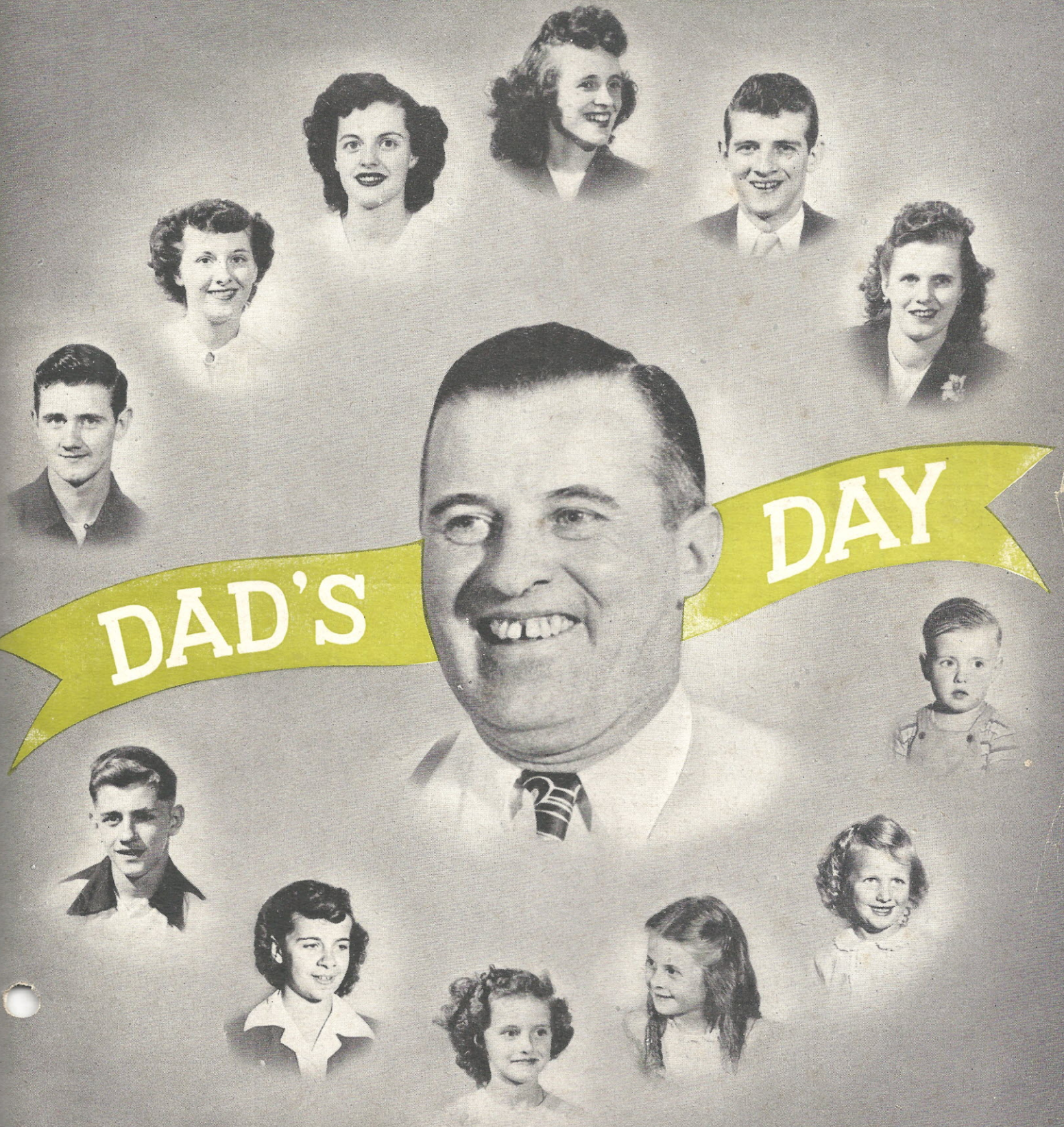




TRANSIT NEWS

JUNE-1950





ON FATHER'S DAY, it is the custom for Mrs. Downey to cook a dinner of Dad's favorite food. Then all the members of the family present their Father's Day gifts. A colorful assortment of ties, socks, and hankies are always among the presents he receives.

Happy Father's Day

"FATHER'S DAY" is that annual Sunday set aside during the month of June when the breadwinner of the family is "really" king of the household. To find out just how Dad really fares on his day, CTA TRANSIT NEWS visited the father of CTA's largest family. *Bus Operator James A. Downey*, 77th, and his wife, *Thelva*, have 12 children, ranging in ages of from 2½ to 25 years. If Father's Day at the Downey's is typical of this celebration in other CTA homes, then Dad can tell you he's boss — on that day — and really mean it.

COVER PHOTO — With 12 children to celebrate, every day should be a "Happy Father's Day" for *Bus Operator James A. Downey*, 77th, who has been a transit employe for the past 14 years. Shown on the cover, clockwise, are: *Daniel*, 2½; *Laura Lee*, 4; *Barbara*, 6; *Joyce*, 9; *Cecelia*, 13; *Richard*, 15; *Judy Ann*, 18; *William*, 19; *Mary Ellen*, 20; *Jacqueline*, 21; *James* 23; and *Kathleen*, 25.

BOTH Mr. and Mrs. Downey believe there is nothing like having a big family. "I'm never at a loss for company," Mrs. Downey said, "with all my children and their friends coming and going throughout the day." The couple's oldest boy, James, is also a CTA employe, working as a conductor from the 77th street station for the past 3½ years.



New Wage Contract All Set

CTA Board and Division 241 Conclude Negotiations

DURING THE past month, the CTA and Division 241, the largest union organization of CTA employes, completed negotiations on a new wage contract. The contract was approved on Tuesday, May 16, by an overwhelming vote of the union membership, and ratified the following day by the Chicago Transit Board.

The new agreement provides for a two-year contract; a wage increase of five cents per hour, effective June 1, 1950; five paid holidays; and by-weekly pay periods for all employes.

The estimated cost of these contract changes is \$3,000,000 a year.

The new agreement represents concessions on the part of both the Authority and the union. Originally the union had requested a wage increase of fifteen cents per hour and numerous other changes in working conditions. The CTA had countered with a proposal to tie wages to the Chicago Cost of Living Index which, together with suggested changes in working conditions, would have resulted in a decrease of five cents per hour.

Negotiations between Authority and union representatives were carried on over a period of several weeks.

With the award of an additional five cents per hour, CTA employes maintain their status as the best paid local transit workers in the country. Under the new contract, the top rate for one man operators is \$1.70 per hour, and \$1.60 per hour for two man operators.

Men normally scheduled to work on Memorial Day, 4th of July, Labor Day, Thanksgiving, and Christmas, but who do not work because of holidays will now receive eight hours pay. Those who do work on these

At Press Time

DIVISION 308 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America has approved a new agreement similar in content to the one described in this article. Approval was given by a referendum vote of better than two to one.

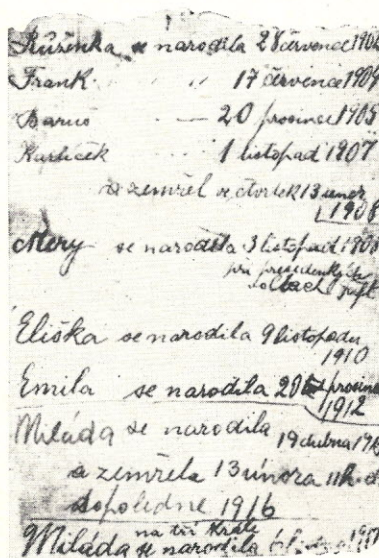
days will continue to receive time and one-half.

Office workers were the primary group still on a semi-monthly pay basis.

In announcing the offer, Mr. Budd said: "With the continued cooperation of the men, we feel that we can make the necessary improvements in service and carry out the terms of this contract proposal without increasing fares. We are also confident that we can still make our depreciation requirements in 1950. If, as we expect, our application for a loan from the RFC is approved, we can very quickly put \$20,000,000 worth of new equipment on our lines and thereby add to the operating economies we have already achieved, as well as further improve service."

Negotiations are underway on new contracts with Division 308 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America, and other employe unions.

What's My Age?



A memento from the ship that carried his mother to this country was used to prove the age of **Bus Operator Frank Blazek**, Archer. When **Mrs. Blazek** boarded the ship "Bremen" from her native Bohemia she was given a booklet as a remembrance of her trip. She used this booklet to record the birthdates (see illustration) of her children. Upon her death, **Mrs. Rose Jezl**, her daughter, took possession of the booklet and gave it to her brother to prove his age when he learned his birth records were lost in Bohemia.

present not less than two other sources of proof from the list shown on this page.

The majority of CTA employees who have returned these forms, to date, have been able to send in their birth or baptismal certificate as adequate proof of their age. However, there have been some individuals who have torn the attic and basement apart looking for some document which shows how young they are. In some cases, these employees had to have a photostat made of a page from the family Bible, write to their homeland for papers that would prove their age, or dig into the family mementos for an old report card or diary.

The Insurance department recently reported that the information requested has been coming in steadily but wishes to remind all employees that these forms must be returned as soon as possible with adequate proof of age.

THE following is a list of the various methods employees have to prove their age in connection with the CTA Retirement Plan:

1. Birth Certificate
2. Certificate of Baptism
3. School or College Record
4. Family Bible Record or Printed Family History
5. Voting or Registration Card
6. Certificate of Birth of Child
7. Old Life Insurance Policies
8. Old Birthday Remembrances
9. Service Record—Army, Navy, Marine, National Guard, Coast Guard
10. Employment Record (of other employers)
11. Federal Census
12. State Census
13. Hospital Record
14. Old Driver's License
15. Old Report Card Showing Age
16. Savings Bank Record
17. Club or Lodge Record
18. Marriage Record
19. Medical Directory (If Dr.)
20. Bar Association Record (If Lawyer)
21. Naturalization Record
22. Passport (if old)
23. Old Dated News Clippings
24. Year Book
25. Union Membership Card
26. Pictures (Old with age notation)
27. Copy of Court Proceedings (if testimony ever given)
28. Old Diary
29. Family Doctor's Record
30. Birth Mug



TO prove his age, **Conductor Earl Horstman**, North, sent in a photostat of this very ornate German birth certificate. The certificate, however, did not come from Germany as one might suspect but from a church of that nationality right here in Chicago.

HOW can I prove my age? This is the question many CTA employees have been asking themselves since the Insurance department began gathering information for the Chicago Transit Authority Retirement Plan.

