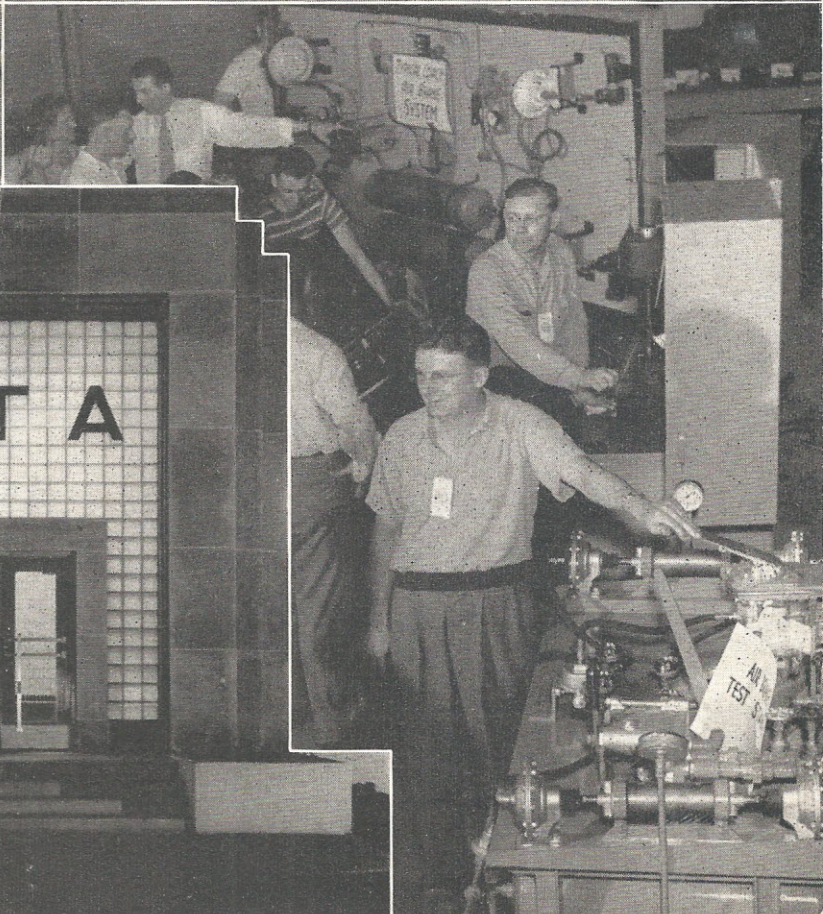
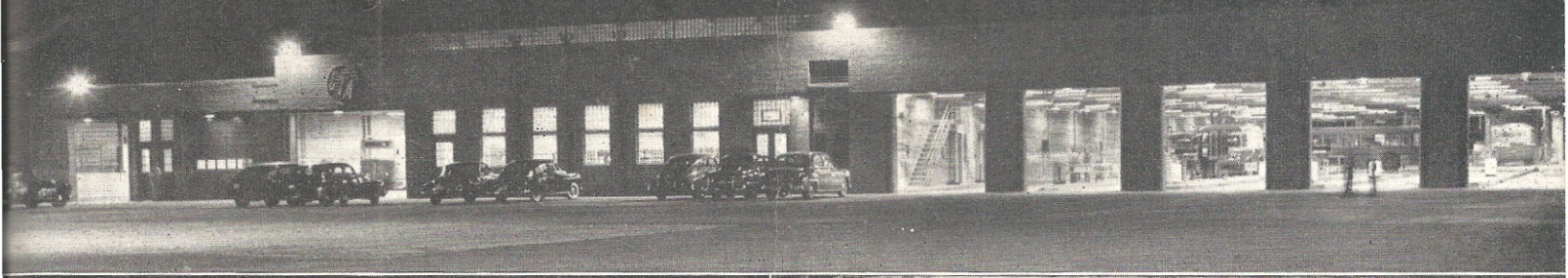


