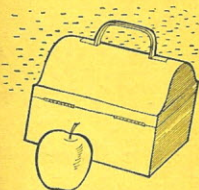
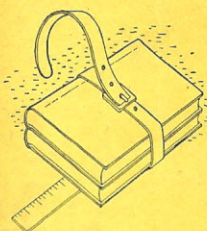
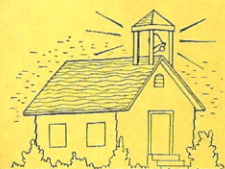




# TRANSIT NEWS

SEPTEMBER-1949



Ready  
For School  
(See Page 22)



# *A Family Portrait*



QUITE OFTEN there is one person in a family who has an interest in music. But when three — all male — from the same family show this interest, then music is almost as much a part of their lives as their work. And, according to *Michael Dundovich* and two of his sons, *Marko* and *John*, their work with Chicago Transit Authority has afforded them many opportunities to enjoy their off-time hobby — music. The instruments so often played by the Dundovich's are called Tamburicas. They are similar to a mandolin or guitar and their origin is traced back to Michael's native country, Yugoslavia.

Michael, age 61, is employed at West Shops as a painter. He came to the United States from Yugoslavia in 1907, and worked as a timber cutter for one year in Cleveland, Ohio. His home for the next seven months was Grand View, Wisconsin. Then he moved to Chicago.

"After working 15 years as a painter, carpenter

and landscape helper," Michael said, "I knew I needed a job with security, so I went to work for the surface division in 1924 as a car washer." He was later made a glass cleaner and then a painter, his present job.

His first son to start in mass transit work was Marko, 38, who recently completed 20 years of surface service. He is employed in the Armature Room at West Shops as an electrician. Marko has had only one other job — a stagehand when he was 17 years old. He and his wife, *Manda*, are the parents of three children.

John, 36, the other male member of this typical CTA working family, has 19 years service to his credit at West Shops where he also is employed as an electrician. He and his wife, *Helen*, were married in 1938, and are the parents of four children.

There are four other children in the family of Michael and Manda Dundovich. They are *George*, *Mary*, *Annie* and *Katherine*.



# GUIDE TO NORTH-SOUTH 'L' SERVICE

**THRU NORTH-SOUTH TRAINS**  
STATIONS SERVED BY "A" AND "B" TRAINS  
"A" TRAINS: HOWARD, JARVIS, MORSE, LOYOLA, THORNDALE, BRYN MAWR, ARGYLE, WILSON, SHERIDAN, BELMONT, FULLERTON, CLARK, CHICAGO, GRAND, WASHINGTON, MONROE, JACKSON, HARRIS, ROOSEVELT, TECH, INDIAN, 43rd, 49th, 51st, 58th, STATE, WESTWIND, HARVARD, HALSTED, RACINE, LOOMIS.  
"B" TRAINS: HOWARD, MORSE, LOYOLA, BRYN MAWR, EDGEWATER BEACH, ARGYLE, WILSON, SHERIDAN, BELMONT, FULLERTON, CLARK, CHICAGO, GRAND, WASHINGTON, MONROE, JACKSON, HARRIS, ROOSEVELT, TECH, INDIAN, 43rd, 49th, 51st, 58th, STATE, WESTWIND, HARVARD, HALSTED, RACINE, LOOMIS.

**NEW NORTH-SOUTH TRAINS VIA L LOOP**  
STATIONS SERVED BY "A" AND "B" TRAINS  
"A" TRAINS: HOWARD, JARVIS, MORSE, LOYOLA, THORNDALE, BRYN MAWR, ARGYLE, WILSON, SHERIDAN, BELMONT, FULLERTON, CLARK, CHICAGO, GRAND, WASHINGTON, MONROE, JACKSON, HARRIS, ROOSEVELT, TECH, INDIAN, 43rd, 49th, 51st, 58th, STATE, WESTWIND, HARVARD, HALSTED, RACINE, LOOMIS.  
"B" TRAINS: HOWARD, MORSE, LOYOLA, BRYN MAWR, EDGEWATER BEACH, ARGYLE, WILSON, SHERIDAN, BELMONT, FULLERTON, CLARK, CHICAGO, GRAND, WASHINGTON, MONROE, JACKSON, HARRIS, ROOSEVELT, TECH, INDIAN, 43rd, 49th, 51st, 58th, STATE, WESTWIND, HARVARD, HALSTED, RACINE, LOOMIS.

**RIDE THE NEW ALL-EXPRESS SUBWAY SERVICE**  
A TRAINS STOP ONLY AT A STATIONS AND "ALL-STOP" STATIONS, BETWEEN HOWARD AND KIMBLEWOOD, EARLY MORNING TO EARLY EVENING, WEEK-DAYS AND SATURDAYS.  
B TRAINS STOP ONLY AT B STATIONS AND "ALL-STOP" STATIONS, BETWEEN HOWARD AND JACKSON PARK, EARLY MORNING TO EARLY EVENING, WEEK-DAYS AND SATURDAYS.

**NEW north-south ALL-EXPRESS SERVICE effective Monday, August 1**  
A TRAINS STOP ONLY AT A STATIONS AND "ALL-STOP" STATIONS, BETWEEN KIMBALL AND LOOP, EARLY MORNING TO EARLY EVENING, WEEKDAYS AND SATURDAYS.  
B TRAINS STOP ONLY AT B STATIONS AND "ALL-STOP" STATIONS, BETWEEN KIMBALL AND LOOP, EARLY MORNING TO EARLY EVENING, WEEKDAYS AND SATURDAYS.

**FEWER STOPS PLUS MORE TRAINS PLUS MORE CARS PLUS MORE SEATS**  
EQUALS FASTER-FREQUENT-MORE CONVENIENT SERVICE

**EMPLOYEES' Guide**

**EXPRESS TRAINS STOP AT SHOWN, SOUTHBOUND DURING A.M. RUSH HOURS AND NORTHBOUND DURING P.M. RUSH HOURS, WEEKDAYS AND SATURDAYS ONLY.**

**BETWEEN LINDEN AND HOWARD, SHUTTLE TRAINS ONLY OPERATE DURING NON-RUSH HOURS ON WEEKDAYS AND SATURDAYS, AND ALL-DAY ON SUNDAYS AND HOLIDAYS.**

## Now It's REALLY "Rapid Transit"

THE SECOND major change in rapid transit service since Chicago Transit Authority was organized went into effect August 1, when all-express service was inaugurated on the heavily traveled North-South elevated lines. Since it has been in operation, this service has reduced running time by from four to five minutes, provided 95 percent of our riders with more frequent service, and has effected economies in rapid transit operation. A similar change in service was made on the Lake street "L" a year ago, when all-express service reduced travel time between the Marion terminal and the Loop by as much as ten minutes.

Under the new service, all track facilities on north-south "L" lines are used as expressways where alternate stops are now made. This service change has made more cars and more seats available to our riders. A total of 24 lightly patronized stations have been closed, the Kenwood and

Normal Park "L" routes now operate a special shuttle service, and three "L" routes—the Wilson Express, Wilson local and Kenwood local—have been discontinued.

Remarkable smoothness marked the initial change in services on the North-South "L" lines. Only a small percentage of the daily riders voiced dissatisfaction with certain phases of the plan and many of our patrons expressed their views publicly in favor of the new service.

ABOVE — Approximately 325,000 leaflets and folders were printed to acquaint the public and Chicago Transit Authority employees with the operations and benefits of the new North-South rapid transit service. The leaflets were placed on the seats and in the take-one boxes of CTA vehicles and folders outlining advantages of the new service were mailed directly to prospective users. Large guide maps, directional signs and station cards were installed in stations and "L" cars to further familiarize CTA patrons with the new plan.

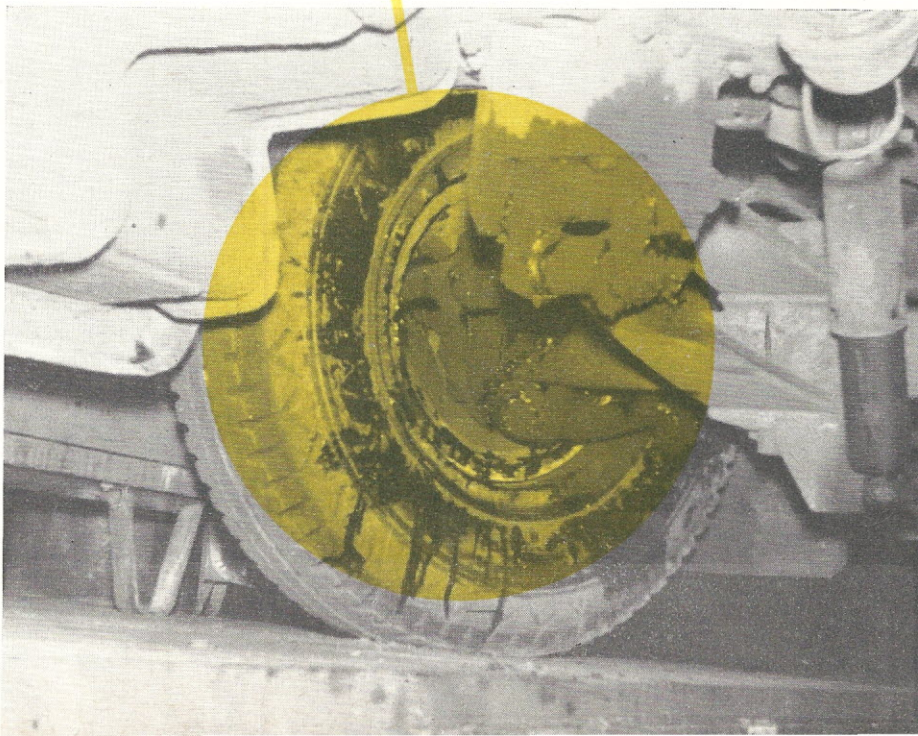
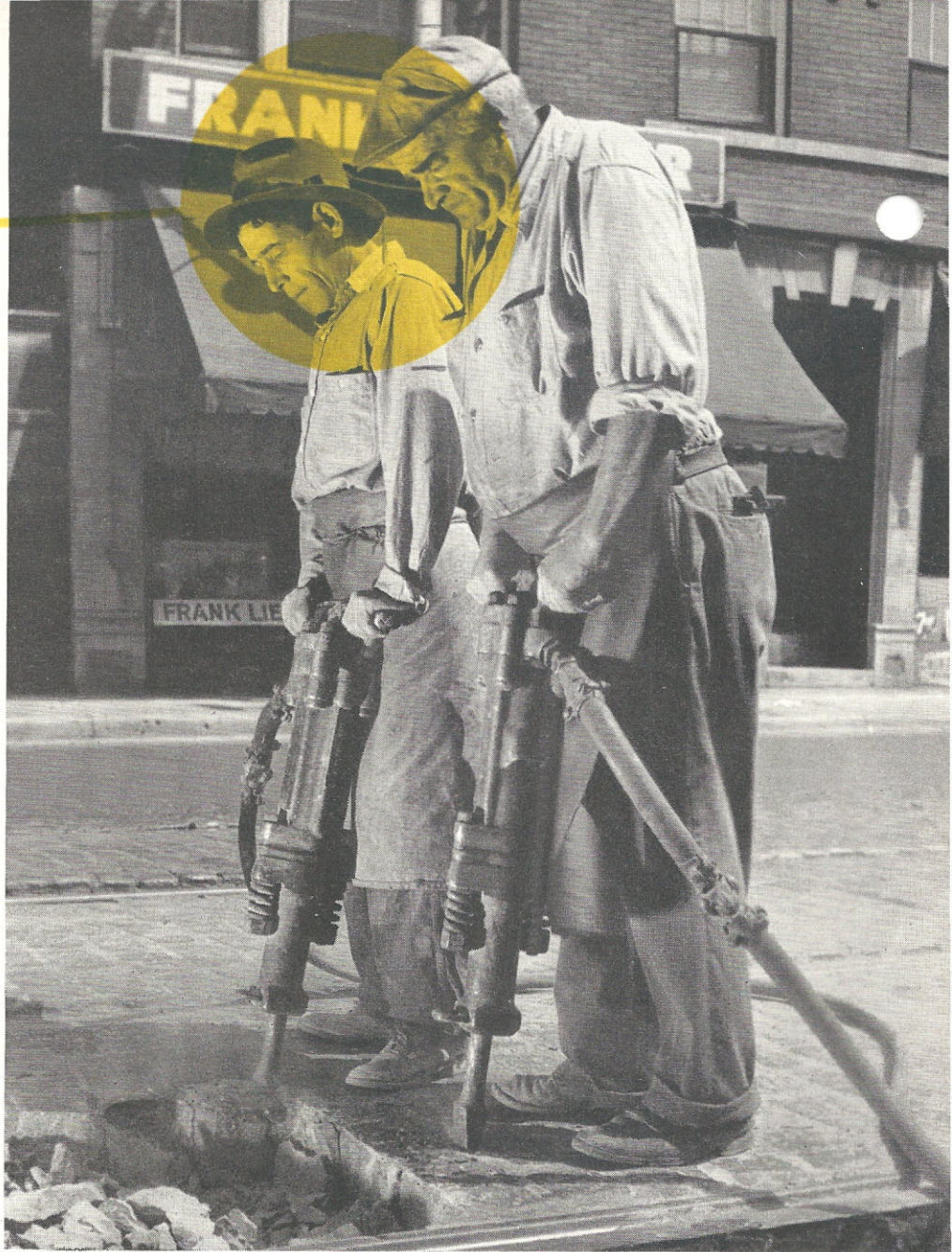


## What's Wrong HERE?

*ALTHOUGH THERE* was an overall reduction in accidents of 11.5% in 1948 as compared to 1947, several specific types of accidents are still a problem to Chicago Transit Authority. If you do not observe safety rules, or fail to do your job right, you are extending a "cordial invitation" to trouble. . . . Of course, not all accidents can be prevented. But there is a right way—and a wrong way—of doing everything. Shown here are two "wrong ways" that could result in trouble to CTA—its passengers and its employees. Let's be sure to avoid them!

