



TRANSIT NEWS

MAY - 1950



It's Vacation Time - See page 19

1776



1950

\$ A V E F O R Y O U R I N D E P E N D E N C E

AMERICA'S most cherished national relic, the Liberty Bell, is the official insignia of the U. S. Treasury's Independence Drive, which began May 15 and will continue through July 4.

The Liberty Bell, as everyone knows, hangs in Independence Hall, Philadelphia, Pennsylvania. This famous symbol of freedom was completed in 1752, in London, England, from specifications provided by three Philadelphians who included the following words on the inscription: "Proclaim Liberty Throughout all the Land unto all the Inhabitants thereof." The Bell cracked when it was being tested for sound and had to be recast twice by American workmen before it proved satisfactory to use.

The greatest event associated with the Liberty Bell was its tolling to announce the proclamation of the adoption of the Declaration of Independence, on July 8, 1776, read in public at Philadelphia.

From this date on, the Bell continued to record the events of the Revolution and thereafter, until, in 1835, it cracked while tolling the death of Chief Justice John Marshall of the U. S. Supreme Court.

In 1846, it was suggested that the Bell should be rung on Washington's Birthday, and the crack was drilled out to separate the parted sides with the hope of restoring the bell tone. This experiment proved unsuccessful and the Bell has not been rung since 1835. It has been tapped on numerous occasions,

including "D-Day," June 6, 1944, at the landing of Allied troops in Normandy, and the end of the War with Japan.

As the Liberty Bell is a symbol of national freedom, the savings bond is a symbol of individual freedom. During the period between August 1, 1941, and September 30, 1947, surface and rapid transit employees subscribed to \$12,100,000 in U. S. Bonds. Since October 1, 1947, when the CTA was organized, until March 31, 1950, employee subscriptions to U. S. Bonds totaled \$3,406,531.97. This is ample evidence that CTA employees are aware of the excellent opportunity they have to invest in personal security.

The Treasury Independence Drive is a good time for CTA employees to increase or start bond subscriptions. The chief clerk of your department will handle the details for you.

CTA TRANSIT NEWS

VOLUME III—NUMBER 5

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FIFTH ANNUAL REPORT

HERE ARE THE RESULTS

FOR 1949

(The Fifth Annual Report of the Chicago Transit Board covering the fiscal year ending December 31, 1949, is presently being distributed. CTA TRANSIT NEWS presents herewith excerpts from that report.)



Our Money Came From . . .

Passenger Revenues	\$114,383,203
Station and Car Privileges	940,911
Rents and Miscellaneous	915,124
	<hr/>
	\$116,239,238

Our Money Was Used To Take Care Of . . .

Wages, Salaries, Sick Benefit, Hospitalization, Life Insurance, Vacations with Pay, and Pensions	\$ 79,328,087
Operating Materials, Supplies, Power and Motor Fuel	15,910,019
Provision for Injuries and Damages	5,710,031
Miscellaneous Service, Supplies and Other Insurance	4,547,009
	<hr/>
	\$105,495,146
Debt Service	5,100,250
Depreciation Reserve Fund	5,643,842
	<hr/>
	\$116,239,238

Chicago Transit Board

OF THE

CHICAGO TRANSIT AUTHORITY

We Did Not Have Enough Money

Earnings in 1949 were not sufficient to cover all costs and other requirements. Deposits to the Depreciation Reserve Fund (see above) were \$856,158 less than the requirements, and no deposits were made to the Operating Expense Reserve, Municipal Compensation, and Modernization Funds. The deficiency in the Depreciation Reserve Fund must be made up from subsequent earnings before any deposits may be made to either the Operating Expense Reserve or Municipal Compensation Funds, or both, and before deposits to the Modernization Fund.

The Number Of Our Riders Decreased

Throughout the nation there is a general decline in the use of mass transit. This is due largely to three major factors: the tapering off of industrial and business activities from the abnormally high peaks of the war period; the intensified use of the private automobile, and the widespread observance of a five-day work week.

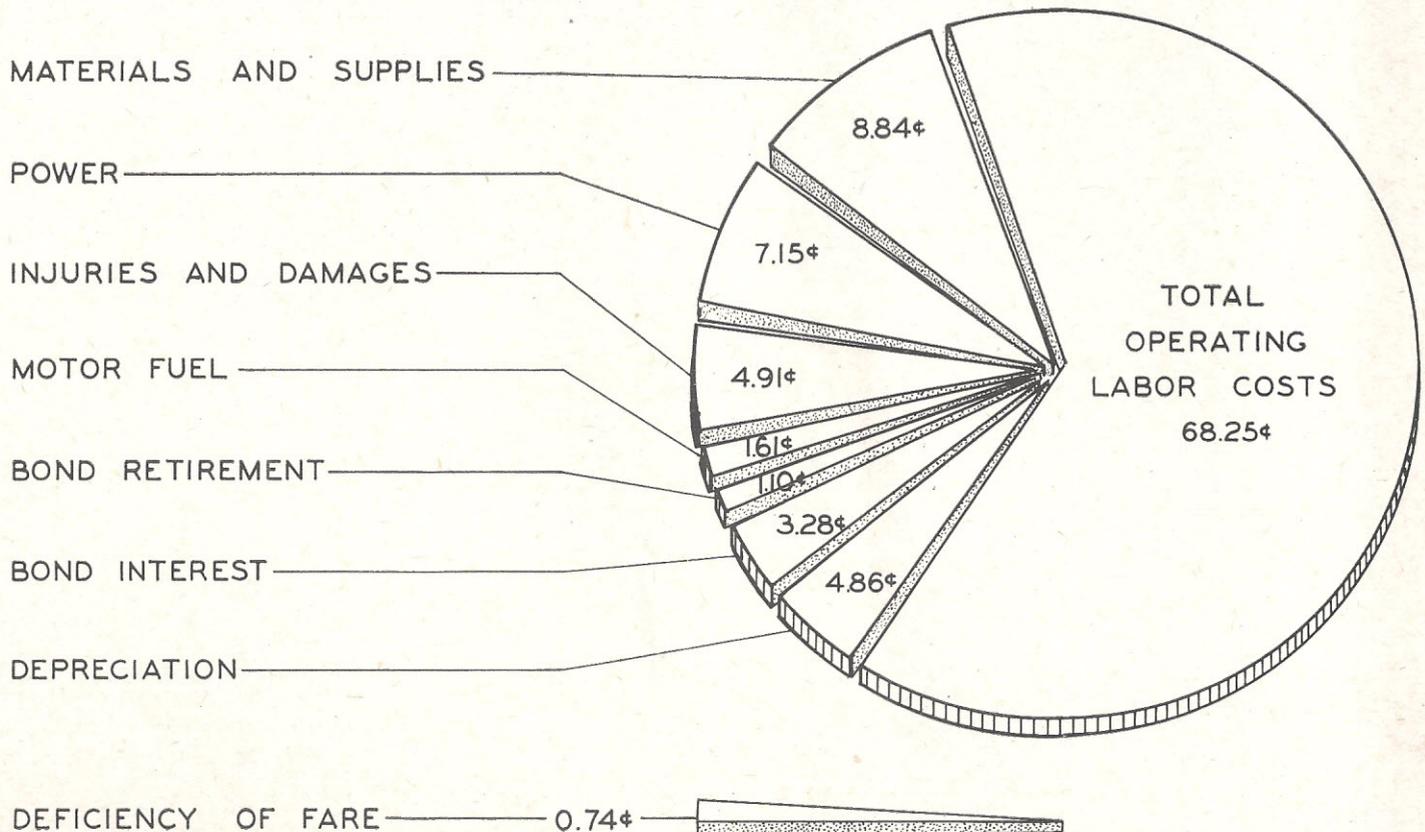
We Improved Service

The most discussed improvement effected during the year was the installation of all-express service for the North-South subway and elevated trains. This change in service reduced the running time, provided more frequent service, and permitted operating economies.

New bus service replaced streetcar service on 73.7 round trip miles of route. Bus service was extended over 14.04 round trip miles of route.

By the end of 1949, 55 per cent of the rides originating on the surface system were on routes with modern equipment.

DISTRIBUTION OF CTA'S 1949 REVENUE DOLLAR



We Improved Working Conditions

Wage adjustments and changes in working conditions established during the year amounted to an estimated \$6,000,000 yearly, based on the employment level at the time the contracts were negotiated.

A pension plan was entered into for a period of three years. It is estimated that pension costs to the Authority for these three years, including Authority deposits in lieu of Social Security, will be \$3,200,000; \$4,000,000; and \$4,800,000, respectively. In the year preceding the new contract, the cost of pensions to the Authority, including the deposit in lieu of Social Security, was \$1,329,000.

As new equipment became available through the decreased volume of traffic, its use was spread to the greatest extent possible over additional lines.

Beverly bus garage, the first new all bus garage to be built by Chicago Transit Authority, was opened for operation, and construction of North Park bus terminal was begun.

We Had To Raise Fares

To offset the effect of increased operating costs and declining traffic, it was necessary to raise fares. On October 15, 1949, adult fares on the surface system were increased from 13 cents to 15 cents. Adult rates on the rapid transit system were increased from 15 cents to 17 cents. Children and school fares were increased from six cents to seven cents.