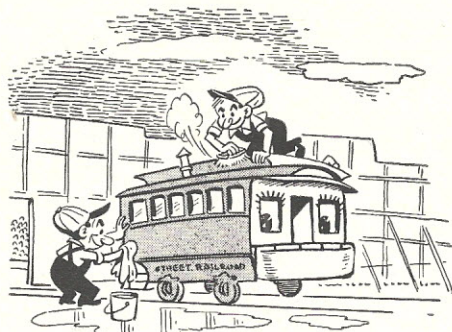
TRANSIT NEWS



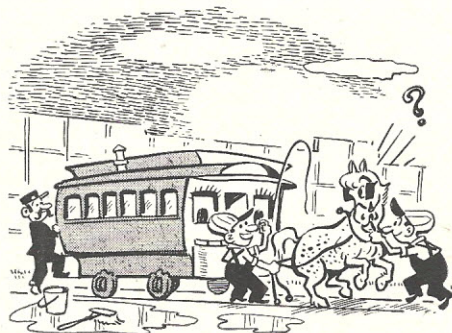
The Old Girl Still Has Life

CTA'S early horsecar and omnibus are appearing in the Chicago Fair pageant "Frontiers of Freedom." The following is an "interview" with one of these veterans of Chicago transportation.

"I CAME to the Chicago Fair several weeks ago from the CTA South Shops in time for the rehearsals before the Fair

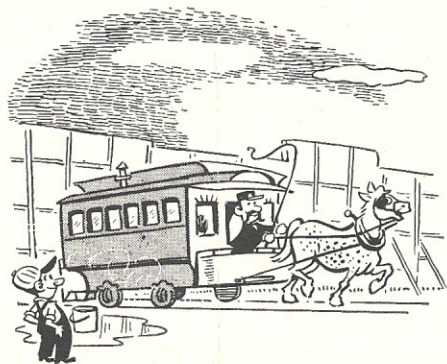


opened on June 24. I perform at least four times a day. It reminds me of the good old days when I used to carry passengers on State street between Randolph and 12th streets. That was back in 1859 when the 'Windy City' had a thriving population of 108,000 persons."



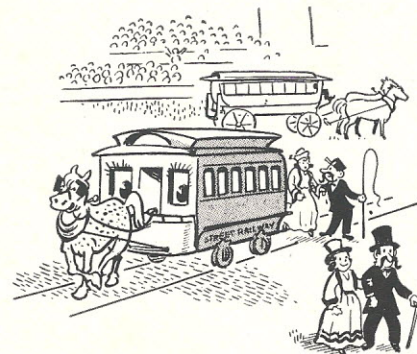
"THIS show really brings back the memories of my popularity in Chicago. Women and men in their Sunday best would board me for a ride at the tremendous speed of three miles per hour. Of course, back in those days I could offer none of the comforts my successors are able to give their passengers now, such as heat and cushioned seats, but I

provided a much needed service. It's ironic to think that my type of service became so popular that one day in 1906 we horse cars were called in and told we were being taken off the street so that newer equipment for mass transit could be put into use."



"SINCE I have been retired from active service my main job has been to make public appearances at functions similar to the Fair. This new generation always gets a great thrill out of seeing how their great-grandparents traveled when they were young. I think when they do see me they realize how times have changed in the mass transit field. I am about 12 feet long and carry only 18 seated passengers. And when my horse decided he didn't want to move, my driver had a real problem on his hands."

"THAT huge crowd watching me and my friend, the Omnibus, recalls the welcome I was given the time I first appeared on Chicago streets. I guess transportation is just the same way today—only more so—because Chicago is busting at its seams with a population of about 4,000,000 persons. No, I'm not sorry they've



taken me off the streets of Chicago because in my place they have steadily made improvements until now Chicago has one of the finest transportation systems in the nation. To think that I was the beginning of it is good enough for me."

THE Chicago Fair of 1950, dedicated to dramatizing American achievements in science, agriculture, commerce and industry, opened its gates June 24 to all Chicagoland and out-of-town visitors. For the convenience of Fair visitors, Chicago Transit Authority is operating a special shuttle bus service on Cermak road between Archer avenue and the main entrance gate to the Fair east of the 23rd street bridge at the shore of Lake Michigan. This service provides transfer connections with various surface routes and the South Side "L" (B trains). These buses bear designation signs indicating they go direct to the Chicago Fair.