**HERE'S POWER!** An air hammer can break those bricks into small pieces in no time at all. But when you operate an air hammer without the protection of safety goggles you are asking for an injury to your eyes. Other jobs on CTA property also call for the use of safety goggles. These safety rules are not made to inconvenience you, but to protect you. Your eyes are important. Why not take care of them as you should when doing work that is a hazard to the eyes?

(Posed by Ernest Rivoltorto and Dominick Guddeme, West Side)



**HERE'S GREASE**—and plenty of it—but in the wrong places. When the shackles, kingpins or various linkages in the front or rear axles of a bus are overgreased, this grease not only gets on the exterior of the tire and wheel, but, more important, it finds its way into the brake lining. When this happens the brakes lose their proper balance, increase the accident hazard, and the bus eventually has to be returned to the repair department for major brake work.

—Photo by Andrew Barr, West Shops

CTA TRANSIT NEWS



*On August 4, Ralph Budd was elected Chairman of the Chicago Transit Board, effective September 1, 1949. Formerly president of the Burlington Lines, Mr. Budd succeeds the late Philip Harrington, who served as the Board's first chairman from June 28, 1945 to February 11, 1949. Mr. Budd has been serving on the Board, without pay, since he was appointed by Mayor Kennelly on May 25, 1949. The following remarks were made by Mr. Budd on September 1 at the time he assumed the chairmanship.*



**Chairman Ralph Budd  
and General Manager Walter J. McCarter**



## STATEMENT BY RALPH BUDD

In assuming the chairmanship of Chicago Transit Board today, I should like to express my appreciation of this opportunity that has been given me to serve in a public capacity the people of the city where I have lived for nearly 18 years.

If I can contribute in any way to the progress and growth of this truly great city and its metropolitan area I shall be very happy.

By city ordinance and state law, Chicago Transit Authority is charged with the duty of providing a modern, unified local transit system, and providing it at cost.

Neither promises nor forecasts on my part will hasten the attainment of that objective. Results alone will govern. Therefore, I have only a single pledge to make—and it is this: To the job for which I have been chosen, I shall give my best.

The people are, and properly should be, concerned about Chicago Transit Authority being a success, because the CTA is their system. They own it.

To make the CTA operate successfully, the CTA management, the employees and the public must work together on a basis of mutual respect and trust, fair mindedness and broad understanding of our local transit needs and problems.

The public wants, naturally, the best service it can get at the lowest possible fares, consistent with safety and good service. Since charges will reflect actual operating costs, we must do everything possible to operate as efficiently as conditions will permit. The plan of modernization should bring about lower operating cost and at the same time better and more comfortable service. I hope that modernization can be continued and even speeded up.

I realize that some patrons are opposed to aspects of the current modernization program—the elimination of stops, for example—but it should be borne in mind that local transit is a mass service industry, and that the needs of the greatest number must prevail. A reasonable and understanding attitude on the public's part will be of inestimable aid to the management in obtaining what we all desire—the best local transportation for Chicago.

The CTA Board are responsible to the public, and to the employees, as well as to the investors whose money enabled the Authority to acquire its properties, and I can assure the people of greater Chicago that the Members of the Board feel keenly their responsibility for efficient and economical management.





### WHEN THE WINNER WAS LEFT (handed)

LAST MONTH Conductor Lowell Brubach, 77th, was winner of the Third Flight in the tournament held by the National Association of Left-Handed Golfers at French Lick, Indiana. This was Brubach's first golf tournament and he competed against 200 entrants from all over the country. In addition to the beautiful trophy he received a fancy sport jacket.

### NAME RETIREMENT ALLOWANCE COMMITTEE

MEMBERS AND ALTERNATES of the Retirement Allowance Committee of the new pension plan for CTA employees were recently appointed by the Chicago Transit Board, Division 241 and Division 308. The committee representative for employees who are not members of Divisions 241 and 308 has not been selected as yet. The committee is to consist of ten members and will act as the governing body of the pension plan.

The five persons selected to represent the Chicago Transit Board on this committee are *Howard B. Storm, P. J. Meinnardi, J. E. Hastings, W. A. Hall* and *E. A. Imhoff*. Their respective alternates are *Miss A. Sikora, A. C. Jann, D. R. Watson, R. J. McKinney* and *J. H. Finch*.

Division 241, represented on the Committee by three members, named *Joseph*

*J. Kehoe, Daniel J. McNamara* and *Patrick J. O'Connor*. Their respective alternates are *John Deveane, Earl G. Bedore* and *Lester S. Bernard*.

*Charles Burns* was named by Division 308 as its committee member. Selected as his alternate was *Dennis J. O'Mahoney*.

The first meeting of the committee was held Wednesday, September 7, at which time Mr. E. A. Imhoff was selected to serve as chairman until May 31, 1950. Mr. Storm was named secretary of the committee.

### ORGANIZE FOR SAFETY

A NEW safety program was recently instituted at the West Shops to help prevent personal injuries to Chicago Transit Authority employees. Each department at West Shops now has a safety committee made up of four employees. These committees meet once monthly to study and discuss new safety methods and

## CTA NEWS AND VIEWS

accident trends. It is planned that special meetings of the entire group will be held whenever necessary.

A study of the employee accidents by the Accident Prevention Department will be used as a reference to determine hazardous procedures that have resulted in injury. This study is developed in such a way as to show the How-Where-and-Which jobs experienced these accidents. First project of the group will be the revision of the present safety goggle program.

The Rapid Transit Shops have had similar accident committees which will be revived after the vacation season is over.

### 1948 HONOR ROLL CARDS TO BE DISTRIBUTED

THERE WERE 5,571 surface division trainmen who operated CTA vehicles during 1948 with no avoidable accidents. Honor roll cards are to be distributed to these men, according to the Accident Prevention department, in recognition of their outstanding records. The number qualifying represents 56% of the 9,968 trainmen who became eligible by operating the full year of 1948.

Sixty-nine of the qualifying trainmen have operated 22 consecutive years without an avoidable accident. This record is particularly outstanding in that many other no-accident plans are based merely on years of operation (which omits a bad year and counts only accident-free years).

In setting up the no-accident records, every accident is reviewed by the trainman's superintendent and the Department of Accident Prevention to determine whether or not an accident was avoidable.



# CHICAGO TRANSIT AUTHORITY

## CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTH OF JULY 1949 AND 1948, SEVEN MONTHS AND TWELVE MONTHS ENDED JULY 31, 1949

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

|   | Month of July |              | Period Ended July 31, 1949 |               |
|---|---------------|--------------|----------------------------|---------------|
|   | 1949          | 1948         | 7 Months                   | 12 Months     |
| Revenues .....  | \$ 8,851,375  | \$10,138,869 | \$67,731,017               | \$119,514,367 |
| Operation and Maintenance Expenses (Note 1).....  | 8,240,513     | 8,345,373    | 61,976,938                 | 106,222,461   |
|   | 610,862       | 1,793,496    | 5,754,079                  | 13,291,906    |
| Debt Service Requirements:  |               |              |                            |               |
| Interest Charges .....  | 318,003       | 318,003      | 2,226,233                  | 3,816,250     |
| Deposit to Series of 1947 Bond Reserve<br>(Note 2) .....  | 107,000       | 107,000      | 749,000                    | 1,284,000     |
|   | 425,003       | 425,003      | 2,975,233                  | 5,100,250     |
| Balance Before Depreciation.....  | 185,859       | 1,368,493    | 2,778,846                  | 8,191,656     |
| Provision for Depreciation—Current Period.....  | 541,667       | 466,667      | 3,791,667                  | 6,125,000     |
| Balance available (a) to cover deficiencies in de-<br>posits to Depreciation Reserve Fund; (b) for<br>Reserves for Operating Expense and Municipal<br>Compensation; and (c) for Modernization<br>(Note 3) ..... | \$ 355,808*   | \$ 901,826   | \$ 1,012,821*              | \$ 2,066,656  |

### NOTES:

- (1) The principal labor agreements expired May 31, 1949. Operation and Maintenance Expenses as stated are subject to any necessary adjustments which may result from renegotiation of those agreements now in progress.
- (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

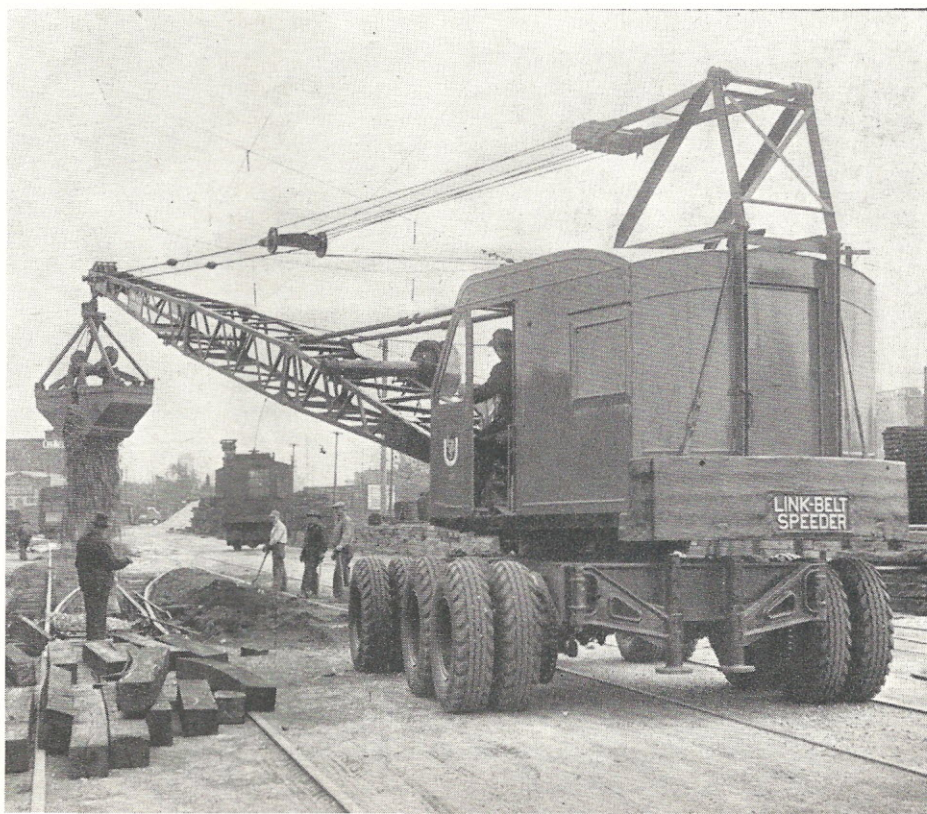
|                          |                   |                   |                    |                    |
|--------------------------|-------------------|-------------------|--------------------|--------------------|
| Revenue Passengers ..... | <u>68,845,461</u> | <u>78,357,564</u> | <u>532,371,487</u> | <u>936,793,696</u> |
|--------------------------|-------------------|-------------------|--------------------|--------------------|

## NEW CRANE IN OPERATION

THE MATERIAL and Supplies department of Chicago Transit Authority recently purchased a new crane to replace an older piece of equipment that has been retired from service. Cost of the crane with accessory equipment was approximately \$34,500.00. The crane, mounted on 12 large pneumatic tires, is hydraulically steered and may be operated anywhere a roadway is available. It is equipped with a 40 foot boom, a  $\frac{3}{4}$  cubic yard clam shell bucket for handling coal, sand and slag, a 230 D.C. motor generator and a 39 inch electric magnet with a lifting capacity of approximately 900 lbs. per lift. The power plant is a 75 horsepower gasoline engine. At present, the crane is located at the 39th and Halsted street yard, but its height permits it to be driven from one part of CTA property to another without any hindrance.

—Reported by Jean Hartley

SEPTEMBER, 1949





# A CTA SPEEDSTER

## Amateur Bike Racing Is a Fast, Strenuous Hobby

OF ALL THE sports that people indulge in, one of the toughest is bicycle racing, according to *Stock Clerk Richard Bros-covak*, Lawrence Garage. Dick should know because he has competed in approximately 150 amateur bike races, winning 15 of them. He has finished second and third numerous times, and has been active in the sport eight years.

Dick comes from a family of amateur bicycle riders. His two brothers, *Ray* and *William*, are both active in the sport and have given him some of his stiffest competition. "I've learned a lot from them," he said, "and also have been beaten by them."

Dick began bike racing at the tender age of 13. His biggest thrill came four years later (in 1943) when he won his first big race. It was a 48 mile test which he completed in two hours, four minutes and twenty seconds. There were over 100 riders in this race. Coming to the finish, Dick was in eighth place with about 100 feet to go. He gave his bike all it had and finished first. For winning this race he received a huge 36-inch trophy.

A few weeks later he finished third in the Illinois State Championship races sponsored by the Amateur Bicycle League of America.

