

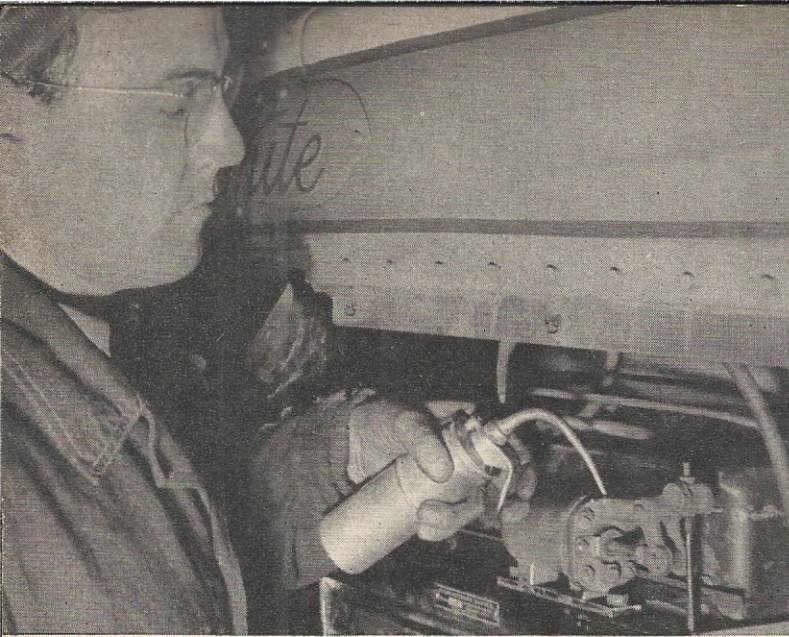


TRANSIT NEWS

JULY - 1949



KNOW YOUR CHICAGO (See Page 16)



WHEN A BUS has been brought into the Archer depot for a "B", or 6,000 mile inspection, the first check to be made is on the shutters in the rear of the vehicle. *Body Inspector Alex Giambalvo* oils the engine which opens and closes the shutters that help maintain the correct motor engine temperature. The defroster, door engine links, lights, stanchions, windshield wipers and fire extinguisher are inspected at this time to insure safe operation of the bus.

ECONOMY AND SAFETY are two important words to Chicago Transit Authority and to its riders. Efficient, economical operation of vehicles results in less cost to CTA and the riding public. Safe vehicles mean proper protection to our riders and CTA.

An example of what CTA is doing to increase the efficiency of vehicle performance and insure passenger safety is the inspection given to gas buses every 2,000 miles of travel, including a thorough inspection every 6,000 miles.

**Once Every
6,000 Miles**

ECONOMY AND SAFETY

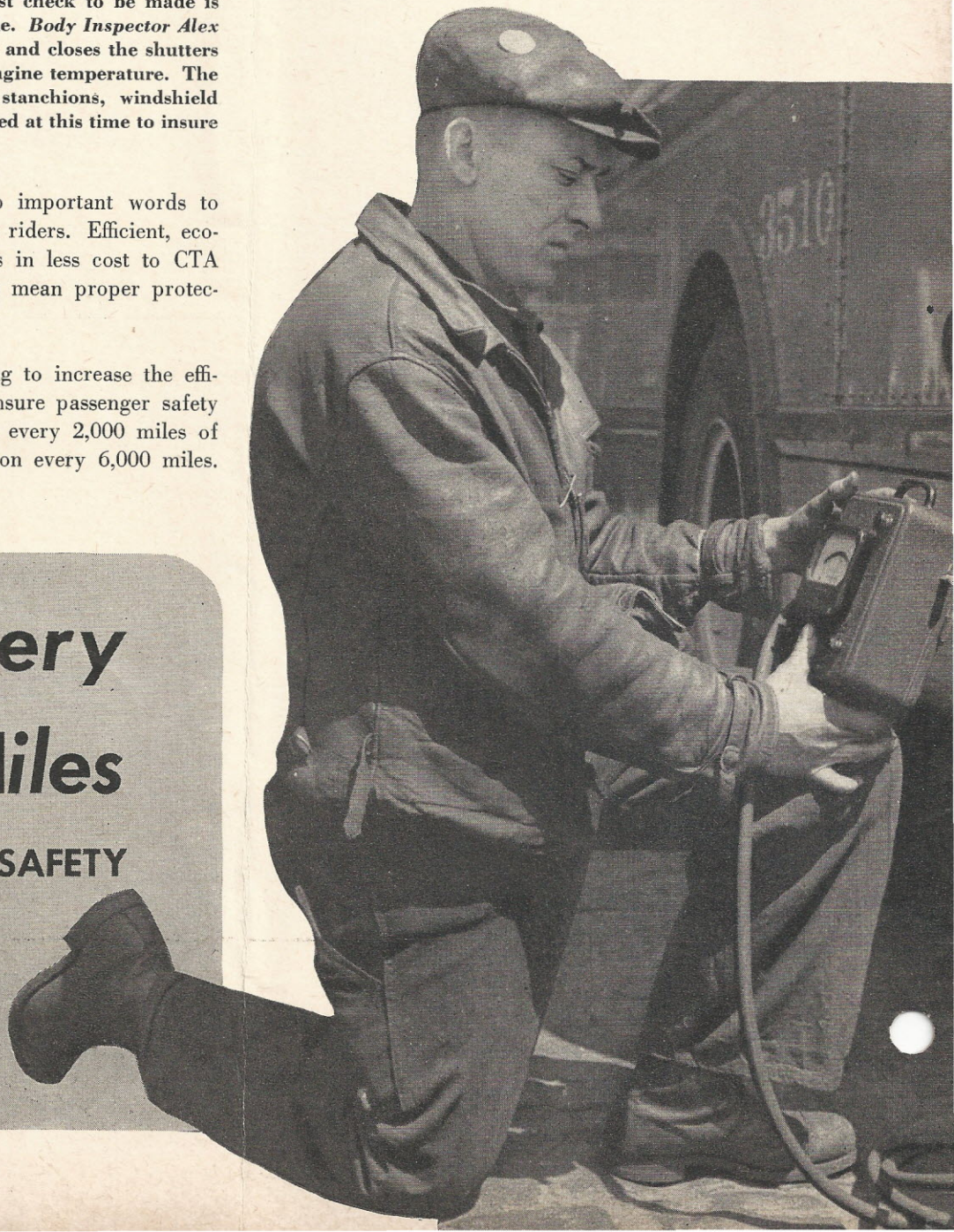
KEYNOTE BUS

INSPECTION

When a bus has completed 2,000 miles of service, it is given an "A" inspection, which is a light check of the body and bus interior. This same check is repeated after the bus travels another 2,000 miles. When it has gone 6,000 miles, the bus is brought into the Inspection department at a CTA station where it is completely inspected, top to bottom, inside and out, by several experts at this type of work. Prior to this inspection, the engine, radiator, exterior and interior body and windows of the bus are washed. Both the engine and radiators are washed with a special cleaning solvent applied with a spray and washed off by hot water and air pressure.

Prevents Serious Trouble

Frequent bus inspection allows CTA to correct defects, that, although not hampering the operation of the bus at



the time, would soon lead to serious mechanical trouble. This type of trouble would be extremely costly to CTA and it often shortens the life of the vehicle.

An average of nine buses go through the 6,000 mile, or "B" inspection, every day at the Archer Depot, one of the CTA stations where this inspection work is done.

A yellow work sheet accompanies the bus as it proceeds through the six inspection positions—body, engine, chassis, grease, oil and road test. This sheet contains a list of the parts to be inspected and those to be marked for repair work. If major repairs are needed, the bus, after completion of the inspection, is moved to another pit where the repairs, indicated on the work sheet, are made.

When the bus has been completely inspected, repaired and put in perfect running condition, it is again ready to resume its job of transporting CTA passengers—safely and economically—to their destinations.

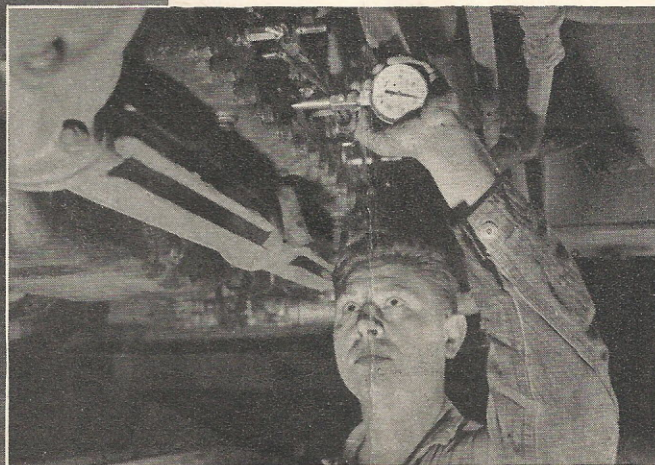
THE FINAL INSPECTION made on the bus is a two mile road trip to heat the engine, regulator and generator for tests. Upon completion of this test, an exhaust gas analyzer instrument is connected to the tail pipe by *Repairman Frank Bugaris* to analyze the exhaust gases. This inspection determines whether the carburetor needs additional adjustments and repairs.



AN IMPORTANT PHASE of the 6,000 mile inspection for efficiency and safety is a check of the wheel bearing by *Chassis Inspector Louis Marcinek*. All four wheels are checked for defects and, if repairs are needed, a notation is made on the yellow work sheet accompanying the bus and the repairs are made at another bay, where two large electric cranes are used for heavy work. The wheel bearings, shock absorbers, fuel tank, springs, motor supports and body braces are just a few of the 40 different checks made on the bus in this, the chassis inspection position.

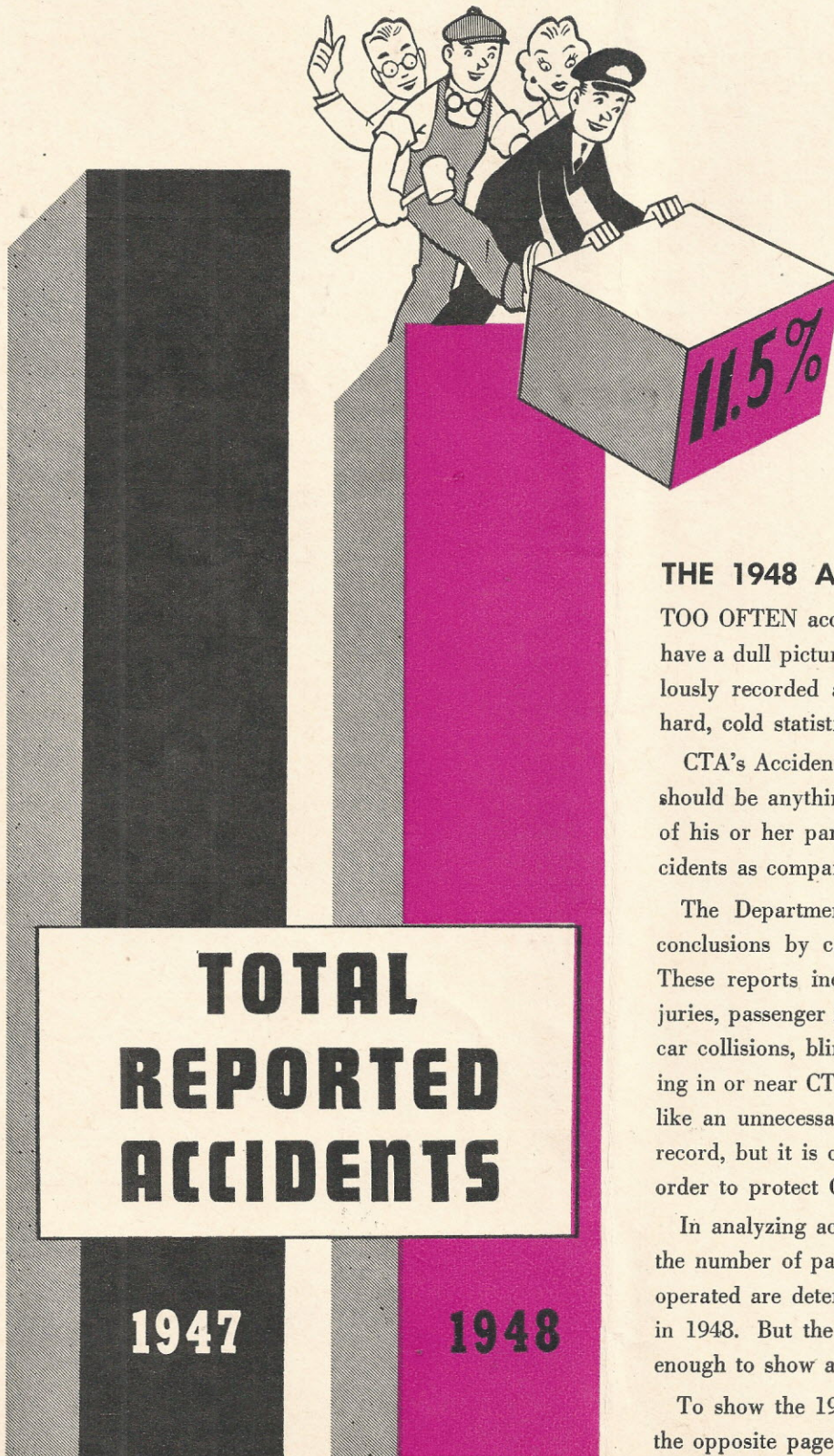


THE FOURTH AND fifth inspection positions for a bus are greasing and oiling, involving a check of 36 different parts. *Oil Changer William Walsh* works on the underside of the bus to clean the carburetor air cleaner and change the oil. At the same time this work is being done, the motor engine oil is being drained. This inspection and change of oil in the carburetor air cleaner prevent dirt from entering the engine because the air is given a clean oil bath.



