. A zone of this length permits passengers to board or alight from buses at the curb, and allows a safe flow of automobile traffic past the standing bus at the same time.

The new signs, 18 by 24 inches in size, are prepared in red letters on a

white field. They are similar to experimental markers which have been in use for nearly a year at CTA bus stops on 55th Street, between Cottage Grove Avenue and Stony Island Avenue. (CTA TRANSIT NEWS, August, September, 1948.)

The signs are being installed by employes of the department of streets and electricity on special metal posts, nine feet high, bolted to sidewalks or anchored in concrete parkway areas.

Installation of 1,000 signs will cover approximately 20 percent of the total CTA bus stops in Chicago. It is expected that the program will be expanded to cover additional heavily traveled streets in the future.

CAPTURES "GROWLING" VISITOR



Acme Photo

GLANCING AWAY from his paper while on the rear porch of his home, *Conductor Paul Schoenfeldt* (right), Lincoln, discovered a large, odd looking bird that "growled" as it walked in the yard. Classified later as a bittern, the bird was trying to figure a way to get through the wire fence. Conductor Schoenfeldt, armed with only an old window drape, advanced on the bird and succeeded in wrapping it in the drape and placing it in a bushel basket with a screen covering. He then had the Police department call the Anti-Cruelty Society which removed the bird.

SHOULD HUSBAND AND WIFE TAKE THEIR VACATIONS TOGETHER?



DENNIS B. MURPHY, Repairman:

"We always take our vacations together and I can't imagine any other arrangement. Right now we are planning a trip to Minnesota next Christmas to visit our grandchildren. Of course, if husband and wife should have different interests, separate vacations might be good, but I would not care to try it myself."

WILLIAM D. FRANK, Clerk:

"When a couple are together fifty weeks a year, separate vacations would give them an opportunity to find out how other people live. Being separated for a short while would help them to appreciate each other more. Just the old adage: 'Absence makes the heart grow fonder,' in practice."



PLACE: Burnside Station

**Earle "Furgie" Furguson
Inquiring Reporter**



JOHN M. LALLY, Supervisor:

"Quite naturally, I think vacations should be taken together. This work-a-day life leaves too little time to enjoy each other's company. Vacation time is when we should forget the hurry and hustle and do the things we want to do. By dividing them between us we can both enjoy them better."



HARRY G. PAUL, Janitor:

"Yes—we have taken our vacations together every year and I feel that it wouldn't be right if we were not together. We usually go fishing and my wife is good at this sport. She handles the boat well and I depend on her help. I would not think of having it otherwise."

NATHAN B. ABRAMS, Conductor:

"Yes. I feel that by taking our vacations together we enjoy them more since we have so many things in common. Our work at home is done together, our everyday interests depend on each other, and when we have time to relax it is natural that we enjoy one another's company."



DANGER!