Before he captured his major race, Dick competed in many shorter racing events and won several gold and silver medals. In 1942 he was junior champion of his home club, the Edison Park Wheelmen.

### War Intervenes

From 1944 to 1946, while he served in the army on Leyte and Okinawa, the war slowed down Dick's bike-riding progress. Since his return he has competed in several races and is now in training for a 50-mile race from Elgin to Chicago.

(Reported by E. C. Kaczmarek)



Trophies and medals are Dick's reward for winning bicycle races.

Other sports of interest to this bicycle speedster are baseball and ping pong. "However," he admits, "bike-riding will always be number one with me."

Dick and his wife, *Helen*, were married in 1948, and are the parents of *Barbara Ann*, seven months. He has been a CTA employee two years.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## FISH AND STEAM WAS THEIR VACATION DIET

ACCIDENT INVESTIGATION—*John G. Nattinger*, chief investigator, *John J. Davis*, statementman, and *C. R. Kelly*, retired from the Track department, spent their vacation together fishing on Otter Lake in Northern Michigan. They also shed a few drops of perspiration in the Finnish steam baths.

*William J. Connolly, Jr.*, legal investigator, was elected secretary-treasurer of the 395th Infantry Association of the 99th Division in Cincinnati, Ohio.

After suffering from a heart attack and now resting at Walther Memorial Hospital, *William R. Fish* has decided to retire and take life easy after 37 years of service as chief night clerk.

The sea of Matrimony has a few new swimmers—*Michael Vitale*, locator, and *Connie Tierno*, clerk, took the fatal plunge at Our Lady of Pompeii Church on September 3, and on the same day, *Rita Kuzius*, stenographer, and *Anthony Wisniewski* exchanged vows at St. Hedwig's Church.

We dusted off the welcome mat for *Robert Myrman*, clerk. All the girls are envious of his blonde curls. Wonder if it's a Toni?

—JERRY AND CAL

## CTA WAVE AND TV COMBINE FOR NAVY

ACCOUNTING—*Wave Muriel Birtley* made her debut on TV during a day's cruise promoting a Navy recruiting drive.

Returning vacationists are stirring up wanderlust with their talk of fishing in Minnesota, *Leon Salisbury*; ghost towns in California, *Ben Ratner*; the splendors of the West, *Edward J. Mark*; the Badlands, *Olive Battersby*; bustle of New York, *John Cannon*; lure of the lakes, *Anne Jungwirth*; and the joys of rural living, *Walter Jandt*.

Messrs. *John H. Finch*, *Lawrence J. Francoeur*, *William B. Folta*, *Stanley Mailuck* and *Robert L. Hill*



THE Carpenters picnic was the occasion for an old fashioned get-together of West Shops employees, their wives and children. The picnic, which was held July 30 at Thatcher Woods, featured games and races for both the children and grown-ups.

—Reported by *Mary Hendrickson*

enjoyed their vacations in and around Chicagoland. A picture post card with an Eire stamp, bearing the cryptic message "Hope to wake up Monday," had the office guessing until *John Geary's* return when he admitted that he'd just dreamed it up.

Saying farewell to CTA and Chicago, *Antoinette Interdonato* will make her home in Cincinnati after her marriage to *S. P. Soldano*. *Margaret Forristal*, I.B.M., and *Robert Flowers*, Lake Street Shops, are, since August 20, another CTA Mr. and Mrs. team.

*Erven M. Guy's* 11th wedding anniversary coincided with another important event in the life of the youngest Guy. "Buddy" (*Kenneth*), aged two, had his first haircut, an old story to great Guy—*Robert*, six and one-half.

*Lynn Marie*, two years old, is learning to share her parents, Mr. and Mrs. *Arthur W. Johnson*, with sister *Andrea*, who arrived on July 22.

Cards and gifts from her associates are cheering *Ruth Hughes* during her illness. *Martha Neffas* is hoping to be relieved soon of the cast on her leg.

Sympathy is extended to *Daniel* and *Vernetta Frusolone* in the death of his father on August 8.

*Mae Scott* took her retirement August 1, after 50 years of service.

—HELEN A. LOWE

## VACATION HIGHLIGHTS FROM COTTAGE GROVE

COTTAGE GROVE—Your old correspondent is back again, but because of my vacation, I am unable to provide you with more news. A vacation with its many pleasures seems to instill new hopes, new treasures, new thoughts and enjoyment.

Mr. and Mrs. *C. Cricks* spent a nice vacation in Northern Michigan, fishing and swimming. Mrs. Cricks really knows the fine angles of this sport.

*Motorman L. Creel* in enjoying the sights in Northern Wisconsin. *Motormen Heinrich and Eckel*, the inseparable companions, kept the boys posted with post cards on their way to a visit at Rocky Mountain National Park in Colorado.

*John Decker* motored his family to Southern Illinois and, upon bringing them back, left for Northern Michigan to partake in his beloved pastime, fishing.

*C. A. Duffy* and his wife auto-mobiled to Northern Michigan and Wisconsin, after having picked up his brother in Rockford. *Sam Colini* recently purchased a new car.

—GALE HRUSKA

## FRONT PORCH WAS POPULAR, TOO

ARMITAGE — *Conductor Lydigsen* says he spent his vacation at Back Porch, Illinois.

*Motorman Gus Wajerski*, *Conductor Sig Josephson* and *Supervisor John Carlin* visited *Ex-Motorman Stuenkel* near Augusta, Wisconsin.

*Supervisor Carlin* has now retired after 44 years service, 27 of them as Supervisor.

A card from *Jack Gebel* shows that he and his wife are having a grand time in California.

*Motorman Pete Kline* was stricken on the street and rushed to the hospital for an operation. He is now convalescing at home. *Conductor Duke* is back on the job after a four month battle with the M.D.'s and surgeons.

When you read this your scribe will be up in the New England states, having a wonderful time—I hope.

TED SHUMON

## AU REVOIR TO BURNSIDE STATION

BURNSIDE — At the time of this writing this depot is all agog with the news that Burnside depot is being closed. If that happens this will be our goodbye as your scribe. So here's "So Long! old Burnside." You have been a swell place to work and always a fine bunch of fellows to work with. It goes without saying that there will always be a warm spot in our hearts for the old gang. When we meet in other depots in the future we are sure that the same spirit of good fellowship will still prevail among us and we will never forget our Alma Mater, "Burnside."

Our assistant superintendent, *Louie Bartelhiem* and his wife spent their vacation at their farm in Indiana. Louie came home looking fit as a fiddle.

*Conductor Charles McGoldrick* and *Motorman Barney Farrell* are spending the summer in their boyhood home, Ireland. We hope to hear some great tales about the "Ould Sod" when they get back.



Conductor Adam Jacobs says that the guy who wanted to buy a paper doll to love was a piker at heart. Adam is saving his pennies to purchase one of those State Street store manikins to take home with him. Woo - Woo!—FURGIE

## SON'S MOTORCYCLE IS HIS DOWNFALL

DEVON—Motorman Charlie Clark, formerly of Devon, now of Limits, had a bad accident a few days ago. He went for a ride on his son's motorcycle, only to wind up against a set of garage doors, and then in bed. He was banged up to a great extent but hopes to be able to open the bowling season with the CTA team from Limits.

Retired Conductor Andy Enzenbecker dropped in to see the boys recently. Says he would rather do that than work. He sure looks well and happy.

Surprise! Well, that's just what it is. You see, the news for this column has been as scarce as hen's teeth for several months. Now that we have a new start I hope you will all give us the support we need to survive.

Conductor Joe Valites went fishing at Wauconda a few weeks ago. On his return he told his motorman he caught 130 bluegills and gave 130 away. A week later he went on another trip. This time he promised his motorman a good fish dinner. On his return, we were told, he caught 47 fish, cleaned 46, cooked six, and threw 40 away. Guess that is what is known as a real fish story. —LARRY HIPPERT

## THIS WAS HIGH SPOT OF HIS VACATION

ELECTRICAL—John Woods, Broadway substation, extended greetings from atop the Empire State building in New York City.

Cards received from Lorenzo Palmer of the Line department were post-marked Gibraltar, advising us that he was vacationing in Europe.

David Van Dreese enjoyed sunny California, and Leo Behrendt liked the scenery in the vicinity of Marquette, Michigan.

By the way, "yours truly" spent an enjoyable vacation in New York City and Washington, D. C.

Rollard Rogers, armature winder, died August 16, 1949.

On August 1 we bid sad adieu to Machinist Arnt (Andy) Sorenson who retired after fifty years of continuous faithful service. Seventy-five years young and still very active, Andy says, "No rocking chair for me."

With a feeling of mixed emotion we also bid farewell to Daniel Grogan of 42nd street substation.

Who said the stork was on vacation? Not in the line department, for he delivered a baby girl at the home of Robert Sylvester, and then flew over to the home of Richard Baranowski and deposited a boy named Stephen.

Sympathy is extended to Charles Park, apprentice operator who recently sustained the loss of his father. Also to Art Swanson in the loss of his beloved wife.—ANDY

## STORY OF THE TRUNK THAT NEVER ARRIVED

GENERAL OFFICE — (JACKSON) — Our prize vacation experience goes to Joyce Kealy who shipped her trunk of vacation clothes on ahead of her to the East. When her sister in Maine informed her that it hadn't arrived, a check was made with the Railway Express. The last we heard the trunk was aboard the Queen Mary and the authorities weren't too sure they could get it off before sailing time.

Astrid Hedberg toured the New England states and returned via Canada. Canada also had an appeal for George Boehm . . . Our Nell (Schneider, that is) roughed it in Northern Minnesota, near International Falls, with a side trip into Canada . . . Carl Johnson and Barbara Linton vacationed at Mackinac Island (not together) . . . Jean Herbert went Minneapolis way . . . Michigan attracted E. J. (Farmer) Burke and Ada Meskin for part of her two weeks—the rest being spent in Wisconsin. Other Wisconsin vacationers were Minetta Connors and Marion Walsh (the Dells), LaVerne Chwistek (North Woods), Steve Vukso (Lake Delavan), and E. P. Wade (North Woods) . . . Roy Williams decided to try a Florida summer, while J. Carney went a little farther south to the West Indies . . . M. Bridges tried some of the California hospitality and climate . . . Lillian Pellicore was headed toward Denver and points of interest out Colorado way . . . Our Chicago boosters were Margaret Dolan, Emily Urban, Jan Garrity, and Ed Coates. We understand that Eddie did some golfing—both actively (tournament at Columbus Park) and passively (Tam O'Shanter tournament).

—BRENDA AND COBINA

## PEOPLE COME — PEOPLE GO

GENERAL OFFICE — (MONROE) — Greetings to Bob Burns, Herman Haenisch and John Cannady, and "Auf Wiedersehen" to Frank Fullriede and Helen Doherty #2, who went to West Shops, and while we feel badly in losing No. 2 to West Shops, the "Helen Doherty" confusion in Specifications is finally

## BIG WEDDING



AN EMPLOYEE of the Public Information department of CTA, Phil Adelizzi, was married July 16 to Dora Leniconi in an elaborate ceremony at the Assumption Church. Many of Phil's CTA fellow employees were present at the wedding and reception, which was held that evening and attended by over 500 guests. On their recently completed honeymoon trip, the newlyweds visited Excelsior Springs, Missouri, and New Orleans, Louisiana.

under control . . . Bob Burns is navigating a new boat at Twin Lakes, fishing for walleyed mermaids . . . Lee DeSutter is wearing a quaker-oats smile, and who wouldn't! A midnight blue Ford is responsible . . . Did we tell you Charles Lapp has a new Hudson?

The stars shine in the eyes of Alice Pletzke and Colleen Dunne since they witnessed the premier of "Yes Sir, That's My Baby", and saw Donald O'Connor . . . Evan Olmstead painted his house on his vacation, then "topped" it off with a new television set . . . Our co-scribe, Mary Clarke, is back in Chicago, or Oak Park, that is, 949 S. Elmwood, to be exact . . . Bud Walker of square dance fame is back on the job after a tour of good ole Illinois . . . Ken Ward is wearing a patch over his eye. "Trying it on for size," sez he, because come September 'tiz rumored he shall wed . . . Charles Smith has developed a bit of a southern accent. That's what a vacation among the magnolia blossoms in Alabama will do . . . Would you expect Frank Marek to do anything else but fish on his vacation? Well, that he did at Wauconda and

## IS IT TIME FOR A CHANGE?

HAVE YOU checked your group insurance certificate lately? If not, the Insurance department of Chicago Transit Authority suggests you do so right away to make sure the person named as beneficiary on your certificate is the one to whom you wish benefits paid in case anything should happen to you.

Here are three good reasons why your certificate should be checked immediately:

1. If the person named on your certificate has died, you will want to name a new beneficiary. When this has not been done, there is usually an unnecessary expense to the insured's estate and a delay in making settlement.
2. If you have been married recently or are about to be married, you may wish to change your beneficiary.
3. If your beneficiary has changed his or her name, it is wise to have this change entered on your certificate.

It is easy to change your beneficiary. Any employee wishing to do so may obtain the proper forms from the office of his department.



visited his future son-in-law in Iowa . . . Across the sea from County Mayo, Ireland, came another cousin of *Ann Cyr* and *Rose Fahey*, *Kathleen Synott*.

Since his family spends the summer at the *Reichard* home in Lake Geneva, *Les* commutes every week end. *George Ratieke* vacationed at *Crevitz*, Wisconsin. *August Nimtz* and *Wally Serzow* decided to "See Chicago First." *Charles Bates* vacationed in Denver . . . Our sympathy to *Virginia Baldwin* in the death of her father.