IN THE CENTER of this bus, under the flooring, is a 12-cylinder engine (pan-cake type). After the spark plugs have been removed, *Inspector Anthony Esones*, employed with the surface division 10 years, uses a compression gauge on the engine to detect sticking valves, broken piston rings or a blown head gasket. In order to make this test, the engine must be heated to a temperature of 160 degrees. While another inspector operates the starter, Esones takes a reading from the gauge.

Down Go The



THE 1948 ACCIDENT PICTURE

TOO OFTEN accident prevention men and safety directors have a dull picture to portray. Hard, cold statistics, meticulously recorded and carefully analyzed are, after all, just hard, cold statistics with little dramatic appeal.

CTA's Accident Picture, however, has some statistics that should be anything but dull. Every employe can be proud of his or her part in the substantial 1948 reduction of accidents as compared with 1947. The reduction was 11.5%.

The Department of Accident Prevention arrives at its conclusions by carefully recording every accident report. These reports include all types of accidents: employe injuries, passenger injuries, car and person, vehicle collisions, car collisions, blind cases and any unusual incident occurring in or near CTA properties or vehicles. This might seem like an unnecessary practice that builds up a bad accident record, but it is of first importance to record *everything* in order to protect CTA against false or unjust claims.

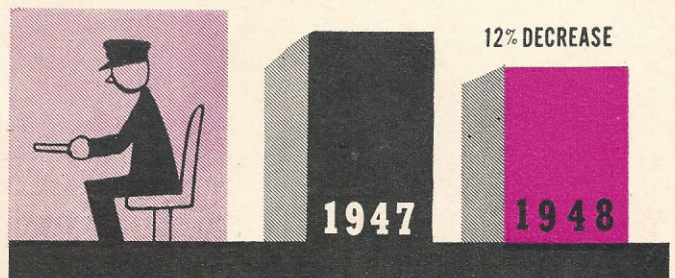
In analyzing accident figures to determine accident rates, the number of passengers carried and the number of miles operated are determining factors. These figures were down in 1948. But the number of reported accidents was down enough to show a reduced accident rate, too.

To show the 1948 Accident Picture more completely, on the opposite page is the breakdown by departments:

Accidents . . .

TRANSPORTATION

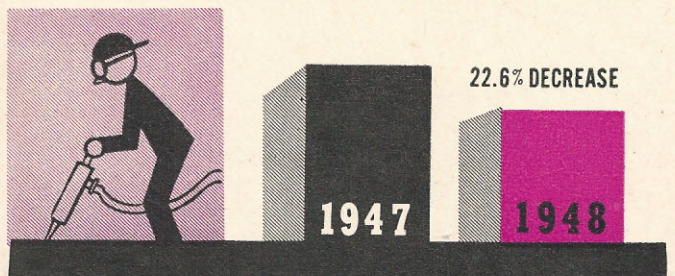
The overall reduction of all types of accidents in the Transportation departments was 12%. The major portion of this reduction occurred in vehicle-collision type of accidents. All the other types had some reductions with the exception of the fall-in-car type of accident, which increased 4%. We were especially gratified to have a 9% reduction in the car-and-person type of accident. . . . Accidents on stairways on the rapid transit account for more than one-half of the accidents occurring at the stations. If you employes should see a paper or object on the steps, keep the safety of our passengers in mind and pick up this paper or object. Dispose of it so that it will not get back on the stairs.



WAY AND STRUCTURES

The Way and Structures department had an overall accident reduction of 22.6%. The two types of accidents which showed the greatest reduction were vehicles-driving-into-street-openings and vehicles-striking-our-equipment. These reductions were the result of improved methods of protection.

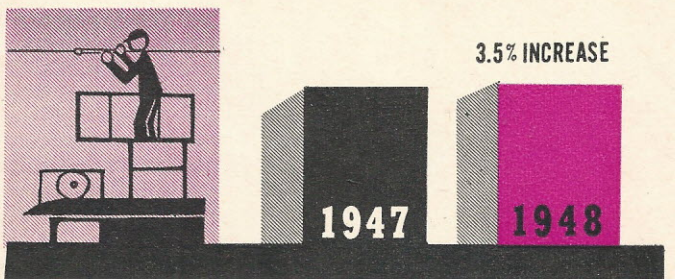
There was also a considerable decrease in the number of personal injury accidents. These involved bits of flying matter striking a person. A considerable lesser number of accidents involved foot injuries resulting from falling objects. The men are also being more careful in that fewer men were struck by autos.



ELECTRICAL

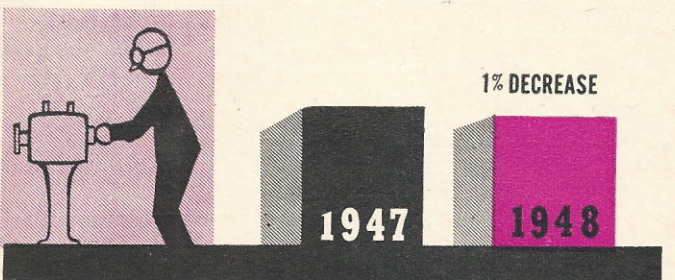
The Electrical Department had an overall increase in accidents, amounting to 3½%. This was due not to employe negligence but to a substantial increase in accidents in which trolley wires or overhead spans were pulled down by trucks or cranes not having the proper clearance.

There was a decrease of 24% in the number of injuries to employes. The major decrease occurred in accidents involving sledge hammers, jacks, chain clamps and wrenches.



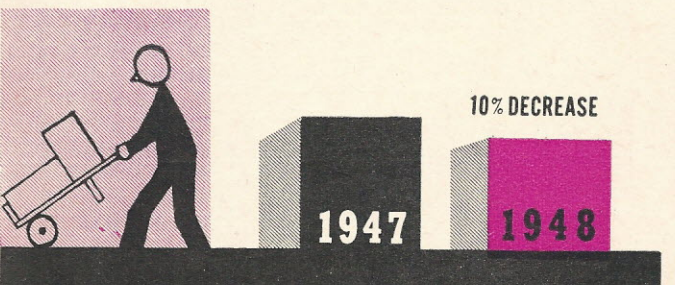
SHOPS

There was a very gratifying decrease of 33% in the number of injuries involving falling objects, and a 31% drop in injuries received while working with power tools. However, there was an overall decrease of only 1% in the Shops department accidents. This slight decrease in the overall picture, when compared to the large decreases in some types of injuries, was due mainly to the increase in miscellaneous injuries—such as cuts and bruises incurred while handling materials, or being struck by flying chips of steel, or electric shocks and burns.

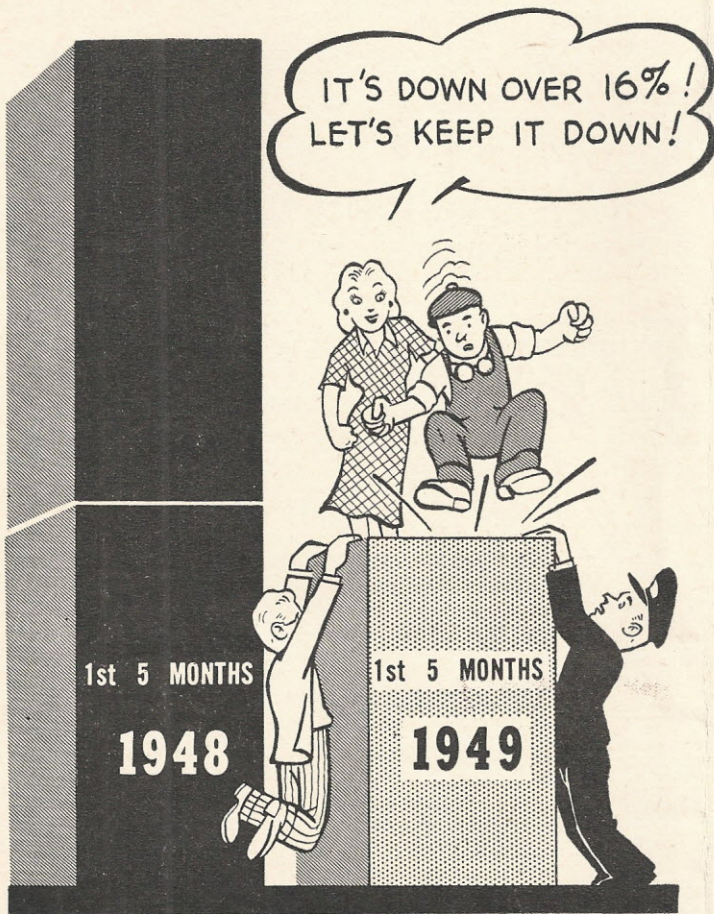


MATERIAL & SUPPLIES

The overall reduction in number of accidents for the Material & Supplies amounted to 10%. Since this department provides us with all our supplies, its major type of accident is handling material. It is worthy of note that in spite of the increased amount of equipment necessary to supply all of our new cars and buses, this department had a decrease in employe injuries.



. . . . Still More



1949 ACCIDENT PICTURE (Transportation Department)

HOLD ON, gang, don't let that 16% decrease get away. This means that where in 1948 we had six accidents we now have only five accidents. Your best work during the first five months was accomplished in a 26% reduction in the number of collisions between trains, streetcars and buses.

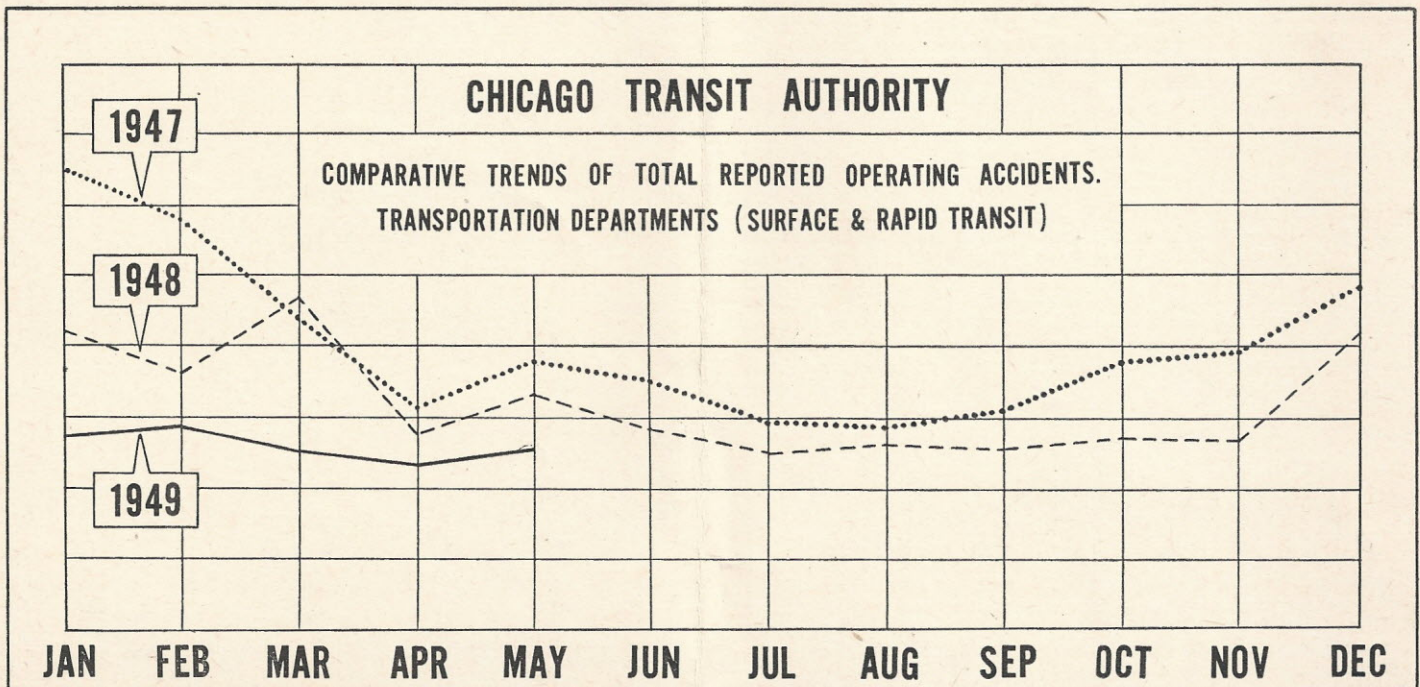
"Boarding Accidents" also were down. Where we were having four boarding accidents, we are now having three accidents. More care in looking out for boarding passengers has meant less accidents involving falls as the car starts up or the doors closing on passengers. The same consideration toward alighting passengers would change the 5% decrease to a corresponding 25% decrease.

"Collision-type" accidents have also decreased. We now have an 18.8% decrease—in addition to the 19% decrease last year. Or, a total decrease of 36.9% over the first five months in 1947.

"Station Accidents" involve all types of accidents which occur around the rapid transit stations. A reduction of 19% indicates that you are certainly improving the safety to our passengers in the 42 possible classifications that might occur.

Accidents at rapid transit crossings have increased 33⅓%. The increase involves vehicles damaged by gates being lowered or raised when a vehicle passes over the crossing.