To complete its records for this plan, the Insurance department sent a notice to all employees asking for documents proving their age. Proof of age is necessary to the Retirement Allowance Committee for use in determining eligibility and the correct amount of retirement payment. It is also used by the Payroll division to govern contributions to the Plan as no deductions are made from an employee's earnings after his 65th birthday if he continues to work. However, the equivalent of one percent for Social Security will continue to be deducted if an employee works after he is 65 years old.

A list of 30 different methods of doing this was sent with the notice. If unable to present a birth certificate*, school or college record, or certificate of baptism, each employee was requested to

*Most delayed birth certificates—those not secured immediately after birth—are not acceptable unless accompanied with additional proof.

YOU and the TELEPHONE

HAVE you ever stopped to think how Chicago Transit Authority would function without the aid of the telephone?

In every phase of our far-flung operations, it is indispensable—in the supervision and regulation of service, in dispatching utility equipment, in giving information to our patrons, in receiving complaints and compliments, and in transacting the business affairs of the Authority.

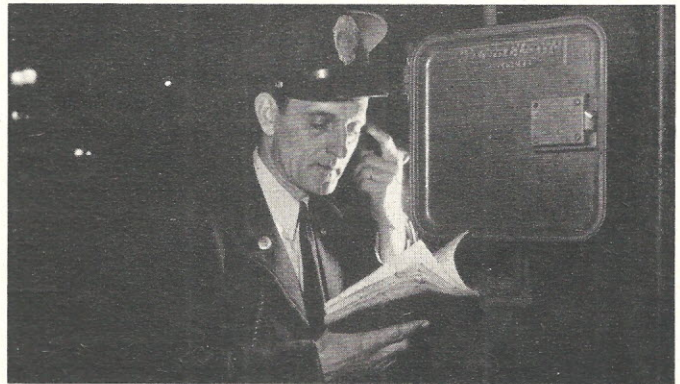
Because the telephone is so essential in our efforts to provide good local transit service, the proper use of it is of concern to all of us.

A movie, showing how to use the telephone to the best advantage, is now being screened around the system. In connection with this movie, CTA TRANSIT NEWS presents here a brief summary of the importance of the telephone in our day-to-day operations, and illustrations of its use—and misuse.

According to CTA switchboard operators, the majority of employees who use the telephone in their work, practice telephone courtesy.



BACKBONE of CTA telephone communications is the switchboard operators, who are well aware of the importance of good telephone service to Chicago Transit Authority. Their trained eyes and fingers handle incoming and outgoing calls at a rapid pace while still maintaining that "voice with a smile." *Margaret P. Hanson*, who operates the CTA switchboard at Clark and Division, has three years experience at this type of work and previously was employed five years as a telephone operator. She is shown working at one of the 19 switchboards around the CTA system that provide service for the 1,568 telephones used by the CTA to transact everyday business. Of all the switchboards, the four-positioned unit in the 79 W. Monroe street building is the largest, shown below, operated by *Wanda Mallon*, *Millie Bloom*, *Marilyn Neffas* and *Ida Lee Heaney*.



THE surface system of CTA has 139 street telephones located throughout the city to help maintain adequate service for our passengers. These phones are primarily used as a means of communication between supervisors, dispatchers and depots. Through the use of these street telephones, supervisors like *George Ralstab*, District "B," are able to direct CTA service.

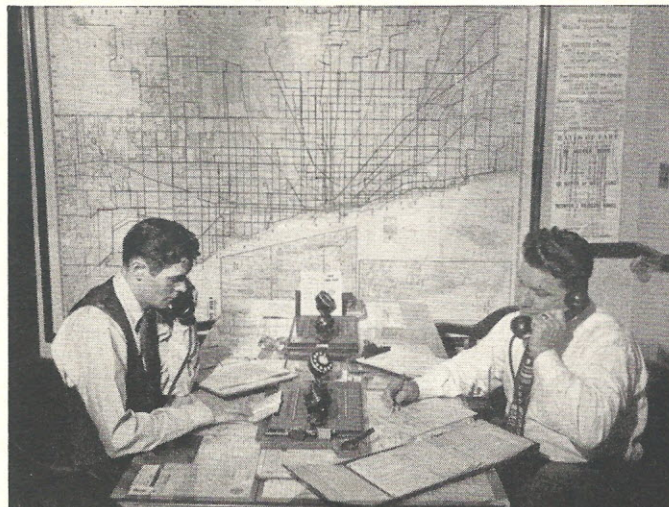


USE of the telephone on the rapid transit system is also important in keeping service operating on schedule. Emergency intra-company telephones are located at strategic points on the "L" structure and in the subway. Service inspectors like *Michael J. Brown*, a veteran of 47 years with rapid transit system of CTA, also use these telephones to clear tracks for test purposes and emergency switching.





WHAT could be termed as a "roving telephone" is that which is used by the electrical department in its gang wagon. This wagon, which is really a traveling shop, is sent out to various "L" locations for heavy type construction work, such as installing and repairing power, telephone and signal cables. Access to the telephone in this type of work enables the foreman, *Ken Travener*, to call the storeroom in advance for any necessary material and also to have his men available for emergency duty.



EVERYDAY an average of approximately 350 telephone calls are made by passengers requesting information on CTA service. To handle these calls adequately, a special department called "Information Service" was organized. Trained personnel like *James Kehoe*, left, and *James Miller*, are on duty throughout the day and night to answer questions asked on the telephone by our passengers. A huge wall map as well as detailed routing books serve as aids to these men in answering information questions.

Telephone Manners Are Important (at Work)

ARE your telephone manners at home and at work as good as they should be? Right now, could you be called a cradle-smasher, guessing dialer, or telephone shouter?

In both business and social life, your telephone manners reflect your real personality. It's impossible for your smile to be seen through the mouthpiece of your telephone but it is

very possible for you to put a smile into your voice. An indifferent or mechanical sounding voice is as bad as a face that offers a dull expression. It is also impossible for you to be seen hanging up your receiver but if you throw it down with a loud noise, the party you were talking to may hear it. This is as offensive as slamming the door in a person's face.



of making your conversation a garbled mess. The pencil nibbler, as well as the gum chewer and the smoker, makes telephone calling a strained job for the listener. Posing behind this "tasty" pencil for CTA TRANSIT NEWS is *Receptionist Shirley Guertin*, Executive Offices.

LAST night's big date is good conversation but that telephone is ringing and the call may be important. When receiving a call, answer your telephone promptly. If you do not, the person calling may decide no one is there and hang up. Also, when you answer the telephone, be sure to identify yourself and your department. It saves a lot of time and unnecessary questions. (Posed by, left to right, *Invoice Clerks*



Barbara Linton, Josephine Yercich and Phyllis Delaquila of the CTA Purchasing department.)

SPEAK clearly and distinctly when you are talking on the telephone. That pencil may "taste" good but it's a sure way

Do It Right

"I'll signal the operator and have her transfer this party."

1

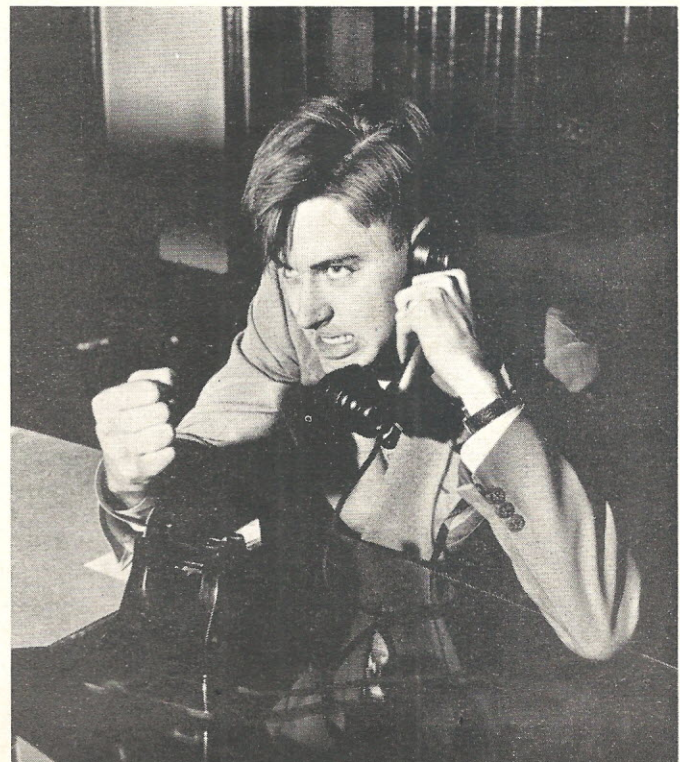
If you can handle a call, do so; otherwise, be sure you switch it to the right party. If necessary, take the number of the caller and inform him that you will have his party return the call.



"I'm in a hurry. I'll jiggle it real fast so she'll step it up."

2

Unless you signal very slowly, the operator gets no warning on her switchboard.



"I know I'm shouting! I want this call transferred! . . . Oh, you mean the party hung up?"

3

Never lose your temper or shout into a telephone. Remember, your voice over the telephone and the way you use that instrument is you in action.

What sort of an impression did this caller get?

(Posed by Student Engineer John A. Baker)

... They Are Important at Home, Too

CHILDREN love to talk and play with the telephone and many of the things they do and say are cute — to you. But think of the poor person on the other end of the line who doesn't know whether he's been connected with the right party or if he's hooked in with the local children's nursery. Parents who are aware of this situation usually instruct their children that the telephone is not a toy and restrict them in handling it. (Posed by Carol Connor, 7 years old, daughter of Conductor James Connor, Lincoln.)



IF you want to make it tough for the other person to hear your voice just talk with the transmitter away from your mouth like our model, *Conductor James Connor*, Lincoln, is doing here. Your voice is carried most clearly by the telephone when you speak directly into the transmitter, with your lips close to the mouthpiece. Individuals who use the telephone as shown in this photo are generally the same persons who guess-dial their number instead of looking it up in the directory.



THIS is not the way *Loretta Connor*, wife of Conductor James Connor, spends her mornings, but she does agree that a telephone call to a friend is a sure way of breaking up the routine of daily household tasks. However, if you are on a party line, your calls should be as brief and as practical as possible. Excessive use of the telephone, either by talking to one person a long period of time or making a series of calls, is unfair to the person who is sharing the telephone line with you.