The Staff Engineer's office is announcing a double blessed event—*John Campbell* and *Bob Cowsert* have joined their ranks . . . Still reporting vacations we have *Rose Fahey* at Twin Lakes, *Mrs. Schleiter* at Spooner, Wisconsin, *George Macak* traveling through Iowa and Minnesota, never missing an opportunity of turning his camera on a bus or strange looking train for the benefit of Railfans Association; *Mr. Traiser* touring Wisconsin, *Rosemary McAndrews* tripping the light fantastic at Delavan, Wisconsin. And *Charles Keovil* brought back several feet of colored film from his trip through Canada.

*Charles Batterson* said no fishing for him, so he headed for Tennessee and Georgia—peaches maybe? Salutations to *Mr. and Mrs. John Philpott* and *Mr. and Mrs. Jimmy Tucker*,—wedding anniversaries; also to *Ed Hansen* who celebrated his 37th on August 23. *Little Roger Joel* has moved in along side of *Robert and Ronnie*, the young hopefuls at the *Knautz* household. *Karl Gibbs*, despatcher, is collecting bricks to build a driveway for his new home. Anyone possessing any excess Irish confetti will please contact *Karl*.

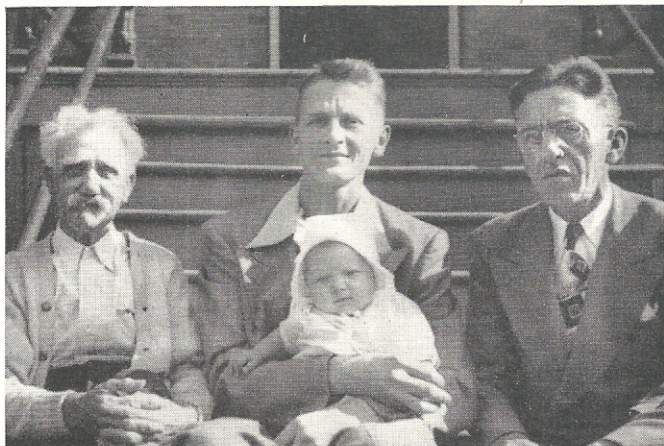
—MARY CLARKE—

JULIE PRINDERVILLE

## TRANSITAD

**FOR SALE**—National pressure cooker No. 5, capacity of 5 quart jars or 8 pint jars. Complete with inset pans, wire canning basket and guide. Has never been used. Original cost \$18.75. Will sell for \$10.00. Call *HARRISON 7-4500*, Ext. 148.

## TWO CTA'ERS — FOUR GENERATIONS



THERE ARE four generations represented in this photograph of the *Rogers* family and two are CTA employees. Seated at the right is *Repairman Stanley Rogers*, Archer, and next to him is his son, *Apprentice Electrician Norman Rogers*, West Shops, who is holding his daughter, *Sharon Lee*, six months. At the left is *Sharon's* great grandfather, *Thomas Rogers*, Sr.

## HERE'S HOW TO CATCH PIKE AND TROUT

**KEDZIE**—*Motorman Paul Rosenstrator* and *Conductor Bill Larsen* vacationed in different parts of Ontario, Canada. *Bill* fished for pike and caught a muskie with a worm; *Paul* fished for rainbow trout and caught pickerel.

*Conductors Ray McDonald* and *Ted Heffernan*, *Kedzie*, board members, attended the Amalgamated convention at Pittsburgh, Pennsylvania. . . . *Motorman Joe Freeman* and family visited his brother-in-law, the *Reverend William Gille* at *LaCrosse*, Wisconsin, early in September to witness a ceremony which raised the reverend to a monsignor of the Catholic church. . . . *Motorman Paul Grizzaffe* returned from an inspection of his property in Melbourne, Florida. . . . *Motorman Bill Andrews* (*Coldwater Bill*), rode the range on his Oklahoma ranch for a couple of weeks. . . . *Dave Kissane* and *Motorman Mike Sode* put *Conductor Tom Murphy* on a plane for Denver, Colorado, after *Tom* had thought about the trip for ten minutes. . . . *Conductor Ed Huening* camped in the Devil's bathtub at *Starved Rock*, Illinois, for several days. . . . *Conductor Joe*

*Kwilosz* and *Mrs.* spent a month visiting *Mrs. Kwilosz's* family in The Netherlands.

The *Kedzie* softball team is to be complimented on its fine showing throughout the season and for holding second place two years in a row. . . . *Conductor Anthony Bruno's* folks announced his engagement to *Barbara Radzik* of *Dolton*, Illinois, at a party in the *Bruno's* Oak Park residence. . . . Vacations found *Superintendent Clint Sonders* and family and *Chief Clerk Charlie Starr* at *Long Lake*, Illinois. . . . *George Dildine* and family touched nine South Central states. . . . *Les Gaskill* toured the Southwest and Pacific coast. . . . *Conductors John (Red) Kain* and *Ernie Haggstrom* relieved *Mrs. Kain* of caring for *John Dominic*. *J. D.* will recover.

In the housing scramble, *Jim Quigley* bought a house. He'll move in as soon as the occupant puts the front door in place. . . . As the stork flew over the vicinity of Chicago, *Judith Ann* was brought to *Clerk Bob* and *Mrs. Stach*. . . . a baby boy to *Clerk John* and *Mrs. Wise*. . . . *Diane Elaine* to *Conductor Tom* and *Mrs. Wixted*. . . . and a boy to *Ed* and *Mrs. Schak*.

—JOE SMITH

## IT'S A SMALL WORLD, AFTER ALL

**LAWNDALE**—While on a vacation trip through the South, *Motorman* and *Mrs. Les Moran* stopped at a tourist court and rented one half of a double cabin. After washing they started out for something to eat and bumped smack into the inhabitants of the other half of their rented cabin. It was *Super-visor* and *Mrs. Francis Maloney!!!*

*Barney Hanley* has retired after 51 years of continuous service on the back end of a streetcar. He is still hale in body and his wit is as quick as ever. *Barney* says that he is going to take it easy now on the generous pension awarded him.

*Operator Mike Sorrentino's* daughter, *Anita*, has entered *St. Mary's* convent of the Benedictine Sisters at *Nauvoo*, Illinois.

*Ben Bruhnke's* son, *Gerry*, was afraid his parents would object to his plans to join the army so he enlisted first, then wrote them a letter telling them about it.

*Operator Carl Zollner* attended a radio "give-away" show at *Goldblatt's* with his wife, and *Carl* managed to win a new washing machine. *Mrs. Zollner* says that she hopes he spends many happy hours with it.

*Mario "Blackie" Tricoci* became daddy of his first-born son August 15 at *Oak Park Hospital*. The boy was named *John Anthony*.

*Perry Edgerton* had a housewarming party at his new home in *Cicero*. Among those present was *Kenny Akin* who recently transferred to the electrical

—BILL FEILER

## IT WAS FUN UNTIL THE SHOES CAME OFF

**LAWRENCE**—*Joe Bellamy* and his daughter were recently seen at a local carnival. After taking in every ride, which *Joe* enjoyed more than his daughter, and walking the grounds until closing time, the *Mrs.* had to bathe *Joe's* feet in corn syrup to relieve his aching corns. *William Hancock* is double-timing it between *Avondale Yard* and his home. The reason was *Doc Stork* visited the *West Suburban Hospital* and presented *Bill* and the *Mrs.* with a seven pound baby boy named *William, Jr.*



## SOUTH SHOPS BRIDE



**UNITED IN marriage** at All Saints Church on July 16, 1949, were **Matilda Misiunas, South Shops,** and **Ray Monte.** The bride wore a lovely satin gown trimmed with seed pearls and carried two white orchid flowers surrounded with Lilies of the Valley.

Reported by ANNE McCREA

Vacation news—**Dale Morrison** and family had an enjoyable train trip visiting friends in Canada. **John Bukowski** took his annual trip to Philadelphia, kibitzing with his brother on how to become a Quaker. **Gene Morrin** went to Iowa to attend his nephew's wedding. Gene's only regret is the time went by too fast. **Al Johnson** motored through Glacier National Park in Idaho and Lake Louise in Canada.

Have you noticed **Clarence Thompson's** peacock walk lately? The reason is Clarence's son, **John** was one of the twelve park policemen who was cited by the Park board for bravery and good police work. John won the second place award of \$150.00.

**Ed, "nature boy" Stencil** and **John Simko** were seen at a local picnic. John teaching Ed the Polish hop.

**Ed Miller** did some fishing at Stevens Point, Wisconsin. Fishing was lousy according to Ed. . . . It was three weeks of fishing, boating, and getting acquainted with his mother-in-law for Bob Winther's. . . . **Superintendent Eddie Nassar** had an enjoyable train trip to Texas where he joined his Dad. Ed was the pilot on the return auto trip. Fellows! If you will give all news items to the clerk or place them on my run number you can be assured they will be taken care of.

—THE POLISH COUNT

## IS THERE ANYONE WORKING AT LIMITS?

**LIMITS**—As we are greeted with cooler days and longer nights the sick list grows higher to our regret. Stomach flu claimed most of our fellow workers. They were as follows: **Motorman E. Van Dusen, Motorman J. Sharkey, Conductor C. Buthman, Operator E. Puntil, Trainman N. Joseph, Motorman M. Healy.** **Motorman Daubs** was off with a throat infection, **Motorman E. Herrmann** smashed his finger and **Motorman C. Clark** injured himself while helping his son with a motorcycle. **Emil Trilk** our friendly janitor is at Alexian Brothers Hospital for a needy operation. Also in the hospital is **Operator W. Seifert.** **Motorman Hutsell** had a bad injury in an automobile accident. **Conductor E. Biliskov** is in Illinois Masonic hospital because of a stomach ailment. **Motorman L. Janicki** had a bad hand injury working on his automobile. **Conductor Rooney** is sick with rheumatism.

### Breaks Ankle

**Operator H. Schmit** broke his ankle in the last baseball game. In that same game, **Operator J. McAllister** sprained his ankle. And with that game the baseball season ended, but next year we will see Limits team up in first place. This year was a year for the Limits team to get set for next season and I for one predict Limits will take first place next year by a wide margin. We also hope to see our special rooters next year like **Conductor J. Bowe, Repairman B. Smith,** and all the wives of the trainmen that came out to help the team in spirit.

Anybody in line for a new car? If so, see the following men; they all have different makes and it is very confusing as to which is the best! **Operator J. Klingenmyer** with a Chevy, **Operator Josetti** with a Ford, **Operator E. Kazmerchek** a new Mercury, **Operator N. Walsh** with a Kaiser.

Here is a plea, that if you have been on a vacation or have any news please leave it with the clerk, and I'll pick it up.

—R. H. LENCE

## HOW ABOUT THE MEAT BALLS?

**MET (LAKE)**—**Trainman Fred Buss** has done it at last. He has grown spaghetti plants in his garden this year. For years **Motorman Di-Tomaso** and others have been challenging every garden owner on Lake street to raise some spaghetti plants. If we hadn't seen it with our own eyes we wouldn't have believed it, but Fred brought some down to work to show the boys. And if you don't believe there is such a thing, you just look it up or go to a good store and you'll find out for yourself.

Two of our women agents, **S. Kuhlman** and **A. Franey,** are now on their pension.

Congratulations to **Teresa Oberly** and **Bridget Stenson,** who have been promoted to regular agents. **Agent Mary Ryan** left Lake street and transferred to the Loop recently.

The wife of **Gateman Fred Meske** came very nearly having to have both legs amputated. After a long battle in the hopsital with gangrene, one of the legs was saved, but the other had to be taken off.

**Motormen Bellezzo, Bonelli** and **Hood,** and **Trainman Steve Dalton** are still on our sick list, but we hope they will be able to be back with us soon.

We are all glad to see **Stella Kokocki** of the Marshfield office back at work after her very serious operation.

—ROBERT RIX

## MARCHING VACATION FOR MONTGOMERY

**MATERIAL AND SUPPLIES**—**March! March! March!** The boys are marching! **Earl Montgomery** did plenty of that when vacationing with the National Guards at Camp McCoy.

We are proud to announce the consolidation of the Surface and Rapid Transit Material and Supplies department general office. Our new office is located in Room 602.

**Henry Spuehler,** Throop street, and wife enjoyed a second honeymoon when they vacationed to Detroit, Niagara Falls, Toronto, Montreal, Quebec, Buffalo and then back to good old Chicago. **Art Harris,** Montrose storeroom, celebrated his 25 years with the company by going fishing at Manitowoc, Wisconsin, with his family.

**Grace Rubey,** typist at South Shops, vacationed with her folks touring the Smoky Mountain area, went swimming in the Atlantic Ocean and sightseeing in Washington, D. C. **John Gubbins,** assistant stock clerk, South Shops, also enjoyed seeing the Smoky Mountain area.

**Frank Burke,** assistant stock clerk at South Shops, spent a lazy two weeks resting at Upper Scot Lake, Pullman, Michigan. **E. Jensen,** divisional storekeeper, West Shops, enjoyed his vacation by seeing the Railroad Fair, the zoo, Art



"Just Leave It To You . . . You'll Find a Sponsor for Our Bowling Team . . . Don't Worry About a Thing"



## ONE DOZEN



**THE RECENT** vacation season produced this bright picture of **John Vind**, Northern Division welder, and his wife, **Frieda**, taken at Thunder Lake in Remer, Minnesota. The one dozen fish they are exhibiting was their daily haul while staying at this lake.