—Department of Accident Prevention and Training.





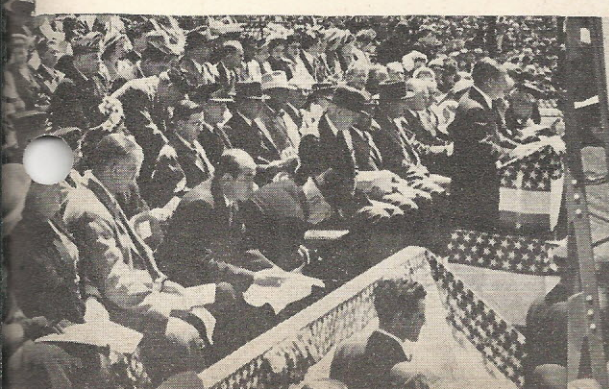
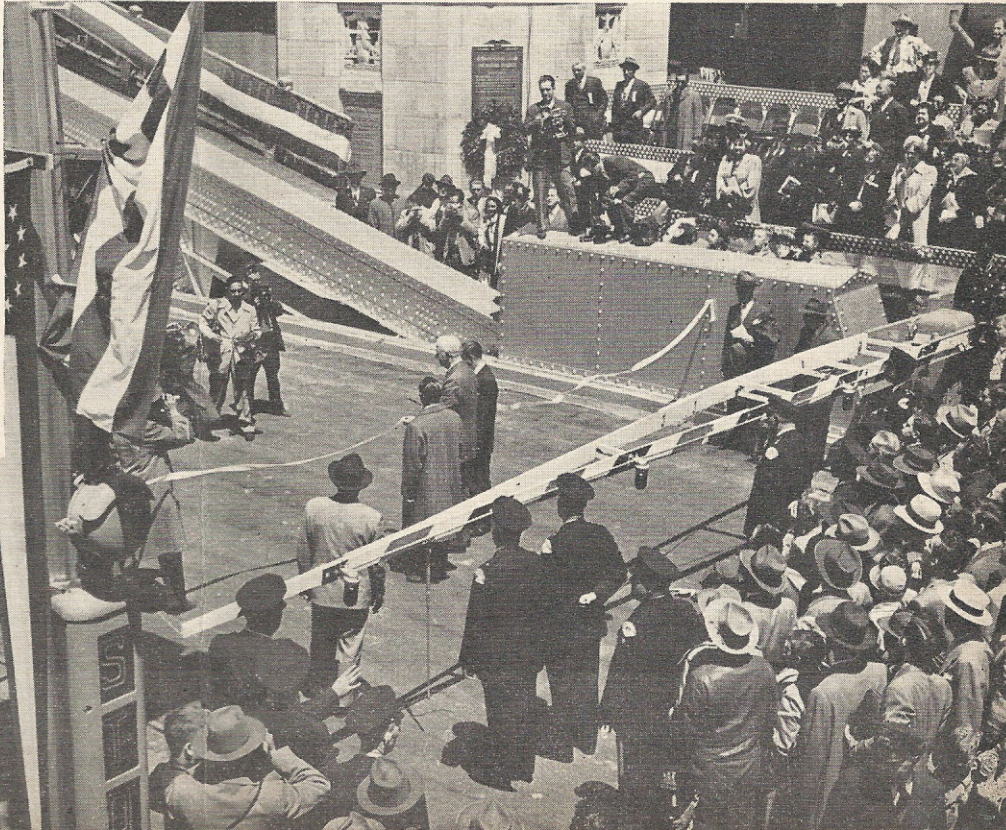
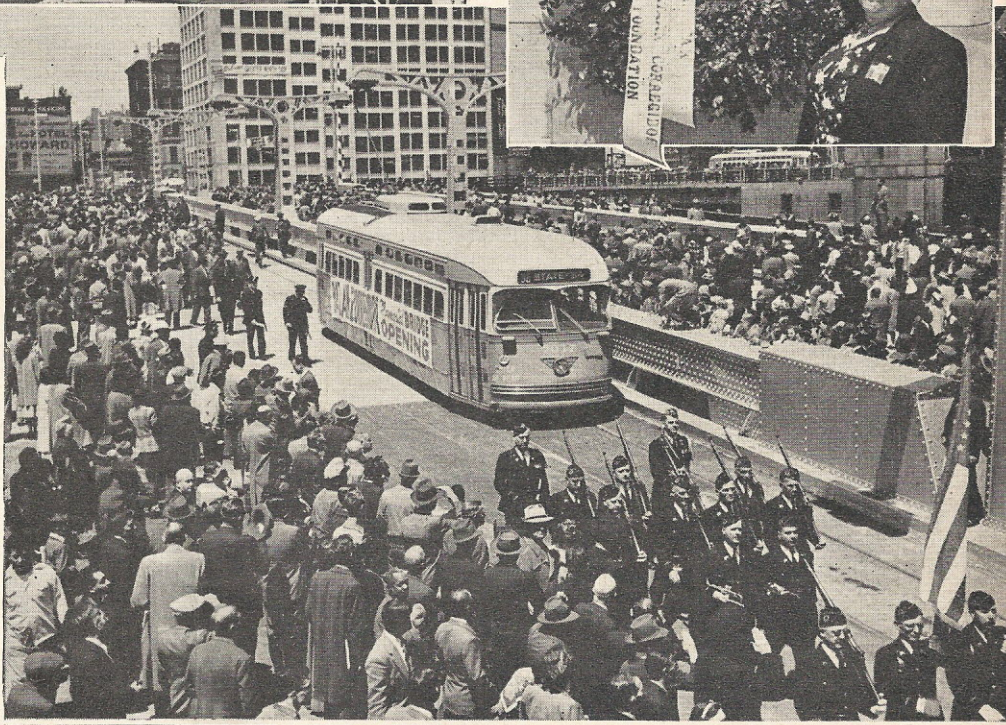
AFTER TEN LONG YEARS

OVER 30,000 CTA daily riders have had their trips speeded during the past month by the opening of the new Bataan-Corregidor bridge. For ten years Broadway streetcars have detoured over the Wabash avenue bridge, while Division-Van Buren cars have been routed over Dearborn. Now both routes operate smoothly over the city's most modern bridge structure.

Built at a cost of approximately three million dollars, the new bridge is one hundred eight feet long and has two thirty-six foot roadways. It is designed specifically, according to one authority, "to hold two continuous lines of fifty-ton streetcars." To open or close the bridge requires about forty-five seconds, and costs twenty dollars per lift. However, the span is high enough to permit tugs and barges to go through without the bridge being opened.

As part of the celebration at the opening, two CTA streetcars came from opposite directions and met on the bridge.

The bridge was named in honor of the men from the Chicago area who gave their lives in World War II on Bataan peninsula and Corregidor island.



What Is Your Favorite Summer Sport?

INQUIRING REPORTER:
Bill Feiler
PLACE:
Burnside Station



JOHN JERMAN, Motorman:

"I can't think of a bigger thrill than setting your hook into a big muskie and doing your best to get him in the boat, while at the same time, he is trying to get you into the water. I go up north every year, looking for the 'big ones' and this year I am going to Minnesota, near the Canadian border."



↑
STANLEY STERNOWSKI, Repairman:

"I work hard during the day and in the evening I enjoy going down to the lake at North avenue for a little fishing. It's really restful and relaxing. I generally manage to come home with some fish, but whether I do or not, the quiet and the lake breezes always make the trip worthwhile."

JOHN MAGUIRE, Conductor:

"For good, clean fun, plus exercise and sunshine, you can't beat a good game of golf on your day off. I still have that tantalizing goal of a hole in one to look forward to. The last two company tournaments were very good and I am expecting this year's to be just as interesting."



↑
JAMES GALLAGHER, Conductor:

"Football is really my favorite sport, both from a player and spectator point of view. Matching brain and muscle with a strong opponent is what makes it exciting to me. I used to play a lot of football and it is still tops with me, although I now confine my sports activities to golf, which is my favorite summer sport."



←
HAROLD WILLIAMS, Conductor:

"Baseball is my choice. To me there is nothing like our national game for sport and excitement. I have always played ball whenever I've had the chance and am now playing with our depot team. Like all ball players, I love to hit and that is the real thrill of the game to me."

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

IT'S NOT GOLD THAT'S GLITTERING!

ACCIDENT INVESTIGATION—We have our own diamond mine at 600! *Rosalind Danna* and *Rosemary Sullivan* added their "carrots" to our collection. . . . *Office Manager Michael J. McDermott* felt sorry for us walking around with our tongues hanging out as if we were the Sahara Desert. Our bright, red, shiny coke machine sure gets a workout.

This month it's *Rosemary Marera* and *Louis Marzullo* who began their wedded bliss, July 2, and *Marge O'Donnell* and *James J. Griffin* on July 16. *Rosemary* is really envied—a three-room apartment is waiting for her to try her hand with a broom and mop. . . . The traveler, *Carl Bodenstedt*, who has really made the rounds of the states, is motoring to Canada this year. . . . Our deepest sympathy is extended to *William J. Callahan*, attorney, upon the sudden death of his mother.

Mildred Martin, former reporter of this column, and *Annie Lorek* can be seen shopping around for tiny garments.

The heat wave has brought on a deluge of short hair cuts. Walking around with their ears showing are: *Eleanor Garro*, *Joanne Sorenson*, *Mary Kay Rowland*, *Grace Sheehan*, *Pat Woodward*, *Pauline Lembachner*, *June Ellis*, *Irene Zeleznak* and *Yours Truly*.

—JERRY and CAL

MINNESOTA FISHING VACATION SUCCESSFUL

ACCOUNTING—Fishing in the snow in Minnesota is how *Eileen "Murph" Miller* spent her vacation. Caught some big ones, too—a nine pound Northern among them. . . . *Eleanor Botansky*, *Theresa Hurlley*, *Wanda Bekier*, *Ruth Hughes*, *Doris Coughlin*, *Dolores Smith* and *Lucy Winkler* enjoyed their vacations doing what they wanted to, particularly taking it easy. . . . Vacationer *Mike Verdonck* is proudly displaying a diamond emblem ring presented to him upon



MARRIED 25 YEARS

A GALA RECEPTION was held June 5, 1949, in honor of *Ludwig "Doc" Gaspar*, stock clerk at *Storeroom 58, South Shops*, and his wife, *Clara*, who celebrated their 25th wedding anniversary on that day. The four attendants at the Gaspar wedding were among 85 guests present who helped them enjoy their silver jubilee.

Reported by JEAN HARTLEY

his retirement as president of F. O. E. Lodge # 2008. He also served as delegate to the F. O. E. Convention held in Waukegan, Illinois, June 16 to 19. . . . Your scribe, too, has just returned from a trip to Niagara Falls, the east coast and Canada.

Our Lady of Sorrows Church was the scene of a beautiful wedding on June 11 that united *Donald Lemm* and *Ida Zumpano* as man and wife. *Alice Kealy* surprised her friends in the role of bridesmaid, as not a word of it had trickled out.

That particular church presents a 165 foot aisle to the bride, quite a long march, and in the usual pre-nuptial kidding someone remarked to the groom that it offered a good chance to change one's mind. Whereupon he flashed back, "If she but wavers I'll run and meet

her half-way." A novel idea, but everything went off in the conventional manner.

The nurses at Presbyterian Hospital were regaled with some Irish wit when *Pat Kenny* was hospitalized for observation recently. *Muriel Birtly* parted with her tonsils in another hospital. *Martha Neffas* is convalescing at home, listening for the postman's ring.

Henrietta Rossi left the CTA to await a certain date. Farewell gifts were in the appropriate colors—pink and blue. *Morgan Anderson* is leaving to take another position. He and *Mrs. Anderson* will live in Denver, amid mountains, with rippling trout streams nearby. And fishing is his favorite sport!

—HELEN A. LOWE

ALGONQUIN NOW HAS A GENTLEMAN FARMER

ARMITAGE—*Motorman George Nelson* informs us that he has finally finished his country home in Algonquin and is now training to become a gentleman farmer.

Frank West is another motorman who has left the bright lights of the big city for a home among the tall sticks out near Des Plaines.

Conductor Sidney Duke is home from Hines Hospital, where he underwent an operation. He is coming along fine.

We all sympathize with *Ex-Motorman Ray Wing*, whose wife has been ill from a heart attack. We also extend our deepest sympathy to *Conductor M. Kompanowski*, whose brother died recently, and to *Motorman Walter Yound* in the loss of his father.

Conductor Ruphas Wainscott ran into a snow storm in Wyoming. He also visited his old home in Kentucky and made a trip to California.

These men at Armitage sure get around. Greeting cards show that *Motorman Harry Eisenlohr* and his wife were having a lovely time down in Gawja, South Carolina and Washington, D. C. *Marvin Forde* and his missus visited California, New Mexico, and other points South and West. *Hal Schweitzer* spent his vacation seeing the sights of Chicago and the various golf courses. *Earl Dustin* spent his vacation in North Carolina. *Conductor Elmer Runblad* went all the way to Lake Geneva for his vacation. *Conductor Joe Schultz* finally got his new car.

—TED SHUMON

IRELAND VACATION IS A VISIT HOME

BURNSIDE—*Barney Farrel* is spending his vacation visiting the "Ould Sod." Had a card from him from Cobh, so we are sure he is enjoying himself on the first visit to his old home in many years.