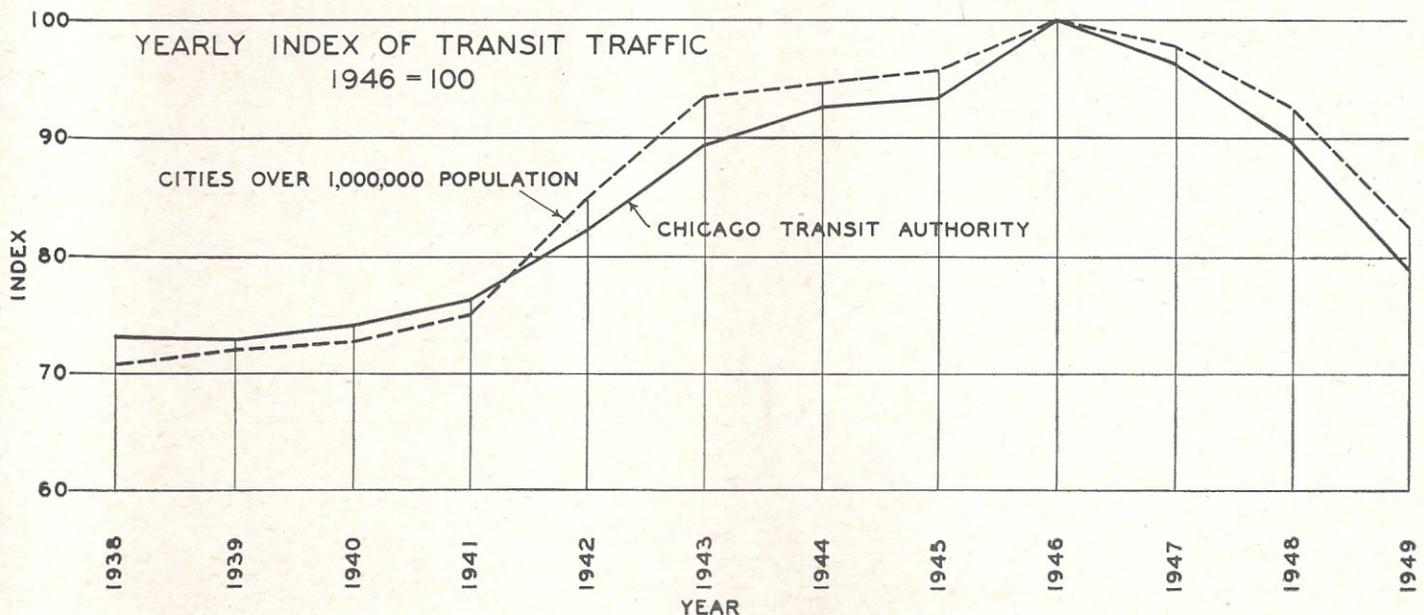
Where Do We Go From Here?

Completion of consolidation and continued modernization of shops is scheduled in 1950 for more effective maintenance of modern rolling stock.

More transfer and terminal facilities should be developed to expedite the interchange of riders between the surface and rapid transit systems. Plans for these facilities are under way.

The car and bus modernization program should be speeded up. It is the one most effective means of improving service, but it cannot be accomplished unless earnings are satisfactory. Dependent upon earnings and borrowing (additional financing), orders are to be placed for 500 new buses, and 170 more new (300 in all) rapid transit cars.

The Milwaukee-Dearborn-Congress subway is expected to be ready for operation before the end of 1950 with 130 new all-metal rapid transit cars.



Passengers Are People

"He treats his passengers as though they are people," commented one of *Jerry Gleason's* riders. "It is a pleasure to ride with him each day."

"If I make each of my passengers smile once during their ride I'm doing a good job for myself and my employer." That's the philosophy that has carried *Bus Operator Jerry Gleason*, Beverly, through 23 successful years as an employe of the surface division of Chicago Transit Authority.

Jerry, as he is known to his volume of friends on the south side of Chicago, has acquired this popularity through a winning smile, a good memory for names, a cheery welcome for his riders, and a general attitude of helpfulness. "None of these things is hard to do," Jerry says, "and each of them goes a long way toward winning the friendship of your passengers."

Be Well Informed

A life-long resident of Chicago, Jerry attended De La Salle high school until 1921, when he went to work in the Stockyards as a weight checker. After five years at this job he decided a job with the surface division would be nicer work and on December 27, 1926, he started his first day as a conductor from the 77th street station. He remained at this station until the new Beverly bus terminal opened where he transferred to become a bus operator.

During his many years of dealing with the public, Jerry has learned that a good transportation employe is a well-informed, well-read person and one who likes to meet people.



MANY of Bus Operator Jerry Gleason's passengers are "regular customers" who look and wait for his bus to make their trip. One of the ways Jerry acquires these "regular customers" is through his ability to remember names.

"He has to be able to talk about anything and everything," Jerry claims, "because each of his passengers has a different subject of interest. By knowing a little about a lot of things you become interesting to your passengers."

You Can't Help It

Among Jerry's favorite riders are the children who attend school along his bus route. Many of the youngsters know him by name and will always wait for his bus to go to and from school. The friendship which has developed between Jerry and these school children is further noted by the stack of greeting cards he receives when Christmas, Valentine's Day, Easter, and other holidays arrive. "School children never give me any trouble" Jerry claims, "because I'm always interested in what they have to say. I make it a rule with myself to read about all high school sports activities. This way I can keep up with their conversation. When school children know I'm familiar with what they're thinking about, it's easy to keep them under control."

Jerry has received over 100 letters of commendation since he has been working for the surface system. One that he is particularly proud of is from Carter H. Harrison, five times mayor of Chicago. In his letter, Mr. Harrison stated that "Jerry Gleason changed growls into laughter and kept his temper at times when he might well have been provoked." Explaining these many letters commending his good service, Jerry says: "I really think that if a fellow treats his job as if it is his own business he can't help but do it well."

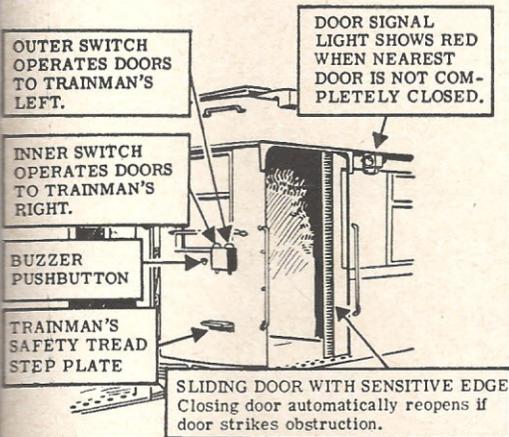
WHEN Jerry and his wife, *Mary*, are at home, their main interest is "Blackie," an 18-month old Labrador retriever. "One of my passengers gave him to me when he was only a few weeks old," Jerry says, "and he's one of the best gifts I've ever received." Other off-duty pastimes Jerry enjoys are his television set and keeping his lawn of creeping bent in good condition.

Modernize Subway Cars

A modernization program for steel subway cars is now in progress. Changes include the installation of new door controls, interlocked with train operation; the semi-permanent coupling of cars into two-car units; and conversion from 600 volt line control of the motors to 32 volt battery control. These changes will make CTA's present steel cars similar in operation to the new metal cars now on order.



IN a series of training classes, rapid transit motormen and trainmen received instruction on the operation of the remodelled cars. Starting signals are given by lights and a buzzer system. The train will not start unless all doors are closed.



EACH two-car unit has a fully-equipped motorman's cab on either end. At the center, between the two cars, is a set of trainman's door controls. These units can be operated singly, as a two-car train, or coupled to form four, six, or eight-car trains.

FOLLOWING the general lecture, individuals were given an opportunity to operate the new controls. The change to battery control of the motors will reduce the possibility of lack of power during sleet and snow operation, or due to third-rail gaps.





How "Transit Ghosts" Are Made

It Shouldn't Happen Here

IN THE April issue of CTA TRANSIT NEWS there appeared a short story entitled "The Ghosts of Transit Street." The moral of the story was that our transit system is "haunted" by the ghosts of the passengers who used to ride with us, but no longer do.

Who are these people who no longer use our CTA system? Why don't they ride with us any more?

The photo on this page shows how some of these "ghosts of Transit Street" are made. In posing this picture Operator Charles Schrey (Blue Island) has deliberately done at least six things wrong.

These are all things which annoy the public and might cause a rider to quit using our services. In addition, most of them are definitely safety hazards.

Before looking to see what he has performed wrong, why don't you check and see how many things you can discover in the picture that are not good operating practices?

1. The bus should have been stopped back where the normal bus stop is located, instead of at the crosswalk.
2. The front of the bus is so far from the curb that the passenger cannot board easily.
3. Anyone alighting from the rear of the bus would have a long step to the street level, instead of a convenient step to curb level.
4. The rear of the bus blocks oncoming traffic, and the bus itself prevents anyone from having a clear view of the stop sign.
5. The passenger is apparently asking a question, but the operator is busy waving to some friend across the street and is paying no attention. If the passenger should fall the operator would not know what happened.
6. Neither the route sign nor the destination sign is turned so that it is legible. The passenger doesn't know where the bus is going, and the operator seemingly doesn't care.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

This Wedding Had A CTA Flavor

ACCOUNTING—St. Raphael's was the scene of a beautiful wedding uniting *John J. Wiesolek* and *Helen Gerke* on April 22. The bride was lovely in a fingertip veil and a gown of candlelight satin trimmed in venetian lace. Her three attendants, attired in bouffant pink creations and large picture hats, carried colonial bouquets. The little flower girl, and, of course, the happy groom, completed a memorable picture. John and Helen work in the Accounting department, as does *Lillian Huard*, the maid of honor. The flower girl was *Barbara King*, niece of the groom. After a reception for relatives and friends, the newlyweds left for a southern honeymoon.

Olive Battersby greeted Spring early in Independence, Missouri, where she attended a week's church conference. The cherry trees were blooming and at *President Harry S. Truman's* home, a new porch was being built. *Lillian Oesterreich* reports having a wonderful vacation trip via auto. Lookout Mountain, Rock City, St. Augustine, Marineland, Daytona Beach and other spots were visited. The highlight of the trip was a carillon concert at the famous Bok Singing Tower on Easter Sunday.

Breaks Hip

Hildur Olson's mother broke her hip in a fall at home and is now convalescing. *George Pellicore*, *Larry Winowitz* and *Thelma Willett* responded to the call for blood donors. *Lenore Burns* is in St. Luke's Hospital recovering from an operation on her shoulder. *Eugene Doherty*, cashier's office, is also on the sick list.

Donald Cannon has transferred from Material and Supplies Accounting to the Schedule Department as traffic checker. *Margaret Walker*, Burroughs machine operator, Material and Supplies, came to CTA when the company she formerly worked for moved to the East.—HELEN A. LOWE.