Reported by **VIOLET SWEPAS**

Institute, museum, etc., right here in our sightseeing Chicago.

**Y. Guinter**, stock clerk at West Shops, enjoyed a greyhound tour of the western cities.

**John O'Connell** and wife enjoyed the scenery at Starved Rock, Illinois, **H. Decker** and family drove to Canada, Pennsylvania and Ohio, and **Mr. Linn** and wife went to Niagara Falls. All of these men are from our West Shops.

**Barbara McNamara**, general office, and mother enjoyed a greyhound sightseeing tour of the Bad Lands and Black Hills, South Dakota. **Theresa Barry**, general office, and family turned into farmers for a couple of weeks at Greenfield, Ohio. **Eleanor LaCorcia** and husband enjoyed fishing at Weyerhauser, Wisconsin. Benny caught a 16 pound pike. **Katherine Dwyer** vacationed at Sister Lakes, Michigan.

—**JEAN HARTLEY**

## BACKYARD SUNTAN DECEIVES HIS PUBLIC

**NORTH**—Have you noticed the nice suntan that **Motorman Adam Waas** brought back from his vacation? He claims he got it in his own back yard.

**Conductor Joe Cochrane** (the "Smiling Irishman") just returned from Ireland where he spent a

wonderful vacation renewing old acquaintances. . . . **Motorman George J. Deasy** and family report a pleasant vacation at Petoskey, Michigan. "This was the best vacation we had in a long time," says George. . . . **Motorman Jack Larner** returned from his vacation as red as a beet, and could hardly wait to get back to work. **SEZ-HOO???**

**Conductor James H. Lusnia** spent his vacation at Anconage, Kentucky, visiting his old friends. . . . Our switchboard operator, **Art Seiloff** did his fishing at Wisconsin and Minnesota. . . . **Operator William G. Echols** spent his vacation on the road—Pulaski Road—that is. . . . **Conductor Nick Werkmiester** is enjoying the sights around Chicagoland.

**Motorman William J. Sedgwick** reports a pleasant vacation to Davenport, Iowa. He arrived home July 31 to help celebrate the christening of his granddaughter. **Mary Elizabeth**, as she was named, is the daughter of **Motorman Willard J. Sedgwick**.

### Family Vacation

**Conductor Sam Tamburino** and family are vacationing at Butternut, Wisconsin.

**Conductor Donald Frey** is heading in the same direction. He will be looking for a good place to fish. How about some pictures from you fellows?

We welcome back to work **Conductor Tom Goulden** who has been off due to a broken arm.

**Conductor William J. Dier** and family spent their vacation at Webb Lake, Wisconsin. Little Willie was disappointed as the fishing was terrible. . . . **Conductor Art Weinreich** spent his vacation touring the southern states. . . . Ran into "Duke" Cavanaugh who is taking it easy these days.

**Motorman Frank Haubold** jumped into his new green Oldsmobile and knocked off 4900 miles.

—**JOE HIEBEL**

## TRANSITADS

**WANTED**—Four room, furnished or unfurnished apartment. Call **Henry Milewski**, Kildare 5-7038.

**WANTED**—Two or three room, unfurnished apartment on west side of city. Call **Joan Peacock**, DEarborn 2-6100, Ext. 314.

## CUTS VACATION TO HELP WIN BALL GAME

**NORTH SIDE**—**Motorman Andy O'Brien** enjoyed part of his vacation at Delavan Lake, Wisconsin, and then rushed back to town to help our team to win that important game. That's sportsmanship.

**Superintendent Fred J. Sirr**, son **Fred Jr.**, and daughter, **Mrs. Florence Thies**, wish to thank you for the kindness shown them in their hour of sorrow.

Our sincere condolences are extended to **Motorman Herb Koehler** whose sister passed away recently.

**Motorman Joe Spinks** spent his vacation helping his son, **Preston**, to set up a home in Norwood Park. **Preston** was married August 13 to the former **Mary Ann Heden**.

**Collector Anthony McGoven** and his wife spent their one month's vacation in and around Phillips, Wisconsin. Feeding the Bears we presume.

**Motorman George Hall** recently returned from a long vacation in Sweden, visiting with relatives and also looking at Copenhagen, Denmark.

**Motorman Pat McManus** really went vacationing to the tune of 3200 miles, covering most of the Eastern states and through Canada.

## CANADA CATCH



**WHILE FISHING** for Northern Pike in the vicinity of Dryden, near Ontario, Canada, **Conductor Bill Larsen**, came up with this 37 inch, 27 pound muskie.

Reported by **JOE SMITH**

**Trainman Jack Crowley** and his wife went boat riding around Muskegon, Michigan. Good way to pass time.

**Collectors Frank Cribar** and **Edward McCabe** spent their vacation time exploring the possibility of opening a hamburger stand, when they retire, somewhere in or near Skokie.

**Gateman** and **Agent Tommy Quinlan** enjoyed his vacation around the town.

**Collector Charles Ebert**, his wife, and daughter spent most of their vacation in Delavare, Iowa, and also looking over the U. S. Hatchery in Manchester, Iowa.

**Towerman Emil Lindenberg** spent part of his vacation in Wisconsin, and most of it home catching up with some things that had to be done.

**Collector Joe Adelizzi** and the **Mrs.** spent their vacation in sunny California.

To those who have been ill or shut-in: We hope you are well again and will be able to be back with us soon.

—**J. J. BALY**

## SCRIBE MAKES COLUMN ON HIS VACATION

**SCHEDULE-TRAFFIC**—While our scribe, **L. C. Dutton**, was taking his vacation driving a new Ford to Iowa Falls, Iowa, the home town, it offered an opportunity of putting him in the news. Hope it was a nice trip, **L.C.D. Bob LaVoie**, traffic clerk, is the proud father of an eight pound daughter named **Lorraine Frances**, who arrived on Sunday, August 7.

Now for vacationers: **William Devereux** spent some time at Delavan, Wisconsin; **G. T. Donahue** drove that dependable Hudson to the Ozarks, **George Johannes** went on a fishing trip to Chatek, Wisconsin; **Andy DeGrazia** also went on a fishing trip to Northern Wisconsin; **Walter Thomas** spent his two weeks at Three Lakes, Wisconsin with his family. **Art Langohr** preferred short trips each day. **P. Mills** spent his time around Chicago taking in the Railroad Fair, etc. **William Dentamaro** took a trip to Long Lake and **Bob Boal** enjoyed St. Charles so much he decided that was the best place for a vacation. —**CERTRUDE FIGGE**



## WISCONSIN CHOICE OF MANY VACATIONERS

LOOP—The wilds of Wisconsin called several for vacations. *John McGlynn* spent his time a-sleepin' and a-fishin'; *O. F. Page* also had an angler's vacation, and *Frances Brandl* visited her family at Eagle River. *Mary Fergus* spent her time at Madison (for the wedding of her cousin).

*Marie McAndrews*, who is a new grandmama, and her family went to Paw Paw Lake, Michigan, and took advantage of all the sports there. *Katherine Segale* basked in the sun at Lake Wawasee, Indiana. *John Wardrope* and his wife traveled east to visit friends in New York City. *Mary Beazley*, *Mable Franz* and *Frank Kennedy* enjoyed their leisure hours around the best summer resort in the country—their own hometown.

*Tommy Hogan* is busy with plans for the home he bought. *Lorraine Zeman* is recuperating nicely from her operation. *Mary Calleron*, taking a rest at Mercyville, will be glad to hear from her friends.

*Curtis Thomas* stopped at Kansas City on his way to Oklahoma and California for an enjoyable visit with his war-time buddies.

—EDITH EDBROOKE

## TROUT CATCHER



**DELICIOUS** Mountain Trout were as much a part of *Jack Powell's* vacation as the trip to Colorado to catch them. Jack, who is assistant stock clerk at South Shops, succeeded in landing 104 trout, ranging in size from eight to 12 inches long.

Reported by JEAN HARTLEY

## NUMBER ONE AGENTS RETIRE



**DURING THE** festivities of *Robert N. Griffin's* retirement party, flowers were presented to *Sue Burke* and *Fanny O'Donnell*, former rapid transit ticket agents. Miss O'Donnell retired on pension August 1, 1949, and was No. 1 on the Loop agents seniority list, being employed since 1901. Miss Burke, also employed since 1901, was No. 1 on the South Side agents seniority list until her retirement on September 1, 1949.

Reported by JULIE PRINDERVILLE

## ANCIENT VINTAGE CARS RUN SMOOTHLY

77TH—Mr. and Mrs. *Anthony Reed*, with family and the 1938 Chevrolet, proceeded to do some local driving to South Holland, Blue Island, Riverdale, Hammond, Gary and East Chicago.

*Bus Operator James Frain* and family motored to Saugatuck, Michigan, for some swimming, fishing and golfing. . . . A 1935 Chevrolet makes headlines in the West for *Walter A. Pierson* and family. It went 5300 miles on a round trip to San Francisco, Yellowstone National Park and the Bad Lands. . . . As *Roy Mack* was telling about his vacation and all about the cable cars in San Francisco, one of the boys asked what type trolley they had!

Wanted: 1931 auto in good condition for vacation trip. Mr. and Mrs. *Leslie H. Whiting* and family don't want one for they have a 1931 Buick sedan and vacationed to Niagara Falls, 1600 miles to be exact and no trouble.

Did you make your trip with an older model? Let's hear about it. Mr. and Mrs. *Edward Mathey* and family had a wonderful vacation traveling thru Wisconsin to

the tune of 1700 miles. Mr. and Mrs. *Francis Cunningham* toured the state of Michigan. He says, "Stay away from the ferry boats. You can make better time driving." Reminds us about the song, "Slow Boat to China."

*L. C. Borrmann* and family spent their vacation doing that "long awaited" fishing in Newaygo, Michigan, a little northeast of Muskegon. When he got there he "waited long" for the fish. His neighbor felt sorry for him and invited the family to a fish fry.

Beg your pardon, *Joseph Minga*. It was your son, *Joseph Jr.*, that was married to *Miss Clelia Desidero*.

*Harry Barry*, 103rd St. operator, and family visited their son in Washington, D. C. He is a midshipman at Marquette University. Visited all the Eastern states and Canada, covering a total of 3400

## TRANSITAD

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

miles. . . . *Milton Herbert* and family kept moving around from Winoona, Wisconsin and Marseilles, Illinois, sure saw a lot of people in three weeks. Your scribe, *Dante Brunod*, and family, "Sans Auto" (French for "no car") took the New York Central Choo-Choo, and spent two weeks down on the farm, on the edge of the St. Lawrence River. Thousand Islands as beautiful as ever, didn't see them all. Sure takes a lot of hay to fill the hay barns. —DANTE F. BRUNOD

## DE MARCO PURCHASES VALUABLE ANTIQUE

SHOPS AND EQUIPMENT (MET.)—All motorists keep off the streets because *Louis De Marco* has purchased a 1932 Chevrolet. We advise Louis to do his driving where he works, around the prairies of Laramie avenue shops.

Mr. and Mrs. *James Urban* of Laramie Shops became the proud grandparents of a six pound, eleven ounce baby girl born to their son, *James Joseph*, and daughter-in-law, *Mary*.

Our deepest sympathy to *Louis Ricciardi* of Laramie avenue shops, whose mother recently passed away.

*Bill Thornton*, Laramie avenue shops, the champion horse shoe player, got cold feet when he heard that *Joe Serritello* was coming over to work there. He arranged to stay away by going over to Logan Sq. shop. —DAVE GURWICH

## TIME TO SMILE



**WEDDING BELLS** rang out July 30 for *Extra Towerman Jack W. Beck*, Loop, son of North Side conductor, *Fred Beck*, when he married the former *Jane Schulz*, at Bethany Church.

Reported by J. J. BALY



## WYOMING MUST BE AS NICE AS SONG SAYS

SHOPS AND EQUIPMENT (NORTH SIDE & SKOKIE SHOP)—“Why, Oh Why, Did I Ever Leave Wyoming,” seems to be the theme song of *Jack Lucas*, clerk, Skokie shop, who recently returned from a vacation there. He also visited the Black Hills and Rocky Mountain State Park.

It is with deep regret that we learned of the death on July 13, 1949, in Buffalo, N. Y., of *L. C. Almy*, retired master mechanic. Mr. Almy had been with the Company since Oct. 17, 1912, and retired July 31, 1944.

*Al Daus*, Skokie shop, spent his vacation with his family in Canada. Pretty good fishing from all reports—but no dry ice—no proof.

—CATHERINE HOLTON

## PRINT SHOP COMES UP WITH TWO SURPRISES

SHOPS AND EQUIPMENT (SOUTH SHOPS)—Two girls from the printing department surprised everyone by changing their names from Miss to Mrs. during their vacations. They are *Mildred Gier*, now *Mrs. Jack Zindler*, and *Julia Bass*, who answers to the name of *Mrs. Frank Danials*.

Recent vacationers from the motor repair were *John Kehoe*, who spent part of his vacation at Delavan, Wisconsin; *Lewis Hoey* fished at Twin Lakes, Wisconsin; *Tom O'Malley* and wife vacationed at Long Island, New York, and that romantic spot, Niagara Falls; and *Virgil Kruse* divided his vacation between Detroit and Canada.