Motorman John Trinen divided his time this year between the woods of Wisconsin and Logansport, Indiana. *Harry Paul*, our

AMONG THE RECENT RETIREMENTS



Wojchowski

Smith

Worcester

Bleimehl

Rybar

Yost*

Cudahy

CTA EMPLOYEES who retired on pension recently after 35 years or more of service with the company include:

Harry W. Worcester, motorman at North avenue station, retired on pension June 1, after 36 years of service. The country seems appealing to him and he intends to leave Chicago and make his new home in either the Ozarks or Wisconsin.

John M. Smith, "L" conductor with 39 years of service on the rapid transit division. Upon retiring June 1, he and his wife, *Belle*, moved to a chicken farm they have purchased near Columbus, Indiana. The farm comes complete with a six

room house and space for approximately 500 chickens.

William Cudahy, of North avenue, retired June 1, after serving the company for 36 years as a surface division motorman. Cudahy's retirement plans include repainting his home, which he built himself and has owned for 28 years, and a lot of rest and relaxation.

John Rybar, Kedzie car-house conductor with 42 years of service, retired July 1. A bachelor, Rybar has owned his home in Cicero, Illinois for the past 29 years and feels he would now enjoy touring the United States.

Otto P. Yost, motorman on the south side branch of the rapid transit division, retired July 1, after 49 years of riding "L" trains. One of his chief interests in retirement will be hiking. Before beginning his transit career, Yost served as a private in the Spanish-American War and saw active duty in Cuba.

Peter E. Bleimehl, a rapid transit division towerman with 49 years of company service, started on pension July 1. Handling trains at the rate of almost four a minute during rush periods, he has never had an accident. A trip to Knoxville, Tennessee, to visit relatives ranks high on the list of

things he intends to do during his retirement. Caring for a flower and vegetable garden now under cultivation on the grounds surrounding his six room house on the north side will occupy a great deal of his time.

Stephen Wojchowski, motorman from Lawndale, retired on pension July 1. He has been with the company 40 years and was stationed at Lawndale during his entire length of service. Retirement plans include long walks, playing with his grandchildren and cultivating a flower garden. His oldest daughter, *Marie*, is married to *Walter Spencer*, a CTA bus repairman at Archer bus garage.

popular janitor, spent his vacation at his lakeside summer cottage.

Beg your pardon. The item about *Mr. Duffy's* vacation in the June issue should have read "will spend" instead of "spent." Sorry, Mr. D.

Motorman *John Dalt* is working again as a flagman. Conductor *Carl Memsen* is still in Hines Hospital.

Sympathy is extended to Conductor *Edward W. Wright* in the loss of his father; to Motorman *Thurman Rodey*, whose mother-in-law died; and to Motorman *Richard Terrett*, who lost his father and sister. —FURGIE

VERSETTO WILL REMEMBER JUNE 18

COTTAGE GROVE—Conductor *Nicholas A. Versetto* was joined in wedlock to *Miss Rita Esola* on June 18. The ceremony took place at Santa Maria Incornata Church.

A son was born to Motorman and Mrs. *Al Pfeifer* on June 15. On the first of June the family of Motorman *Stanley Nyriel* was aug-

mented by the arrival of a son.

Heartiest congratulations to Motorman and Mrs. *Otto Kostelecky* who celebrated their 23rd wedding anniversary on June 26. Also to Motorman and Mrs. *M. Ensworth*, who celebrated their 20th at their summer home on Lake Koskonory, Wisconsin.

Our sympathy to Supervisor *Leo Tamul* in the recent loss of his mother. Likewise we extend our sympathies to Conductor *Ray Stang* in the recent death of his father, *Fred*, and to Motorman *M. J. Rochford* in the loss of his sister, Mrs. *Armstrong*, who passed away on June 1.

Congratulations to Motorman and Mrs. *A. Toney* on the arrival, June 6, of a new son. Also to the family of Conductor and Mrs. *Tony Vidmont* on the recent arrival of a bouncing baby girl, *Kathleen Ann*.

We are glad to welcome back Motorman *Harold Kaufman*, who returned to work on June 2 after being off the job since last January because of a fractured foot.

Also glad to see Conductor *James Wivinis* is again able to resume normal activity after being off the job for four weeks due to a fracture of the right foot.

Sympathy to Motorman *John Payne* in the loss of his mother who expired on June 12.

We notice that Motorman *Bill Armstrong* is back to his favorite pipe—the corn cob.

Come on fellows, let's hear some of those vacation yarns.

—THE ECHO

IT MUST BE THAT TIME OF THE YEAR

ELECTRICAL—*George T. Kelly*, apprentice operator, was married to *Julia Bojanowski* on May 28 at Saint Michael's Church. A host of relatives and friends attended the reception at the Masonic Temple, 91st and Commercial, after which the couple left for points west. Likewise, *Harry Anderson* of Substation Maintenance took the same step and married *Ruth Burnley* recently and spent their honey-

moon at Lac du Flambeau, Wisconsin. And then the love bug bit *Fred Knoerr* of the line department who married *Margaret Greimer* on June 4 at Concordia Lutheran Church.

Wallace Clemens, Substation apprentice, is proud of *Roger Michael* who arrived on May 20. Mother is progressing nicely. *John Carey* of the Line department is well experienced in burping babies since the little Miss who arrived on May 15 is his third.

William (Bill) Stokes, line foreman, was surprised by the gang recently on his birthday. The boys bought a birthday cake for Bill and at the noon hour his two trucks joined forces and helped in the celebration.

Ted Poole of the line department has been laid aside on account of an injury.

Sympathy is extended to *Patrick Quigley* of Grand and Leavitt in the loss of his father on June 11.

—“ANDY”

*—PHOTO BY ALFRED GRABE.

DID THE FIRST TWO BRING ON THE THIRD?

GENERAL OFFICE (MONROE)—*Charlie Batterson* celebrated three June events—his birthday, his wedding anniversary and a trip to the hospital.

Ed Hansen vacationed in Syracuse, Indiana, the home of his son. *Joe Hemzaeck* will work in the districts, to relieve district superintendents for vacations. *Carl Gibes* will move into his new home very soon. *Louis Bohlin*, as president of the South Side Cinema Club, is busy completing details for a picnic. *Colleen Dunne* and *Alice Pletzke* enjoyed a pleasant trip to Antioch. *Jack Jobaris* spent a week of his vacation decorating his home.

Catherine Holton, shops, planned a week of her vacation, but on her first day home, a flu bug caught up with her and Catherine spent her vacation in bed. *W. E. Goodall*, Accident Prevention, is on a trip to Denver, Colorado. *Frank Schaaf* is touring the south, Kentucky, Chesapeake, Ohio, and New Port, Tennessee.

The week of June 12 was a big one for *Ray Ruzich*. While majoring in personnel administration, Ray received his bachelor of science degree from Roosevelt College. Then on June 18 he gave up his bachelor rating when he awarded *Lorraine Micetich* a "Mrs." degree.

Marie Krausman, surface transportation, started the vacation trek with a trip thru the New England States, stopping at Niagara Falls, Portland, Boston and New York City. Tried out the subways in both Boston and New York, but says they can't compare with ours.

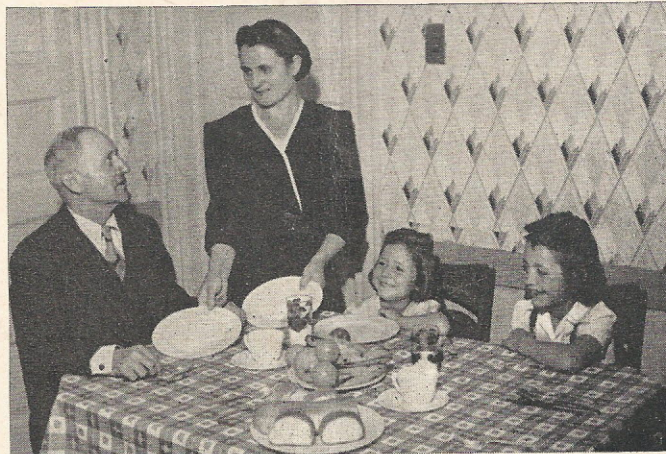
The Silver and the Gold

The *Charles Smith* family motored to Waterloo, Iowa, to celebrate a double ceremony—the 50th wedding anniversary of Mr. Smith's parents, and his own 25th anniversary. Mr. Smith received a letter from *Chas. J. Triplett*, formerly of Accident Prevention, who left the Company 9 years ago after 50 years of service. Mr. Triplett makes his home in California.

Jane Fitzgerald and *Joan Peacock* tripped down to Twin Lakes for a few days.

Rose Ruger, rapid transit Trans-

LONG WAIT — WORTH IT



BACK IN 1938, *John Pappastergiou*, a car cleaner at Pulaski road on the Douglas Park branch, left the United States for Lamia, Greece, to marry his childhood sweetheart, *Hellen*. Then the war in Europe broke out and all transportation stopped before John, an American citizen, could return to his chosen homeland. As time went on, *Mary* was born and then came *Bessie*. The U. S. government, early in 1946, issued orders for all American citizens to return to the United States, transportation free. Because John's wife and children were not recorded on his citizenship papers, he was told they must remain in Greece. John decided that it would be best if he came to Chicago and do whatever he could to bring his family to America. "I came back and began working for Chicago Transit Authority," John said, "saving all the money I made. With the help of friends, I managed to bring my family to the good old U. S. A. and on June 13 they arrived in Chicago. Now I can say I'm the happiest man in the world."

Reported by DAVE GURWICH

portation, motored to Detroit to be present when her son, *Robert*, received a Bachelor of Science and Engineering degree at Lawrence Institute of Technology.

Mr. Cogstock's office and *Mr. Brion's* office moved from the 13th floor to the 4th floor.

Ernie Gerlach, Office of Staff Engineer, had an enjoyable vacation at Rhode Island, then on to Montreal, Canada.

Mrs. Ann Schleiter also had a pleasant time on her vacation. . . . Sounds the bugles. *John O'Connor* is taking into himself a wife. . . . *Barney Trager* has a new addition to the family—a television set. . . . *Bob Grove* and *Frank Misek* have been made members of the Western Society of Engineers. *Charlie Pfarr* spent a couple of days in Kentucky.

Greg. Coakley has been on the sick list. Hurry and get well.

Ralph Tracy's pride and joy has been named "*Randy*."

—MARY CLARKE and JULIE PRINDERVILLE

DON'T LET PRICES GET YOUR GOAT

KEDZIE—*Charlie Seebock* is having no trouble with milk prices. His goats give enough and more milk for his family. Charlie doesn't fool his goats with green glasses in the winter months as does *John Joseph Carr*. . . . *Jack Hester* is raising canary birds. He catches them in the woods, eliminating the original livestock investment. . . . *Dave Dulfer* purchased a new second-hand Plymouth, installed a Ford motor, a Dodge transmission and rearend, a Cadillac steering assembly, wheels from a jeep and a self-designed body. The cushions from the original remain.

During Memorial Day weekend *Fred King* and family planned a trip. Before they left, out of town visitors came and Fred had more fun at home than he would have had in the holiday traffic. . . . The *Ed Caine* family spent the holiday fishing at Beaver Dam, Wisconsin.

A soggy one dollar bill was tendered *John Fleckenstein* during his run. It separated back from front and John was going to throw it away when *Otto Jurew*, *George Singer* and *Walt Daly* examined the pieces and told him to take it to the bank. It was genuine, and he got a crisp new bill.

Bob and *Mrs. Savage* and daughter, *Barbara*, went to the Wisconsin Dells. In celebration of their fifteenth wedding anniversary the chief of the Indian group, at a gala celebration, made them members of the tribe.

A Fast Exit

Asst. Supt. *John McCarthy* suddenly left Circuit Court jury service, having to make a quick trip to the hospital to have his appendix removed. . . . *Joe Boyle* was in Lorretto hospital with a bad stomach, which made it necessary for numerous transfusions. Joe had more visitors that couldn't get in to see him than he did in his room. . . . *Jim Coburn* is himself again since *Mrs. Coburn* decided to overcome the effects of serious illness and return home. Mrs. Coburn spent nearly a month in the Oak Park hospital.

Bill Brennan and *Frank Holub* hit the giant jackpot in the scramble for living quarters. They procured two four-room apartments in one building.

On account of the children being in school, *Mrs. Martin* and *Pat*, the big sister, held the fort while *Earl Martin* vacationed, visiting his relatives in Des Moines, Iowa.

Supervisor *Jim Harrison* finished landscaping on his estate and took a few short trips during his vacation. . . . *Steve Pacek* is going to try his own ideas in fly-fishing at Rocky Lake, Wisconsin. . . . *Dan Musker* is spending his vacation at Crystal Lake near Carson City, Michigan.

—JOE SMITH

IS IT THE DANCE OR THE FAST MUSIC

GENERAL OFFICE (JACKSON)—We are all wondering what sort of dancing *Betty "Boop" Burns*, Purchasing, is going in for—especially since she has been limping around after the last dance. . . . *Lumina Shay*, Purchasing, is recuperating very nicely from her appendec-

EXCHANGE RETIREMENT CONGRATULATIONS



EXCHANGING CONGRATULATIONS on their last day of work before going on pension are, left, *Machinist Frank Crouse* and *Wireman Andrew Axelson*, who were given cash gifts by fellow employes at the Throop street shop of the elevated division.