VFW INSTALLS NEW OFFICERS

NEW officers of the Chicago Transit Authority Post No. 9114, Veterans of Foreign Wars, took their oath of office for the year 1950-51 at the Post Headquarters on Saturday evening, April 15. During the same evening the Ladies Auxiliary of the Post installed the officers who will lead their group for the next year. New post commander is, center, *Conductor Frank Gatto*, Kedzie. Named junior vice-commander was, left, *Conductor William Kenny*, also of Kedzie. At the right is *Bus Operator Chester Nehls*, North, who was elected senior vice-commander. Officers of the Ladies Auxiliary are, left to right, *Junior Vice-President Ruth Gaylord*, *President Catherine Greene*, and *Secretary Mearle Vaughn*.

Grandfather's Club Has New Member

ARCHER — We are happy to announce the latest addition to our Grandfather's Club. *Bus Operator George W. Vomack's* daughter, *Mrs. Louis J. Pacini*, gave birth to a charming baby girl, *Bonita Joan*, on March 27. She weighed in at seven pounds, two ounces. Grandpa George says there never was another girl like her, except maybe Grandma.

Bus Operator James Noe has been on the sick list quite a spell. Had a chat with him, at which time he said he would like to be back in a few days because life is pretty dull when not pushing a White down 59th street.

Congratulations to *Brother Sistek* on his gaining a life-time membership in the Loyal Order of Moose, Greater Chicago Lodge No. 3.

We wish to extend our deepest sympathy to *Operators Dave Kelly* and *John Novak* in the passing of their fathers. *Dave Kelly, Sr.* will be well remembered by the old timers as one of Archer's best, serving as a conductor until his retirement.

We extend a big welcome to all the new men here. Serving the public in our capacity is a tough job, but we all do the best we can. Be seeing you along the line, boys.

—PAUL GADE

Reporter Retracts Offer of Prize Bowling Ball

ARMITAGE — Since none of our bowlers has made a perfect score, your scribe is herewith canceling his offer of the last three years, to give a bowling ball to the first one doing it.

In the spring a young man's fancy lightly turns to thoughts of baseball. From all accounts it looks like the CTA will be well represented at all the baseball parks this summer.

We were all glad to see *Motorman Billy Doll* back on the job after a long illness.

Did you ever notice the perpetual smile on the face of conductor *John*

TV Quiz Guest



FOR his recent appearance on a television quiz program, *Bus Operator Sam Kelly*, North, was presented a record player by the master of ceremonies, *Orchestra Leader Frankie Masters*. Kelly managed to have the answer to the questions asked him but was unable to give the answer to the big one which would have meant winning a TV set.

Trocki? No wonder the ladies crowd around him every morning at Diversey and Milwaukee Aves. Another front end loader who is making a tremendous hit is conductor *Stanley Krupa* who holds forth at Belmont Avenue in the morning rush hour and at the Schurz High School in the afternoon. Both of these men have the smile that won't wear off.

On the second day of this month your scribe had another birthday but he is not as bashful as Jack Benny. Your scribe doesn't mind telling his age. It's 36.

—TED SHUMON

THE ANGLER'S PRAYER

O, Lord, give me grace to catch a fish
So large that even I
In talking of it afterwards,
May never need to lie!

DE-BAITERS

A question I would ask you
And a truthful answer wish—
"Are all fishermen liars,
Or do only liars fish?"

Since a question you have asked,
And the truth is what you wish—
"All men are liars
And some of them do fish!"

Calling All Golfers!
Here's Your Match

BEVERLY — Golfers beware! *Bert Sine* has a new set of golf clubs and is inviting all comers to a good match. Swing is the thing in golf and Bert has it with his long arms and legs. He has to holler "Fore" twice.

Mr. and Mrs. Arthur Pinelli became parents of a lovely little girl again, weighing seven pounds even, at the Roseland Community Hospital, born April 8, 1950 and named *Patricia Eileen*. She was named Patricia after their youngest daughter, who died at the age of three, December 8, 1949. They have three other children, *Marguerite*, 11; *Maureen*, 8; and *Daniel*, 5.

Tom Homan has been off sick about a month. How about dropping in to say a few words, boys?

Richard Walston, at the time of this writing, should be back in the saddle again after being injured in an auto accident. He suffered a broken collar bone and injuries to his left hand.

Byron Dean and family spent their vacation in the Bangor, Michigan region. "Fishing is all-right," he said, "but I can't sit in one place long enough to let them bite." By

the way, anyone wanting information on repairing fuel pumps, see Dean. Some of his vacation was spent in a familiar manner patching up the old car.

—DANTE F. BRUNOD

Bowling Strikes
Is Their Speciality

DEVON—The old adage of "It can't happen twice in the same place" pertains to accidents, we know. But in this case it wasn't an accident when our No. 1 bowling team took the honors of first place in the North side P.M. league two years in a row. The credit for such a good team, sponsored by *Ole of Leibson's Restaurant*, is *Motorman Stanley Wisz*, *Receiver William Pinasco*, *Operator Frank Feret*, *Motorman Rudolph Mikulicic* and, last but not least, *Operator Frank (Handsome) Laske*.

Operator Richard (Swede) Gustafson has received his long awaited added exemption to his income tax. Her name is *Karen May*, born March 23, at Swedish Covenant Hospital (of course), weighing in at six pounds, five ounces. Father is standing up as well as could be expected under the strain.

Supervisor Jimmie Nelson had the pleasure of seeing his son leave for the Cubs Training Camp in Missouri. After a few weeks he will be seen as a southpaw for the *Janesville, Wisconsin*, nine.

Repairman Roman Yendreczyk of Ardmore not only became the proud father of his first son, born March 29, weighing nine pounds, he also became the proud owner of a television set. LARRY HIPPERT

A Coast To Coast
Flyer In Two Weeks

GENERAL OFFICE (MONROE)—*Rose Marie Nilsen*, Insurance, in company with her husband, recently returned from a trip to both the east and west coasts—all within two weeks. Among places visited were Mexico, California, Texas, Tennessee, Washington, D.C. and New York. . . . *Arlene Fethke* and her husband have purchased a home in Bellwood. Maybe *Arlene* will till the soil in her back yard and bring us a few tomatoes out of her garden.

If you bump into a girl who looks like a former seventy-niner, it may prove to be *Marion Parker* who is back from the insurance

building working for *Mr. Olmstead*. . . The Easter bunny sparked into the life of *Helene Graffeo* on Easter Sunday, leaving in his wake a lovely diamond engagement ring—from *Leonard Romano*.

Jane Fitzgerald traveled to Notre Dame in South Bend, not to see the pigskin fly, but to trip the light fantastic at the Junior prom. The fact that Notre Dame had a "Fitzgerald" on the campus for at least a week-end should make history. . . . *Richard Margrax* is back to work, down in the transportation vault, minus his appendix.

Lee DeSutter's mother, *Mrs. Malva Andre* has written the words to a lullaby, "Close your Baby Eyes," which is being published. For the past twenty-three years Mrs. Andre has been arranging programs for hospitals and institutions as a hobby, and continuing in her charitable work. Mrs. Andre is contributing all profits from the sale of her lullaby to orphan and children's homes, day nurseries and for general child welfare work.

Runs in Family

Like Father—like daughter, like grandfather — like granddaughter, and so it goes in Accident Prevention with *Cartoonist Bud Walker's* granddaughter, *Dolly LeCompte*, winning a scholarship in the Chicago Art Institute, and *Artist Fred Burtis, Jr.* daughter, *Donna*, being elected cartoonist for the Sullivan High School paper.

Harold Rowbottom emphatically declares that he did not injure his finger primary election day by getting it caught in the new voting machine. . . . FLASH!!! *Jim Doherty* is expecting—delivery in about 30 days. He hopes it will be a beautiful green two-door Chevie. However, Jim says he'll settle for any color. . . . It's not going to be a cold day when *Tom Reilly* gets married — and to prove it, he's moved the date from October to July. . . . Rumors are flying at 600, *Bob Christian* is thinking of buying a horse instead of waiting for that Ford. *Joe Clark* is no exception to the adage, "In spring a young man's fancy." He says he's going steady — with a baseball team. *Frank Krautsak* is our "big time operator" now.

—MARY CLARK and
JULIE PRINDERVILLE

DURANTE HAS COMPETITION



WHEN *Al Grabe*, Southside, walked to the sheet-writer's desk at 63rd and Loomis, he at first thought that Jimmy "Schnozzle" Durante had gone into the transportation business. It wasn't until *Despatcher Clerk Don Murphy* removed the disguise that Grabe found out he guessed wrong.

"Before-and-After" Photograph by *Al Grabe*

Sports Program Starts Rolling At Kedzie

KEDZIE—Riding high on the crest of the first balmy spring breezes, the summer sports program at Kedzie is off to an early start.

Manager Raymond Albertini reports that the prospects of the softball team are very encouraging. Numerous stars of last year's team, including sluggers *Bill Rafferty*, *Ed. Newman* and *Irving Belmonte* were among the 16 men reporting for duty at the last practice session. *Field Captain Gus Enders* feels sure that if the same spirit of co-operation and team work prevails this year as has been the case in the past, our team may be headed for its third championship in recent years.

Bowling Season Ends

The "Kedzie AM Bowling League" ended play on April 28. The league trophy was awarded to *Ed. O'Keefe*, and also the prize for high game (243). *Roy Horning* took down the prize for high series with a 589. *Eddie Stack*, secretary of the league, wishes to thank all those who participated this year and aided in making it such a grand success.

Jerry Blake, treasurer of the "CTA North Section Golf League," is certain that our depot representatives will give a good account

of themselves, especially in view of the fact that such experienced golfers as *John Pater*, *Auggie Flohr* and *Art Cooper*, will be chasing the little white pill o'er hill and dale for our interests.

Paul Fidanze, our number one polo and hockey enthusiast was seen sitting in the stands at Wrigley Field, during a recent city series game.

Grady (Red) Dildine is back to work after a vacation tour of the southland. He visited many points of interest in Tennessee, Kentucky and Missouri.

The home of *Art Salerno* has been brightened by the arrival of a baby boy. At the *Frank Troila* home, the arrival recently of *Frank Jr.*, has made daddy very proud. A belated announcement of the visit of the stork to the *Jerry Keating* home, with a dainty bundle in pink.

Mortorman Howard Smith and *Conductor Percy Boylan*, who retired May 1, are wished the best of luck for an enjoyable time while on their pension.