Handle With Care

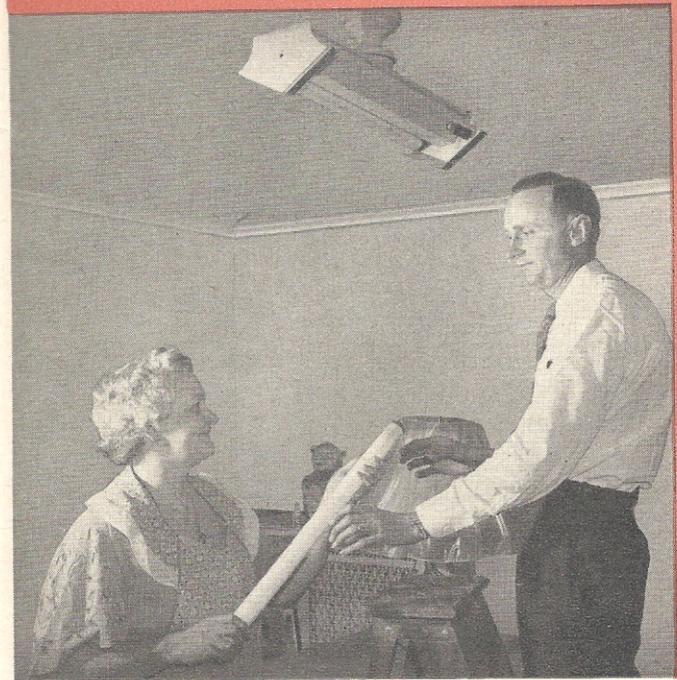
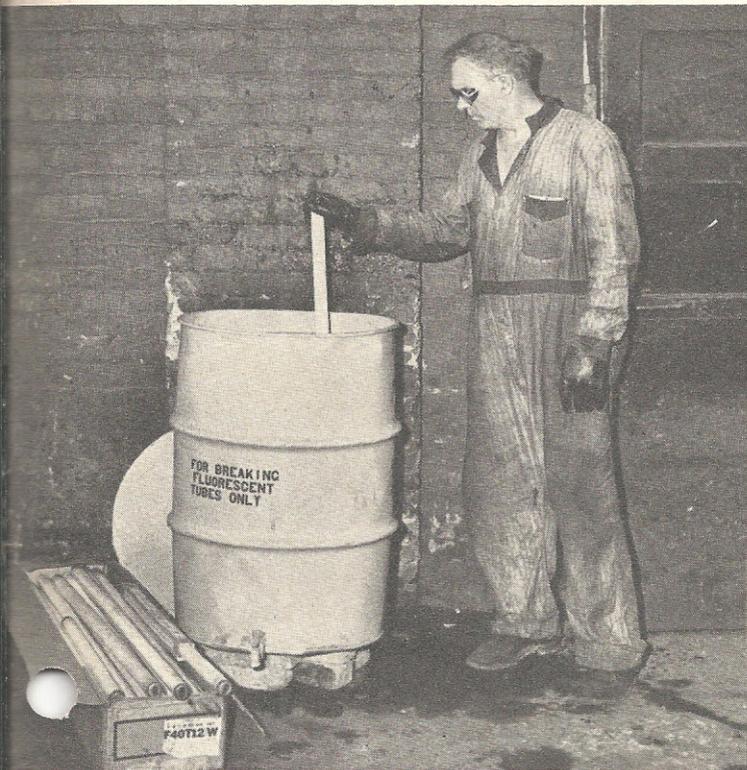
(Just how dangerous are fluorescent lamps? Much publicity has been given to the subject recently, some of it quite conflicting. To answer employes' questions the CTA TRANSIT NEWS presents this article, based on material prepared by the Accident Prevention Department).

A BROKEN FLUORESCENT lamp represents a definite health hazard, according to the Accident Prevention Department. A cut from the glass in the tube can prove serious. Some authorities also declare that the dust contained in the tube is very harmful if inhaled.

These tubes—the same type used in your home or office, and in some of CTA's modern lighting installations—are coated on the inside with a beryllium compound. If you break one of these tubes this dust might get into the cut. Its reaction is to delay the healing and possibly cause an excessive growth.

Fluorescent lamps usually collapse when broken. Frequently, however, they explode, which might force this beryllium dust and mercury vapor gas into your face or lungs.

Therefore, you should handle these tubes with care. Never leave fluorescent tubes where children can play with them.



ALL FLUORESCENT lamps should be handled carefully to prevent breakage. Should you be cut by the glass from one, consult a doctor at once. He can then make sure that all of the beryllium dust is removed from the cut.

(Posed by Kedzie's Chief Clerk, *Charlie Starr* and *Mrs. Starr*)

At a recent meeting of representatives from industry, education and governmental groups, a list of precautions were adopted, as follows:

1. Keep discarded tubes away from children.
2. Never break tubes or place them in incinerators.
3. Deliver tubes directly to refuse collection trucks.
4. Never place tubes in open containers in the street.
5. Should a tube be broken, sweep up the fragments and wrap them in heavy paper.
6. Never handle broken fragments.
7. If cut by a broken tube, consult a doctor at once.

In a recent memo, the Shops department employes were warned about the tubes. A special system for disposal was also set up to be handled by specially trained workmen.

The manufacturers of these tubes recognize the hazards and have begun making tubes with less dangerous material. "But," requests the Accident Prevention Department, "Until we all have these new tubes—which may be more than a year—let's treat all fluorescent tubes at home, in the office and in the plants, in such a way that we do not have any accidents from them."

THE CTA has found it advisable to have all tubes sent to a central disposal unit. They are broken under water by a workman protected with goggles and rubber gloves. The harmful dust can then be drained off with the water and the broken glass disposed of without handling.

(Posed by *Maintenance Electrician H. Hamilton*, West Shops)

"ON MY HONOR..."