Crouse, employed by the elevated since 1924, worked as a machinist 58 years. He and his wife, *Mary*, both enjoy fishing and are looking forward to a vacation trip to Northern Wisconsin during the month of August. A short time later they expect to be in Charleston, West

Virginia, visiting relatives and friends.

Wireman Axelson left Sweden when he was 24 years old, arriving in Chicago in 1909. He began work for the rapid transit division in 1909 as a wireman at the Throop street shop, where he worked until his recent retirement. He is planning a fishing trip to Eagle River, Wisconsin, with his wife, *Hilda*, and then will devote his time to a favorite hobby—electronics. *Axelson* has built several radios and hopes to start on a television set in a few months.

Reported by **DAVE GURWICH**

tomy. . . . *Kay McNamara*, Purchasing, is all agog over furnishing her newly acquired apartment. *Kay* claims that it was worth waiting for. . . . Friends of *Claire Heckathorn*, formerly of Purchasing, were pleased to see her in town. *Claire* is visiting here for about three months from her home in California.

Mary Ranahan, Purchasing, and *Charles "Chuck" Keenan* said their "I Do's" in a very lovely ceremony at Blessed Sacrament Church on June 11.

Vacations still aren't in full swing, but we did hear of a few—*Marion Walsh*, Executive, returned to work after one week of just enjoying her home and Chicago in general. . . . Another advocate of a vacation at home this year was *Ray Solberg*, Public Information Service. . . . A vacation at home to *Charles Keiser*, Executive, meant Sunny Tennessee. However, it was not so sunny this time and old Jupiter Pluvius sort of ruined the fishing that he planned on doing.

—**BRENDA and COBINA**

NEW CAR IS GIFT TO MOTHER AND DAD

LAWNDALE—The children of *Frank* and *Mrs. Ruska* gave their parents a wonderful present on Mother's Day. As a combined Mother's and Father's Day gift they presented

"GOOD LUCK"



A GOOD LUCK wish to *Captain John Gould* is given by *Team Manager Ed Kowald* before the North avenue baseball nine takes the field for a league game.

Reported by **JOE HIEBEL**

their folks a new Mercury V8.

Ray Doll celebrated his 25th anniversary by flying *Mrs. Doll* to California, where they were remarried and spent a second honeymoon.

Harry Gilbert and his wife celebrated their lucky 13th wedding anniversary on June 16. *Mrs. Gilbert* leaves to spend the summer in the country on the first of July. Last year when his wife went away for the summer *Harry* lost 35 pounds. Apparently, he doesn't like his own cooking. —**BILL FEILER**

GIRLS DOMINATE THE LINDROTH HOUSEHOLD

LAWRENCE—A little bit of sunshine and a bundle of happiness arrived at the home of *Mr. and Mrs. Sterner Lindroth*, named *Joy Diane*. The score now at *Sterner's* home is 4 to 0 in favor of the girls.

Speaking of singing, have you ever heard *Ray Pfeiffer* give out with one of those real old tunes such as "My Bonnie Lies Over the Ocean" and "Old Swanee?"

Vacation News: *Amato Brown* went to Canada and got his share of Northern Pike. His trip ended in Pennsylvania, visiting his folks.

John Dillon looked over farm life in Iowa to see what makes the corn grow so tall.

Mike Miner visited his wife and family in Wisconsin, where the *Mrs.* is spending her vacation. *Mike* gave his farm home a new look with a paint job.

Ed. Stencil's stay in Michigan was not enjoyed, as *Curley* overworked himself on the horizontal bar. Have you ever tried *Andy Lotshaw's* body rub, *Curly*?

Bennie Kamka claims that a Central bus has three poles, two in back and one in the driver's seat, when *Ed. Halicki* operates. Incidentally, if you have intentions of raising a mustache, see *Ed* for a prescription.

As we told you before, you don't know what you're missing when you fail to see our softball team in action. **THE POLISH COUNT**

NOT TWINS BUT BOTH HAVE SAME BIRTHDAYS

SCHEDULE-TRAFFIC—*Al Pisors*, schedule clerk, is the proud father of a husky new boy. *Thomas Martin* was born May 26, the birth date of his older brother, *Bobby*.

Jack Wilbur has been OK'd for light duty after his long illness and we are glad to see him around again. "*Gene*" *Luke's* has our gang pulling for a quick and complete recovery from his sudden illness.

Two weddings in the department in June, so the boys had something to do on two Saturdays. *Eugene Jania*, traffic checker, and *Eleanor Cichy* chose June 11 as the great day and St. Rose of Lima Church as the place to exchange their wedding vows, while *Leonard Hartowicz*, traffic checker and *Dolores Tomaszewski* middle aisled it on June 25 at St. Ladislaus Church.

—**L. C. DUTTON**

BASEBALL OFFERS LOTS OF EXCITEMENT

LIMITS—For thrills and spills, everybody who can should come out to the ball games between our team and their opponents. All the team needs is a few more spectators in there to cheer them on to future victories. If you come out you will see our own "Sherman Tank" Murphy playing first base. And when Murphy runs the bases you will see why they call him "Sherman Tank." Watch sluggers Joe Prindes and Wally Denise (when he is off his honeymoon) hit the home-runs, Manager Charlie Clark directing his team to victory, the "pepper" boys, Tom Stiglich and Bruno Karp talking up the infield, Pitchers Charlie Greer and Carmie Iacullo hurling them in, third base completely covered by Jack McAllister and Art (Lippy) Hamlin giving the umpire more to concentrate on. All of these and many more thrills await those who want to see our team come home to Limits with the Trophy and first place in the CTA playoffs.

Operator E. Rolling was the proud father of a baby girl May 26. Weight 7 pounds 14½ oz. Operator and Mrs. Rolling have decided on the name to be Elaine Theresa.

Operator Wally Denise was a happy bridegroom Sunday, June 5.
—R. H. LENCE

IT TAKES PLENTY OF PRACTICE FOR A 70

LOOP—The lakes are attracting Dorothy Richter and Louise Godby, the former to Tabor Farms, Sodus, Michigan, to rest, eat and gain that avoirdupois; the latter to do some fishing at Hayward, Wisconsin. Antia Schreiber, on the other hand, is going to knock that little white pill around the fairway. After more practice she hopes to get her score in the seventies.

Our friend, Frances Mueller, after serving the company since June 2, 1909, has decided on July to enjoy the leisure hours of retirement.

We extend our sympathy to Hazel Hamill, whose mother died.
—EDITH EDBROOKE

MEXICAN FIESTA



PART OF a recent 30 day vacation for Motorman Jack Edwards, Lawndale, and, left to right, Diana, Mrs. Edwards and Sandra, was spent at Tijuana, Mexico, where they "dressed and rested just like the natives." The Edwards traveled 6,280 miles on their trip and visited Grand Canyon, Los Angeles, the Mission in Capistrano and several ghost towns in the west. Jack also had some lessons in deep sea fishing during which he caught more fish than his instructor.

Reported by BILL FEILER

ACCOUNTING LOSES TWO MALES TO M & S

MATERIAL AND SUPPLIES—We extend the welcome mat to Henry Brickman and John Mohan, who recently transferred from the Accounting department to Material and Supplies:

We welcome Michael McClory, a new mail clerk.

We have a new daddy in our department. David Stetcher, assistant stock clerk at Montrose avenue, became the proud father of a son, "Phillip Robert," born on May 19, weighing eight pounds 14 ounces.

William Gilleran, assistant stock clerk at Grand and Leavitt, became a daddy for the second time on June 6. His second son is "Joseph Stephen," weighing 10 pounds one ounce.

Herb Hoger surprised the office with a box of candy when his youngest son graduated from high school on June 16.

Vacations have started, but so far nothing spectacular has happened on these vacations that make interesting news. This is a plea for the Material and Supplies department employees to really have a good time this year so we can make headlines.

—JEAN HARTLEY

CANADA ATTRACTS CTA FISHERMAN

NORTH SIDE "L"—Kenora, Canada, appears to be a popular spot with North Side anglers. The threesome who drove up to the fishing ground last month are Motormen Anthony Bialk, Rudy Salewsky and Conductor James Gibbons. They actually brought back something. Fish story, you say? No, the real fish. If in doubt, ask Harry Diehl.

Seems like we just can't keep up with Collector Richard Blane. Latest reports are that he has acquired another grandchild—a little boy, name of Richard Joseph, born June 6, "D" day.

Collectors Frank Cribar and Robert Richardson are figuring out their potential pensions.

Trainman and Mrs. William Fischer celebrated their 25th wedding anniversary June 4.

Motorman Bill Carvos returned to work after being hospitalized for many months, and is looking fit as a fiddle. Agent Emma Renneck was on the sick list.

Yard Foreman John Huizenga has been promoted to service inspector and Victor S. Vitullo promoted to assignment dispatcher's clerk.
—J. J. BALY

A PERFECT ANSWER TO A GOOD QUESTION

NORTH—Conductor Jack McLaughlin tells about a shopping trip with his wife. When he asked her, "Why do you say you were shopping when you didn't buy anything?" She replied, "Why do you say you were fishing when you didn't catch anything?"

Angelo Virruso, who is recovering from a heart attack at home, would like to have visitors. It gets mighty lonesome when you're laid up, so stop over and see Angelo.

Eddie Dawson, former clerk of North, went out of circulation May 28 when he took to himself a bride. The wedding was at Presentation Church, and reception at the Keyman's Club.

Motorman John Dalton reports a pleasant vacation at Burlington, Wisconsin.

Conductor Eddie Anderson says "A man who boasts he runs things around the house is referring to the lawn mower, washing machine and errands."

Operator Frank Ramel was a pleasant visitor to our trainroom. Ramel has been laid up since January, when he was struck by a truck. He expects to be back to work soon.

Our victorious softball team continues to bowl over all comers on their march to the championship.

We were sorry to learn that the grandson of Superintendent E. Brookman suffered a broken collar bone when struck by an automobile recently.
—JOE HIEBEL



"Well I guess that definitely settles who gets the last room with bath."

JUST A LOOK AT WATER EXCITES HIM

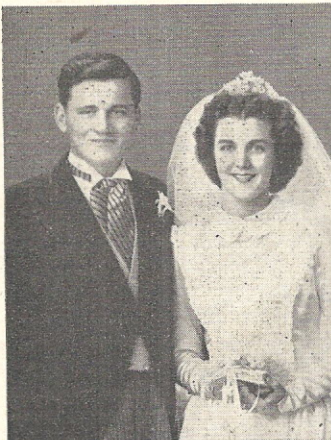
77TH—If you want to know where the best fishing is in Minnesota just tackle *Bus Operator Nicholas C. Dop* when you see him. He gets so homesick for the sight of water and his fishing that he works the Riverdale line just so he can cross the Little Calumet River.

Bus Operator Jack Lerner and family really went vacationing to the tune of 3200 miles, covering most of the southeastern states, going thru the Smoky Mountains, to Miami and back. Sight to remember is the oldest house in the United States, which is in St. Augustine, Florida. P.S.—There it is only 10 cents for all the orange juice you can drink.

Bus Operator Tom Hynes always has thought of a vacation as going somewhere you haven't been. A new place, new people, new surroundings. Plenty of opportunities to travel in this country but *Rodger Hynes*, his son, who is working part time for a travel agency, and his boss, decided he would work in Paris and take care of the American tourist trade there. Bon voyage, and good sightseeing to Rodger, who sailed on the Queen Elizabeth.

"Light and airy," is the way he describes them. I mean *Bus Oper-*

NEWLYWEDS



FOLLOWING THEIR wedding on May 7 at Mary Queen of Heaven Church, these newlyweds, Conductor Harold Loftus, Lawndale, and his bride, the former Romona Dama, enjoyed a honeymoon trip to Colorado Springs, Colorado.

Reported by **BILL FEILER**

ADD BOARDS FOR "L"



NEW BULLETIN BOARDS have recently been installed on the elevated system in trainrooms and various other prominent locations. These boards will be used by the Department of Accident Prevention and Training to bring to the attention of "L" employes various messages of interest and importance to them. A similar type program has been in operation on the surface system for a number of years.

(Posed by **Motorman F. J. Kugler** and **Conductor Anthony Frey, Southside**)

ator *David L. Robinson* and his light brown leather sandals. Got the idea for wearing them after visiting an Indian reservation a few summers ago.

Our candidates for the youngest father-in-law is *Bus Operator Frank Black*. Mr. and Mrs. F. Black's daughter, *Ruth*, was married to *Donald Johnson* on May 28. The minister came to their home, making it a beautiful garden wedding.

Let's have your vacation stories, boys, so we will know who went—as they say—down South—Up North—Back East—Out West. Any one flying to old Erin this summer? Could be you're visiting County Cork, Mayo, Tipperary, Galway or Limerick. Don't forget Faynes on the River Shannon, as this is the stop for the trans-Atlantic airplanes.

Attention to *Bus Operators Edwin Lammel* and *Brill Crigler*, billiard champs. There is a contender for the title known only as the *Mysterious Walker*. He says "Name the day and time and I'll be there."

When Mr. and Mrs. *Ervin F. Reinke* were married they heard the "Wedding March." And 25 years later, on June 14, to be exact, they listened to the "Anniversary Song." The Reinke's, who have one

daughter, *Ann*, held "Open House" on June 18 and 19, and had many visitors from their long list of friends.