WHEN you have completed your call be sure that the receiver is replaced correctly. When the telephone is not replaced properly, you tie up your line and are unable to receive an incoming calls. If this situation occurs on a two-party line, neither telephone can receive calls. Also, slamming the receiver after a call gives you the reputation of a "cradle-smasher."

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY



Trip To California Results in Many Dates

ACCIDENT INVESTIGATION — Dates are flying high and wide at this office! *Walter Krull* recently returned from his vacation after touring sunny California and brought back crates of delicious dates for his cell mates to nibble on.

Mr. Jules Lellinger, vice president of the A.B.C., has recently returned from Columbus, Ohio where he participated in this years tournament and also attended meetings. *Mr. Lellinger* captained the Birk Bros. team which still holds the high record for a five-man event.

"And Baby Makes Three" is being sung by *Edward Karkocki*, legal investigator. Baby *Thomas* increased our population on May 13.

The *Ad Jones'* must have struck oil. While stepping up in the world, they are now stepping down into their sleek 1950 Hudson.

Four new faces join our happy family: *Norma Gossage* and *Joann Grens*, far south-siders, are pushing pencils as stenographers. Messenger *William McConnell* is already applying Dr. Scholl's foot pads to his aching feet. *James*

FUN WAS THEME OF "L" POST DANCE

A FULL EVENING of dancing entertainment and novelty acts featured the Annual Spring Party and Dance sponsored by the Chicago Elevated Post, Number 184, of the American Legion. Approximately 1,500 CTA'ers, their families and friends attended the party. One of the hits of the night was the square dance teams with fiddler and caller. They showed the folks how to do it and then everyone joined in to "swing their partner." Before the evening's entertainment began an impressive ceremony of the posting of the colors was held with *Commander Jack O'Reilly* on the rostrum.

Brodie, son of *Coroner Brodie*, has started up the ladder to success as a vault clerk.

The *Val Nessingers* continue to study blueprints for their dream home, while *Fred Kinderman*, assistant chief attorney, has already moved his brood into their rambling ranch home in Glen Ellyn.

—"JERRY AND CAL"

Jungle Traveler Comes Back To Civilization

ACCOUNTING—*Marie Havlik's* vacation comprised a trip to Cuba and Honduras via fruit boat. A jungle-river trip complete with natives, grass huts, tropical trees and monkeys and a visit to a banana plan-

tation were memorable. In contrast, *Eileen Miller* ("Murph") battled blizzards in Minnesota and floods on the trip home. At one point, the road was covered with water and an army "duck" boat was engaged in rescue operations.

George Laica and *Albert Lathouwers* were feted recently by some thirty of their fellow workers at a stag party. Each was presented with an 8 mm. Revere camera.

Michael John is the name of the newest member in the *Leo Danisevich* family. He arrived on May 6, tipping the scales at 8 lbs., 14 oz. Former employee, *Lois Mueller*, is the mother of a baby girl.

Elaine Weiss was tendered farewell gifts by her friends, upon leaving the CTA May 15.

—HELEN A. LOWE

It Was Only a Case Of Mistaken Identity

ARCHER—Monday, May 1, was new badge day. *Bus Driver Joe Tomazewski* was waiting for a streetcar at 42nd and Western Avenue. When said car arrived, he attempted to board the car at the front end; the motorman politely told Joe that air pilots had to get on the rear. Joe then had to explain that he was a CTA flyer with the "New Look."

A warning to all drivers. For your own profit, keep your utility bag alongside your left foot when you are working; past experiences have proven costly to many drivers.

Lots of luck and wishes for an early return to work to the men that are on the sick list. We are happy to see *Barney Petkus* return after being off with a broken finger. Big *Jim Noe* has also returned after quite an absence due to an old back injury received in the war.

The bowling season has ended quite successfully. The boys have spent many a pleasant evening trying to raise their average and they tell me that next season will be even better.

The softball season is now getting into full swing. The call is

out for all ball players to come out and show their stuff. Past seasons of Archer teams are full of many thrilling games and sensational plays. Let's give this season all we've got.

The time has come when everyone starts checking over the old family bus and starts poring over road maps. Best wishes for a happy vacation. Pictures and tales of your trips will be most welcome.

Small incidents may make an interesting news item so let's give out, boys. Weddings, births, etc. Until next time, Keep 'em rolling.
—PAUL GADE

Anybody Got An Extra Tape Measure Handy

ARMITAGE—Conductor Joe Schultz says he will be thirty-six the 21st of this month. We are not sure if he means width, height or circumference.

Conductor Al Broach and his shadow, Motorman Bill Thompson, are planning their vacation already. From here to Washington, D.C., then south for a tour of the southern states.

Motormen Roy Croon and Lawrence Russell are all set for a season of fishing. It will be a toss up between them and Supervisor Emil Gagler as to who will have the tallest fish stories.

Conductor Jack Gebel says that his roses are coming along fine and that he will match them with the best anywhere. That covers a lot of territory.

Motorman Earl Dustin can trace his ancestry clear back to the Pilgrims. Thank heaven the immigration laws are stricter these days.
—TED SHUMON

Were They Sore When It Wasn't Sore?

BEVERLY—Pat Crawford, Bus Repair, sure had a sore finger on his right hand—or was it his left hand? Everyone was pouring out sympathy and telling him of a good doctor, it looked so real. Then accidentally his fake hurt finger fell off.

Bus Operator Steve Chatlos and family took their vacation early this year. Sh! Sh! The last of last year's vacation periods. Steve says smelt fishing was really good this

THIS WAS THE LIMIT



IT HAPPENED in 1949, but Julius Falkenskov is still talking about when he got the limit on pheasants and a big jack rabbit to boot. He now has the title of "Champion Head-Hunter from Lawrence." Three guesses as to whether Julius makes a return trip to Clear Lake, Iowa, this fall!

Reported by Joseph A. Klein

year. After catching twenty full bushels he almost decided to go into the wholesale fishing industry. This happened in the vicinity of Deer Creek, Michigan. Just before he left, his cousin received word from the Court of a western state that his uncle died, leaving Steve and his brothers and sisters a sizeable estate.

Thomas, the 39 year old son of Motorman Jake Hoskins, 77th, won a \$1,000 prize in a contest staged by the Sun Times. He correctly identified a building pictured in the paper.

While on your vacation, remember—Please put out all camp fires before leaving and don't throw your cigarettes away while they are still lit.

We are glad to see that the sick list has decreased. Bus Operators Roy Goebig and Tom Funk are back on the job.

Bus Operator B. Lotscher had an accident which resulted in a broken ankle. His friend, Motorman Felix Sorkis from 77th, brought him a book about Hop Along Cassidy to read. Lotscher's only comment was "and I can't even walk along, let alone hop-along."
—DANTE BRUNOD

Sports World's Loss Is Specifications Gain

GENERAL OFFICE (MONROE AND 1165)—Jean Sehring is the new steno in Specifications who put aside her bowling and basketball to enter the business world. As of

the same day Jean's girl friend, Nancy Eaustace, started her white collar career as a steno in Insurance. . . . Joe Blaa and his missus, who clerks at North Avenue, have gone on a trip down Florida way. . . . Our sympathy to Edith Riddle of Dr. Fanning's office in the loss of her mother. . . . Phil Adelizzi of Public Information motored to Louisville, Kentucky to watch Middleground win the Derby. . . . Edna Linderorth, Law, traveled to St. Louis to officiate as past national president at the formal installation of a new chapter in her sorority. . . . Mr. Allen's son, William Jr., a senior at Loyola University and a member of a debating team, recently took part in an oratory contest which was broadcast.

STATIC

WE HAVE HEARD that the White Sox are going to change their name to the Nylons — so they will get more runs.

* * *

FOR THOSE of you who plan on driving your old jallopy around on a Fourth of July holiday tour, remember: "A lot of men still die with their boots on." That is, with one boot on the accelerator.

A Nonny Muss

New CTA Contract

Marilyn Nebrensky, Telephone, and Joseph Neffas of the West Side Section exchanged "I Do's" recently. . . . Bill Ashley of Insurance is accepting congratulations on another little deduction, baby William Jr. . . . Tom Mulvey and the Mrs. are leaving shortly for a trip to Telluride, Colorado, to visit their daughter and three grandchildren, who live excitingly in the shadows of a gold mine. . . . Mr. Batterson is quite contented with his new Chevy, while Mr. Gibbs succumbed to the roar of "Hop-a-long's" gun fire. He had his old car rejuvenated and settled for a television set.

To See Paris

Mary Theresa Carney, daughter of James T. Carney, Classification Department, is one of the 1950 sweet girl graduates of Loyola University. What a surprise gift awaits her! Mr. Carney has a string of air line tickets a mile long and he and Mary Theresa will fly from Chicago to Paris. Their itinerary includes stops at Rome, Nice, Monte Carlo, Florence, Geneva, London, and, finally, a glimpse at "a picture no artist can paint": dawn on the Coast of Ireland.

And while on the subject, Anne Zahumensky, Employment, recently returned from a flying trip to New York. . . . In 1942, Fred Burtis Jr., Accident Prevention, was awarded the Britton I. Budd medal for saving the life of a child. At that time he had just completed his first-aid training given to all employees. Recently, Fred lost the lapel replica of the medal. When Mr. Budd, president of the Public Service company, heard of this situation he sent one of his representatives to the Accident Prevention Department with a replacement.
—MARY CLARKE AND JULIE PRINDERVILLE

Have High Hopes of Winning Softball Award

KEDZIE—The Kedzie softball team won its first practice game, a closely fought contest with North

Avenue, 22 to 20. *Paul Rosentrater* has been elected secretary and treasurer of the team, *Raymond Albertini* is manager, and *Edward Neuman* is field captain.

Confinement in the Old Soldiers Home was nearly the fate of *Clifford Gaylord*, during a recent trip he and *Mrs. Gaylord* made to Fort Madison, Iowa. Local officials, checking the archive for data in connection with Clifford's birth, discovered he was listed officially as a veteran of the Civil War, and thought that Iowa should have the privilege and honor of retaining within its borders one of the last survivors from the ranks of the boys in blue. In spite of the torrential rains, which caused the highways in the area to be flooded, the Gaylards made good their escape to the Illinois border.

Last summer's "Irish Queen," *Joanne Naughton*, niece of *Pete* and *Tommy Naughton*, has won the title of "Miss Blossom Queen," in a contest conducted by two west side weekly newspapers. Besides receiving prizes amounting to about \$200, Joanne had the honor of appearing as one of the hostesses in the gala opening of a new west side store.