Open House at North Park

ABOUT 2,000 CTA employes and members of their families were present to inspect one of the world's largest bus servicing centers when an open house was held at the recently completed North Park Bus Terminal on Friday evening, June 23, from 7 to 9:30 p.m.

The new terminal, located on a 14-acre site at Foster and Kedzie avenues, provides storage and service facilities for 350 buses operating on ten north-west side CTA routes. It had been under construction since August, 1948, and cost an estimated \$1,500,000. North Park is the second all-bus servicing center to be built from the ground up by CTA. The first was Beverly Bus Terminal at 103rd and Vincennes avenue which began operating in December, 1949. (CTA TRANSIT NEWS, January, 1950)

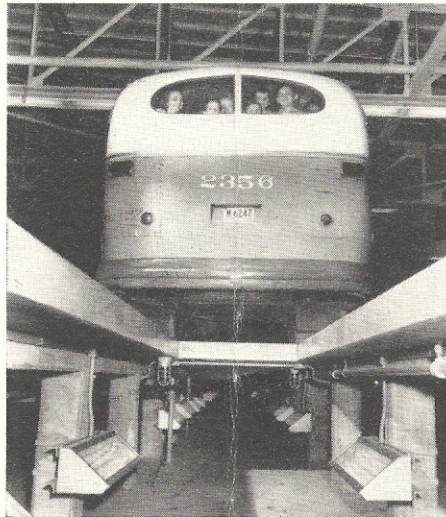
Administration Building First Stop

Approximately 500 transportation and maintenance workers are employed at this new terminal. Buses housed and serviced there operate on the following lines: Skokie, Touhy, N. California, Kedzie-Homan, N. Western, Devon, N. Damen, Kimball, Clybourn, and N. Pulaski.

Open house guests started their inspection tour of the new terminal at the Administration building, a structure

that is 86 feet by 83 feet in size and attractively landscaped. Here they viewed the office space provided for transportation department supervisory personnel as well as the modern trainroom. This building, and the service garage, is one-story in height and constructed of brick with glass block panels. The lighting in both buildings is provided by modern fluorescent fixtures.

The guests then boarded special buses that took them over a large bituminous



PASSENGERS remained on the buses as the vehicles traveled over one of the four work pits, each of which is 160 feet in length.

macadem-paved outdoor storage area to the service garage. As the buses passed over the work pit, an instructor in the vehicle explained to passengers the various types of work performed by the men in the pits.

The next stop on the inspection tour was the automatic washing machine which is capable of washing an entire bus in 40 seconds. Passengers remained on the bus as it went through the washing machine. This proved to be one of the highlights of the evening, particularly for the children.

Emerging from the washer, the bus proceeded to the north end of the building where the passengers left the vehicle to personally inspect the service garage.

Modern Service Building

The service building, 322 feet long by 228 feet wide, has a work area of 70,000 square feet, and houses the most modern equipment for inspecting, servicing and repairing buses. Location of pits and other facilities is designed to permit inspection and servicing of buses on a "production line" basis. Those buses requiring repair work are taken out of the "production line" and moved to the repair section of the building.

The service building also houses such auxiliary equipment as line trucks, emergency service trucks and snow



THE modern trainroom is finished in buff-colored tile, and features comfortable lounges and fluorescent lights.



GUESTS leaving the Administration building were transported to the service garage in special CTA buses.

plows, which are essential to efficient transit operations.

The entire service building, including the servicing and inspection pits, is equipped with the most modern elec-

trically-operated exhaust fan and duct ventilating system available.