"I'M CATCHING up on what I missed in my youth—and, besides, being with youngsters is more fun than you can imagine." With that remark, CTA employe *Frank Dorsch*, who never was a boy scout, explained his many activities among scouts in his community. A leader in this work for 21 years, Frank is scout-master of the Edison Park Troop No. 966, and in charge of Cub Pack No. 3966 of the same area. He has led these two groups 12 and 10 years, respectively.

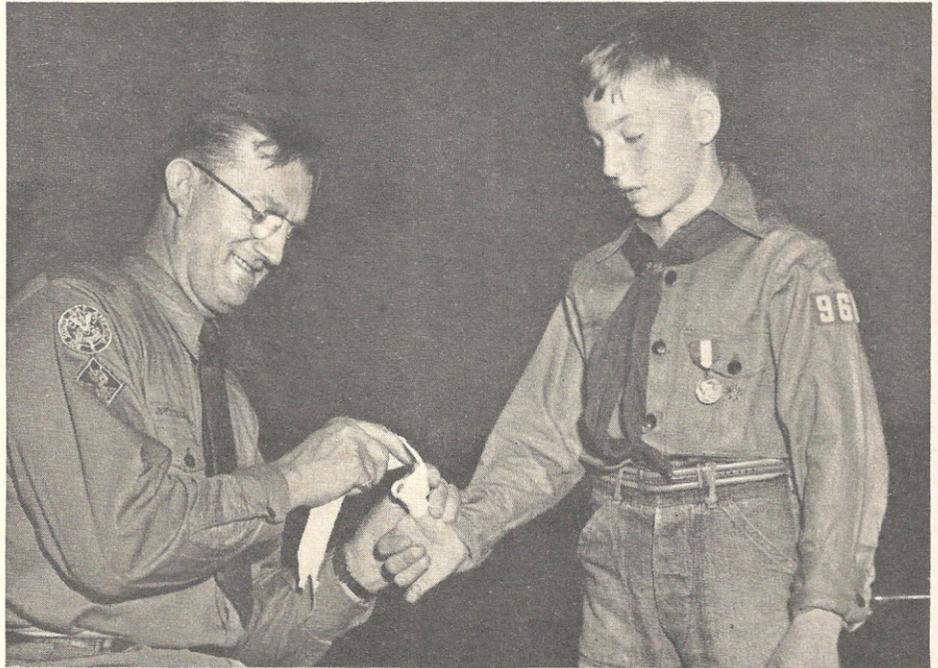
Frank, who is 42 years old and a bachelor, has worked as a sub-station operator for 19 years and is now located at the Jefferson and Van Buren streets station. He became interested in scout work when, at the age of 21, he was asked for help by a boy scout group in suburban Park Ridge. He willingly offered his assistance and from that time on was destined to spend his spare hours with boy scouts—supervising their activities and helping them in all their projects.

There are 49 boy scouts in Frank's troop, ranging in age from 12 to 17 years. His cub pack is made up of 57 youngsters, 9 to 12 years old. Every Thursday is meeting night for the boy scouts, while the cub pack meets every Friday night. "It sounds like a lot of boys to look after," Frank said, "but scouts know how to act and are very cooperative with their superiors." The boy scout troop is sponsored by the

SPRING AND SUMMER weather means baseball to boys and Frank Dorsch's scout troops are no exception. Before batting practice, he takes a few minutes to show his players the correct way to hold a bat. In 1948, Frank's cub pack captured first place in the Edison and Norwood Park Baseball League. This league was made up of 10 teams.

"ON MY HONOR . . ." COVER

CTA Sub-Station Operator Frank Dorsch leads his boy scout troop in reciting their oath at the end of a meeting.



UNDER FRANK'S LEADERSHIP, the scout troop has won several trophies and awards. In 1947 his scout first aid team of seven boys won first place in first aid instruction, competing against 67 teams from Indiana, Iowa, Illinois and Wisconsin. In order to reach the finals of this contest, the team had to emerge the winner in five preliminary tests against local and state scout troops.

Edison and Norwood Kiwanis Club, of which Frank is an honorary member.

Annual Trip to Springfield

A major event for Frank's scout troop is their annual Memorial week-end trip to Springfield, Illinois, to hike the 21-mile Lincoln trail and participate in the Memorial Day parade, an event they have been marching in for the past five years.