*Dan Proffit*, blacksmith clerk, enjoyed his vacation at Lake Geneva, Wisconsin. I guess *Mike Rubey*, machine shop, and his family had the wanderlust. They traveled through ten states and Washington, D. C.

Mr. and Mrs. *Ray Monte* (*Tillie Misiunas*) motored to Niagara Falls and New York on their honeymoon. —MARY ANN YERICICH

## MIDWEST SITES LURE WEST SHOPS EMPLOYEES

SHOPS AND EQUIPMENT (WEST SHOPS)—Our vacation list is still quite lengthy, what with postal cards still coming in from all parts of the country. *Miles Coleman*,

industrial, spent part of his vacation up in Baraboo, Wisconsin, while *Earl Larsen*, office, chose the usual spot up in Williams Bay, Wisconsin. The *John Burkes*, material handling, boarded the Clipper in Milwaukee, car and all, and crossed Lake Michigan to drive up through the Northern parts of Michigan and return via the Wisconsin shores of the lake. *Rosella Czech*, office, spent an enjoyable vacation back in the old home town. *Joseph Nemecek*, drafting, spent two weeks of just taking life easy.

Our deepest sympathy is extended to *Frank Ariano*, paint, whose mother passed away just recently.

To *Dolores Unterfranz*, bus overhaul, go our best wishes for much happiness, as she left us to take up the full time duties of a housewife. The welcome mat is out to *Helen Doherty*, formerly of specifications, who is succeeding *Dolores*.

—MARY I. HENDRICKSON

## SUMMER NO VACATION TIME FOR “THAT BIRD”

WAY AND STRUCTURES (MET.)—*Brice Veasman*, ironworker, looks awful chesty passing out those cigars for *Brice George, Jr.*, who arrived on August 9, weighing in at seven pounds.

*Con Haffey*, trackman, has a big smile for that big nine pound, nine and one-half ounce baby boy his wife presented him with on August 8. The new arrival answers to *John Patrick*.

*D. Farmer*, tieman, too, is the proud father of a baby boy born August 16 and weighing in at seven pounds seven ounces. *Mert Farmer*, tieman, is the proud uncle.

*Andy Piwowski*, painter, and his family report that they enjoyed the cool nights while sight-seeing around Minnesota on his vacation.

*Herb Walthers*, trackman, is recuperating after a serious operation.

—JACK O'REILLY

## RECENT DEATHS AMONG EMPLOYEES

EDWARD ALLEN, 76, retired motorman, Noble. Died 7-4-49. Employed 12-10-91.

JOSEPH J. BARD, 35, inspector, Inspection. Died 7-22-49. Employed 2-18-46.

PAUL A. BAUMGART, 60, electrician, Electrical. Died 7-23-49. Employed 9-12-06.

STEPHEN BOOC, 63, carpenter, West Shops. Died 7-15-49. Employed 12-6-22.

JOSEPH BREEN, 54, watchman, South Side Shop. Died 7-11-49. Employed 8-18-25.

SAMUEL J. CAMERON, 76, retired motorman, Lawndale. Died 7-2-49. Employed 2-19-02.

PETER CAREY, 51, welder, Track Department. Died 7-6-49. Employed 5-24-21.

PETER A. CARLSON, 63, retired conductor, Limits. Died 7-19-49. Employed 2-17-19.

ANTON J. CHAPPAS, 79, retired repairman, Shops & Equipment. Died 7-7-49. Employed 6-1-09.

FRED CHILD, 63, foreman, Track Department. Died 7-30-49. Employed 3-10-16.

EDWARD A. DAVIS, 54, conductor, 77th. Died 7-8-49. Employed 1-6-28.

LOUISE DOYLE, 65, agent, North Side. Died 7-5-49. Employed 5-14-25.

CHARLES FROEDMAN, 60, agent, South Side. Died 7-21-49. Employed 7-24-46.

CHARLES E. HENDERSON, 78, retired receiver, Elston. Died 7-12-49. Employed 8-25-92.

PAUL J. HOGER, 60, helper, Utility. Died 7-8-49. Employed 2-18-18.

WILLIAM HOSKINS, 80, retired motorman, Archer. Died 7-25-49. Employed 12-30-03.

JOHN J. HUGHES, 72, retired flagman, Burnside. Died 7-13-49. Employed 6-10-09.

JOHN JAKOVEC, 63, trainman, West Side. Died 7-27-49. Employed 7-14-28.

BENJAMIN LAWICK, 49, motorman,

Kedzie. Died 7-25-49. Employed 7-13-22.

EMIL LECHNER, 76, retired conductor, Elston. Died 7-8-49. Employed 1-11-02.

HAROLD H. LUTH, 47, inspector, Inspection. Died 7-17-49. Employed 5-8-28.

JOSEPH MCGILL, 77, retired flagman, Burnside. Died 7-4-49. Employed 7-12-18.

FRANK G. MOELL, 76, retired motorman, Kedzie. Died 7-30-49. Employed 10-8-18.

CHRISTIAN MOLLER, 69, retired motorman, Armitage. Died 7-20-49. Employed 10-6-20.

GEORGE H. MOON, 73, retired motorman, Kedzie. Died 7-18-49. Employed 1-28-20.

MICHAEL MULVIHILL, 48, car placer, Shops and Equipment. Died 7-21-49. Employed 10-17-29.

PATRICK O'CONNOR, 62, trackman, Maintenance of Way. Died 7-29-49. Employed 3-25-21.

WILLIAM PATTERSON, 77, retired conductor, Burnside. Died 7-17-49. Employed 4-11-03.

JOHN G. REINHART, 63, motorman, North. Died 7-21-49. Employed 1-9-20.

FRANK O. RUSS, 78, retired painter, South Shops. Died 7-5-49. Employed 6-15-21.

DONALD LONGLEY SANDERS, 65, agent, North Side. Died 7-2-49. Employed 3-1-45.

FRANK P. SCHULTZ, 45, supervisor, Transportation. Died 7-7-49. Employed 12-7-27.

JOSEPH SMOLA, 65, watchman, Lake Street Division. Died 7-18-49. Employed 5-8-42.

LAWRENCE C. SELLKE, 42, motorman, North. Died 7-17-49. Employed 9-13-44.

GEORGE W. STUDDT, 73, retired motorman, Elston. Died 7-18-49. Employed 8-24-16.

ANTON ZELNIS, 66, repairman, Shops & Equipment. Died 7-10-49. Employed 5-28-20.

## HERE'S HOW SOME SPENT VACATIONS

WAY AND STRUCTURES (NORTH AND SOUTH)—*Vito Pileggi* surprised the gang by getting married on his vacation. *L. W. Walsh* spent a month at his home in Florida. *M. T. Nolte* is vacationing in Denver, Colorado. Don't be a bit surprised if he comes back with a deed as part owner of the Rocky Mountains. *C. C. Norton* spent three weeks of his vacation getting acquainted with the North Side. He was a resident of the South Side for many years. *Vincent Petricca* spent his vacation at the Tam-O-Shanter Country Club meeting the celebrities attending the golf tournament.—VINCENT H. PETRICCA

WAY AND STRUCTURES (SURFACE)—Some people love fishing, others like quiet and a little cool weather which was enjoyed by *Mrs. Alyce Friedl*, stenographer, who spent her vacation in Argonne, Wisconsin. Part of her vacation was spent in dodging wild bear—she claims they had just shot a bear or two before her arrival.

*John Flynn* of centralized hauling control and his family spent a most enjoyable vacation motoring East,

*George Sullivan*, survey engineer, who spent his vacation in Wisconsin with his family, certainly should get a button for heroism. While swimming at Lake Lauderdale, he was quite helpful in saving a small boy from drowning.

Babies are born to many people regardless of vacations. *George Fleischman*, wreck truck helper, and *William Roscoe*, wreck truck chauffeur, were presented with baby boys around the latter part of July.

If you are wondering what type of car to buy, just ask the Building department boys at Clark and Division. There seems to be a fire sale on Fords. *Leo Lizak* and *Art Malmquist* are both proud owners of new Fords. *John Retzler* and *Richard Koch* also recently purchased new Fords. The “Lizzie Brigade” is increasing. However, just to be somewhat different, *Mrs. Christine Maganuco* of our Track department, just received a new Pontiac after waiting for quite some time.

—VIOLET SWEPAS



# TWO GENERATIONS OF TRANSIT

## Oldest CTA Employee Is Still Going Strong

MOST FOLKS figure that they have "but one life to give to their country"—or to work for an employer. And they are satisfied with that. But *T. J. Blakely*, superintendent of the utility division, figures that he has worked—and gladly—the equivalent of at least two lives for the transit industry in Chicago. And he is still going strong.

Tom Blakely began work for the Chicago City Railway company on October 3, 1890. That was two generations ago. He has worked seven days a week ever since that time, and has taken only three vacations—not that he hasn't been entitled to more time off. He just likes to work. It is his estimate that his total working hours amount to 75 to 100 of the average man's work-years. And that makes allowances for the six weeks he was off in 1906 because of typhoid.

The young folks of today might shudder at the idea of working more than 40 hours a week. But Mr. Blakely finds it a most enjoyable life and claims that he wouldn't change his working habits if he could. When he applied for a transit



Mr. and Mrs. T. J. Blakely

job, he asked for a "steady job." And he got it.

Few employees have had a chance to work on as many different phases of

public transportation as Mr. Blakely. He has "tried everything." But his great love has been the job which he has held since 1907 as superintendent of the supply cars, wreck service and stables.

In the early days the stables were pretty important. In fact, when young Tom Blakely applied for a job at 20th and Dearborn, which was then the headquarters of the City Railway company, he was asked "Do you know anything about horses?" Fresh from his father's farm in Ireland, Blakely answered, "Yes." And got the job.

Horses have always been his passion. It could be truthfully said that "some of his best friends were horses." In addition to having horseback riding as a hobby, Blakely rode horses as part of his job. As a result, through the years, he has been on horseback almost as much as on foot.

His ability to remember individual horses is phenomenal. About 800 head of horses were stabled at Wallace and

### INVENTION

On wintry days when the big streetcar plows help clear the snow from the car lines, CTA men can give a word of thanks to Tom Blakely. In the early transportation days the streets were cleared by four-horse snowplows. There were plenty of men who knew how to handle a team, but not very many that could handle the four-horse hitch. Tom Blakely was one of those few. During heavy snowstorms he would work from five to fifteen hours at a stretch scraping the snow over to the sidewalk so that it wouldn't blow back on the tracks.

At that time the single-track electric motor cars were just coming in and that suggested to Mr. Blakely that there might be an easier way to do this clearing job, than by the tiring means of driving a four-horse hitch. However, it was not until around 1900 when he was superintendent at Archer that he had a chance to hitch a wing to the side of an electric car. It worked, much to the surprise of many transportation "authorities." And that was our first electric wing-plow.



39th in 1893 when a fire broke out after five o'clock one afternoon. Over 300 horses were killed, but the balance were led to safety or escaped to wander around the neighborhood. When the horses were finally rounded up and inventory taken, it was found that one horse was missing. A little detective work located the horse hauling a coal wagon, and Mr. Blakely's ability to identify the horse in court, describing it, even to a sand crack in the left hoof served as proof of ownership.

### Started at Bottom

The current rate of pay in the 1890's for a job as tow-boy (about as close to the bottom as you could start in the transit industry) was fifteen cents an hour. A day's work consisted of ten hours, and it was a seven-day week. There was no such thing as over-time pay, unless there was an emergency snowstorm or the cable broke.

Tow-boys and their tow-horses were stationed at various steep inclines over the system to help get the horse cars over the hills. One such spot was the incline at 12th and Clark. Tom Blakely was stationed at about 13th, and as a car came he would hitch his tow horse onto the eye of the car and stand on the

**AT THE World's Fair in 1893, Mr. Blakely recalls that 200 head of horses were used on the opening days to tow the electric cars from 61st and State to the entrance of the fair on Stony Island because the electricity had not yet been connected.**



Cable cars and bowler hats were both popular in 1890.

front platform. Once the incline was cleared, Blakely would unhitch and return to his station.

"I have found that if you do the best you can, everyone'll work with you," Mr. Blakely said. "Then, when your job is done, help others to do their job. Only good can come from it."

It was this philosophy, most likely, which earned him his first promotion. Although it was not his job, he busied himself one morning sweeping the sidewalk in front of the building. A gentleman sauntered up, watched him work, and remarked, "You're doing a pretty good job there." Blakely didn't know who he was so he just kept on working. When the job was done the gentleman introduced himself as general manager of the company and arranged for Blakely to take charge of his personal horses and act as his driver.

As a utility boy, Blakely was a general helper. Each morning he met the money car from the southside. He loaded the previous day's receipts onto a little truck and trundled it from Wabash and 21st over to State and 20th. As he recalls, in those trusting days no one ever stopped him or even showed any interest in the large sums which he transferred.

At that time overhead wires were not permitted in the Loop area. Therefore

at Archer and State the electric cars had to be hitched to a grip car so that they could use the cable coming into the downtown area. This coupling and uncoupling job was another duty of the utility boy.

March 25, 1896, is a date which Mr. Blakely recalls very clearly. He was then a wreck wagon driver ("a very exciting job, and most enjoyable"). It had been snowy and slushy and he had just returned from an emergency call at State and Madison where a coal truck had broken down. Blakely was dirty and splashed. "I was in my regular work clothes and my hands and face were filthy. I had just returned when they told me to go see the front office. That usually meant firing, so I figured I might as well not clean up. I wondered if I had driven the horses too fast or done something wrong."