In the recent clerks pick, *Dan McFadden*, *William O'Brien* and *Edward Stack* have left our station. *John Hester Jr.*, *Patrick Grady* and *Tom Bermingham* have

OFF TO MEET THE ARMY



Pictured above seated at her desk is *Helen O'Connor*, analyst clerk, Accident Prevention, on occasion of her resignation to become *Mrs. Henry Bragdon*. Wedding took place May 13 at St. Michael Church, Whitemore, Iowa. The newlyweds will make their home in Washington, D. C., where Mr. Bragdon is stationed with the Medical Corps of the U. S. Army.

Co-workers from left to right: *Glee Hoskins*, *Anne Cyr*, *Mary Clarke*, *Joan Barkoviak*, *Irene Ventrella*.

Reported by *Mary Clarke*

arrived at Kedzie.

Our four ambassadors of goodwill, namely, *Pat Hester*, *Mike Collins*, *Mike McDonough*, and *Tom*

O'Leary (retired) sailed on the U.S.S. *Washington*, on June 1, for an extended visit to Ireland.

The following trainmen took their pensions on June 1: Conductors *George Cvetan*, and *John Lynch*, Motormen *John Griffith No. 2*, *Pat Ruane*, *Dennis Scanlon*, and *Francis O'Hare*. We sincerely hope that they will enjoy their well earned rest and health for a long time to come. —R. D. KNOX

Extends Hospitality To Lawndale Friends

LAWDALE — Retired conductor *Charley Lindsey* was around the station telling the boys about his new home in Hot Springs, Ark. Charley says he has an extra room and issues a blanket invitation to all his Lawndale friends that if they happen to pass through Hot Springs on their vacation to remember that room.

His address is—Route 4, Little Rock Highway, Hot Springs, Ark. He will be at home after August 5.

Conductor *Charlie* and *Mrs. Vlasak*, are celebrating the birth of their first child, *Nancy*. The new arrival was born May 12 and weighed 8 pounds, 9 ounces. Charlie was so elated he took a whole week off.

North Lake Village is collecting quite a group of Lawndale employees, and at the rate they are going will soon be able to elect their own mayor. Those already living there or committed to build there include *Marv Andreasen*, *Red Fischer*, *Ray Maple*, *Tom Deikneit*, *Charlie Keene*, *Leo Godman* and last, but far from least, our old Credit Union treasurer, *Joe Nolan*.

Receiver *Bill Leahy* no sooner quit celebrating *Bill Jr's* release from the hospital after a serious operation than the youngster was back in again as a rheumatic fever suspect.

Mike Morley is planning to live in Florida upon his retirement in November. Mike is going to Florida on his vacation this year and make the necessary arrangements.

Johnny Maguire has found a use for the wire recorder he won on the quiz show and is making recordings at weddings, anniversaries, parties, etc.

—BILL FEILER

The Spring Came, And So Did the Flood

LAWRENCE—*Hank Schoemaker* has a new home in North Lake Village, with all the modern conveniences. The kind of a home that all the women dream about. Then came the spring flood and Hank found it necessary to row his way home one evening. He found his wife half way out of the attic window and tried to throw a tow line to her, but he couldn't master it. Then he decided that the moisture would subside in time. He went sleepless that night. The next day Hank and his wife went about salvaging what they could of their furnishings.

Mr. and Mrs. Arthur Baehrend announce the marriage of their daughter, *Betty Ann*, to *Bernard Karlin*, on June 17. Art found an apartment for the young couple to occupy, but he decided that it could use a little of his masterful



"Other men neglect their wives, but I never get a minute to myself!"



COMPETITION ENDS

ALL CTA bowling leagues have now completed their season's play and the champions have been crowned. (For other league winners, see CTA TRANSIT NEWS, May.)

TOP ROW

Leading team in the West Shops League at the end of the season was the Motor Line, whose final record for the season was 67 games won as against 38 lost. This league was made up of 12 teams. The winning members with their individual trophies are *Welder Joe Smith, Laborer Frank Fiarito, Repairman Bill Thompson, Welder Dan Scully and Welder Frank Keller.*

In the Archer Depot League, made up of eight teams, the Archer Hoyne Federal Savings team captured the league title by garnering 70 wins while losing only 35. Their team was made up of, kneeling, *Bus Operators Bill Clausen, Stanley Churlo, Edwin Lagerstrom and Fred Bremer.* Standing in the rear is *Bus Operator John Bercich.*

Winding up the season with a record of 61 wins and 47 losses, the Clubs team won the title in the Archer Garage Personnel Bowling League, which was represented by eight teams. Shown are *Bus Cleaner Bill Charnota, Repairman Ralph Keane, Repairman George Pinta, and Bus Cleaner John Sestak.* The fifth member of this winning quintet, *Bus Repairman Steve Taulov,* was unable to be present when this photograph was taken.

MIDDLE ROW

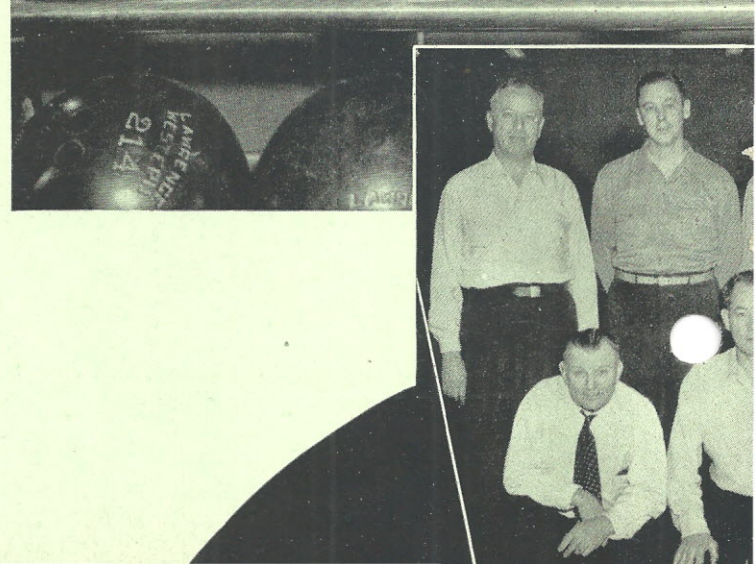
Finishing fast the Limits-A aggregation won the title in the 16-team North Side AM League with a won-lost record of 67-32. Shown with their favorite bowling balls are, bottom, *Motorman Jesse Ax, Conductor Joe Prindes, and Motorman Leon Murphy.* On the top are *Motorman Ed Perry and Bus Cleaner Carl Manning.*

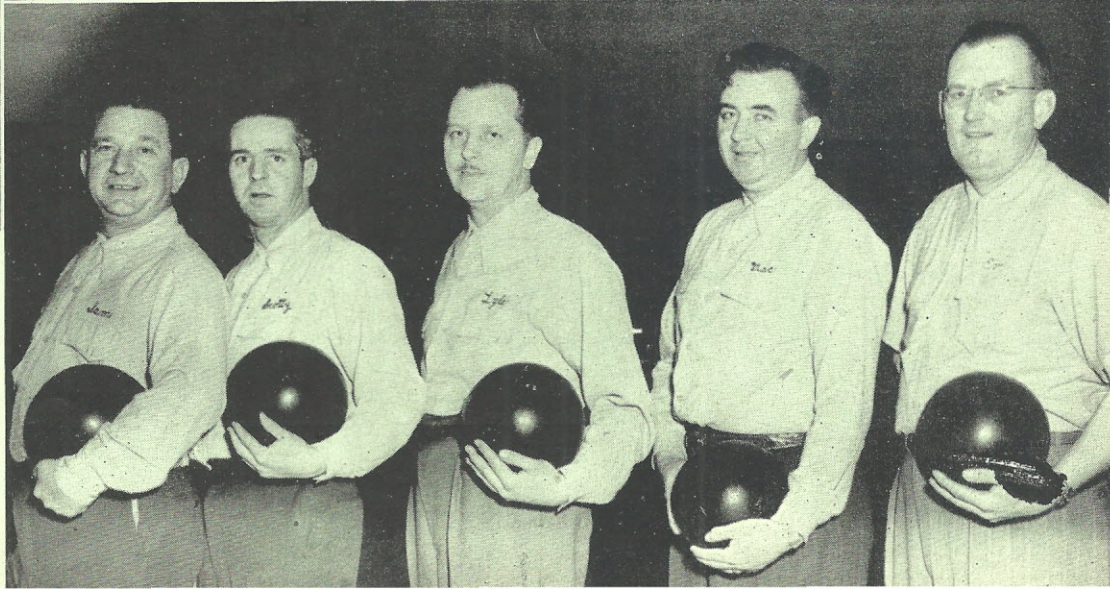
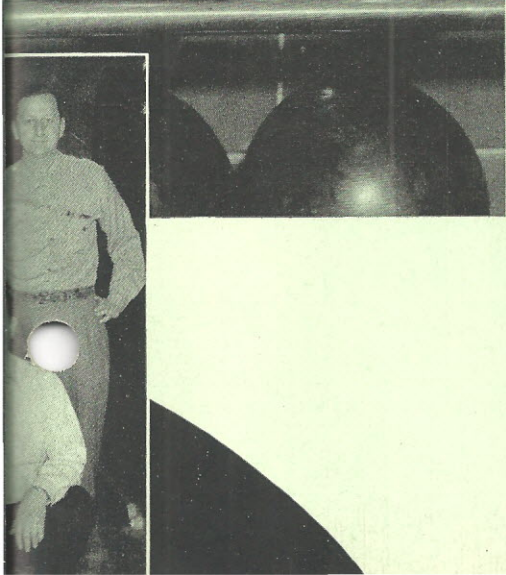
The South Shops League title was won by the Maintenance team which completed its season with a 65-won, 34-lost record. The League had 16 teams in competition for this title. Members of the championship five are *Maintenance Man Walter Moss, Parts Man Joe Kopinski, Belt Man Ed Foster, Repairman Irv Krauledis, and Machinist Carl Welin.*

BOTTOM ROW

Hardin's Flyers took the honors in the eight-team CTA Rapid Transit Division League. Their season record was 38 games won and 17 lost. Team members are, front, left, *Motorman Charles Rose, Northside; and Towerman Charles Heaney, Loop.* In the rear are, left to right, *George Apfel, Motorman Russell Elderkin, West Side; and Towerman Bill O'Neill, West Side.*

Winner of the Streetcar Men's South Division League was the 77th No. 3 team who beat out 15 other teams with a record of 59 games won and 34 lost. Members of the team are *Conductors Charles Bernhardt, Frank Hagins and Lyle Walker; Motorman George McCarn, and Conductor Everal Johnson.*





touch. He put in all of his days off for the past few months in order to modernize their little love nest.