—DANTE BRUNOD

"CHAMP" READY TO TOSS ALL COMERS

SHOPS AND EQUIPMENT (Met.)—*Wm. Thornton*, brakeman helper at Laramie shop, is the champion horseshoe tosser on the Met. He has already beaten every man in the shop department. He intends to challenge *Motorman E. Zimmerman*, who is also a horse-shoe champ, at an early date. He is being coached by *Switchman Bill McCleney*, also from the Garfield Park branch, and is ready to meet all comers — Shop department, Transportation or Road department.

Our deepest sympathy to *Alfred Shoop*, watchman at Laramie avenue, whose mother passed away recently.

After a long illness *Joe Serritello*, control inspector's helper at Logan Square shop, has fully recovered and is back on the job.

John Nedza, motor inspector at Logan Square shop, is back at his home after spending a month in the

OLD-TIMERS JOIN RANKS OF WEST SHOPS

SHOPS AND EQUIPMENT (Lake and Skokie)—Ten of our "old-timers"—*Ernest Fisk, Thomas Skahill, John Kameroff, Joseph Cervelli, William Johnson, Ray Metcalf, Anton Ostroski, William Sell, William Flowers, Joseph Manszerek*—left the ranks of *Frank Lansman* and joined the ranks of *Ed Horning* at West Shops.

Ed Baumgartner, our trained craftsman and first aid instructor, is now with the north side road department.

Mr. and Mrs. *Emil Marino* have returned from their honeymoon, spent in Miami, Florida. Wedding bells on July 2 for *Casimir Binij* and *Irene Plucski*. The honeymoon?—in Wisconsin.

Paul Sevick has been off ill. Mr. and Mrs. *Robert Buerger* are the proud parents of *Robert Henry, Jr.*, born May 20.

Mr. and Mrs. *Gordon Walters* recently sailed on the *SS Stockholm* to visit her parents in Sweden. Will return September 1.

Patrick Duffy returned to duty after undergoing an operation.

—CATHERINE HOLTON

hospital. John has been ill for a long time.

Our deepest sympathy to *Giuseppe Gulliano*, painter at Throop shop, whose brother passed away June 6.

Joe Domaszewski, car cleaner at Logan shop, has had a very serious operation on one of his eyes. Joe has been off sick for a long time. However, he is back home and slowly recovering.

A bouncing baby boy was delivered to the home of Mr. and Mrs. *William Lamont*, motor repair.

Our condolences to *Tony Koncel* in the recent death of his mother. Also to *Frank Botika* in the passing of his wife.

Marjorie Long, daughter of Mr. and Mrs. *Albert Long*, graduated from Kelvyn Park High School with honorable mention. She also celebrated her eighteenth birthday the same week. Long is employed as brakeman helper at Logan shop. Marjorie hopes to become a member of the CTA family soon.

—DAVID GURWICH

JOLLY ENGLANDERS SEE THE WINDY CITY

SOUTH SIDE "L"—*Trainman Ernest Hardwidge* and his good wife are helping with good neighbor policy. They are hosts to *Mrs. Hardwidge's* two sisters, also one of *Ernie's* sisters, all from jolly old England—Birmingham and Worcester.

Conductor *Raymond Mikulich* has cause to be proud of *Raymond Jr.*, who has been honored with the presidency of the Northwestern University Chapter of PI MU EPSILON, the National Mathematics Honorary Society. *Ray Jr.*, 21, hopes for a master's degree and is busy with plans for a July wedding.

Those wedding bells are telling of the agents booth romance of *Agent Anna Mangan* and *Ex-Agent Rudolph Weiss*.

Bon Voyage to *Agent Esther Johnson*. She is leaving us to live in "Sunny California."

Conductor *James Cusack* will celebrate his 35th wedding anniversary in July by carrying *Mrs. Cusack* over the threshold of a brand new house.

Motorman *John Zielke's* son, *The Reverend Wilbur Zielke*, has taken a church in New Athens, Illinois. A credit to an honored calling. —ROBERT E. BROWN

A PROUD FATHER



THIS SMILING and proud Irishman is Conductor *Thomas Murphy*, *Kedzie*, with his daughter, *Vita*, a typist in the Accident Investigation department, on the day she became *Mrs. Thomas Sloyan* at St. Thomas Aquinas Church.

Reported by *Jerry and Cal*

RECENT DEATHS AMONG EMPLOYEES

TONY D. ADOMAITIS, 57, repairman, South Shops. Died 5-22-49. Employed 3-19-43.

LINDSAY BARBOUR, 73, retired motorman, 77th. Died 5-28-49. Employed 6-3-20.

CHARLES F. BECKER, 49, conductor, 77th. Died 5-3-49. Employed 6-27-23.

EDWARD COOKE, 56, conductor, *Kedzie*. Died 5-28-49. Employed 10-1-26.

WILLIAM T. DOOLEY, 41, motorman, North. Died 5-31-49. Employed 12-11-40.

ALBERT F. ENGLER, 54, motorman, *Elston*. Died 5-7-49. Employed 10-3-23.

FRANK GLAY, 61, retired checker, *Schedule Dept.* Died 5-26-49. Employed 8-29-09.

JAMES GRASSICK, 87, retired car cleaner, 69th. Died 5-24-49. Employed 10-18-94.

ABE C. HATCHER, 58, lampman, North Side. Died 5-3-49. Employed 9-19-18.

CONRAD HERCET, 76, retired motorman, *Archer*. Died 5-9-49. Employed 4-24-13.

ANDREW J. HILLGOTH, 59, flagman, 69th. Died 5-15-49. Employed 5-3-13.

GEORGE J. HOLY, SR., 60, lineman, *Electrical*. Died 5-21-49. Employed 7-19-17.

HARRY G. KEMMLER, 50, motorman, 69th. Died 5-15-49. Employed 1-16-43.

PAUL P. KRALIK, 59, motorman, *Cottage Grove*. Died 5-13-49. Employed 8-16-43.

GEORGE V. McCULLUM, 56, Engineer, West Shops. Died 5-14-49. Employed 5-15-21.

ALOYSIUS MEERSMAN, 83, retired motorman, *Lincoln*. Died 5-1-49. Employed 3-8-95.

MARTIN MICETICH, 69, retired watchman, *Track Dept.* Died 5-16-49. Employed 7-17-25.

JAMES T. MURPHY, 63, motorman, South Side. Died 5-29-49. Employed 9-8-05.

ORRIN F. NEELY, 58, car cleaner, *Devon*. Died 5-22-49. Employed 4-14-27.

THOMAS P. NOLAN, 74, retired motorman, *Devon*. Died 5-8-49. Employed 5-4-08.

MARTIN NORUM, 64, conductor, North. Died 5-25-49. Employed 5-13-09.

JOSIAH T. PAUL, 66, motorman, 77th. Died 5-3-49. Employed 9-11-18.

ALBERT PIERRO, 54, retired watchman, *Track Dept.* Died 5-23-49. Employed 7-17-28.

FRANK POLICH, 63, watchman, *Track Dept.* Died 5-29-49. Employed 1-16-19.

JOHN M. PORPORA, 59, conductor, South Side. Died 5-19-49. Employed 6-20-12.

WILLIAM RYAN, 72, retired steamfitter, *Electrical Dept.* Died 5-1-49. Employed 6-1905.

EDWARD A. SHANER, 82, retired dispatcher. Died 5-28-49. Employed 10-3-95.

ROBERT STACEY, 51, conductor, *Kedzie*. Died 5-9-49. Employed 3-9-20.

GUST TANIS, 59, car cleaner, South Shops. Died 5-23-49. Employed 11-15-28.

WILLIAM URRY, 87, retired watchman, *Track Dept.* Died 5-1-49. Employed 5-25-81.

CHARLES VERRI, 55, trackman, *Maintenance of Way Dept.* Died 5-17-49. Employed 4-14-13.

NEW CTA DADDIES RELIABLE FOR NEWS

SHOPS AND EQUIPMENT (West Shops)—We're always thankful for the proud daddies we have at West Shops, for without their boastful acclamations, our column attendance in the magazine would be nil. It's just like pulling teeth to get any news other than Old Man Stork visits. A bouncing baby boy for the *Tom Turcottes*, office, *Thomas Edward*, on May 15; *John Kevin Kenny* arrived at the *Patrick Kenny* home, carhouse, on May 23; *Thomas James Gilleran*, whose proud daddy works in the truck shop, was a wee bit of a bundle from Heaven, weighing only four pounds. Like father, like son. One little lady in the group was born on May 27, *Eleanor Marie Tollman*, the little lass being the new daughter of the *Jerry Tollmans*, bus garage.

Vacations are in style now and *Edward Blaskey*, carhouse, is off to *Minong, Wisconsin*, for some fishing and a bit of relaxation.

Jack Chunawitz, office, is one of the first vacationers, but where he's off to we haven't heard. *Betty Smith*, paint shop, has been touring the Southwestern States with the *Mr. Smith*.

When the happy day will be is still unknown but we do know *Edward Evans*, machine, has taken the first step towards Matrimony, becoming engaged on Father's Day.

We're happy to have *Esther O'Brien*, carhouse, back on the job again, nicely recuperated from her operation.

The *John Burkes*, material handling are proud of the fact that they have celebrated their 25th Wedding Anniversary, and we are happy to offer our congratulations.

One June 25, *John Murray*, carhouse, gave his daughter *Ellen*, in marriage at *St. Priscilla's Church*.

Well, we're out of news for this month, so, hoping for more of the same kind of stuff next month, we'll say good-bye until then.

—MARY HENDRICKSON

NEWLYWEDS ENJOY HONEYMOON

WAY AND STRUCTURES—We extend best wishes for lifelong happiness to *Edward Platt* of Centralized Hauling Control, and *Anne Marie Mazzochi*, who were married on Saturday, June 4, at *St. Margaret's Church*, at 10:00 a.m. The newlyweds spent their honeymoon in New Orleans and Florida.

Larry Heise, supervisory chauffeur at 20th & Dearborn, was presented with a baby daughter on May 20. Her weight was seven pounds, 10½ ounces, and she was named *Donna Marie*. Incidentally, *Mrs. Heise*, before her marriage to *Larry*, was the former *Emily Howe*, who worked downtown as a switchboard operator for the surface lines.

Trolley Tender William Finlay and wife recently made a trip to Ireland. He left the "ould sod" about 25 years ago, and was anxious to relive some of the memories again.

Art Malmquist, building division, was passing out cigars again. He was presented with a baby boy, weighing eight pounds, four ounces on June 13. They have a 21-month old daughter and *Art* is certainly proud of the new arrival. He is planning to start his vacation as soon as his wife returns home from the hospital. We know he will be kept quite busy hanging out triangles and making formulas.

We welcome to our fold a newcomer, *Harold Richards*, who started to work on May 23 in the Building Division office.

—VIOLET SWEPAS

LINDQUIST STARTS VACATION SEASON

SHOPS AND EQUIPMENT (South Shops)—The first vacationer of the 1949 season was *A. C. Lindquist*. He spent his vacation seeing the lovely sites of our fair city and then went to Michigan.

This is your column and anything you would like to see in print just give it to your time-keeper and it will be passed on to us. We would also like to have pictures of interest and, now that vacation time is here, would especially like to get the picture of the fish that was "soo bigg," and what have you. —ANNE McCREA

Know Your CHICAGO

(The third article of a series presented to assist Chicago Transit Authority employes in knowing their city.)

CHICAGO, long known for its summertime vacation attractions, is again host to the popular Railroad Fair, a pageant depicting the growth of transportation in America. The Fair, which is open daily from 10:00 a.m. to 10:00 p.m., until October 2, occupies the same area as it did last year, between 20th and 30th streets on the shore of Lake Michigan.

Last year's outstanding features, including the "Wheels A-Rolling" pageant, an Indian Village with 125 Indians, the miniature railroad system and rodeo show continue to attract large crowds. Historic and modern vehicles, a circus parade, the miniature town called "Golden Gulch," famed Moffat Tunnel and a glittering ice show are just a few of the new attractions being presented everyday at the Fair.

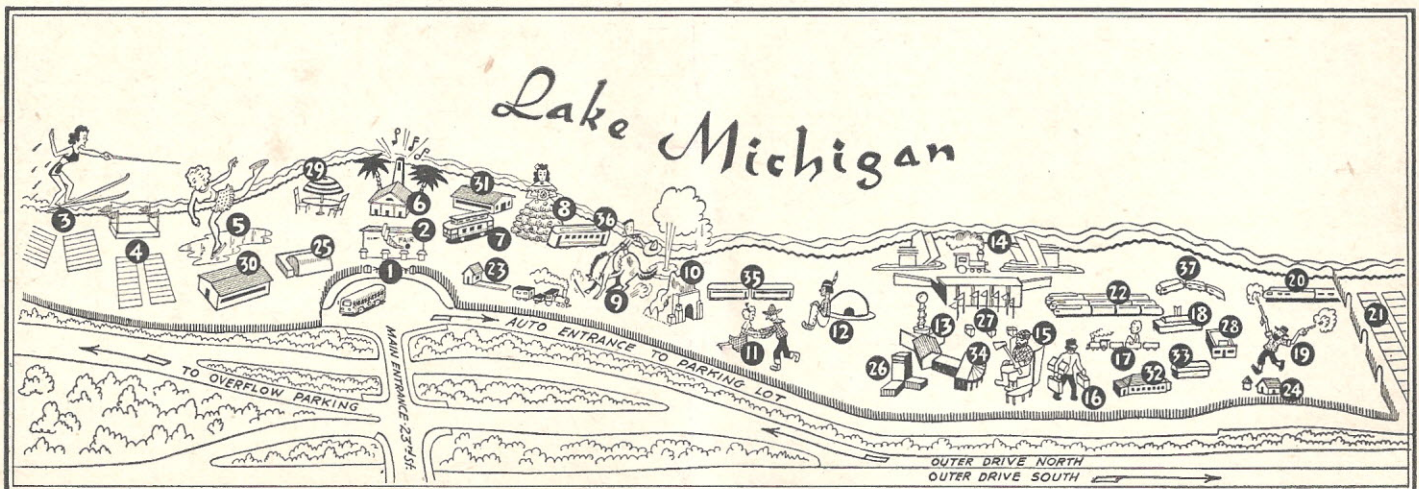
The Railroad Fair is sponsored by many of the country's railroads to illustrate vividly, in an entertaining and educational way, the growth of America's railroad industry. Chicago, the nation's crossroads, was selected as the site of this Fair and justified this selection when more than 2,500,000 people visited the Fair during 1948. This figure is expected to be exceeded in 1949.