Much to his surprise the general manager did not reprimand him, but told him to change his clothes and report to Archer barn, prepared to take charge the next morning. Blakely served as

*"The most important department in our company is the Transportation Department. If those vehicles don't keep running and carrying passengers and bringing in the fares, none of the other departments will be needed." — T. J. Blakely.*



station superintendent for 10 years, transferring to 77th station when the present building was opened.

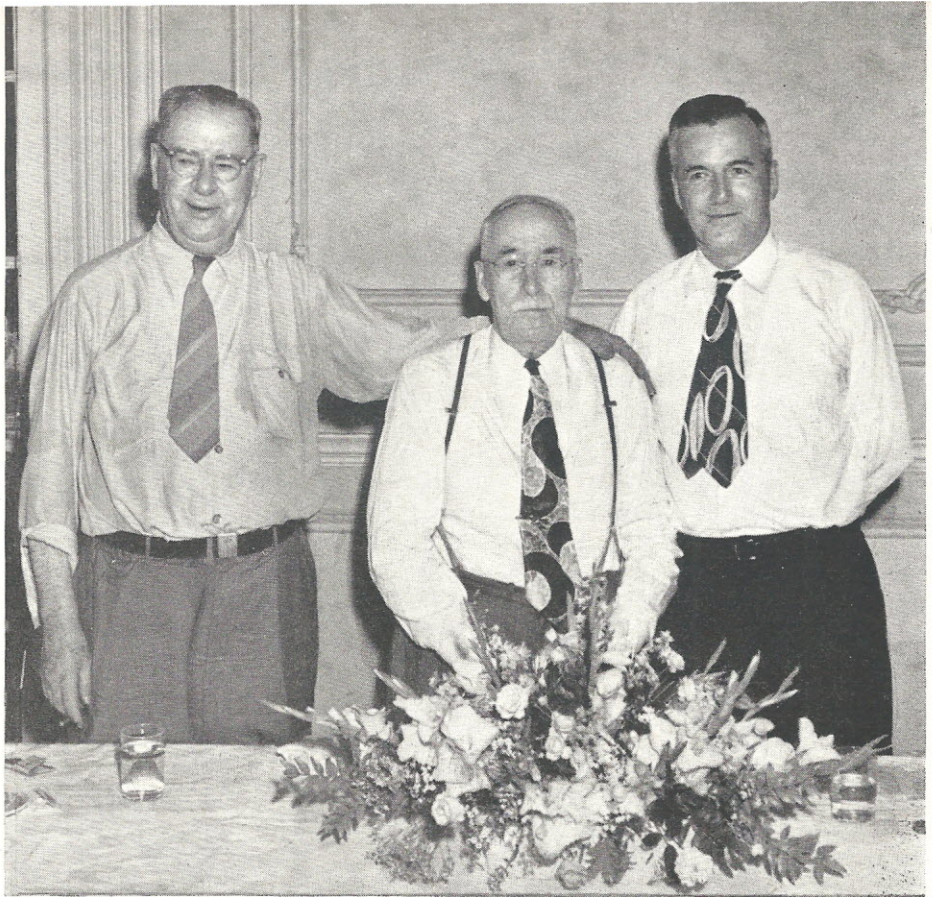
In 1907, the chief engineer requested his services and he was made superintendent of the utility divisions, the position which he has held through all subsequent reorganizations and changes of the transit companies.

Even though he is 79, Mr. Blakely has no intention of slowing down his pace. Longevity and vitality are characteristics of his family and a 12 to 15 hour working day comes as naturally to him as breathing.

Much of his philosophy and attitude toward his fellow men no doubt can be traced to his early training in Ireland. He was born in County Down, Ireland, "in a farmhouse up on a hill within three-quarters of a mile of the Irish sea. My father was a gentleman farmer and I was the tenth of twelve children."

The father of nine children himself, Mr. Blakely has always had a soft spot in his heart for the "little folks." At the present time he has seven grandchildren and five great-grandchildren.

When asked what advice he would give to a young man trying to get ahead, Mr. Blakely said: "Don't be afraid of work. It is the greatest blessing the Lord has given us."



H. G. Hardin, general superintendent, rapid transit Transportation; Bob Griffin; and E. A. Imhoff, management assistant.

## GRIFFIN RETIRES

WHEN ROBERT N. Griffin, superintendent of the rapid transit Loop section, retired last month he was honored at a testimonial dinner by 90 of his friends and fellow workers.

A life-long railroad man, Griffin began his transit career in Chicago as a coupler with the South Side "L" in 1892, after three years as a brakeman and baggageman for the Lehigh Valley Railroad. The South Side "L" at that time operated between terminals at Congress-State and 39th Street. Motive power was supplied by small wood-burning steam locomotives.

When the line was extended to Jackson Park in time for the opening of the World's Columbian exposition in 1893, Griffin was made yardmaster at 61st Street and worked in that capacity until 1902. He then entered the employ of the New York Central Railroad as a yardmaster and served for nearly two

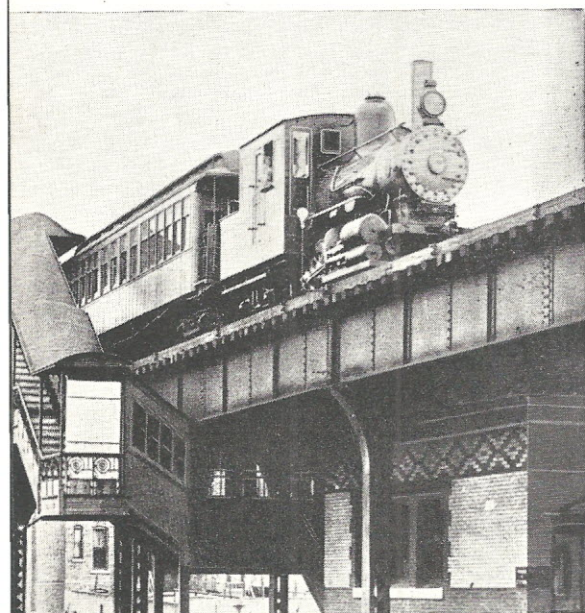
years before returning to the "L" as trainmaster and station inspector of the Loop section in February, 1904.

Griffin was appointed superintendent of the Loop "L" section on October 31, 1911, and has been responsible for the daily transit needs of countless thousands of downtown workers, shoppers, and recreation seekers since that time. During his years of service, the Lake-Wells "L" intersection, immediately adjoining his office at the Randolph-Wells elevated station, became known as the world's busiest railroad crossing.

When the State Street subway was opened in October, 1943, Mr. Griffin assumed responsibility for operations in the downtown area of the underground tube, between Congress Street and Lake Street.

Griffin, who lives with a daughter at 223 South Oak Park Avenue, in Oak Park, was presented with an easy chair, an electric blanket, and a cigarette lighter at the dinner.

In 1893, the steam dummy operated on the "L".





# AMONG THE RECENT RETIREMENTS



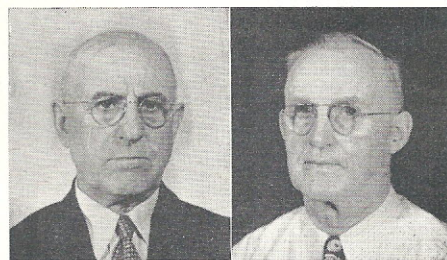
**OTTO W. BISCHOFF:** Conductor, North Avenue. With his wife, *Barbara*, is now visiting his brother in Quincy, Michigan.

**JOSEPH GARRO:** Motorman, Lincoln. A trip to California is included in his future plans.



**CHARLES F. HOLLOWAY:** Conductor, 77th Street. Hopes to buy a home in either Wisconsin or Michigan where he can spend his time hunting and fishing.

**JOHN H. JOHNSON:** Motorman, 77th Street. Is vacationing in Iowa with his wife, *Anna*.



**JOHN LASH:** Conductor, North Avenue. Caring for the garden, lawn and hedges surrounding his home are his present interests.

**JAMES RICE:** Conductor, Devon. Now spends much time at the Newberry library enjoying their books on sports.



**FRED NIEMANN:** Conductor, West Side "L." Intends eventually to buy a home in Northern Wisconsin.

**MICHAEL HILL:** Conductor, West Side "L." Planned to begin his retirement vacationing in Miami, Florida.



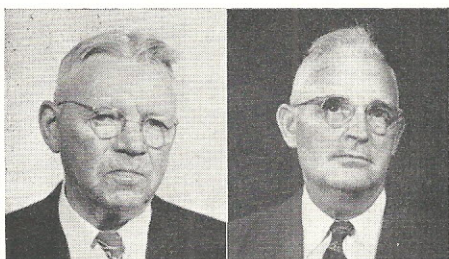
**WILLIAM R. TOPP:** Trainman, North Side "L." Hiking is one of his chief interests.

**SOPHIA KUHLMANN:** Loop Ticket Agent. Left Chicago to tour Vancouver and Alaska upon her retirement.



**WALTER PEARSON:** Conductor, 69th Street. Caring for his wife, *Rose*, who is ill, will take quite a bit of his time.

**ALBERT HAMMERGREN:** Conductor, Cottage Grove. "Just lazying around" the house are his present plans.



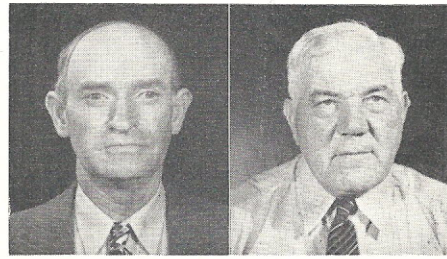
**JAMES BYRNES:** Motorman, Elston. Hikes for exercise and watches hockey games for thrills.

**GEORGE BILLINGS:** Conductor, 69th Street. Intends to spend a lot of time in his basement woodshop making lawn furniture.



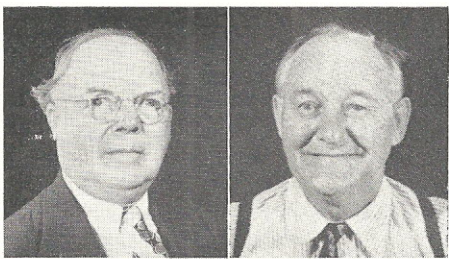
**JOHN A. LIDBERG:** Motorman, Limits. Fishing at Fox Lake, Illinois, ranks high among his plans.

**ALBERT F. GROHN:** Motorman, Cottage Grove. Retired with his wife, *Minnie*, to their summer home in Chesterton, Indiana.



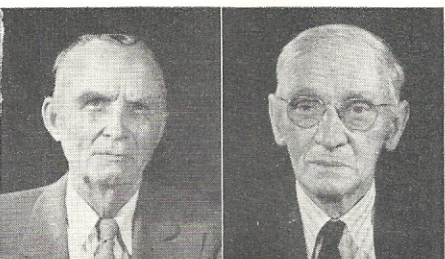
**PATRICK LEONARD:** Conductor, 77th Street. Plans to tinker around the house and just take it easy.

**JULIUS RUCK:** Motorman, Kedzie. Is now caring for a garden and raising chickens on five acres he owns surrounding his home in Ontaryville, Illinois.



**SAMUEL RASMUSSEN:** Conductor, Lincoln. Just plans to take life easy now.

**CHARLES JENSEN:** Motorman, 69th Street. Left on a hunting and fishing trip to Michigan.



**BERNARD HANLEY:** Conductor, Lawndale. Making household articles of wood is included in his retirement plans.

**LOUIS A. STRUCK:** Conductor, West Side "L." Owns a two-acre orchard and will spend most of his time there.



**DANIEL WHITENACK:** Conductor, 77th Street. He and his wife, *Eva*, will vacation this fall in Phoenix, Arizona.

**GEORGE PARASHOS:** Motorman, Limits. Began his retirement with a trip to Colorado to visit friends.



## Our Public Speaks!

SUCCESS in a job is often judged by the reaction of the people we serve—whether it be as a salesman, doctor, businessman, or in our case, as motormen, conductors, or bus operators.

Many of the passengers we serve daily are appreciative of our work, yet never voice this appreciation publicly. Others are just as pleased with the performance of our job, but feel it will go unnoticed unless they inform the proper officials. This is done through letters of commendation that many times thank both the individual employee and the CTA for a job well done.

Passengers recently praised the following CTA transportation employees:

"This card is to let you know that today is the first time I have heard one of

your employees really do his best to enforce the 'no-smoking' rule. Motorman No. 7671 (*John Peters*, Lincoln) was indeed very polite to all, and yet enforced the rule. I rode in the front seat and listened and observed and feel that he should be commended."

\* \* \*

The following incident about *Operator Harold C. Gnadt*, North, was reported by telephone: "A small child was crossing Irving Park. He became frightened and stopped in the middle of the street. Your bus operator stopped the bus, and led the child to safety, no doubt saving the child's life."

\* \* \*

"I boarded a streetcar with my elderly aunt who is unaccustomed to public vehicles. *Conductor Melvin J. Morris*, Cottage Grove, seated us and, when out of the Loop, took the trouble to step over and ask where we expected to get off. When we reached our stop, he smilingly helped my aunt to alight. The thanks of our family is extended to this fine man."

\* \* \*

"Recently I had occasion to ride the Logan Square elevated downtown and, in getting off I left my purse on the seat. Later I called the despatch office and was told a purse had been turned in by *Trainman Charles Lau*, (West Section). Sure enough, it was mine, with everything intact. I felt I should advise the CTA as to his integrity."