Marvin Wallace has the spring air in his nostrils. He has decided to take the cellophane off of his Pontiac.

Bill Ehlers was on his way to work one day when his brother-in-law happened to pass by on his scooter. He offered Bill a ride on the rear seat. A block later, a police squad car came alongside of them, opened the siren and escorted them down the Northwest Highway at 15 MPH.

George Mathisen and Mike O'Connor are waiting for the same kind of car from the same dealer.

Mr. and Mrs. Lawrence Bridgewater are the proud parents of a brand new baby daughter. This is all new to Larry.

Dale Morrison is the owner of a new 35mm camera. Now that the weather is ideal and the sunshine is here, Dale intends to venture into photography on a big scale.

Jim McPartlan had his new Ford for only two days and had only 80 miles on the speedometer when someone came along and borrowed it. Two weeks later it was returned with the seats all cut up, the front end all out of line, and considerably more mileage.—JOE KLEIN

Spring Cleaning Affects M & S News Supply

MATERIAL & SUPPLIES — Spring cleaning seems to be the only thing happening to our department this month, anyway the news for this department is really depleted. Here is hoping that vacation time will bring a lot of good news items in for publication.

We are certainly wishing a "Speedy Recovery" to Ed Hoyer, stock clerk at South Shops, who recently suffered a heart attack. He is now convalescing at home.

Springtime usually means clothes, but some of our South Shops employees are sporting new cars this season—Otto Hoyer has a new Buick, Joe Jankus a new Chevrolet, and Ed Hoyer a new Ford.

—JEAN HARTLEY



"Brush 'Em and Clean 'Em"

State Street never looked so clean . . . this was the remark made by thousands of people who watched Mayor Martin J. Kennelly initiate "Clean Up Week" on May 5. The Mayor is pictured above wearing a Chief Supervisor's uniform and putting forth his best efforts in cleaning up a portion of State at Madison Street. Prior to Mayor Kennelly having his picture taken, some 25,000 men, women and children paraded before a jam-packed curb-side audience. The cleaning parade was over an hour long and featured some star-studded spectacles in cleaning equipment. An added feature of the evening was the horse drawn car pictured below which was typical of Chicago's first four-wheeled streetcar. This was loaned to the parade by CTA and the visible occupants are members of the Grandmothers Club of Chicago.



Starts Out on Travels, Leaves Work Behind

LOOP — Edward Anderson, after twenty-two years of service has decided to leave working to the other fellow and spend his time after June 1 traveling. He intends making stop overs at Detroit, Boston, New York and Philadelphia, and then wintering in Florida.

Robert Doherty, student platform man, graduated from De La Salle High School and plans on continuing his education with a general business course at De Paul University.

Agnes Sullivan is the grandmother of another baby girl, Donna Marie, born May 8, weighing seven pounds and twelve ounces.

Golf pros—look to your laurels. We saw Harriet Tupper at a stop-and-sock golf range hitting that little white ball 250 yards.

Old man Sol has again called Bess Sullivan to Florida for a month of warmth and sunshine.

What an ideal time for Dorothy Fitzpatrick to visit her sister in Cambridge, Wisconsin and for Nora Elward to see her son in Michigan when "Spring is budding out all over."

It is no fun being sick, even though the doctors may be handsome and the nurses gorgeous, as can be proven by Frances Brandle, who is recuperating from an operation. Margaret Neary and Joe De Long were both in the hospital for observation.

We are sorry to have Margaret Stockwell leave us, but are glad she made good connections.

Our sympathy is extended to Joe Virgo in the passing of his mother-in-law. —E. EDBROOKE

Golfers Enthusiastic As Competition Begins

NORTH AVE. DEPOT TRANS. DEPT.—

It's tee time, and the golf season is under way, and what a turn-out of "cow pasture pool players." We can certainly see the reason why the golfers are so enthusiastic—in the fact that the ambition of golfers and bathing beauties are the same—they both try to go around in as little as possible. We all wish the new formed golf league the best of luck.

Leonard Baldy recently said "I do." Saint Francis Borgia Church was the scene of this never-to-be-forgotten day. Operator William Flesch also marched down the center aisle on June 17.

Instructor Harry Woodrich reports a pleasant vacation through the western and Pacific states.

John Callahan of car repair, who suffered a broken leg, is confined to his home and doing nicely.

Congratulations to Conductor Fred March on his 35th wedding anniversary. A large gathering of friends were present at a surprise party to help celebrate this grand occasion.

Supervisor John "Jake" Jacoby is doing nicely after his recent operation.

Motorman George Calcagno was on hand to get his share of perch and herring at the lake front. His wife, who was worn out from cleaning fish, says, "Why can't you be like other men who go fishing and never catch anything?"

The following men are members of our baseball team: Howard Mackey, George Nowak, Arthur Tonner, Walter Gersh, Frank Mazzone, Wm. Walsh, Sam Zuppo, Armando DeBuono, Wm. "Wizzer" White, Charles Fowler, Dominick Clemmets, Wm. Flesch, manager Melvin Kuehlman, captain Albert Tannehill, coach Alfred Mennella, and coach Edward Kowald.

—JOE HIEBEL

A Handy Extinguisher To Have Around

SCHEDULE-TRAFFIC — We understand that Traffic Checker Leonard Hartowicz, wished that he had Fire Chief Joe Sabol as a guest the other evening when he had a fire in his new apartment. . . . Traffic Checker Kenneth Kaiser spent a couple of weeks recently on a cruise with the naval reserve. We don't know whether the joy of Uncle Frank Iacono or the anxiety of proud Father Joe Viola was the greatest when the announcement was made of the arrival of John Joseph Viola, weight, six pounds three ounces on May 1. Anyway we enjoyed the cigars and candy, and can report that Mother, Father, Baby and also Uncle all recovered exceedingly well.—L. C. DUTTON

CHANGE IN SCENERY



Edna Horrom, Stenographer, thought that after 26 years of staring at her typewriter she would change scenery and retire. A surprise luncheon was held for her at Gus' Restaurant by the girls of "600." Her wallet was over-stuffed when she left, due to the parting gift of currency presented to her.

Reported by "Jerry and Cal"

RECENT DEATHS AMONG EMPLOYEES

FRED W. BECKHAM, 46, dispatcher, General Office. Died 4-9-50. Employed 9-6-29.

ROBERT M. CASE, 60, retired agent, North Side. Died 4-11-50. Employed 5-7-26.

LUKE J. DOLAN, 74, retired motorman, Archer. Died 4-7-50. Employed 11-15-10.

CHARLES DOWMONT, 64, retired conductor, 69th. Died 4-13-50. Employed 5-11-18.

JOHN FERGUSON, 68, retired motorman, Track. Died 4-6-50. Employed 8-6-29.

PETER H. FREY, 82, retired motorman, Armitage. Died 4-5-50. Employed 6-22-99.

GEORGE J. HAAS, 46, conductor, 77th. Died 4-5-50. Employed 11-6-33.

ANDREW HALVERSON, 83, retired conductor, Lincoln. Died 4-7-50. Employed 9-9-93.

PATRICK HAYES, 85, retired inquest man, Dept. of Accident Investigation. Died 4-3-50. Employed 3-12-00.

FRANK C. HENDRICKS, 56, conductor, Devon. Died 4-20-50. Employed 9-20-27.

WALTER J. JOHNSON, 58, gate-man, West Side. Died 4-9-50. Employed 4-9-26.

FRANK J. KLAVINSKI, 53, plumber, Road. Died 4-3-50. Employed 3-19-24.

THOMAS P. MADINE, 69, retired conductor, Devon. Died 4-13-50. Employed 8-21-08.

CHARLES L. MERKEL, 51, receiver, Devon. Died 4-11-50. Employed 9-23-25.

HUGH O'CONNOR, 68, retired conductor, Burnside. Died 4-7-50. Employed 5-29-06.

MICHAEL PACHOLSKI, 62, truck repairman, South Shops. Died 4-19-50. Employed 8-31-43.

STANLEY PASKO, 50, conductor, West Side. Died 4-6-50. Employed 5-28-25.

WILLIAM H. PORTER, 76, retired motorman, Kedzie. Died 4-16-50. Employed 7-23-96.

JOHN J. PRENDERCAST, 65, retired motorman, Blue Island. Died 4-16-50. Employed 5-2-14.

WILLIAM PRODOEHL, 49, conductor, 77th. Died 4-16-50. Employed 4-19-45.

JEREMIAH J. SCANNELL, 64, conductor, Elston. Died 4-1-50. Employed 1-22-14.

LOUIS SOLNER, 76, retired car cleaner, Lawndale. Died 3-21-50. Employed 9-21-17.

WILLIAM J. ZIMMERMAN, 62, motorman, 69th. Died 4-9-50. Employed 9-2-13.

Bowling Miracle

BUS OPERATOR George McCarn was high man in the South Side Bowling League with a score of 256. He bowled on No. 1 Team sponsored by Marie and Agnes. The victory was sensational in that it depended upon the

Last Man of the
Last Frame of the
Last Game of the

season to determine the winner. That's winning the hard way.

Reported by Dante Brunod

Wins Beauty Contest—Appears On TV Show

77TH STATION—Betty Cagney, Conductor Tom Cagney's daughter, won the Automotive Show's beauty contest and, as an added reward, appeared on television May 3.

On Saturday, May 13, Pat J. Robinson, President, Leonard R. Cramer, Treasurer, George Grassel, Director, Art Katter, Supervisory Committeeman, and Pat J. Ryan, Credit Committeeman, attended the dedication and laying of the cornerstone of Filene House, international headquarters of the Credit Union National Association. President Truman was the main speaker and laid the cornerstone at the dedication.

John Mangan left for his home town, Dublin, Ireland, the last week in May. He will be gone until September.

Mrs. Supervisor Bill Kerrigan decided to clean house during the first part of May. Supervisor Bill Kerrigan says the house looks very nice but that he feels pretty sure he'll enjoy his vacation because he's tired.

Operator Harry Barry's brother, Jack Barry, former trainman at 77th who left to join the police force, was laid to rest on May 20.