Springfield isn't the only traveling highlight for Frank and his boys. They are quite the sightseers, for other trips have taken them to Galena, Illinois, where General Grant was born; Washington, D. C., to see our government in operation; and Muskegon, Michigan, to enjoy two weeks of summer camping.

In the early 1930's, Frank was asked to assist in the organization of boy scout



troops in Catholic parishes and churches, and later served as an organizing commissioner for the Catholic Youth Organization in the founding of a scout camp on CYO property in Palos Park.

Authority on Indian Lore

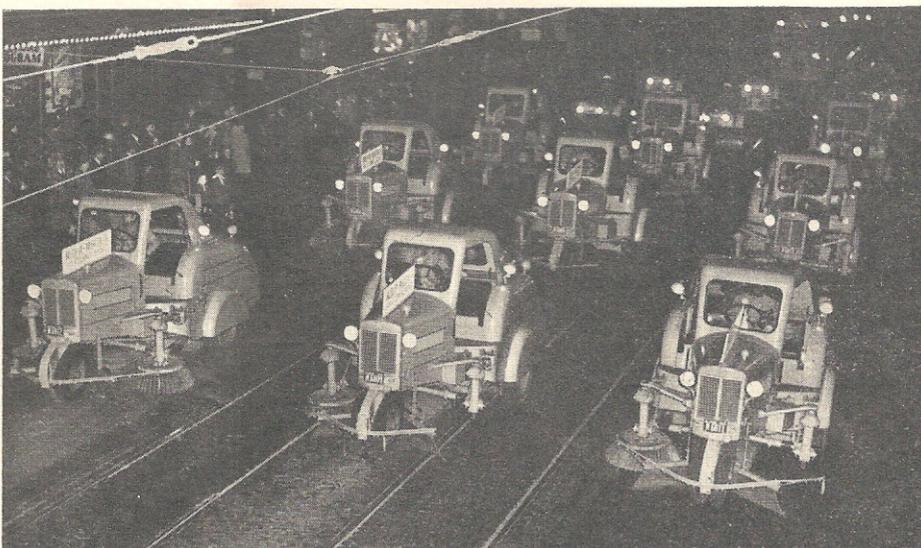
While scout work is Frank's main hobby, he has another interest that is a natural for his scouts to enjoy. He is an authority on Indian lore and Indian dancing, so much so that the Chicago Indian Council made him a brother member years ago and gave him the name "Chief Eagle." Frank has taught his scouts a variety of Indian dances and, together, they staged a one-hour Indian dance at "Parents Night," early in June.

After 21 years, Frank continues to enjoy his boy scout activities. "I've trained about 2,000 boys to become scouts," he said, "and I'm looking forward to the next 2,000. They have an interesting life and I'm glad I can help them enjoy it—and enjoy myself at the same time."

MEMBERS OF THE troop pay for their week-end trip to Springfield, Illinois, through paper and scrap drives made in the community at various intervals. Dorsch has traveled to Springfield with scouts 17 years and has hiked the Lincoln trail seven times. As part of the Memorial Day ceremonies, the scout troop marches in a parade to Lincoln's tomb where a salute to all war dead is made. Troop No. 966 has the honor of lowering, then raising, the flag in this impressive salute to fallen war heroes.



MAKING CHICAGO SHINE



STATE STREET was the scene of vigorous activities recently when a parade to open a year around clean-up campaign for all Chicago took place. A large brigade of mechanical street sweepers was followed by several CTA vehicles that conveyed many dignitaries to the speakers' platform. On the sides of a streamlined PCC streetcar, which took part in the parade, were two huge signs, 20 x 3 feet, encouraging local residents to "Make Chicago Shine In '49." CTA is also actively participating in this city-wide cleanup campaign through the regular display of dash cards and ceiling cards in all its vehicles.

PREVENTS POSSIBLE TRAGEDY

AT THE risk of injury to himself, *Gateman Michael Malloy* at the Sacramento avenue elevated crossing, North Side section, saved the life of a small baby

who had stepped in front of an approaching train.

On Sunday, May 1, the baby, 14 months old, wandered away from home and walked under the crossing gates, which had been lowered to allow the train to pass. Gateman Malloy dashed out of his shanty when he saw the situation and grabbed the baby, holding him high in his arms so the train motorman could see him and stop the train.