Floor Exhibits

At various locations in the service building there were floor exhibits for

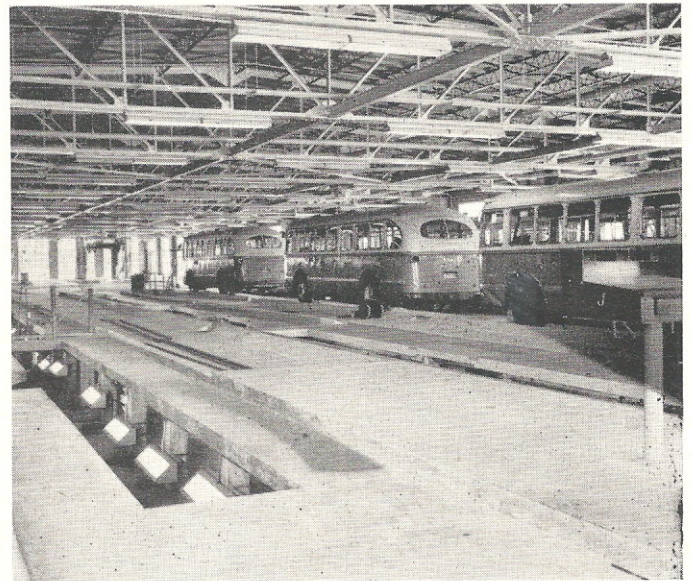
the guests to view where instructors were on hand to explain the mechanical operations of a bus as well as the type of work performed by men working in the building.



WILL this scene be repeated in the future? *Richard Hanne-mann, son of Bus Operator Kasper Hannemann, took time to check the schedules of bus runs at North Park.*



ALWAYS crowded—and busy—was the "Coke Bar," where free soft drinks and candy made a big hit.



INSIDE the North Park service building, buses passed over continuous inspection, lubricating and general servicing pits.



FOUR modern, well-lighted pits are available for repair work on buses. In the background are the five new bus hoists.



A CTA instructor explains to open house guests the operation of this modern machine which dispenses motor oil, water, and air.



AN unexpected thrill for old and young alike was riding on a bus through the electrically-operated washing machine.

(COVER PHOTOS: Scenes at North Park)



WORK pits in the service building are equipped with "levelators" used to simplify repair work in hard-to-reach places and to facilitate the removal of side-mounted bus motors.



ALTHOUGH only five years old, Paul Grezlik, son of Alphonse Grezlik, North Park, was interested in obtaining some first hand information on the duties of a bus operator. Run tags and schedules are conveniently located in a large room separated from the trainroom by folding doors.

How Would You Do It?

HERE are three methods of resetting the poles on a trolley bus. Two of them could be known as the "Hangman's Grip," and the "Blindman's

Bump." The third is the right way. Can you properly identify each method?

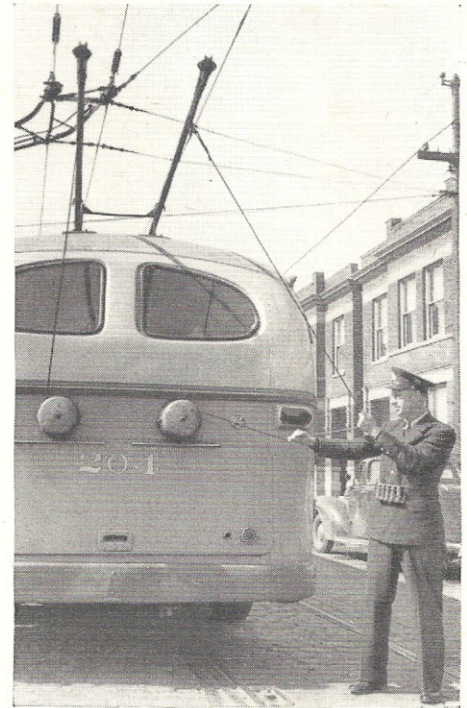
Posed by *Instructor Maurinus Cooper and Operator Rex Little (Archer)*



THE "Blindman's Bump" technique can be used safely only if the operator is equipped with built-in rear-view mirrors. In this position he is a fall guy for any oncoming traffic. And he's liable to create an electric arc if he continues to put up the "positive" pole before the negative.