When *Bill Greene's* chest swells up each time he passes a certain house on Kedzie avenue, he can be justly proud; because he and Mrs. Greene moved in recently as the new owners.

Chief Clerk Charles Starr is deeply appreciative of the cooperation he has received from the men

in presenting their birth-certificates. He would like to see the balance of them bring in their certificates as soon as possible and to be sure to obtain a photostatic copy if they desire to retain a copy for themselves. —R. D. KNOX

Your Credit Union Dough Is Now Safer Than Safe

LAWDALE — Something new has been added in the Credit Union with the new deal where-by your deposits are insured against (Heaven forbid!) your death. The insurance covers all your deposits up to one thousand dollars, buck for buck. The best part of the whole thing, to my notion, is that it is free. We now have our deposits insured and our loans insured, so if we can figure out a way to get someone to pay off those loans for us we will be in clover!

Bill Leahy, Jr., son of our dapper receiver, is recovering nicely from a serious operation and taking nourishment in huge quantities again, thank you.

Jim Edwards bought a 200-acre farm near Spooner, Wis., and retired from the transportation business.

It's goodbye also to *Eddie MacDonald*, *Dan McCarthy* and *Al Grezlik* who report to the new North Park bus Depot with the new pick. —BILL FEILER

Their Visit To Son's Home Was Costly

LAWRENCE—*Henry Ehlers* concern is not whether they find oil on his farm in the Dakotas. What does provoke him is the thieves who broke into his home while he and Mrs. Ehlers were out visiting their son. They picked up all the loose cash around and finished with taking all of Hank's change in the changer—while leaving behind Mrs. Ehler's diamonds.

Ed Kaczmarek had vision trouble for several days. He will argue the point that the cause of it was a revolving door, HMM.

Junior Golnik is taking his family out in his new car on his day off.

Junior Wickstrom and his free days are numbered, till the fall.

Clarence Nimtz has broken into the movies. For several days Clarence went thru the grueling tasks of rehearsal and time spent under the strong lights for his new public. The final shots took several hours. The movies were taken of his feet and hands for a golf movie short by *Operator Vince Kurgen*.

George Reid, sometime back, sat on ice for 27 hours to collect a wager of \$35.00.

Clarence Lehmkc assisted *Jerry Walsh* in the distribution of cigars.

IF YOU SMOKE —

Cigarettes contain an oxidizing agent that keeps them from going out, and it is necessary to step on discarded butts carefully, or otherwise extinguish their flame by deliberate means. This special agent is potassium chlorate (KClO₃); fused with the tobacco, it gives off oxygen as it becomes heated, adding greatly to the burning quality of the cigarette. Not knowing this, many smokers toss lighted cigarettes away, expecting the flame to go out by itself. Proof that cigarette flames are more persistent than most of us realize lies in last year's property loss of over \$450,000,000, and a loss of more than 7,000 lives, all directly traced to careless smokers. Those who insist on smoking in bed should have special respect for the persistent nature of cigarette flames.

The occasion being that Jerry has a brand new grandson.

Benny Garzynski is now on the day shift in the mechanical department.

A get-well card and a three cent stamp will do a lot to bolster the morale of *Norge Anderson*.

—JOE KLEIN

Wedding-Engagement Means Cupid's Busy

LOOP—Cupid has been a very busy little man. *Mary Calleron* left Chicago and single bliss for Denver, Colorado, to become *Mrs. Malachy Condon* on April 8. He also visited *Virginia Powers*—that diamond on the third finger is from *Walter Gauger* of the Logan Square branch. Congratulations to both.

Francis McDonald has transferred to the Road department. One of the most precious Easter gifts of eight pounds, five ounces, was presented April 8, to *Jack Beck—Jack Wilbur, Jr.* He is his parents first pride and joy. On the same day *James Barrett* became the proud grandpa of an eight pound boy.

The pensioners, *Nellie Keating, Sue Burke* and *Frances Mueller*, treated *Kathryn Segale* to a dinner on April 12, at Martins. She was presented with a corsage of lilies-of-the-valley. Twenty-eight dimes were intermingled, one for each year of service, by *Clara Shaler* and *Frances Brandl*.

TV Problem

Henry Dukes has a problem. He purchased a television set to keep his boy and girl home; now how can he get them to retire early? Platform *Albert Haussman* passed away February 2.

Dorothy Parker visited her old home town, Springfield, Illinois. *Glen Byers* and wife had an extended trip — Denver, Salt Lake City, and points west to California. Too bad the floods interfered with the tall fish stories we were prepared to hear from *Hank Hoffmeister* and *Robert Kubieck* who went to Tennessee on an anglers trip. *Harriet Tupper* is on a tour of Little Rock, Arkansas, Biloxi, and the French Quarter of New Orleans where she intends to feast on delicious Pompano and Crepe Suzettes. *Margaret Brennan* also is visiting a French Settlement of

GOLDEN WEDDING ANNIVERSARY



TO CELEBRATE their Golden Anniversary which occurred on May 7, Retired "L" Motorman and Mrs. *Robert Schoelzel* held open house for their many relatives and friends on that date. Hosts at the affair were their daughter and son-in-law, *Mr. and Mrs. Carl Dietmer*. Schoelzel joined the Metropolitan "L" Logan Square Branch in 1905 and worked as a coupler, switchman and towerman prior to becoming a motorman. He had completed 44 years of transportation service when he retired.

a different type—Canada.

Bridget Lahart is going hunting—an apartment is her object. *Margaret Wick* was kept busy making the rounds of relatives and friends on her trip to Pittsburgh, Pennsylvania.—EDITH EDBROOKE

Holiday Turns Into "Dixie" Jam Session

MATERIAL & SUPPLIES—A "DIXIE" Session was held during Easter week when some college pals of *Claude Worland*, mail clerk in general office, got together and enjoyed old times with a little music from their instruments. Name it and they played it, as the old saying goes. Time out to say *Claude* and his little orchestra are open to bids for playing at wedding receptions, etc.

Lots of luck and happiness to *JoAnne Brumbach*, typist in general office, and her fiance, *Robert Besch*. *JoAnne* received a lovely diamond from Bob on April 6, 1950.

March 27 was a happy day for *Robert Zabilka*, laborer at West Shops, and wife, when they were blessed with a baby boy, "Raymond," weighing eight pounds.

We are very glad to have *Jean Hesbol*, typist at West Shops, back in our midst. She says the only

good thing about an appendectomy is the weight you lose from it—but gals, let's not try that way to reduce.

Crazy over horses—could be said of *Jerry Sullivan*, mail clerk in general office, who just purchased a horse for his riding pleasure. He has named it "Prairie Moon." Good riding, Jerry. —JEAN HARTLEY

Their Sick List Is Still Growing

SHOPS & EQUIPMENT (MET) — *Andrew Bratko*, air-brake insp. hlpr. at Douglas Park, was hurt by an automobile and is now recovering from the injury to his foot.

Luigi Perillo, oiler at Logan, has been off sick since March 3 and we expect him to be back at work soon.

Leo Suero, motor inspector at Douglas Park shop is off sick with the Flu. *Louis Kallas*, wireman at Throop is laid up with a bad infection.

Our deepest sympathy to *James Melli*, truckman at Throop Street shop whose brother recently passed away.

Joseph Sarata, truckman at Throop, bought a new Chevrolet for himself and a television set for his family. —DAVE GURWICH

Baseball and Golf Take Over At North

NORTH — For chills, thrills and spills be sure to attend at least the home games of our softball team. Come out and see your favorite player in action and cheer them on to victory.

Golf enthusiasm is high here at North. In a couple of days we had 19 golfers signed up. They were *M. E. Anderson, J. LaCrosse, W. J. Turzkenski, J. R. Miller, Louis Chappelle, J. E. Grender, Pat O'Sullivan, William Stiglich, Jack Hester, Ted Hoellen, Bill Miedema, Al Barbor, Hank Umlav, Joe Padour, Bill Duffy, M. Stack, E. O'Connor, Pete Wesley* and *C. Dugo*. We hope something will develop among the other depots and that we wind up with a good league.

Our board member, *Augie Johnson*, was a patient at St. Anne's hospital where he underwent surgery. Our best wishes for a speedy recovery.

Conductor Leonard Lonergan and *Motorman Mickey Byrne*, who were injured recently, are also patients at St. Anne's hospital. We are glad to hear that both of these fellows are on the road to recovery.

Congratulations to *Conductor Ray Zielinski* on his 8th wedding anniversary, which was celebrated on May 2.

Conductor Floyd Rickey reports a pleasant vacation to Buena Park, California.

Congratulations to *Operator Paul Jones* who celebrated his wedding anniversary on May 14, this being their 23rd year together. Congratulations are also in order for *Operator Clarence Weber* who celebrated his 15th wedding anniversary on May 25.

New Daddies

Did you get your stogies from the new pappy's? *Motorman M. Hofmann* was presented with a darling baby girl, weighing eight pounds. *Conductor Sam Zupo* was presented with a bouncing baby boy, who weighed five pounds, 15 ounces. He will be known as *Thomas*, and was born at the Oak Park hospital.

Motorman Scott Voss and *Operator Chester Elke*, who have been laid up for some time, were pleasant visitors to our depot. This was the first time Elke had been outdoors

for months. This was made possible through the kindness of *Motorman Jerry Blake*, who took him motoring.

Motorman Al Haas reports a pleasant vacation to California and, upon his return, he learned he became a grandpappy.

Congratulations to *Conductor Jerry Vanek* on his 13th wedding anniversary. They celebrated the day at the theater and dinner at the Prague.

Supervisors Jerry Ross, "Jake" *Jacoby*, and *Walter Hanson* have been on the sick list.

Bernard Marren son of *Operator Jim Marren*, was presented with the freshman oratorical award at St. Ignatius high school for his adaptation of "Mickey goes to the Movies."
—JOE HIEBEL

He Finished the Job With Everyone's Help

SCHEDULE-TRAFFIC—With the help of advice, both good and bad, from members of this department, *Eddie Thompson* has been able to get his May 1st moving over with. Now everything should be serene again. We express our sympathies to *Arvid Brandt*, whose brother-in-law passed away recently. Moving day sent *Laura Schrecke* and her books to join the Schedule-Traffic department.