A special CTA shuttle bus service (cover photo) is now operating direct to the Railroad Fair. These buses run on Cermak road, between Archer avenue and the main Fair entrance, east of the 23rd street bridge, providing transfer connections with the elevated and various surface routes. A bulletin has been issued relating to this service. CTA employes will be able to furnish helpful assistance to Fair patrons by having a thorough knowledge of this special bus service.

CHICAGO RAILROAD FAIR OF 1949 MAIN ATTRACTIONS

(see map)

1. Main entrance.
2. Administration building.
3. Cypress Gardens Water Thrill Show.
4. Special events arena.
5. Ice Frolics.
6. "Florida in Chicago" and replica of Bok Singing Tower.
7. San Francisco cable car—Golden Gate theatre.
8. Old French quarter and New Orleans exhibit.
9. Rodeo show, dude ranch, "Old Faithful" geyser.
10. Moffat Tunnel and theatre.
11. Rocket Village, square dancing.
12. Indian Village.
13. Vitarama Hall, mammoth scaled model railroad system.
14. "Wheels a-Rolling."
15. Paul Bunyan exhibit.
16. Display of latest in passenger travel comforts and luxuries.
17. Spanish American Village, "Big Boy"—largest steam locomotive ever built, free rides for the kiddies on miniature streamliner.
18. Shelter Building.
19. Gold Gulch, old gold rush mining town.
20. Nation's newest streamline cars.
21. Main parking lot.
22. Famous train display, including Train of Tomorrow, the Spanish government's new "Talgo" mystery train, and U. S. Army exhibit.
23. "Deadwood," north terminal of Deadwood Central narrow gauge railroad.
24. Gold Gulch narrow gauge station.
25. Movie theatre.
26. Travel Building.
27. Main plaza.
28. Gold Gulch, U. S. Post Office.
29. Harbor View Terrace Restaurant.
30. North Restaurant.
31. Cable Car Inn.
32. Railhead Inn.
33. Leo's Grubstake Restaurant.
34. Eastern Railroads Restaurant.
35. "Fiesta" and 1880 "Palace" dining cars.
36. "Cafe St. Louis," all-electric dining car.
37. "Chessie Club" dining and tavern cars.





Outside the switching shanty at Kimball-Lawrence terminal, a split rail fence made of discarded railroad ties separates the "L" yard from the flower garden. The fruit tree was carted in last year from Yardman Tom Gavin's home. During storms the gully fills with water and the rustic bridge becomes prac-

tical as well as decorative. In spite of the noise and bright lights at night, martins have moved into the bird house (other bird fanciers in the neighborhood can boast only of sparrows or starlings). The birds object to all visitors to the garden, with the exception of Gavin and Yardman Howard Johnson.

A Bit of Country In the City

NO PLACE could be more typical of the big city with its noise and rush than the busy "L" yards at the Kimball-Lawrence terminal. It is hardly the place one would look to find rural atmosphere. Yet, in the midst of all those tracks, switches and empty "L" cars, two CTA employes have created a bit of country.

On two small patches of ground Yardmen Tom Gavin

Under some low-hanging cottonwoods the two men have built a beautiful fish pool and rock garden. Rocks were brought on weekend trips from quarries near the Fox River. Formerly a dump, this spot with its lilac bushes and budding fruit trees would be a credit to any yard. Wicker seats from an old "L" car act as cushions on the cement bench. Not yet completed is a strawberry barrel.

and Howard Johnson, with help from Ed Strey, now at Howard, have built rustic fences, a rock garden and a fish pool. They have done it all in their spare time over the past three or four years.

Why have they done it? — For their own satisfaction. And for the words of appreciation from their fellow employes.

Johnson and Gavin have known each other since they were children. They married sisters and have worked together off and on ever since they came with the "L" in 1926-27. (A photographic trick made this picture, snapped at high noon, look like it was taken at midnight.) The barbecue pit in one corner of the wooded patch is reported to make a hotdog or piece of Polish sausage taste extra good.



CTA NEWS AND VIEWS—

50 YEARS IN TRANSPORTATION



ON MAY 24, 1949, *Mae A. Scott* was honored at a dinner held by a large group of fellow employes, to celebrate her 50 years of service to Chicago Transit Authority and predecessor companies. Mae started her elevated career in 1899 as a ticket agent on the Metropolitan section, then entered the Auditing department, and for the past 30 years has been connected with the Revenue Accounting department. *George Seiler*, Real Estate, acted as master of ceremonies at the dinner and is shown here presenting Mae with a treasure chest containing \$50.00.

Reported by *Julie Prinderville*

FOUR-TIME WINNERS

THE UTILITY DIVISION of the Department of Way and Structures (more commonly known as the emergency truck division) was awarded a safety plaque by the Greater Chicago Safety Council for its low frequency rate during the period of July 1 to December 31, 1948.

Winning a plaque is not new for this group as it has

previously won three plaques — in 1944 and the last half of 1948.

The men winning these awards are all chauffeurs driving automobiles and service trucks (dump trucks, shop trucks, overhead line wagons and emergency trucks).

It is interesting to note that the award was based on a reduction of 39% in the number of accidents per million miles. The department was competing with other trucking and bus companies in the Chicago area who were within the range of 100,000 to 500,000 miles traveled during the six-month period.

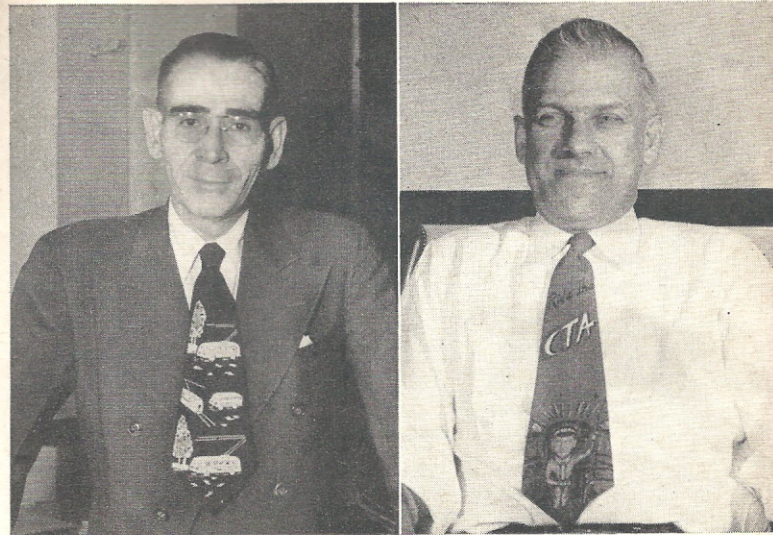
The competition was not on an equal basis, however, as our men were competing under all kinds of conditions, such as snow storms, rain storms, and driving to fires and emergencies. These drivers were not confined to regular routes over which they had a previous chance to travel and become familiar with the driving hazards. Thus, this driving record is all the more outstanding.



Tom Blakely, superintendent of the utility division, and *Joe Mullrey*, superintendent of the emergency trucks, admire the plaque won by the chauffeurs under their supervision.

NEW TREND?

WHEN DISCUSSIONS are in order for designing a new uniform for all CTA employes, the CTA TRANSIT NEWS recommends that consideration be given to a new type of official tie. A tie such as that modeled by *Chief Engineer Stan Forsythe* has real advertising possibilities with its admonition to "Ride the CTA." At the base of the tie is a portrait of Forsythe ringing up fares. (The tie was a special present from his son.) . . . *General Storekeeper L. J. Dixon*, however, seems to favor the tie that promotes transit in general. This particular tie with its brightly-colored trolleys and buses was part of a General Electric promotional scheme.



DIXON FORSYTHE

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTH OF MAY 1949 AND 1948, FIVE MONTHS AND TWELVE MONTHS ENDED MAY 31, 1949

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

	Month of May		Period Ended May 31, 1949	
	1949	1948	5 Months	12 Months
Revenues	\$ 9,756,681	\$ 9,059,997	\$49,316,069	\$120,934,809
Operation and Maintenance Expenses (Note 1).....	8,917,734	8,171,503	45,012,705	106,378,465
	838,947	888,494	4,303,364	14,556,344
Debt Service Requirements:				
Interest Charges	318,038	318,038	1,590,191	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 2)	107,000	107,000	535,000	1,284,000
	425,038	425,038	2,125,191	5,100,250
Balance Before Depreciation.....	413,909	463,456	2,178,173	9,456,094
Provision for Depreciation—Current Period.....	541,667	433,333	2,708,334	5,941,667
Balance available (a) to cover deficiencies in deposits to Depreciation Reserve Fund; (b) for Reserves for Operating Expense and Municipal Compensation; and (c) for Modernization (Note 3)	\$ 127,758*	\$ 30,123	\$ 530,161*	\$ 3,514,427

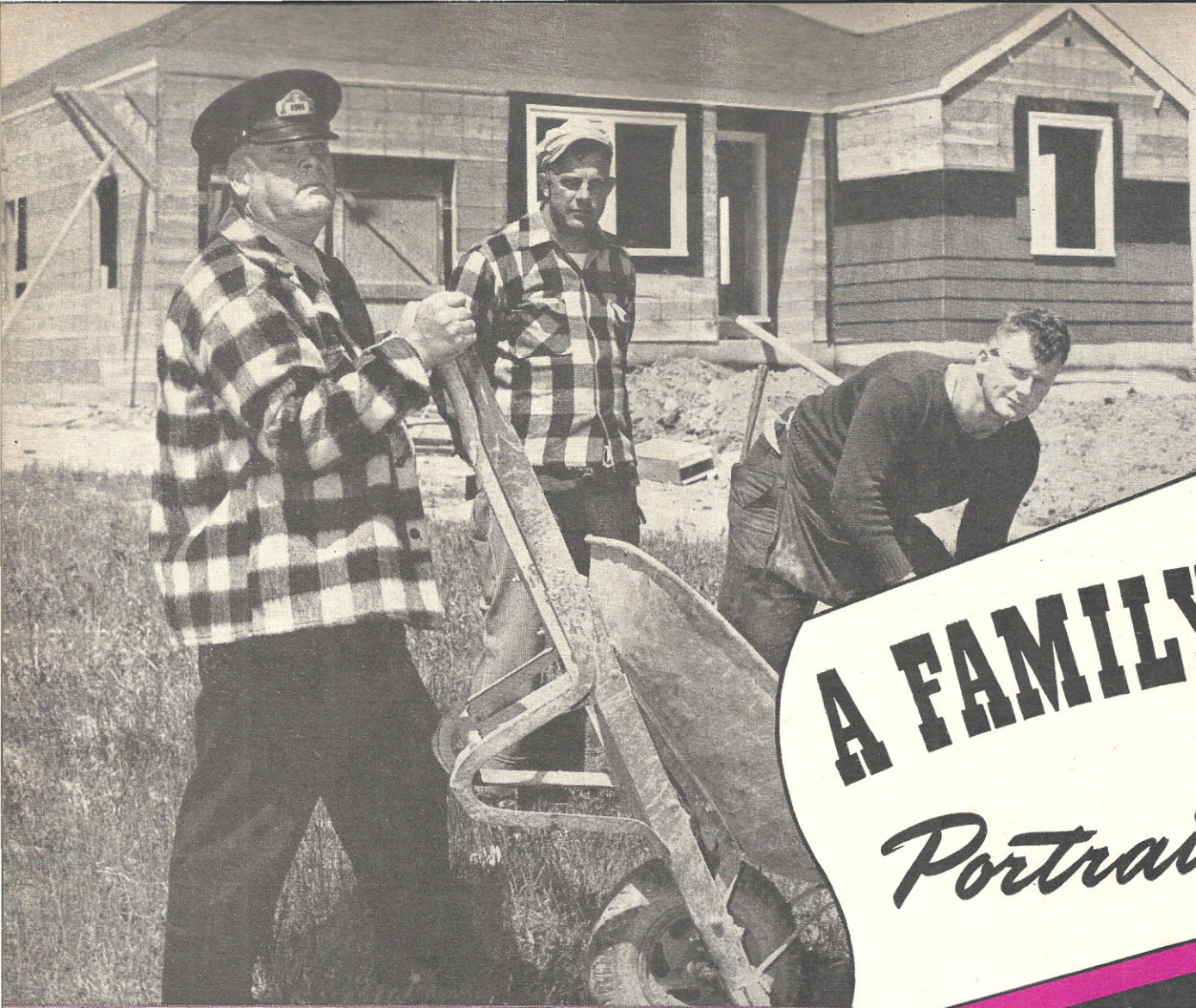
NOTES:

- (1) Includes an estimated amount of \$100,000 in May 1949 due to new electric power contracts effective May 1, 1949.
- (2) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.
- (3) Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor, before any deposits shall be made to Municipal Compensation Reserve Fund or set aside for Modernization.