A letter was received by the Chicago Transit Authority from the parents of the rescued baby, commending Gateman Malloy for his brave actions. A paragraph from the letter said: "There could be no really suitable reward for this man's bravery and quick thinking, but I do feel he should be commended in some way and I knew his superiors would be interested in this incident. We feel deeply indebted to Mr. Malloy and we hope his kindness will not go unnoticed."

Malloy is a veteran of 13½ years with the elevated division of CTA, and has been stationed at the Sacramento avenue crossing the past 10 years.

TO THE LADIES . . . from Joan

JUNE IS the month for weddings. It's a little late for advice on how to ensnare your man, so for the ones who have already done so, here's some ways to help hold on to him.

Today's modern bride, unlike her grandmother as a bride, spends as little time as possible in the kitchen. She wants more free time to spend with her husband. To do this and still turn out delicious, interesting meals is quite a problem for the new bride.

A typical young wife is *Rosemary Dechon*, wife of *Fred Dechon*, truck repairman, South Shops. A bride of six months, she can put a dinner together in a minimum of time because planning ahead, she finds, is very important to cutting kitchen time short.

Here are some hints which will save time for you. Cook a larger amount of vegetables which can be made into salads when there are left-overs. Count on roasts which can be made into sandwiches and the last tidbits turned into a savory stew.

June also means a switch of appetite by the family to lighter foods. Foods like salads and sandwiches and simple fruit desserts. Foods which can be easily prepared so you can get out of doors to read a good book in the cool shade or to putter in the garden around your favorite flowers and vegetables.

Unrivalled among June desserts and a favorite with *Rosemary*, as with all brides because it is so easy to make, is strawberry shortcake heaped with big juicy berries. Add a garnish of whipped cream, if you like—and most people like!

Have you something to show for your efforts? If so, show us. We'd like to see what your garden looks like. Take a picture of it and send it to WOMEN'S EDITOR, CTA TRANSIT NEWS, 79 WEST MONROE STREET.

"MY HUSBAND'S favorite dish? Strawberry shortcake first and, after that, anything I cook." And no wonder *Rosemary Dechon* is good! She's been cooking ever since she can remember. *Mrs. Dechon* is pictured here making her husband's favorite.

Tender scone topped with sweetened strawberries adds up to shortcake, best of June desserts.



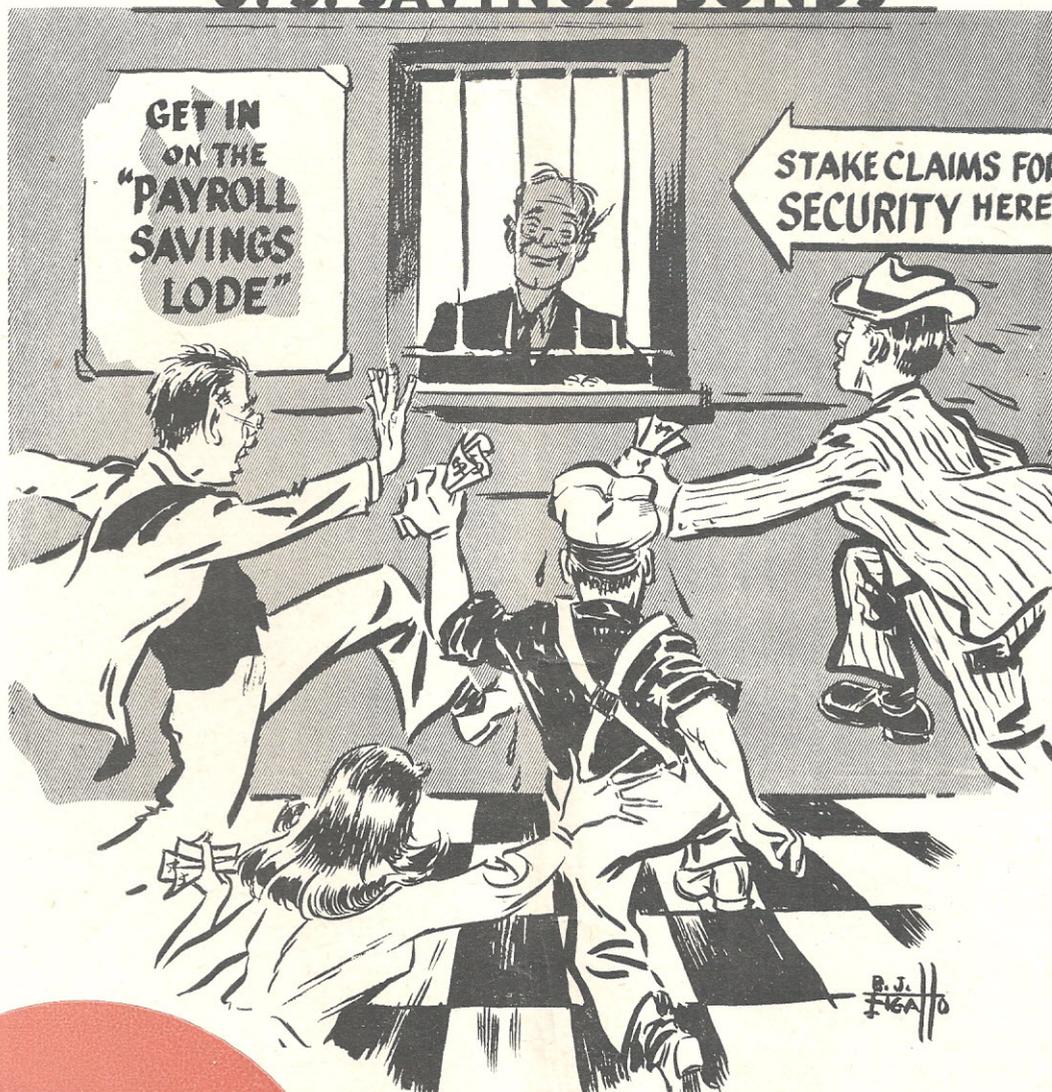
The best thing about this dessert is it takes such a short time to prepare. The big golden scone is a quickbread, mixed in a few minutes. Make it like biscuits, except that you will want to add a tablespoon of sugar and a beaten egg. That means you use a half cup less milk than for plain biscuits. The baked result is a real "short" cake, which is split in halves to make the double layer. Spreading butter or margarine over the bottom half adds an extra luscious touch.