The traffic checking group has been strengthened with the transferring of *Kenneth Kaiser* from M & S, *Donald Cannon* from Accounting, *Ray Williams* from Purchasing, *Daniel Sheehan* from Building, *Frank Salato* from Track, and *Patrick O'Malley*, *Michael Shanahan* and *Tim O'Rourke* from Transportation. We hope you like it with us, altho our gain was a loss to some other department.

Opening of the baseball season has transferred *Bernie Kincanon's* affections from bowling and that elusive 700.
—L. C. DUTTON

Was It the One Before The One Before That?

77TH — *Supervisor John Franz*, whose post is at 79th and State, was asked to look for a purse on the car leading the car number he was given. John remembered the run number and car number on which the purse should be. Good memory, but bad luck. The purse was gone.

GHOST TOWN VISITORS



WHILE vacationing in California recently, *Conductor and Mrs. Floyd Rickey*, North, visited with these two "pioneers" of the West. The picture was taken during their visit to *Knott's Berry Farm*, Buena Park, better known as "Ghost Town."

Reported by *Joe Hiebel*

Operator Gray Knobbe, *Mrs. Knobbe* and their little daughter welcomed a baby boy into the family at 9:10 a.m. on March 22.

Harold Beauvais spent his three weeks vacation at Kankakee, Ill., visiting his mother. While he was there he planted a garden for her and put up the screens.

Receiver Rudy Albrecht had to go to an auto accessory shop one day last month, and buy some body bolts that had been removed from his car while he was working, in order to make it easier for a would-be tire thief to get a jack under his car. It doesn't pay to wear new tires to work.

Night Superintendent Erny Tocci is up and around after an operation at St. George hospital.

Mrs. John Theis, wife of *Superintendent John Theis*, and mother of relief *Clerk John Theis*, is doing very well.

Night Bus Superintendent George Evans is back on the job after a long sick leave.

Ross Hendry and his sons go out to a chicken farm in southern Illinois to help *Ross' brother* inoculate the baby chicks. The chick's get the needle in the wing when they are eight weeks old.

—WILBUR JENSEN and
JOE SMITH

Florida Trip Starts Vacation Season

SOUTH SHOPS—Our first vacationer of the year was *Joe Hecht*. Joe had a wonderful time down south, most of his time was spent in Miami. He also went to Key West to look up President Truman, but no soap. He renewed old acquaintances with *Art Bower*, *Ben Phillips* and *Mrs. Tom Shaughnessy*. They all like Florida very much. When Joe got back his tan was the envy of all of us. Joe promised us a picture for the magazine and we are anxiously awaiting it.

At this writing the Maintenance bowling team is in first place with 59 wins and 34 defeats. The Plugs and Auto Repair are tied for second place with 55 wins and 38 games lost. The Frog Shop team is right behind them with 51 games won and 42 defeats.

The ten top bowlers are *G. Blaszek*—168, *Roger Justice*—166, *C. Wolske*—166, *Carl Welin*—164, *Pete Mirkovich*—164, *Mike Doljanin*—164, *C. Hall*—163, *Pete Poska*—163, *Irwin Krauledis*—162, and *John Sommers*—159.

Our best wishes for many years of wonderful leisure are extended to *Joe Knasko*, who retired the first of the month.

Our sincerest condolences to the families of *Harry Knudsen* and *Michael Pacholski*, both of whom passed away last month. Also to *William Gurgel* upon the recent death of his son.

Recent Transfers

Wasn't easy saying good-bye to *George Grieshaber*, *Frank Kataitis* and *Terrence Murtaugh* who left the South Shops surface to become part of the Rapid Transit electrical department.

Glad to see *Lee LaBarge* back to work after a bout with pneumonia. Also *Frank May* who was off for a month with burns due to an accident while at work.

Won't be long now and you'll all be going on vacations. Just a little reminder that we are very interested in getting some pictures and news items for this column about your vacations and other items of interest.

—ANNE MCCREA

A BUS OPERATOR'S WIFE

SALT LAKE CITY—The driver of a Salt Lake City bus, during an off-peak period, thought he'd be courteous and stop near a woman who was running along the sidewalk, obviously to catch the bus at a corner stop.

But the woman kept on running.

The operator kept pace and made the regular stop, where the woman got on and breathlessly remonstrated:

"Young man, don't you know it's against the rules to stop in the middle of the block?"

—Passenger Transport

RETIRES . . .



JOSEPH FRANKS, motorman, began his pension May 1 after 39 years of service—all spent working out of 69th Street station. Intending to do a lot of hunting and fishing, Franks plans to build a home in Holly, Michigan, where the opportunities to enjoy his favorite pastimes are excellent. Other interests he intends to develop there are gardening and raising a few chickens.

Hunting Trip Climax—Steaks for Dinner

WAY & STRUCTURES (WEST)—The boys at Laffin are forming a line to the right for those venison steaks that *John Appelhans*, carpenter, got with his trusty rifle up in Maine during his last vacation. He says they are aged now and ready to eat.

The grim reaper left a sad note at Laffin shops on April 3, when he claimed one of our best liked old timers, *Frank Klavinski, Sr.*, plumber, father of *Frank, Jr.*, ironworker helper, and *Bob*, ex-CTA'er. We extend our sympathy to his family. We extend condolences to *Al Donfris*, maintainer, in the loss of his father.

Sam DeVuono, carpenter helper, and *William Heffernan*, steel gang

foreman, are breathing easier. The cigars have been passed out and the new arrivals are safe at home. The DeVuono's have a family started now with a bouncing boy and the Heffernan's added to theirs with a nine pound, 5 ounce daughter. Congratulations to the proud parents. —**JACK O'REILLY**

Miracles Can Happen And Here's the Proof

WAY & STRUCTURES (SURFACE)—A needle in the haystack that rings true:

About 25 or 30 years ago one of our motormen, *William Myers*, lost a ring that he received while serving in the 1st World War, which had a Marine Corps Insignia—of all places, in the sand pile stored at 39th & Halsted St. Yard. Recently, while working at Halsted & O'Neil, *Mike Kehoe*, trolley tender, observed something gleaming in the sand storage, which contains 5000 yards of sand, and fished it out. It was Myers' long lost ring. Kehoe is still smoking the cigars he received as a reward from Bill Myers.

Joe O'Connor of Way & Structures in the Track Department has decided to take his vacation for the very good reason that his wife presented him with a baby boy weighing six pounds, 2 ounces, Friday, April 21. Since he has another youngster at home, he preferred to stay home and play nursemaid while his wife is at the hospital, instead of going away. Another

early vacationer is *James Bogan*, motorman of the Utility division. He is going to take care of two small children at home while his wife undergoes an operation. Best of luck for the wife.

Announcement of a blessed event is made by *John Cole*, chauffeur at 39th & Halsted sts., who was passing out cigars in celebration of his new baby boy. He was formerly with the Transportation department.

Early Vacationer

Theron (Bill) Morgan spent one week of his vacation at his Summer home near Cedar Lake, Indiana, in preparing these quarters for the coming Summer. However, we understand that he plans his fishing for the Northern territory. Bill is becoming an expert in doing our landscaping work—much of his experience he obtains at his country place.

We understand that *Charles Bates* of the Rapid Transit, a lover of good music, is planning to attend the Annual Aspen Music Festival in Aspen, Colorado.

Nelson R. Alexander, retired, returned after a month's stay in Florida to attend the Annual Dinner of the Board of Underground Work at the invitation of that body. He was presented with a \$50.00 Bond in appreciation of his services rendered while representative of the CTA.

R. N. Wade and *G. M. Andersen*, retired engineers, and their wives, spent the Easter Holidays together in San Diego, California. The

. . . TO COUNTRY



DANIEL O'BRIEN, North Avenue motorman, retired on pension April 1 after 41 years of service. When O'Brien started with the company he was stationed at Western and Washington and worked on the open type, hand braked, summer cars. He owns a summer home at Lake Catherine near Antioch, Illinois, and he intends to fix it so that he and his wife, *Annie*, may live there the year round now that he has retired. Two of his big interests are fishing and television—especially the boxing matches.

Wades will go to Los Angeles for a few weeks visit and then head home to Wilmette for the Summer months.

We had an instance where affiliation and knowledge obtained in the performance of our work pays an extra dividend. *John Retzler* of the building division made the grade in the March issue of "Better Homes and Gardens," where description and illustrations of the kitchen rearrangement in his home was published. We are proud of the good work, John, but how much credit goes to the little wife?

This last little paragraph, I hope will help all you readers who want to have your story printed in the Magazine or your picture to appear, and do not know who to contact. Just send in your news to *Violet Carnes*, Room 109, at 1165 North Clark street.

—**VIOLET CARNES**

GROCERIES



"Two dozen oranges - watch him, he slips in spoiled ones - and"

FIRST AID TIP

A bee's stinging apparatus actually measures only 1/32 of an inch. The other two feet are pure imagination.

Observes Holy Year By Visiting Rome

WAY AND STRUCTURES, (NORTH AND SOUTH)—*Sam Stellato*, trackman, is sailing for Italy with his wife on May 20. He is going to Rome and is also going to visit relatives he has not seen in years.

The gremlins are working overtime in *Herman Wurster's* gang. Mr. Wurster is foreman of the tanners and plumbers. *B. Everman*, tinner, was leaving for Easter Sunday services when he slipped and fell on icy stairs, injuring his vertebrae. He is recuperating at the Mother Cabrini hospital. A visit from you fellows will be appreciated. . . . *George Gray*, tinner, has been under a doctor's observation for the past month to locate the cause of his ailments. . . .

J. Reddington, plumber's helper, sprained his ankle when he was working at the Addison station in preparation of the Cubs homecoming. . . . *Frank Monnelly*, tinner, will be back to work with us again soon after a long absence.

Fred Cooke, carpenter, is going on pension after 30 years of service. The boys on the south end are going to miss him.

Joe Mirabelli, trackman, is recuperating from an operation. He will be back on the job in a few months.

The fellows who are taking advantage of the employment bulletins are really coming through. *Mr. F. Salato*, former laborer, is one. He has been transferred to the Schedule and Traffic department, as a traffic checker.