As the deadline approaches by minutes, the report reaches us that Steve Morgan, once a conductor, once a switchboard operator and now Number 5 register clerk, will have had an operation on his throat and be back on the job as you read this. —WILBUR JENSEN AND JOE SMITH

Attends Corner-Stone Ceremony In Madison

SHOPS & EQUIPMENT (MET)—Ralph Danielson, air brake Inspector at Laramie Ave. Shop, recently returned from Madison, Wisconsin, where, as representative and delegate from the Metropolitan Credit Union, he attended the laying of a corner-stone of the Filene House that is housing all activities of the National Credit Union. The corner stone was laid by President Harry S. Truman. Ralph did not get to shake the President's hand; however, he did have a very good time while in Madison.

Completely recovered from their



"My father's not in, but if it's about insurance, I'm his beneficiary"



"You want them to stay or leave?"

sickness and back on the job are the following men: *Mark Redman*, Specialist Throop St. Shop; *Andrew Bratko*, Airbrake Inspectors helper, Douglas Park Shop; *Luigi Perillo*, Oiler, Logan Sq. Shop; and *Elmo Greer*, Engineer, Throop St. Shop. Still sick and off work are: *James Perillo*, Air Brake Inspector, Douglas Park Shop; *Leo Suero*, Motor Inspector, Douglas Park Shop and *Jim Esposito*, car cleaner, Logan Sq. Shop.

—DAVE GURWICH

Cupid Finds His Mark On West Side Employees

WEST SIDE (MET)—Miss *Virginia Powers*, popular west section agent, is engaged to Logan Sq. "L" conductor *Walter J. Gauger*. They are to be married sometime in November.

During their vacation, *Gustave Hokenson* and his wife attended the graduation exercises at Washington University in St. Louis, Missouri, where their daughter, *Mrs. Elenore Patton*, received her Bachelor of Art degree. Afterward the folks took a short motor trip through parts of Missouri.

TRANSITAD

WANTED — Married couple and one year old baby desperately need 4 or 5 room apartment. Telephone Lyle Wilson, SAcramento 2-7123.

Motorman Charles R. Cannon and his Mrs. recently returned from their vacation spent in the southwest. They returned by way of Denver, where they stopped to visit friends. —BILL HENN

New Cars Brighten Vacation Prospects

WAYS & STRUCTURES (WEST SIDE SECTION) — An epidemic of new cars has broken out at Laffin Shops, led off by *Ed. Raftery*, Supt. with a new Packard; *Verle Bannister*, Plumbing Foreman with a Dodge; *Tony Testa*, Ironworker Helper, a new Mercury; *Joe Matula*, Truck Driver, a new Plymouth and *Joe VonFreiberg*, who is giving his new Ford the road test with a vacation trip to Hayward, Wisconsin.

... We offer our sympathies to *Mike Dee*, tieman, in the recent loss of his wife. ... *Sig Pavlak* is looking over the new bike styles to help shorten his fishing trips to 60th and the Lake. Last year, he says, he forgot that there was an end to the pier, with the result that he got a dunking and lost his bike. ... *Sgt. Herbert J. Rost*, ex-CTA carpenter helper, son of *Ed. Rost*, doorcheckman, writes from Augsburg, Germany, that he and his family are enjoying themselves immensely. He would appreciate hearing from his friends: c/o 66th CIC Det., Region XII, APO 178, c/o Postmaster, New York, N. Y. —JACK O'REILLY

A Mother's Day Gift—Slightly Delayed

WAY AND STRUCTURES—Just missed "Mother's Day" by six hours. A baby girl was born on May 15 to *Mrs. Joeffrey*, wife of *Jimmy Joeffrey*, who works at Clark and Division office, weighing 8 lbs. and 2 oz. and will be named *Deborah Ellen*. The proud parents have two other children, namely: *Richard*, 10 years, and *Barbara*, 5 years.

George Stringman, motorman in the utility division, retired May 1 after 42 years of service. His greatest ambition is to do gardening. Maybe with enough success he might become another Burbank.

We are sorry to hear that *Thomas Foley*, Service Truck Chauffeur, has been confined to the Speedway Hospital.

One of our first vacationers in the Utility Division is *Jimmy Bogan*. His vacation will be playing nurse-maid to several children while his wife undergoes an operation. Well, anyway, this will give him a good chance to get acquainted with what the little woman has to put up with day in and day out.

Our sympathy is extended to *Jonathan Wolfe*, and his family, whose mother suddenly passed away May 12 in Washington, D.C.

—VIOLET CARNES

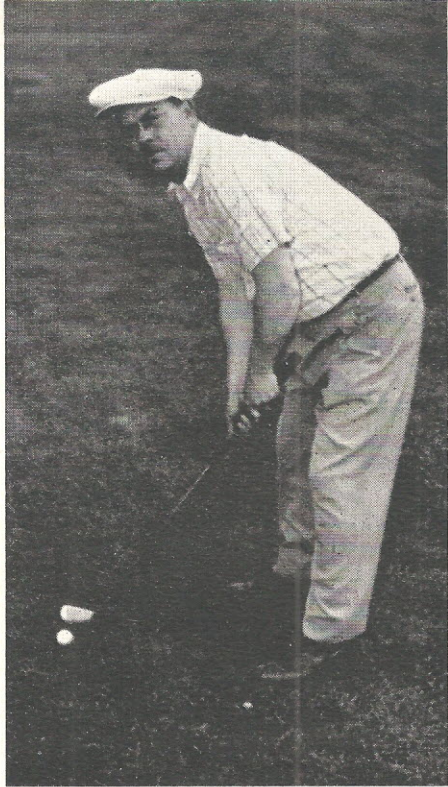
"When You Mean Fahr, Say Fahr"

• THE ST. LOUIS *Star-Times* reports an incident which transpired recently in McAllen, Texas. As the newspaper tells it, "A woman got on the wahr and tried to telephone the nearby town of Pharr. The hahred hand on the switchboard thought she was reporting a fahr. So, without stopping to inquahr, she sounded the fahr alarm and aroused the entahr community. Most of the volunteer fahr fighters had already retahred. They began to perspah and struggle into their fahrfighting attahr. It was the nicest little mixup you could desahr."

Inspahred by the entahr affair, the *Star-Times* warns its readers that, "Some people are used to damn-yankee accents," and suggests that they acquahr the habit of speaking plainly on the telephone. "When you mean Pharr, say Pharr," it advises, "and when you mean fahr, say fahr."

Illinois Bell Telephone News

(For Other Telephone Tips, See Story Page 5)



MORRIS ANDERSON — Motorman,
North Avenue

I love the game and think that any fellow who doesn't play golf is missing one of the greatest enjoyments in life. If my position would allow it, I would play golf every day. My greatest thrill in golf was when I chipped over a large water hole, a distance of some forty feet, and sank my shot. At first I couldn't believe it, but there was the ball right in the cup.

IRVIN BIRNBAUM — Motorman,
Lawndale

For a complete day, full of fun and exercise, you just can't beat playing golf. It gives me everything I want in the way of recreation. I'm still dreaming of the day I can make a hole-in-one. This team match league is great pleasure and I'm looking forward to making many new acquaintances.



Question—"Why Do You Like to Play Golf"

PAR AT WHITE PINES . . . this was the dream of some forty golfers as they opened the first CTA team-match golf league at White Pines Country Club last month. The league is composed of ten teams, made up of various transportation personnel. The hopeful par busters play every Friday at one of the following courses: White Pines Country Club, Old Orchard, Sportsman's and Mission Hills. Play will end sometime in August. Because this league is the first of its kind for CTA employees, the TRANSIT NEWS sent its Inquiring Reporter to find out why men like golf.

EDWARD LAUBE — Operator, Lawrence
I like golf because it's the most unusual game that I have ever played. There's a feeling with every good shot and the fact that I don't know what my score will be until the last hole is played, makes me want to play often. My biggest day in golf came when I was a caddy, learning the game. It was on my second shot, with a distance of 150 yards to go. I used my number three wood to cover the distance and the ball rolled right into the cup.



PATRICK O'SULLIVAN — Motorman,
North Avenue

During my earlier life I participated in all sorts of sports, but none of them ever gave me the sensation that I get in golf. It's a game that lets me spend an entire day outdoors, away from the hustle and bustle of the city. I can't think of a bigger sensation than getting a long drive off the tee.

WOODY ANDERSON — Conductor,
Lincoln

There are many reasons why I play golf but the most prominent is the great challenge that it presents to a player. It's an individual game and your score depends on you and you alone. One of the most outstanding incidents I can remember in my short golf life happened when I was struck on the forehead while walking down the fairway. This happened on my second time out.



Safety Awards Won By CTA

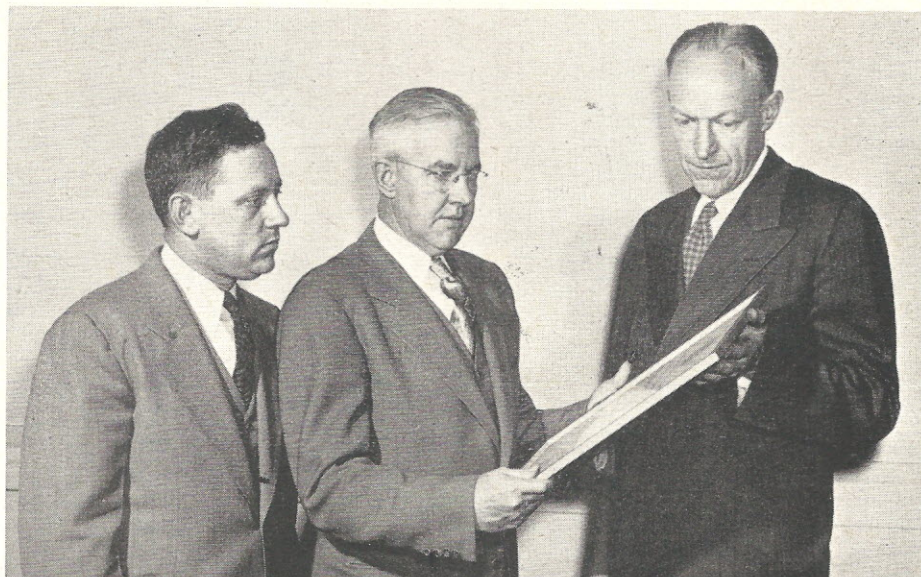


EMPLOYEES of Chicago Transit Authority recently received ten awards from the Greater Chicago Safety Council at a banquet climaxing the Midwest Safety Show at the Sherman Hotel. The awards were made to the CTA on a comparison of the frequency and severity of their accident prevention experience in 1949 over their 1948 performance. In the fleet driver's safety contest, seven CTA bus stations won plaques for their safety records. They were: 77th, Lawndale, North, Limits, Devon, Archer, and Blue Island. The Utility department also won a plaque in this classification. Winners in the industrial injury prevention contest were the West Shops of the rapid transit system and the combined bus garages of the surface system.