| | |
|------------------------------|----------------------------|
| 1 quart strawberries | 1 tablespoon baking powder |
| Sugar | 1 teaspoon salt |
| 2 cups sifted enriched flour | ¼ cup sugar |

| | |
|------------------|------------|
| ⅓ cup shortening | ½ cup milk |
| 1 egg | |

Crush and sweeten three cups strawberries keeping one cup whole for garnish. Sift together flour, baking powder, salt and sugar. Cut or rub in shortening. Beat egg and add milk. Add to flour mixture. Stir only enough to moisten flour. Pat dough into one nine-inch round pan. Bake in moderately hot oven (400 degrees F.) 20 minutes. Split scone in half and spread with butter or margarine. Cover lower half with crushed berries, top with other half of scone. Cover with crushed berries and whipped cream. Garnish with whole berries. Makes six servings.

U. S. SAVINGS BONDS



**MODERN
"GOLD RUSH
- '49"**

ONE HUNDRED years ago, in 1849, gold was discovered at Captain Sutter's Mill in what is now the State of California. As soon as they heard the news, millions of Americans left

their homes and set out with their families and all their possessions to seek wealth and adventure in the West.

That was the beginning of the "Gold Rush." People all over the nation hurried to California to take part in the search for gold—to share in this opportunity for a better, more secure future for themselves and their families.

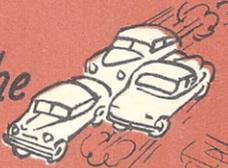
Today, people are still searching for security. But instead of leaving on a wild chase, they are working out their plans at home—systematically through the payroll savings plan.

Over 7,500,000 workers are regularly buying an average of \$20 worth of U. S. Savings Bonds every month.

CTA employes wishing to increase their payroll savings, or start a payroll savings, during the current promotion of the U. S. Treasury department may obtain forms from their chief clerks.

A TRANSIT TALE..

Once there was a little old  who wanted to go visit at her daughter's 

The  confused her and she tried to board a new  at the front. But the

 called, "Kindly board at the rear."

The  helped her on, and did not ring the  to start till she was safely in her 

When the  transferred to the 

the  reminded her to stamp her  when

she got off. The  on the  called

out her stop.... The  got safely to her daughter's  and told how helpful the

 and  and  and  had been.

And the daughter was pleased.. So she wrote a 

...Dear  : Thank you. That's the way to make

 mean "COURTEOUS TO ALL!"

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

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