—VINCENT A. PETRICCA

WIN PLAYOFFS FOR BASKETBALL TITLE

WINNER OF the YMCA Industrial League basketball championship was the CTA Northside "L" team, which clinched the title by defeating Hirsch 65 to 41 in the final of a three game series. Members of the winning team are all CTA employes and are managed by *Despatcher Harve Nicklas*. A trophy won by the team was presented to *Superintendent Fred Sirr*, Northside, who now has it on display in his office. Each of the players on the team was presented individual trophies for winning the championship.

FIRST CLASS SEA DIVER



This picture shows Art "Chick" Miller recovering from 150 foot deep sea dive

near the Washington bridge while at the U. S. Naval Salvage School in Bayonne, N. J. this spring. Chick holds the rank of Boatswains Mate First Class in the Naval Reserve when he isn't repairing buses at Lawndale. He has just returned from a three week course of rigid schooling in underwater welding and demolition diving, which was his specialty during the war. Divers are required to requalify each year and the tests are very strict. One failure makes you an ex-diver.

Reported by Bill Feiler

No Let-up for Stork At the West Shops

SHOPS & EQUIPMENT (WEST SHOPS)—It seems Old Man Stork's favorite post is the bus overhaul. The *Joseph Boldassaris* are proudly announcing the arrival of *Donald*, on April 5, weighing in at seven pounds, 3 ounces. . . . *James Michael*, on April 6, chose the *Michael Kozaks* as his new Mama and Daddy. . . . A new baby girl, *Arlene*, arrived at the home of the *Ray Spatseks* on March 28. . . . *John Murray*, carhouse, is proudly announcing the arrival of his first grandchild, a baby girl born to his daughter on April 18. We all agree that *Barbara Anna Gast* couldn't have chosen a nicer grandfather.

They say, "Happy is the Bride the Sun Shines on," and on April 22, the sun shone the brightest when *Irene Kortz* exchanged nuptial vows with *Edward Evans*, armature, at St. Cyril and Methodius Church.

We extend our heartfelt sympathy to *John Mares*, paint, in the recent death of his wife.

—MARY HENDRICKSON

It's A New Car A Month for Herman

SHOPS & EQUIPMENT (WILSON & SKOKIE)—It's getting to be quite a habit each month reporting a new car for *Bill Herman*. This time a maroon Ford—the last one, a Packard, stuck in the mud up McHenry way—better luck this time, Bill.

John Wiercioch, control inspector, Howard shop, is also the owner of a new car, a platinum green Mercury.

"*Jerry*" *Jennings*, Foreman, Linden Avenue shop, is now foreman of the Logan Square shop. Good luck, Jerry.

Best wishes for a speedy recovery to *Ed O'Leary*, machinist, Wilson shop; *George Hartig*, carpenter, Skokie shop; and *R. Quinnett*, welder, Skokie shop.

Bob Binnie, wireman, Wilson shop, recently transferred to Skokie shop, couldn't take all that fresh Skokie air. He was hospitalized at Illinois Masonic with a strep throat.

Bon Voyage to *Mr. and Mrs. David Jensen* who left last week for six months in Norway.

Our sympathy to *Jerry Scannell*, Wilson shop, on the recent death of his father.

—CATHERINE HOLTON

RECENT DEATHS AMONG EMPLOYES

MICHAEL D. BARRETT, 40, conductor, 77th Street. Died 3-20-50. Employed 1-25-29.

WILLIAM H. BEEMAN, 73, retired conductor, Lincoln. Died 3-12-50. Employed 11-24-03.

ALBERT E. BRISTOW, 60, "B" agent, North Side. Died 3-26-50. Employed 10-8-42.

EARLE W. CARTER, 56, "B" agent, South Side. Died 3-21-50. Employed 1-14-42.

JAMES J. CLARKE, 75, retired watchman, Electrical Department. Died 3-8-50. Employed 5-9-16.

BURT COLES, 66, retired conductor, Kedzie. Died 3-11-50. Employed 2-5-21.

AUGUST EHLERT, 87, retired mill machine hand, South Shops. Died 3-19-50. Employed 9-15-20.

LAWRENCE J. FARRELLY, 57, retired conductor, North Side. Died 3-25-50. Employed 6-16-26.

FRANK GARCZENSKI, 59, retired car cleaner, Kedzie. Died 3-13-50. Employed 11-23-24.

EDMUND GILLOOLEY, 50, bus operator, 77th Street. Died 3-19-50. Employed 10-9-24.

PHILIP GLOSS, 79, retired conductor, Lincoln. Died 3-20-50. Employed 5-3-98.

HARRY C. KNUDSEN, 65, cabinet maker, West Shops. Died 3-29-50. Employed 11-25-27.

JOHN F. LENNON, 66, retired repairman, Lawndale. Died 3-29-50. Employed 9-23-09.

MICHAEL LINRED, 74, retired motorman, Burnside. Died 3-20-50. Employed 6-11-10.

ALFONSO PETRULIS, 49, car cleaner, Lincoln. Died 3-13-50. Employed 6-8-36.

PATRICK J. PHILLIPS, 58, retired motorman, 77th Street. Died 2-11-50. Employed 10-16-19.

CHARLES W. POLKE, 60, retired crossing watchman, Transportation. Died 3-1-50. Employed 4-21-21.

OTTO C. REINKE, 63, motorman, Cottage Grove. Died 3-5-50. Employed 5-4-10.

VITO SAMPOGNARO, 70, retired laborer, Track Department. Died 3-25-50. Employed 8-9-23.

JOHN SHEEHY, 68, retired conductor, Devon. Died 3-14-50. Employed 4-7-06.

ALEX STEWART, 64, motorman, North. Died 3-3-50. Employed 12-23-07.

AUGUSTUS P. WHALEN, 67, retired conductor, 69th Street. Died 3-22-50. Employed 11-3-22.

JOHN ZUHOSKI, 88, retired conductor, Lawndale. Died 3-30-50. Employed 2-1-04.

CTA BOWLING LEAGUES END SEASON

SHOWN on the opposite page are the winning teams and individual leaders of five CTA bowling leagues that have completed their season's competition. . . Pictures of championship teams from other CTA leagues will be published in the June issue of CTA TRANSIT NEWS.

1. The South Side "L" Morning League, which competes on an individual basis, was headed by *Foreman Joe Trosper*, center, who completed the season with a 172 average. At his left is *Motorman Vincent Prinski*, who finished second by averaging 171 pins per game. In third place at the conclusion of the season was *Towerman Leonard De Groot*, whose average was 169.

2. The championship of the mixed league of CTA employes from 600 West Washington was won by the "Jokers," who finished the season with a record of 61 games won and 35 lost. They are, left to right, *Stenographers Joanne Sorenson* and *Reggie Kuzis*, *Clerk Bob Myrman*, *Stenographer Jerry Burak*, and *Brief Writer Norman Graver*.

3. Winner of the North Side CTA P.M. League was the Devon No. 1 team, made up of, left to right, *Motormen Rudy Mikulicic*, *Stanley Wisz*, and *Frank Laske*, *Clerk William Pinasco*, and *Operator Frank Feret*. Their won-lost record for the season was also 61-35.

4. The end of competition in the Lake street "L" Morning League found the four-man "Bears" team on top with 54 games won and 30 lost. Members of the winning aggregation are, front, left, *Foreman Jim Roche* and *Clerk Robert Troy*. In the rear, left to right, are *Inspector Gus Ness* and *Switchman Henry Soellner*.

5. The Northside "L" AM Morning Glory League, which is based on individual scores, was led by *Towerman Ted Nadrowski*, center, who averaged 165 pins a game during the season. Tied for second place were *Guard Alex Muscato*, left, and *Guard Tom Conoboy*, both of whom finished the season with an average of 164.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF MARCH 1950 AND 1949, THREE MONTHS AND TWELVE MONTHS ENDED MARCH 31, 1950
(Revenues applied in order of precedence required by Trust Agreement)

	Month of March		Period Ended Mar. 31, 1950	
	1950	1949	3 Months	12 Months
Revenues	\$10,299,913	\$10,279,080	\$29,514,274	\$116,038,617
Operation and Maintenance Expenses.....	8,983,165	9,314,669	26,221,918	104,431,245
	1,316,748	964,411	3,292,356	11,607,372
Debt Service Requirements:				
Interest Charges	318,038	318,038	954,115	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	107,000	107,000	321,000	1,284,000
	425,038	425,038	1,275,115	5,100,250
Balance before Depreciation.....	891,710	539,373	2,017,241	6,507,122
Provision for Depreciation—Current Period.....	541,667	541,667	1,625,000	6,500,000
Balance available (A) to cover Deficiencies in deposits to Depreciation Reserve Fund; (B) for Reserves for Operating Expense and Municipal Compensation; and (C) for Modernization. (Note 2).....	\$ 350,043	\$ 2,294*	\$ 392,241	\$ 7,122

STATUS OF DEPOSITS TO DEPRECIATION RESERVE FUND

Accumulated deficiency in deposits to Depreciation Reserve Fund at February 28, 1950.....	\$813,960*
Balance available from March 1950 operations to apply to prior period deficiencies in deposits to Depreciation Reserve Fund, as above.....	350,043
Accumulated deficiency in deposits to Depreciation Reserve Fund at March 31, 1950.....	\$463,917*

NOTES:

- (1) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purpose are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.
 - (2) 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

Originating Revenue Passengers.....	67,303,775	77,492,623	192,670,211	815,596,020
Transfer Revenue Passengers.....	3,432,610	3,630,144	9,715,644	38,610,765
Total Revenue Passengers.....	70,736,385	81,122,767	202,385,855	854,206,785



Employees Receive New Badges

THE "new look" in identification badges can now be seen on all CTA transportation employees. These badges, which carry the CTA insigne on them, were distributed to surface and "L" transportation employees during the first week of May.

Badges numbering from one to 10,000 have been issued to the surface system, with all employees of this system receiving the same number which previously identified them. All "L" employees were given new badge numbers, starting from 21,000. A total of approximately 14,000 badges were distributed to the transportation personnel of both systems.

Distribution of badges on the surface system was made through the station superintendent and chief clerk. Each

station sent to the Transportation department a list of the numbers assigned to their employees. The new badges with these same numbers were then sent to the station where the employee turned in his old badge and signed a receipt when he received the new one. On the rapid transit system the new badges were distributed through the trainmaster's office.