A CERTIFICATE of honorable mention in recognition of high achievement in traffic and passenger safety during 1949, was awarded to the Chicago Transit Authority at the Operations Division Conference of the American Transit Association in Washington, D. C., June 7, 1950.

A total of 117 companies in the United States and Canada, serving urban populations of 600,000 or over, participated in the ATA-sponsored safety program in 1949.

Framed copies of the certificate are being secured for display at all CTA carhouses and bus depots.



PRESENTATION of the ATA certificate was made in Chicago to (left to right) Charles M. Keiser, executive assistant, and Charles M. Smith, general supervisor of accident prevention, by Merwyn A. Kraft, director of department of personnel and accident prevention, of the American Transit Association.

IN attendance at the Midwest Safety Banquet were representatives of CTA, including superintendents of stations that won awards. They are, left to right, T. B. O'Connor, assistant general superintendent of transportation; Bus Superintendent T. W. McMahon, 77th; Station Superintendent W. P. Herbert, Lawndale and Blue Island; Station Superintendent E. Balfanz, Limits; Bus Superintendent F. C. Eggert, North; and Relief District Superintendent Thomas Moore.



Transit Board Honors Late Labor Leader

Joseph J. Kehoe, long-time president of Division 241, died Monday, May 18, at Wesley Memorial Hospital after a prolonged illness. He was 68 years old.

As a mark of respect to Mr. Kehoe, the Transit Board in session on May 17, unanimously adopted a resolution extending heartfelt sympathy to the Kehoe family and to the members of Division 241, and instructing that "the business of Chicago Transit Authority, including the operation of its local transit vehicles, be stilled for one minute, beginning at 2:00 P.M., May 18, 1950."

Mr. Kehoe, one of the best known AFL leaders in the country, was born on a Wisconsin farm. In 1904 he came to Chicago and began working as a streetcar conductor. He became an organizer of the union and was elected a union board member for the old Division Street station in 1912. Two years later he transferred to North Avenue, where he was again elected a board

member. He retained that post until 1922, when he was elected recording secretary for Division 241. Later, in 1938, Mr. Kehoe was elected president and remained in that capacity until the time of his death.

The resolution adopted by the Board pointed out that Mr. Kehoe "had won for himself through the years an outstanding reputation, national in scope, as one of organized labor's great leaders." It stated that "under his leadership, Chicago local transit men have long enjoyed a favorable position in industry," and "that questions between the union and management were settled in peaceful fashion in conference and arbitration, rather than by a work stoppage."

The resolution also gave recognition to his outstanding ability "as an administrator and his honesty and dependability in maintaining the integrity of an agreement."

ENGLAND MEETS TIM AND TRUDY

TIM AND TRUDY, whom you have met in Transit News, have traveled abroad. These safety twins, who are the heroes of a series of safety posters which are being distributed throughout all Chicago elementary schools by the CTA, made a trip to Cambridge, England.

That city recently observed child safety week and, as part of its campaign, displayed posters pertaining to street safety from many other cities of the world.

As an example of what is being done in Chicago, the CTA's Tim and Trudy series of posters were selected. Samples of these posters were used in special safety display windows.

CREEPS—A CTA PILOT CAPTURES A "SAUCER"

(Reprinted from Chicago Sun-Times)

"CREEPING SAUCERS!" said *Melvin L. Gossmeyer* as he braked his CTA bus Monday at 31st and Keeler.

In his path was a disk-shaped object moving jerkily across the street, as though it were being pulled by a magnet.

"I thought those things were supposed to fly," Gossmeyer remarked to his passengers. He got out and investigated.

The creeping saucer had a tail. Gossmeyer prodded it with a wary toe. A neck shot out from under the saucer as though it were on springs.

The thing had a menacing mouth and evidently a mean disposition. It was a snapping turtle.

Gossmeyer proudly carried the creeping saucer by its tail to his home at 6306 S. Artesian. But his wife, *Marie*, decided there was no room for it under their roof because (1) she had no taste for turtle soup and (2) she didn't think it a suitable pet for baby *Marie Elizabeth*.

The creeping saucer finally ended its eventful day at the Animal Welfare League.

OTHER CTA representatives present at the Midwest Safety Banquet were, left to right, *Charles M. Smith*, general supervisor of accident prevention; *Lester Reichard*, superintendent, rapid transit shops; *H. C. Poggendorf*, Master Mechanic, Met (West Side Rapid Transit Shops); and *R. W. Boal*, assistant superintendent of utility.



AMONG THE RECENT



Shown in the above photo are, left to right, Frank Benner, Thomas Murray, Daniel Darcy, Daniel Grogan, R. Rogers, Arnt Sorensen, Carl Wolf, E. A. Imhoff, Harry Essington and John Michnick.

Retired Electrical Employees Honored at Dinner

Reported by *Gilbert Andrews*

The fourth annual dinner in honor of retired employees of the CTA Electrical department was held April 28, at the Graemere Hotel.

Approximately 150 fellow employees attended the dinner to honor *Daniel Darcy*, chief operator of 48th street substation, *Arnt Sorensen*, machinist, and *Daniel Grogan* of 42nd and Wabash substation. *Patrick Griffin* of Grand avenue substation was unable to attend due to a physical handicap.

These honored guests were presented with the official CTA retirement pin by *Carl Wolf*, electrical engineer.

Other retired employees present were *Billy Schenck*, *Henry Richter*, *Fred Schurke*, *John Stiglich*, *Timothy Culnan* and *Harry Burke*.

Roy Rogers, master of ceremonies, called on the following who brought us short after dinner speeches: *Thomas Murray* of Local 134; *Frank Benner* of

Local 9; *E. A. Imhoff*, management assistant; *Carl Wolf*; *John Michnick*, engineer of distribution; *Harry Essington*, electrical engineer; and *C. J. Buck*, chief testing engineer. *John Stiglich* gave us a

bit of his humor when called upon to say a few words.

The committee did a splendid job, including the selection of a good orchestra, *Leo Atta* and his Polka Kings.



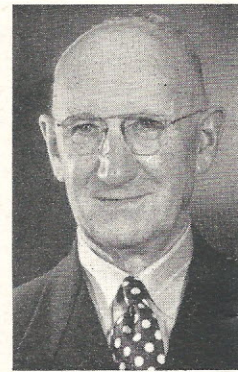
Leonard Senz, conductor at Elston, intends to enjoy his retirement at his home in Mt. Prospect, Illinois, where he has a fruit tree orchard and raises chickens. He retired June 1 after 42 years service.



Michael Burns, 69th Street motorman, took his pension June 1. This veteran of 43 years service started as a "Trolley Boy" in the supply department of the Chicago City Railway Company.

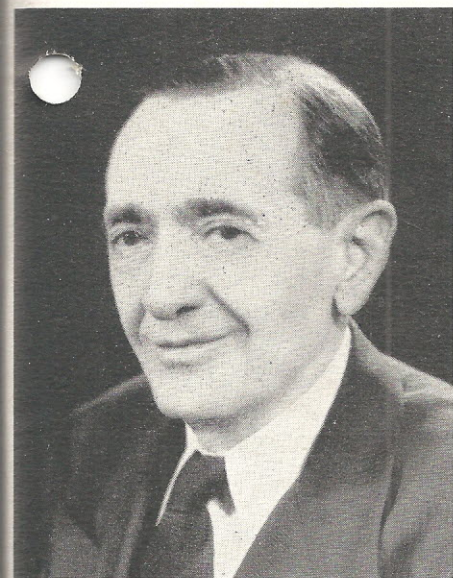


Henry W. Glander, Elston motorman, retired on pension June 1, after operating out of Elston his entire 40 years of service. He is a veteran of the open type, hand braked cars.



John J. Fitzgerald, Logan Sq. "L" conductor, began on pension June 1 after 46 years of service — most of them spent working on the Logan Square branch. He is taking a trip to Ireland to visit relatives.

RETIREMENTS



F. A. Thulstrup

"CHICK" CHECKS OUT

Checking out after a 48 year career in local transit which began on the Metropolitan West Side Elevated Railroad in May, 1902, F. A. (Chick) Thulstrup, assistant to general superintendent of transportation, took his pension effective June 1, 1950.

Born in Larvik, Norway, Thulstrup came to the United States as a child and was educated in Chicago's public schools. Prior to his association with the west side "L," he saw brief service with the Southern Railroad, Texas and Pacific Railroad and the Oregon Short Line.

His first job with the Metropolitan was as an extra guard. Subsequently he served as a coupler, switchman, yardman, yardmaster, and in 1911, became train director of the Union Loop. He was made chief despatcher of the Loop in 1913 and, seven years later, was named superintendent of freight service on the North Side "L." In 1944 he was promoted to assistant to general superintendent of transportation of the Rapid Transit system, a post which he continued to hold under CTA until the time of his retirement.

The Thulstrup's are planning to build a small house at Newburgh, Indiana, on a site adjoining the home of their daughter, Mrs. J. L. Barnett. The Thulstrup's have three other children, Ted F. of Oak Ridge, Tennessee; Frank A., and Geraldine, of Chicago. At the time of their marriage, Mrs. Thulstrup was well known among Chicago elevated employes as Gertrude McLaughlin, telephone operator for the Loop "L."

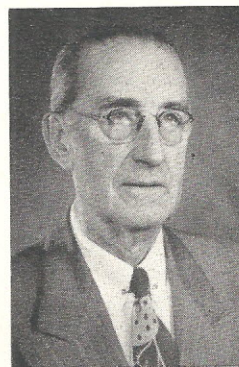
Chick's hobbies are golf and gardening, both of which he hopes to pursue regularly from now on.



Ernest E. Victorson, Central District Supervisor, retired on pension June 1 after 45 years of service to the transit industry. His father, Axel, was a transit employe so Ernest followed in his footsteps. He is active in social and civic functions in Villa Park, where he resides.