\* \* \*

*Motorman William Beck*, Armitage, was praised for his "unfailing courtesy and real concern for his passengers," when a passenger wrote: "I just experienced the most pleasant ride to the Loop I have ever had. The motorman handled the car most expertly. Not once did he

jerk the car to start or stop it. When the car was at a full stop he skillfully and courteously answered questions. He is a real asset to CTA."

\* \* \*

"Last night I witnessed a very commendable act by a CTA bus driver (*Operator Arthur Conrad*, Lawndale). He went out of his way to help two old blind men cross the street. Everybody around remarked what a fine gesture this was."

\* \* \*

"As I came up the stairs of the 'L' station, I tried to go faster and catch the train. I caught my toe on the step and nearly fell down. The conductor (*Leander E. Peters*, South Side) started to get off the train to aid me, but I was able to board without help. He was very solicitous and wondered if I was hurt. Such action as this is really commendable."

### MEETS SIR GALAHAD

"I'VE MET Sir Galahad!

"At 12:30 a.m., I was on the Howard street 'L' and at the Jarvis station I accidentally dropped my house keys out of the window. There was no one at home to let me in and the janitor has no duplicate keys. What to do? I shamefacedly told my troubles to the 'L' guard on the train who referred me to the train despatcher at Howard station. Thus I met *Matthew J. Bernardey*, North side, who listened to my tale of woe, sympathetically and kindly. He then hustled away, got a flashlight and took the next train from the station. A few moments later he was back and handed me my keys in such a manner that one would think I had done him a favor.

"Permit me to extend my appreciation for his kindness. He is very valuable."

### STILL CHEERY AND FRIENDLY

"EARLY IN the 1920's I was a patron of the Skokie elevated. I rode only one station back and forth, six days a week. Everyday the conductor had a cheery 'Good Morning' when a patron stepped aboard. Well, this same chap is now working on the Linden avenue 'L' platform, apparently seeing that everyone gets aboard safely and that each train gets off on time. He is just as cheery and just as friendly as ever.

"Heaven knows how long he has been doing this but it would be ungrateful if one of his riders didn't give *Traiman Jim Simsen*, North Side, a pat on the back and say: 'You're doing a grand job, Jim. May you be spared many years and may your employers realize what you mean to them through your pleasant contacts with us—the grumbling public'."



# North Side "L" Wins Softball Title

THE North Side "L" team captured the championship of the Chicago Transit Authority Softball League, defeating a strong Kedzie aggregation by the score of 10 to 7. The game, which was played Saturday night, July 30, at Sparta Stadium before 900 enthusiastic fans, climaxed a season of outstanding individual and team play among the 16 league teams.

In the playoff for third place between the West Shops and Lawndale station, the Shops team set down their rivals by a score of 12 to 5.

The round robin series competed in by the 12 teams not eligible for the championship games was won by the Lincoln station softballers. They defeated North avenue, 20 to 15.



**CHAMPIONS** of the CTA Softball League by virtue of their 10 to 7 win over Kedzie, the Northside "L" team members were all smiles after their victory. First row, left to right: Thomas Conoboy, William Nash, Clarence Rudolph, Jr., James Patrick Henry, Ernest Dumke, Edward Kirschbaum, John Peck (bat boy), James LaVelle. Center: Victor Vitullo, Eugene Dolan, Patrick Staudt. Back row: Harvey Nicklas (manager), Joe Mueller, Daniel McIntyre, Hal Staats, Martin Gaughan, Edward Fitzgerald, Patrick Donohue, Michael LaVelle, Andrew O'Brien, Verne Johnson.

THE West Shops team, which captured third place in the championship games, finished their season in a tie for first place with the Accident Investigation ball club. The playoff game was won by West Shops, 9 to 4. Members of the team are, first row, left to right: Bill Thompson, Bill Raaber, Frank Fiarito, Bud Sawka, Tom Gilleran, Ted Hastings (Captain), and Chief Umpire Frank Schultz. In the rear, left to right, are: Dick Mackey, Frank Sychala, Bill O'Brien, Pat Dragan and Manager Miles Coleman. In front of the group is the team bat boy, "Red."



THE KEDZIE team, which lost the championship game to Northside "L" was composed of, first row—left to right: Gus Enders, Irwin Belmonte, Marty Huska, Bill Rafferty (captain), Frank Cicerario, CTA Rooter, John Kain (assistant manager). Standing, left to right: Ed Cooke (bat boy), Lee Staton (manager), Ray Albertini, CTA Rooter No. 2, Francis Hallinan, Chuck Holton, Ed Kuklewitz, Dominick DeFalco, Frank Troila, Ed Daddazio, John Kolovitz, Herbert Elke, Walter Blyth, Ed Neuman.

THE LAWNDALE softball team, which won first place in the South League, with a 10 win-2 loss record, did not fare as well in the championship playoffs, finishing in fourth place as a result of their loss to West Shops. Team members are, first row, left to right: John Kutnick, Irving Birnbaum, Mike McCarthy, Wm. Herbert (station superintendent), David Grafman, Ray Mueller, Frank Falbo, Norman Stroz. Center: Robert Thezan (manager), Charles Sander, Leo Griffin, George Mayer, Harold Loftus, Harold Williams, Wm. Keaty. Back Row: Harry Salitre, Frank Citro, Thomas DePietro, Lawrence Soria, Casimir Wienke.





# TO THE LADIES

## ... from Joan

YOUNGSTERS HAVE definite tastes in clothing. That is why, when you are picking out clothes for your children to wear back to school this fall, you should select outfits that appeal to them as well as to you mothers.

And what little girl could resist the outfit modeled by our little miss, who is entering kindergarten herself at Queen of Angels school. Daughter of *Train Clerk Thomas Hogan*, *Maureen* was thrilled with the pleated green and red plaid skirt she wore with the grown-up white blouse. *Maureen* is only five years old but she knows the purse to wear over her shoulder and the green hat with the red pompon to match the colors in her skirt will make her the best-dressed girl in kindergarten.

*Bill McHugh*, six, is going from kindergarten into first grade. And, of

**OUTFITTED** in what would take any little girl back to school in style is *Maureen Hogan*, daughter of *Train Clerk Thomas Hogan*, Loop. Approving of the outfit is her mother, *Mary Brosnan Hogan*, former Loop agent.

course, now that he is through with that "kindergarten stuff" he wants to be dressed like the older crowd. He thinks his long brown trousers and yellow shirt are a swell combination. The handsome brown and blue checked jacket dresses it up for Sunday best.

However, we agree with *Better Homes and Gardens* that preparing your child for school should mean more than getting a new wardrobe. First and most important for the child about to begin school is health. Ask the doctor to check weight, general health, eyes, ears, teeth, throat, kidneys and feet. Have any suggested corrections made as quickly as possible.

The cost of checking a child's hearing is small compared to the cost of correction later, or that of failure from not hearing what goes on.

\* \* \*

After health, the question of attitude toward school should be considered. If

### (COVER)

TWO CTA children all dressed and ready for that eventful first day of school. Outfits, courtesy Carson, Pirie, Scott and Co.

you want your youngster to like school, give him the opportunity to play with other children. Encourage him to look forward to his school days with pleasure.

Here is what to teach him: Teach him to speak plainly. He should know his full name and address and his age. Teach him to work and to play with a thought of safety for himself and others. Teach him neatness—to pick up his clothes and put his toys away.

Perhaps you are wondering if you should try to teach him such things as the ABC's or counting—or how to read a little or how to write. Teachers advise that you leave that for the school.

If your child is normal and you give him an even break you can say without misgivings: "Teacher, here he comes. Now see what you can do with him."

\* \* \*

Back-to-school days take you back to packing lunch boxes. Nothing can be



ANY BOY would be proud of the clothes being fitted on *Bill McHugh* by his mother, the former *Marion Cotthaus* who was a ticket agent until she married *Platform-man Anthony McHugh*.

duller eating than a lunch that's packed without care and without imagination. Here are a half dozen "Do" hints for packing lunches that will be fun to eat:

**DO** pack heavy foods and containers at the bottom of the box so light sandwiches and cakes will not be crushed.

**Do** pack food so that it's easy to eat out of hand. For instance, if an orange is included, cut skin from stem end to blossom in about 6 or 8 sections so it will be easy to peel.

**DO** vary the sandwich bread; remember you have a choice of rye, white, cracked wheat, whole wheat, graham, raisin, nut, brown bread, bran and many others.

**DO** include surprises. Make sandwiches from muffins one day. Scoop the middle out of crisp bran muffins and fill with a lightly spiced ham salad.

**Do** vary the main course. It doesn't have to be sandwiches. One warm day pack fresh fruit and an individual package of corn flakes. Milk or cream will keep cool in a thermos.

**DO** use fresh fruits and vegetables in season. Wash and wrap in wax paper, strips of carrots, crisp chunks of turnip, cabbage wedges, a bunch of blue grapes, cucumber fingers.





# What Is Your Idea Of A Perfect Busman's Holiday?

*Place:*

LAWRENCE GARAGE

**GENE MORIN:** "My idea of a holiday is to have the pleasure of riding instead of driving. I want to enjoy the sights along the way—no traffic to be on the lookout for and no schedules to make. All you have to do is sit back and relax."

*Inquiring Reporter:*

E. C. KACZMAREK



**BEN KAMKA:** "I suppose there are men who take a bus ride on their day off so that they can observe how other bus drivers operate their bus. But I would rather get away from the hustle and bustle of the city and drive out to some nice lake to do a little fishing."

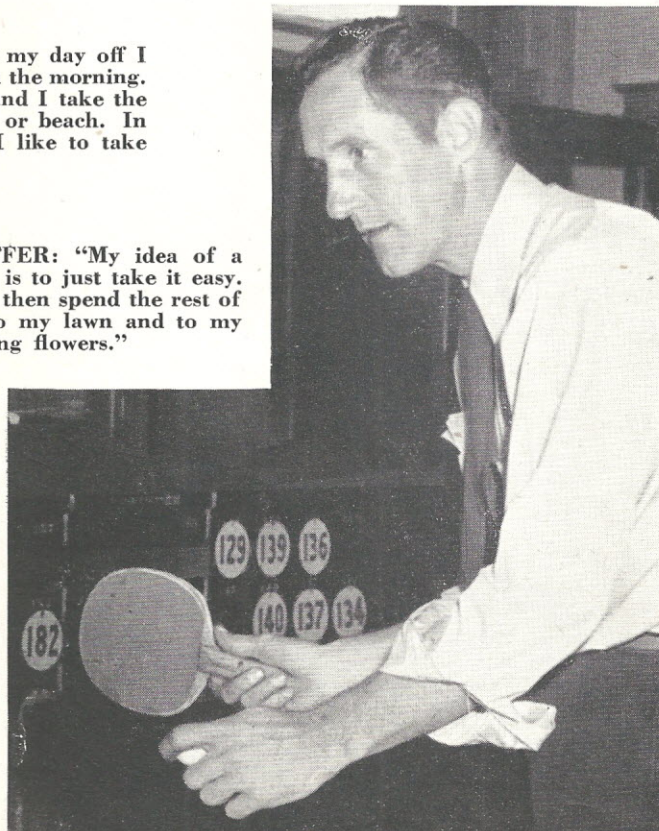


**WALLACE A. CLARK:** "I like to spend my off-time fishing, hunting, or taking part in any outdoor sport. Even just going into the woods is a good tonic."



**CLARENCE KURTH:** "On my day off I like to sleep a little longer in the morning. In the afternoon the wife and I take the kids for a ride to the park or beach. In the evening the wife and I like to take in a movie."

**EUGENE SCHAEFFER:** "My idea of a 'busman's holiday' is to just take it easy. I like to sleep and then spend the rest of the day tending to my lawn and to my real hobby—growing flowers."





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POTENTIAL REGULAR RIDER  
WHO DOESN'T LIKE  
STREET CONGESTION

## Time for Salesmanship

(The following article is addressed to bus drivers, however, CTA TRANSIT NEWS feels that it contains a message of interest to all CTA employees.)

DUE to a number of conditions — street congestion, lack of parking space, traffic — we can depend on having a number of "new" riders every day on every run.

By "new" riders we mean those men and women who are not regular, consistent riders, but who are riding with us for perhaps the first time in months.

If we are going to make a success of our business, we have to attract more regular riders. The only market is to make these occasional riders regular patrons.

So, on every trip, you have an opportunity to sell at least one potential customer.

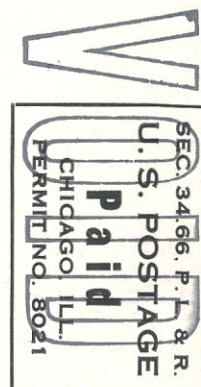
If you were selling automobiles, you'd make that first demonstration ride the smoothest, most enjoyable you ever drove, wouldn't you? Just do the same thing on your daily run. You're selling your service to somebody everytime you drive . . . and if they aren't sold, they're not going to ride the bus. And if they don't ride the bus, we soon won't have any customers. And you know what happens to any business without customers.

Courtesy, Houston Transit Company, "Safety Topics"

POTENTIAL REGULAR  
RIDER... WHO HATES  
TO DRIVE IN  
CROWDED TRAFFIC

POTENTIAL REGULAR RIDER  
WHO IS BECOMING  
ECONOMY-MINDED

..It's up to **YOU** to sell him!



Ferd  
Thime