How Those Streetcar (Transfers) Get Around!

NOW IT'S no secret that streetcars travel. Nor is it a secret as to how they travel. But how a streetcar transfer could travel to the 5th floor of an old building is quite a different story. Maybe a mouse dragged it in for its nest. Possibly a workman used it to get to work. It could be that the wind carried it to its resting place.

Because the building was old, the men remodelling the 73 West Monroe Building were on the lookout for anything that might give some indication of its actual age. Then, under the flooring on the fifth floor they chanced to come across a small pile of newspapers, some dating back as far as 1892. Among these papers was an old streetcar transfer that had been issued by the Chicago Railways Company. It was dated August 4, 1912, and was remarkably well preserved.

The only apparent damage was that the paper had faded in some spots from its original green color to a light brown. All the printed matter on the transfer is quite legible.

No one knows just how it got there. But the one thing we know for sure is that almost 40 years later, it was found.

YOUNGEST CTA SHOPPER?

ANNETTE HOFF, nine years old, of Harwood Heights, is probably CTA's youngest shopper. "I like to do the shopping," Annette says, "because it means I can ride the big bus to and from the store." Everyday after she arrives home from her third grade class at school, Annette shops for her mother, traveling seven blocks to and from the grocery store on CTA vehicles. One of the bus operators who has her as a passenger several times a week is Henry Holzem, Lawrence, a transit employe the past 32 years. Annette has learned from men like Holzem that CTA employes are courteous and helpful to shoppers carrying heavy bundles.

Readers Write

Editor:

I always read the Transit News magazine, from cover to cover. In the March, 1950, issue, on the back page, the article titled, "Let's Not Hide," was something that should be of great value.

I am a bus operator and motorman. I believe this article has done more to make me realize my responsibility than any one thing I have yet read. It made me realize my responsibility, not only to the public, and the company for whom I work, but my responsibility to my family, for whom I am the bread winner.

Operators should be taught to think in terms of being a salesman. We are selling transportation, and if we are out to sell something, then surely we would not try to discourage a prospective customer.

The company cannot have an instructor on each vehicle every day. *So it trusts its wares in the hands of its representatives, who are the operators.* The operators are working on a commission—to the extent that, as long as the customer is buying, the operator will have a living wage coming in. But as business falls off, so will the operator's chance fall off. When business drops, runs must be taken off, and the operator, as well as the company, must suffer the consequences.

Much more could be said on this subject, but, for now, this is all. I do wish to add, this article, "Let's Not Hide," has served to make me more thoughtful, and, I believe, a better operator.

Signed
(Name withheld upon request)

Dear Editor:

My daughter, wife and myself wish to express our sincere thanks to you for the wonderful story and pictures you gave us in the transit publication.

It is little things like this that make my family so happy and make me proud that I work for the CTA.

I would like at this time to extend an invitation to any CTA employe and his family to personally visit my home and see our wonderful collection of dolls.

Sincerely Yours
(signed) Mr. F. Keller
2724 S. 58th Court
Cicero, Illinois

RECENT APPOINTMENTS

EFFECTIVE April 1, 1950, the following appointments were made in the Chief Engineer's office of Chicago Transit Authority: *Edward J. Blair*, special engineer; *Arthur U. Gerber*, consulting architect; *Harold S. Anthon*, engineer of buildings and structures; and *William H. Pruyn*, architect. All will report directly to the Chief Engineer.



IT'S VACATION TIME

NOW IS the time when most CTA'ers are having the troubles shown on the front cover. It's time to decide once and for all where you are going on your vacation, but every member of the family has a different idea.

Are you planning on a long trip? Or do you want to stay close by? Perhaps you want to make a couple of scenic jaunts over the week-end.

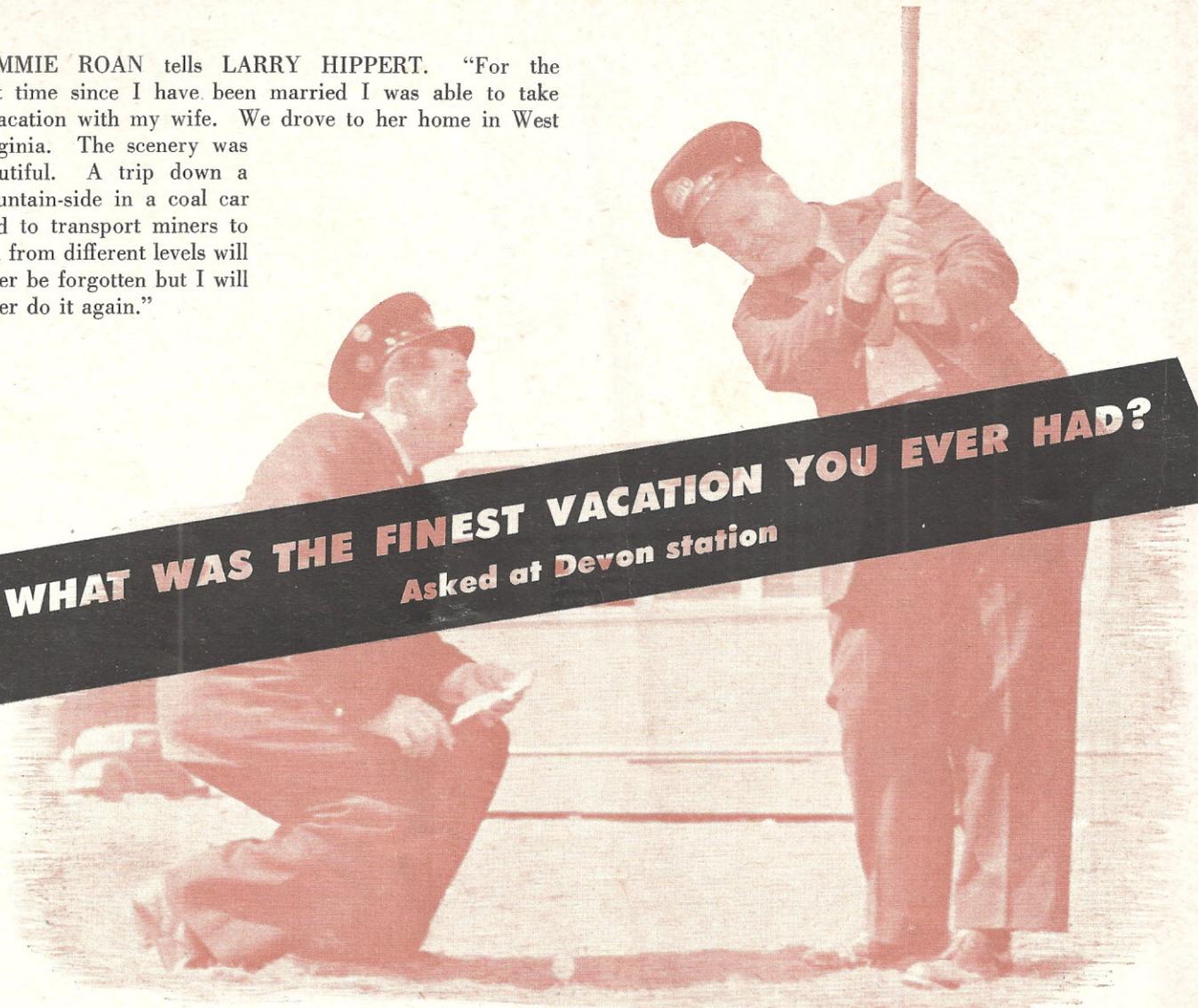
To help CTA'ers solve their vacation problems, CTA TRANSIT NEWS has obtained a supply of booklets showing the vacation attractions to be found in Illinois and some of the near-by states.

If you would like to receive a copy of any of this material, mail a post card, specifying which book you wish, or fill out and send in the coupon given on the back cover.

Photos — WISCONSIN Conservation Dept., and MINNESOTA Dept. of Business Research and Development

TOMMIE ROAN tells LARRY HIPPERT. "For the first time since I have been married I was able to take a vacation with my wife. We drove to her home in West Virginia. The scenery was beautiful. A trip down a mountain-side in a coal car used to transport miners to and from different levels will never be forgotten but I will never do it again."

WHAT WAS THE FINEST VACATION YOU EVER HAD?
Asked at Devon station



MOTORMAN FRANK LASKE. "After a good bowling season and winding up on the championship team of the North side, I settled down to enjoy my first summer vacation, and I mean vacation, because my "boss" stayed home with my angels while I went to Minnesota angling for fish. I even came back with enough for proof. My

wife and angels were very happy to see me and the fish."



TIME CLERK GEORGE WICKMAN. "Just to be different I planned and enjoyed last year's vacation by relaxing in the country sunshine and got a good burn to boot. There is nothing like getting away from the city noise and turmoil, even though you may only be a few miles away."

OPERATOR CHARLIE KEMP.

"For years I had a secret ambition to travel through the Southern states after putting 36 months on a baby aircraft in the Pacific. That ambition came true last February when I took off with my wife in a new Mercury convertible. It was quite a treat to see green grass and flowers at that time of year. After seeing the trout streams in the Ozarks I have made up my mind to go there again."



CONDUCTOR RICHARD GUSTAFSON.

"I can't recall a better vacation than I had last year. My wife and I spent two wonderful weeks at Twin Lakes, Wisconsin. We did our share of swimming, golfing, and fishing. This being the first summer vacation for me made it much more enjoyable."



Vacation Planning IS FUN



The Bolands—putting vacation dreams to work.

PLANNING a vacation in any household means exciting sessions of looking through colorful travel folders and maps. Typical of CTA travelers who plan their trips together are these three members of the Boland family who are all Chicago Transit Authority employees.

Switchman John R. Boland, Sr., Lake Street, Met section; his daughter, Cecelia M., a ticket agent on Lake street; and his son, John R., Jr., a clerk in the CTA Accounting depart-

ment, have been avid travelers to faraway places the past few years, making trips together during their vacations from CTA.

"Fortunately," says the father of this CTA family group, "we have been able to get our vacations at the same time so no one misses out on a good trip. This year, however, it looks like Jack will be unable to make it because he and his wife, LaVerne, have to take care of Patricia Ann, who is just one year old." During the past two years, Switchman Boland and his wife, Cecelia, have gone with their children on vacation trips to Arizona and Louisiana.