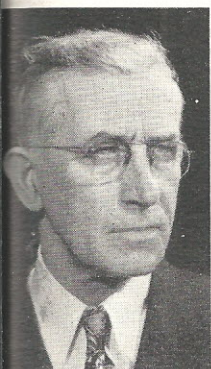
Patrick Ruane, Kedzie motorman, set a record to be envied by all before he retired on June 1 after 37 years of service. Ruane has not had a chargeable accident in the past 23 years — a record he has a right to be proud of. He operated out of Kedzie his entire length of service.



Frank J. Kugler, South Side "L" motorman, retired recently after maintaining an almost perfect record during his 45 years of service. In that length of time, the only trouble Kugler had was a broken draw bar — a record of which he is justifiably proud. He took part in company and Red Cross first-aid activities.



Clarence J. Watne, conductor at 77th and the first man from 77th to enlist in the armed forces during World War I, retired on pension June 1 after serving Chicago transit for 35 years. He has worked the new PCC cars ever since they came out and he thinks "they're great."



James J. Walsh, North Avenue motorman, retired on pension June 1 after 37 years of service. Upon retiring he commented that the company was always good to me and I were young, I'd try over again today."



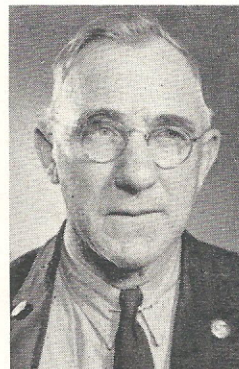
Curtis F. Best, conductor from 77th, retired on pension June 1 after 44 years of service. He intends spending his summers at his cottage in Cedar Lake, Indiana, enjoying the fishing and golfing.



Theodore Korman, Elston conductor, retired recently after 45 years of service. A veteran of the open type streetcars, he was at the top of the station's seniority list when he retired.



John F. Griffin, Kedzie, motorman, plans a trip to Rhode Island, starting soon after his retirement on pension June 1. His entire 37 years of service were spent operating out of Kedzie.



Frank J. Dreischarf, Elston motorman, retired on pension June 1, after 31 years of service. Keeping his flower garden and his lawn of creeping bent in good shape will be one of his main concerns.



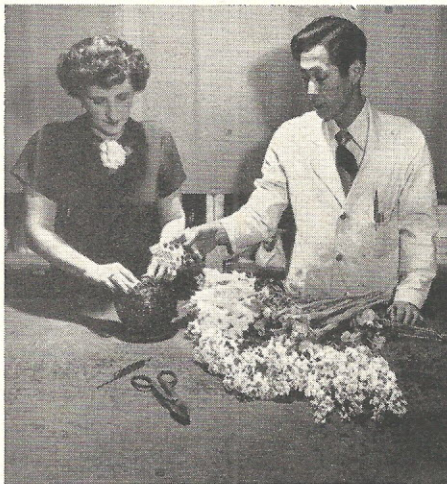
Liberato Suero, motor inspector, Douglas, may move to Arizona, where he feels the climate may be better suited for his health. He retired on pension June 1, after 39 years of service in the shop department.

The Flowers in Your Home . . . To The Ladies . . . from Joan

THE FLOWERS in your house are most likely to be the ones you grow in your back yard—iris, candy tuft, stock, snapdragon, gladioli. Flowers belong all through a house. The prettier the arrangement, however, the more satisfaction they will be to you. The principles of flower arrangement—balance, rhythm, contrast and harmony—can be learned readily.

Catherine Cramer, the wife of Leonard Cramer, a bus operator at 77th station, had the opportunity recently to learn

the professional way of arranging flowers at *Mangel Florists*. She was especially interested because she likes to compliment her lovely Georgian-type home with flowers from her own garden. Her home and flowers could be called her hobbies if she had time for hobbies. She is probably one of the busiest CTA wives, for besides her house and two children, ages 15 and 17, pretty Mrs. Cramer has a full-time job with the Telephone Company, where she has worked for the past 24 years, as an assistant chief operator.



1) Mrs. Cramer is being shown by Ben Kanii, of Mangel Florists, the few tools she will need. Chicken wire is used as a holder because of the heavier stemmed flowers in this arrangement. Modeling clay will hold the wire firmly against the bottom of the bowl. Keep the flowers fresh twice as long by a life-giving preparation which you can buy at your florists. Pick your flowers in the early morning before the sun is high or after sundown. Mr. Kanii observed that sunshine closes the pores of flowers. You want the pores open so that the stems can absorb water easily. Cut away all leaves that will extend below water level.



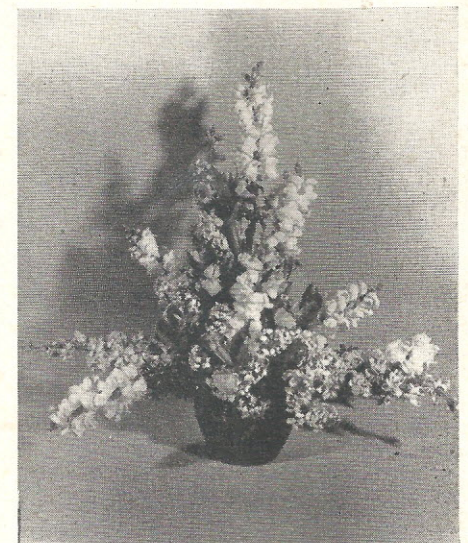
4) Watch your balance and unity. Place flowers and leaves of equal height and weight on either side. A pleasing arrangement will result if you place the flowers so that they rise one above another.



2) A pair of flower shears or a very sharp knife is essential to insure longer life for your flowers. Make a slanting cut. If the stems rest squarely on the bottom of the container, their air supply is shut off. Start to cut at a point about four inches from the end of the stem. Be sure your knife is sharp.



3) Place the tallest stems first; the over-all height three times that of the vase for a tall, stately arrangement. The most effective arrangements also depend upon your choice of bowl. The flatter, more shallow bowl shown is used for the short-stemmed flowers, such as the daisy. Gladioli would show off best in the tall, narrow vase. A single rose or gardenia would be outstanding in the full-blown vase.



5) Limit your color contrast to two or three colors. Here we used white candy tuft and lavender and white stock with purple Japanese Iris.

The Reader Writes

... The Spotlight's On Cancer

Dear Editor:

Several weeks ago I received a cut on the inside of my upper lip but paid no attention to it. After a few days it became swollen and my wife urged me to see a doctor. Since I usually have to be very sick to visit a physician I decided to put it off.

On April 24 our issue of CTA TRANSIT NEWS arrived at the house and my wife read the article on cancer which listed as a danger sign: "any sore that does not heal, particularly about the lips, mouth or tongue."

The following day I went to the Veterans Administration where I was sent to the medi-

cal section and eventually examined by four doctors. They decided to send me to Hines hospital to have my lips and teeth x-rayed for a possible cancer condition. The next afternoon a test was made of two pieces that were removed from my lip.

Fortunately, there was no trace of cancer, but it is quite possible that something may have developed had my wife not read your timely article that told me I should see a doctor immediately.

(signed) Alvin A. Holm
Northside trainman

VACATION PICTURE SURPRISE!

SHARP EYES around the system have spotted *June Austin*, former Accident Investigation employee, seated in the vacation picture appearing in the May CTA TRANSIT NEWS (Page 19). After leaving the surface lines, June attended Northwestern and worked as a Powers model. Her dad, *Wm. C. Austin*, is a conductor at Limits station.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF APRIL 1950 AND 1949, FOUR MONTHS AND TWELVE MONTHS ENDED APRIL 30, 1950 (Revenues applied in order of precedence required by Trust Agreement)

	Month of April		Period Ended April 30, 1950	
	1950	1949	4 Months	12 Months
Revenues	\$9,560,729	\$9,844,493	\$39,075,003	\$115,754,852
Operation and Maintenance Expenses.....	8,254,232	8,809,152	34,476,150	103,876,324
	<u>1,306,497</u>	<u>1,035,341</u>	<u>4,598,853</u>	<u>11,878,528</u>
Debt Service Requirements:				
Interest Charges	318,038	318,038	1,272,153	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)....	107,000	107,000	428,000	1,284,000
	<u>425,038</u>	<u>425,038</u>	<u>1,700,153</u>	<u>5,100,250</u>
Balance before Depreciation.....	881,459	610,303	2,898,700	6,778,278
Provision for Depreciation—Current Period.....	<u>541,667</u>	<u>541,667</u>	<u>2,166,667</u>	<u>6,500,000</u>
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).....	<u>\$ 339,792</u>	<u>\$ 68,636</u>	<u>\$ 732,033</u>	<u>\$ 278,278</u>

STATUS OF DEPOSITS TO DEPRECIATION RESERVE FUND

Accumulated deficiency in deposits to Depreciation Reserve Fund at March 31, 1950.....	\$463,917*
Balance available from April, 1950 operations to apply to prior period deficiencies in deposits to Depreciation Reserve Fund, as above.....	339,792
Accumulated deficiency in deposits to Depreciation Reserve Fund at April 30, 1950.....	<u>\$124,125*</u>

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.....	62,391,966	73,969,396	255,062,177	804,018,590
Transfer Revenue Passengers.....	3,097,603	3,380,214	12,813,247	38,328,154
Total Revenue Passengers.....	<u>65,489,569</u>	<u>77,349,610</u>	<u>267,875,424</u>	<u>842,346,744</u>

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

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

Safety First — Always

The CTA deplores more than anyone, except members of the sorrowing families involved, the recent tragic accident at 62nd Place and South State Street.

It is almost unbelievable that fate could arrange with such cruel exactitude a set of circumstances that would produce such a terrible catastrophe.

Yet we have the cold, hard facts that prove it — 33 dead and nearly two score injured.

Let us hope and pray that never again will such shocking tragedy strike the local transit industry.

Hope and prayer alone, however, will not do the job.

We must intensify our continuing efforts to operate our vehicles safely at all times and under traffic conditions that daily are becoming more difficult.

Our operating rules and regulations are designed to assure safe operation under all conceivable circumstances.

Nothing is left to chance.

And "taking a chance" is strictly forbidden.

Schedules are established for orderly performance of service in the public interest.

Maintenance of schedules, however, is always secondary to safe operation. There long has been, is now, and will continue to be, a standing order that schedules are to be disregarded when the safety of riders and employees is endangered.

As much as we deplore this sad accident, we cannot undo it now; rather, we should look for and apply the lessons that we can learn from it.

It is reasonable to expect that out of this unfortunate occurrence will come a better understanding and appreciation of the complicated task of moving today's heavy volume of traffic safely and expeditiously from end to end of our established thoroughfares.

Walter J. McCarter
General Manager

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