*Red Figures

PASSENGER STATISTICS

Revenue Passengers	<u>76,720,544</u>	<u>85,753,731</u>	<u>388,670,809</u>	<u>955,321,592</u>
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A FAMILY

Portrait

A TWO or three weeks' vacation usually means rest and relaxation, but to *Robert Craig* and two of his sons, *Henry* and *John*, it just meant plenty of hard work. And for proof of this hard work, this family of Chicago Transit Authority employes can point to a five room house in suburban North Lake Village that is almost ready for occupancy.

Bus Operator Robert Craig, North, is another CTA employe of Irish stock, having been born in County Antrim. He arrived in Chicago when 21 years old and a year later was employed in mass transportation work as a conductor and then as a motorman. Craig has been working as a bus operator for the past 10 years and the North avenue

station has been his starting point since 1913.

Raising a family of five boys and one girl required a job with security for Bus Operator Craig and his wife, *Tillie*. "And security is what I've had since working for Chicago Transit Authority and transportation companies before it," remarked Craig. "I'm certainly glad I made the wise choice I did when the opportunity came in 1912.

"My two boys," he continued, "are security-minded, too, so you can see why they are in mass transit work."

Henry Craig, 34, who has one day seniority over his brother as a CTA employe, began as a motorman at

North avenue station in 1943 and shortly thereafter was inducted into the Army until 1945. Recently made a bus operator, Henry, and his wife, *Eileen*, are the parents of two daughters. The help he is giving his brother, John, who is building the new home, is expected to be repaid very shortly, since Henry has bought a lot next to the new house and plans to start building in the near future.

The final member of this CTA trio, John Craig, 31, now a bus operator, formerly worked as a motorman out of North avenue. Also an Army veteran of two years service, John, his wife, *Ellen*, and their daughter, *Janet*, 5½ years, expect to move into their new home in about one week.

TO THE LADIES!

... from Joan

SUMMER, without a doubt, is upon us. And here's a way to beat the heat or at least provide a refreshing change: Treat your family to a meal in the garden or on the back porch. The fun they will get out of it is well worth the few extra steps it will cause you. Here is a meal that will make you very popular with the rest of the family.

Barbecued Steak
Corn on the Cob, Plenty of Butter
The Western Salad Bowl
Dill-Pickle Slices
Bing Cherries to Eat with Fingers
Crisp Lemon Cookies
Big Cups of Coffee

We couldn't help including the Western Salad Bowl, it's really something special. We picked it up from a recent *Good Housekeeping* magazine. Please try it just once. It'll be your favorite from then on. It's a famous salad from California with several unique features. It boasts crisp croutons for texture contrast. An uncooked egg is used—it blends with flavorful cheese, oil, and lemon juice to coat each leaf to tasty perfection.

WESTERN SALAD BOWL

Garlic Oil—Make Ahead

2 peeled cloves garlic, cut in quarters
 $\frac{1}{4}$ cup salad or olive oil
Let garlic stand in oil—not in the refrigerator—for several hours, or overnight. Then remove garlic.

Croutons—Make Ahead, Too

2 cups bread cubes (about 4 slices)
Heat oven to 300° F. (slow). Meanwhile, cut bread into $\frac{1}{4}$ " cubes. Place in shallow baking pan, and toast 25 to 35 min., or until golden, turning often with fork. Cool. If made day before—store, wrapped in waxed paper.

The Salad Greens

2 small heads romaine or lettuce
Wash salad greens; drain; then dry thoroughly on paper towels. Then tear (if you're a purist) or snip with scissors into bite-size pieces—about 2 qts.—into salad bowl. (We like first to cut each leaf length-wise through the coarse rib.) Chill until salad time.



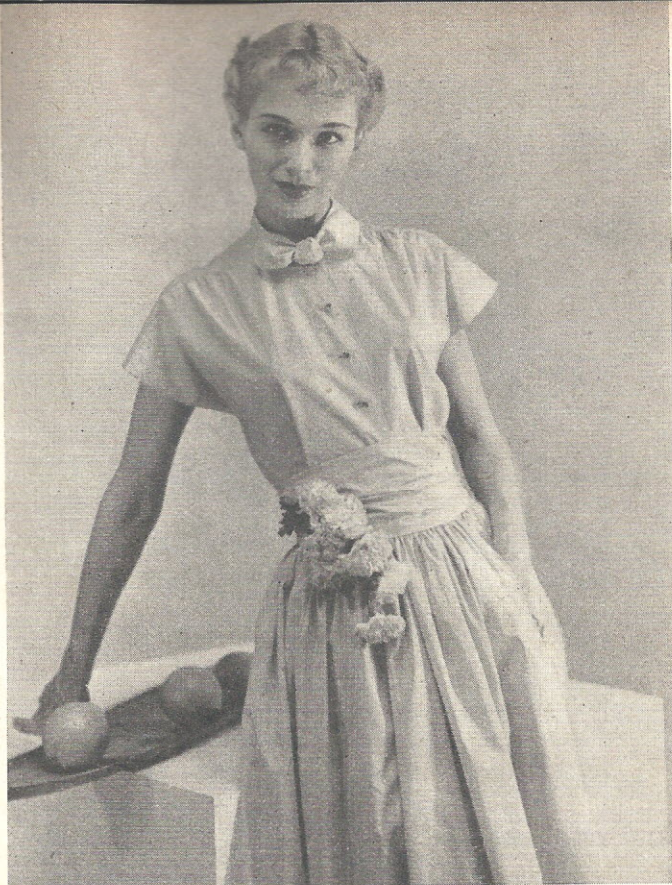
Tossing The Salad

$\frac{1}{2}$ cup grated Parmesan cheese
 $\frac{1}{4}$ cup crumbled blue cheese
 $\frac{1}{2}$ tsp. salt
 $\frac{1}{4}$ tsp. pepper
6 tablesp. salad or olive oil
1 raw egg
 $3\frac{1}{2}$ tablesp. lemon juice
1 tablesp. Worcestershire sauce

Sprinkle the cheeses over the greens. Then sprinkle on the salt and pepper. Next, drizzle the oil over all. With a flourish, drop the raw egg on top (yes, a raw one—sans shell, of course). Now pour lemon juice and Worcestershire onto the egg. Give the salad, a good, gentle tossing. For the finishing touch,

pour the garlic-flavored oil over the croutons; add to the salad, and toss just a bit. Serve pronto, while croutons are crunchy. Makes 4 to 6 servings.

If you wish, serve it as a first course. That's the Western way.
To Vary: Omit blue cheese, and use $\frac{2}{3}$ cup Parmesan.



A COOL combine you can mix or match in crisp cotton. The skirt comes with cummerbund. The blouse will look smart with suits. Skirt, pattern 2466; Blouse, pattern 2302, at any Simplicity counter.

SEWING is still the No. 1 hobby of American women, and that includes business girls as well as homemakers. Not so many years ago the girl who made her own clothes pursued an unusual pastime. Since 1938, girls sewing their own clothes have steadily increased until today, 28,500,000 women and girls are sewing for themselves and their homes. Many business girls, needing good style on a limited budget, make their own clothes.

Some of the reasons for this growing interest are: economy, perfect fit, individuality of made-for-yourself clothes, and availability of more and better fabrics.

For some useful sewing hints for beginners and advance sewers, too, send in for our leaflets:

PRESSING POINTERS—Pressing as you sew can do more than anything else to assure the success of your garment and help achieve a professional look.

SIZE YOURSELF UP—Before you buy your pattern, you should know your measurements. This leaflet will tell you how.

YOURS FOR A PERFECT FIT—This one will help you make alterations on the pattern to fit your measurements.

NOTE: Direction leaflets "Pressing Pointers," "Size Yourself Up," and "Yours For A Perfect Fit" are available, free of charge. Write Women's Editor, CTA TRANSIT NEWS, Public Information Department, Chicago Transit Authority, 79 W. Monroe street.



His favorite sport . . .

Trout Catcher Snares A Free Vacation

TO THE winner goes the spoils so Conductor William Dier, North, and his family are getting ready for a two weeks fishing trip to Webb Lake, Wisconsin, beginning August 1. Dier won this free vacation by snaring the largest trout, 14 ounces, in the fishing contest sponsored by the *Chicago Sun-Times* newspaper at the Annual Sports and Outdoor Exposition, which was held February 18-27, at the International Amphitheatre. Approximately 7,000 competed in this contest won by Dier after eight minutes of a 20 minute fishing period.

An avid fisherman, Dier did his first fishing in Trinidad, Colorado, where he was born. His family later moved to southern Illinois and he managed to spend a few hours a week catching the "big ones" in surrounding lakes and streams.

Dier has lived in Chicago since 1926 and, even though he doesn't have as many opportunities to pursue his favorite sport, he still manages to maintain

Singing Wins Automobile

A STAR among all-stars! That's *Mary Jo Walsh*, 12, daughter of *Motorman Nick Walsh*, Limits, who recently tied for first place on the Morris B. Sachs All-Star Amateur Hour, heard over the radio every Sunday. Mary Jo won a 1949 Kaiser, four-door sedan for being judged a first place winner. To be eligible for this particular amateur hour, each contestant had to be a first place winner in one of the 13 previous shows.

A seventh grade student at St. Viator's elementary school, Mary Jo has been singing since she was six years old. She always had a desire to appear on the radio and this wish came true on February 20, 1949, when she won over 10 other contestants. Her award for winning was a wrist watch and \$75.00.

On May 15, she competed in the All-Star program and, a week later, received a telegram that she had tied for first

place. The new car was delivered to Mary Jo the following week. On both programs she sang one of her favorite songs, "Ave Maria."

Member of Church Choir

Mary Jo is a member of the church choir in her community and sings at recitals, weddings and funerals. Last year she was a featured soloist at a special program at the Chicago Railroad Fair. She sings both popular and classical music and hopes to have a radio program of her own when she grows older.

Her father, Nick, is in charge of the automobile, "because," says Mary Jo, "I'm too young to drive and would rather sing, anyway." Nick, a motorman for the surface division seven years, is shown about to take *Mrs. Walsh*, their son, *Michael*, and Mary Jo, in the front seat, for a ride.



. . . She'd rather sing.

a keen interest in fishing, as witness his participation in a fishing contest in February.

"My wife, *Eleanor*, and the two youngsters, *Ellen* and *Judith*, are going to accompany me on the trip," William remarked, "so I'll have all of my good

luck charms with me. I had no idea I'd be making this trip, but that 14 ounce trout made it possible."

Dier has been a surface division employe seven years, working all of this time as a conductor at North avenue.



A SMILE

*A Smile is quite a funny thing.
It wrinkles up your face,
And when it's gone, you'll never find
Its secret hiding place.*

*But far more wonderful it is
To see what smiles can do;
You smile at him, he smiles at you,
And so one smile makes two.*

*He smiles at someone, since you smiled,
And that one smiles back;
And then another smiles, until
You fail in keeping track.*

*Now since a smile can do great good
Relieving hearts of care,
Let's smile and smile, and not forget
That smiles go everywhere.*

—Author Unknown

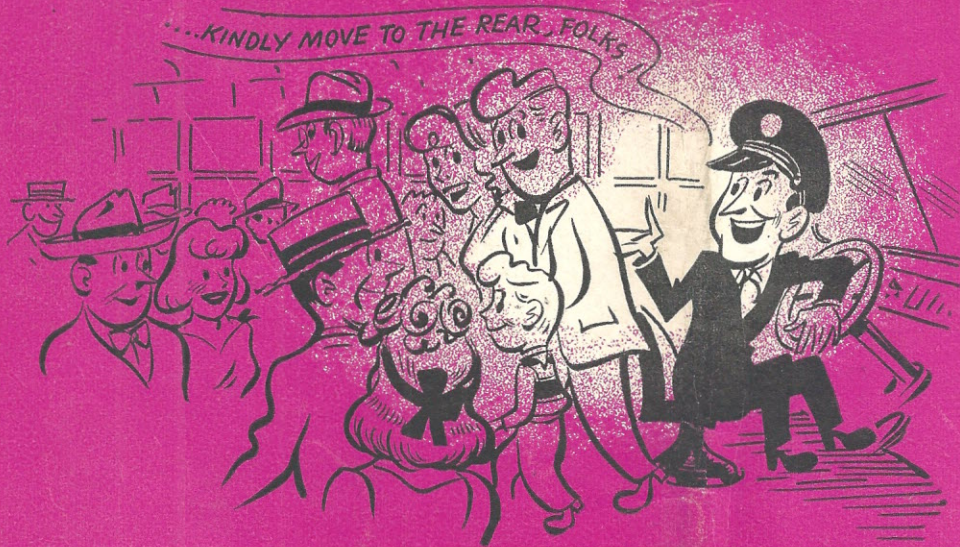
(Photos—These are all CTA smiles).

We nominate
for our Heroes' Hall...

JOE...WHO IS
TACTFUL



Like *PERSUASIVE* leaders in History, who swayed the public for their common ends...



Joe, with great *TACT*, persuades folks to act... It's for their own good.. and wins us friends!

Soft WORDS NEVER CAUSE
hard FEELINGS!

FRED
HUMME

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