The senior Boland has been a rapid transit employe 35 years, starting as an extra guard. He has been a switchman on Lake street for the past 32 years. Cecelia became a ticket agent when she completed her education at the St. Pius Commercial School in 1940. John, Jr., made this family a CTA threesome when he began work as a student platformman while in high school. Upon his return from military service in 1946, he was employed in the Purchasing department as an invoice clerk. One year later he was given his present job as special clerk in the Accounting department.

According to the Bolands, it's wise to plan your vacation well in advance and it should be discussed with everyone present who is going to make the trip. It's a sure way of making the trip enjoyable for each member of the family.

(This is another in the series of Family Portrait articles.)

O'MY, The Accident Maker

The Gremlin You'd Like to Blame for Accidents—but Can't



1. "Good boy—split some fuel for her, Dan'l—show her how skillful you are when it comes to dangerous work. Make matchwood of that log! . . . That's fine—she looks worried. She should be—seeing your foot halfway up the log, the axe slicing through the punky wood to meet it."

2. "Messy— isn't it, Girlie? Of course your hero forgot to pack a first aid kit—but I'll help get him to a doctor—yeh—ho-ho-ho!"

American Mutual Photo

TAKE a tip from an experienced traveler such as Mrs. Boland and your packing will look like this. To insure against her forgetting anything she lists what she wants to take along and then checks off each item as she packs.



(To the Ladies . . . from Joan)

AMONG THE many duties the housewife has been endowed with is the job of preparing her family for the annual vacation. If she is smart she will plan her work so she is not so exhausted by the time the big day arrives that she can't even enjoy herself.

When we heard of the extensive traveling of the Boland family (see Family Portrait) we knew Mrs. Cecelia Boland would be well qualified to give us a few packing tips for the not-so-experienced vacationers.

Her trips have been with her family—husband, daughter, and son (up until the time he acquired his own family). Their trips are made by automobile, but traveling is not tiring to her and here's why:

Make a complete list before the actual packing begins, suggests Mrs. Boland. That list will include everything that you will want to take with you. You'll be able to think more clearly without the strain of the usual last-minute rush. It will also give you a chance to know if you'll need to make any purchases.

Pack a separate suitcase for each member of the family; it avoids a lot of confusion, according to Mrs. Boland.

The heavier clothes for the entire family are packed into a small trunk. The suitcases and trunk are put into the trunk of the car.

And here's a good idea—a small vanity case filled with

It's A Wise Traveler

smaller items, such as wash cloths, towels and cosmetics is kept inside the car. It doesn't take up much room and yet saves the trouble of opening the larger suitcases so many times.

Travel light. Many an inexperienced traveler finds out he doesn't need as many different changes as he has brought along.

Another good tip from this traveling family is to take a traveling iron along. It comes in very handy and takes up little space. For any washing you may do, put the soap-flakes into a covered jar.

Mrs. Boland and her daughter Cecelia recommend leaving your fancy clothes at home. Mrs. Boland travels mostly in silk dresses in which she feels most comfortable and always looks well enough for any place they may stop along the road. Cecelia likes riding in either slacks or a suit.

DO NOT FORGET

Here are six important things to be done before you go on your vacation:

1. Lock windows and doors.
2. Inform neighbor where you can be reached in emergency.
3. Notify postoffice to hold mail or arrange delivery to a neighbor.
4. Stop milk, newspapers and other deliveries.
5. If refrigerator is disconnected leave door open to prevent mold.
6. Don't lower window shades. Prowlers watch for such a tipoff.

ON THE WAY

If you are traveling with small children:

1. Turn the back seat over to the children. By placing luggage on the floor and covering it with a mattress from a baby bed, or a quilt, you have a smooth surface where they can play and take naps.
2. A portable ice box is excellent for carrying milk, soft drinks or even the makings of a sandwich lunch. Canned heat is a convenient way to warm baby food or formula.
3. Simple little surprise packages consisting of coloring books, crayons, balloons or other small gadgets, help to break up mid-morning or afternoon boredom. It would be a good idea to brush up on guessing games in which the whole family can participate.

SAFETY FIRST Means

A SAFE Vacation

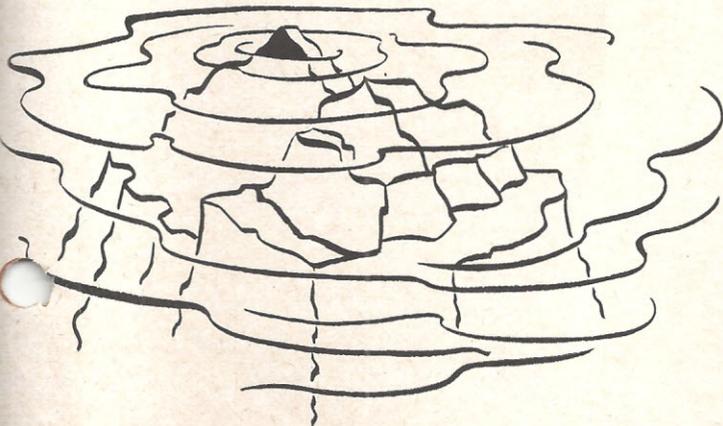
VACATIONS are meant to be fun for everyone—and safe, too. You and your family can make sure that 1950's trip is enjoyable by observing the safety rules that are necessary to real pleasure.

It is a known fact that swimming accidents take an alarming number of lives during the months of June, July and August. The following rules from the experienced swimmer's code should be observed carefully:

1. Never swim alone.
2. If you attempt an especially long swim have two companions along in a boat ready to assist you in any emergency.
3. Stay in shallow water if you tire easily.
4. Leave the water when you feel tired or start to shiver.
5. If you are learning to swim, get competent instruction.
6. Learn to dive properly. Make sure that the water is six feet deep at all times and look out for submerged rocks or other obstacles. Also, be careful at low tide.

Help for the Swimmer In Trouble

Have you ever seen a person in danger of drowning, and did not know what to do? There is a sure course of action you can follow in this situation where you will not endanger your life and still be able to help the person in trouble.



Many drownings occur near shore. In this situation it is often possible to reach the victim without entering the water. First, drop to a prone position with the upper part of your body extended over the water and offer your hand, holding onto a firm object with the other hand. Then, extend a leg for the victim to grasp. Or, you may be able to use a branch, a fishing rod, oar, paddle, boat hook or piece of clothing to reach the victim.

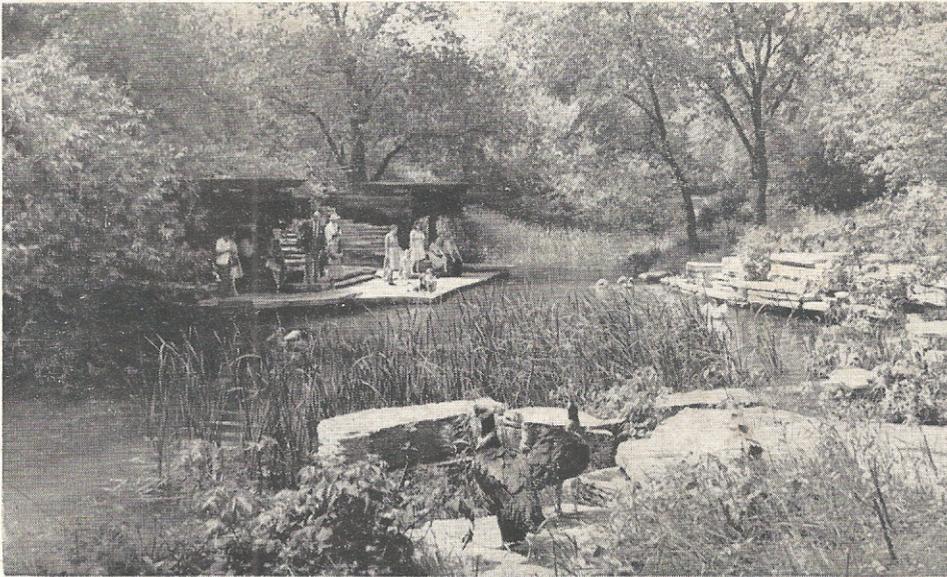
Wading Rescue

If the victim is in shallow water, it is almost always advisable to effect a rescue by wading. Be sure that you grasp the person in danger; don't permit yourself to get under the victim's control. If the water is shoulder-deep, keep your body inclined toward the shore and attempt to draw the victim in slowly. A sudden lurch may cause you both to lose balance and fall into deeper water.

Call for Help

When you see someone in danger, call or send for help. If the victim is not breathing when removed from the water, apply artificial respiration and continue it until the person revives. Do not give up! Even though the victim may have stopped breathing for five minutes his chances for recovery are still 50-50.

You and your family are probably planning a real vacation this summer, with fun for all. Much of this fun you have will be spent around the water, so be sure that you, your wife and children follow safe swimming, diving and boating rules this summer, and at all times.



Chicago Park District Photo

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

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They Are Our Guests

RIGHT NOW plenty of folks are proving that old saying about "the grass grows greener . . ." Many Chicagoans are frantically scanning travel folders and maps so that they can spend a vacation in Indiana, or Wisconsin, or Michigan. And at the same time, plenty of folks in those states are checking time-tables and scheduling vacation trips to Chicago.

Each year an estimated 20,000,000 people come to Chicago to visit.

To these throngs, we CTA'ers can be unofficial hosts. We can help them really get around and see and do things.

The Chicago Transit Authority has prepared a "See Chicago" leaflet listing outstanding points of interest and how to reach them via CTA lines. This will be promoted through car card advertising and will be distributed, free, through hotels, stations, etc. By being familiar with the material in this folder, CTA'ers will be able to courteously direct these "guests" on their way to a good time.

CTA employes wishing copies for their own use may obtain them from the CTA TRANSIT NEWS.

GEORGE J KELLY
446 E 29TH ST
CHICAGO 16 ILL
005

Travel Editor
CTA TRANSIT NEWS
Chicago Transit Authority
79 West Monroe Street

I am interested in the vacation material on the state checked:

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_____ Minnesota

(Name) _____

(Address) _____

(Dept. employed in) _____

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