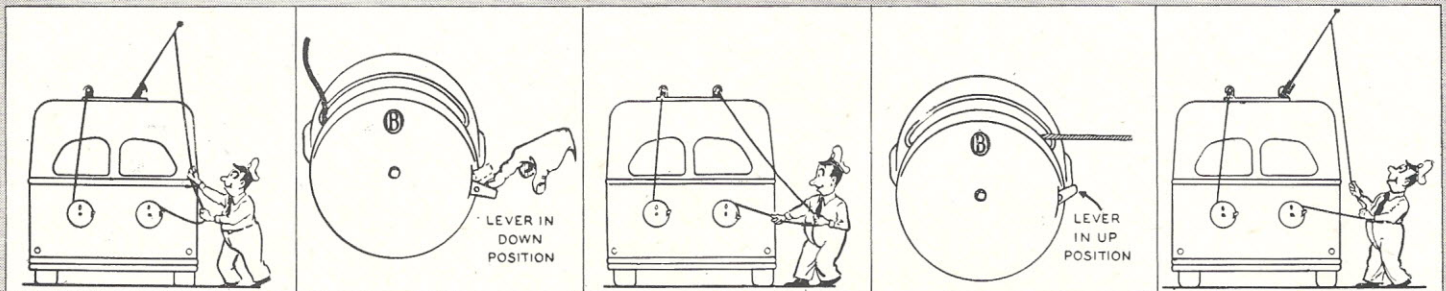


THE "Hangman's Grip" is also known as the "Shortcut to Heaven." When the operator holds a trolley rope in this position he is practically asking for the tension to pull his hand into the retriever and snap the rope tight around his neck. Also, according to the rule book, the "positive" pole (normally on the left side of the bus) should never be the only pole on the wire.



THE third method should meet with every operator's approval. The operator is standing out of the traffic lane; he can flag down oncoming vehicles; he is in a position to keep his hands free of the retriever; and he's putting up the "negative" pole first.

THE WAY "O-B" DOES IT



1. Hook the pole down

2. Push the reset lever down

3. Ratchet rope out until the reset lever pops up. Always pull from the curb side

4. The retriever is now reset, but you must let the reel rotate slowly backward a short distance to release the throw-out dog.

5. Put the poles back on the wires.

CTA Group Insurance Transferred to Travelers

ON JULY 1, 1950, the group life insurance and hospital, surgical and consultation insurance for Chicago Transit Authority employes was transferred to the Travelers Insurance company.

Formerly, the life insurance coverage for surface division employes was issued by the Metropolitan Life Insurance company. The group hospital, surgical, medical and consultation policy for all CTA employes was carried with the Zurich General Accident and Liability Insurance Company, Limited.

The transference of all this insurance coverage to the Travelers was made to effect economies in the administration of the insurance program. The change does not in any way revise the amounts of group insurance benefits for which CTA employes are eligible.

With this change, all employe benefits such as accident and sickness insurance, life insurance, and hospital, surgical, consultation and medical insurance is with the Travelers Insurance Company.

New group insurance certificates will be issued to employes before September 1, 1950.



More New Equipment Coming

Delivery of First Units Expected in August

DURING the past month an \$11,000,000 loan was obtained by the Chicago Transit Authority for the purpose of obtaining new equipment. This loan, combined with the \$5,500,000 in cash provided by CTA, will be used for the purchase of 200 "L" cars and 500 new buses.

The loan was provided by John Nuveen and Co., Chicago investment bankers. Harris Trust and Savings Bank has been appointed trustee of the equipment trust.

Of the 200 "L" cars, the CTA already has 130 being manufactured by the St. Louis Car company, placed under a previous order. The 500 new buses will all be self-propelled, and diesel or propane fueled. (CTA TRANSIT NEWS, April, 1950).

Advertisements were placed immediately for bids on the construction of the new equipment. Bid openings were

scheduled for July 18 on the buses and July 25 on the additional 70 elevated-subway cars. Delivery of the first of the new vehicles is expected in August with the balance of the order to be completed within six months of awarding the contracts.

None of the vehicles will actually belong to the CTA until the trust certificates are retired. Each vehicle will carry a small plate designating the trustee as owner.

Rejected by RFC

For a number of months the Chicago Transit Authority has been attempting to arrange a loan to finance new equipment (CTA TRANSIT NEWS, April, 1950), through either the Reconstruction Finance Corporation or through private sources. Earlier in June the Transit Board had received word that the RFC had turned down CTA's application. At that time there was no official

explanation, but unofficially it was stated that the rejection was because the equipment trust certificates CTA proposed to issue as security would be subordinate to the CTA's outstanding bonds.

"Sound Investment"

The loan which has been negotiated is only \$3,500,000 short of the amount requested of the RFC. An official of John Nuveen & Co. was quoted as saying this loan is a "sound investment transaction. . . . Our engineers are convinced the new equipment will cut some \$3,000,000 a year from CTA operating costs. This saving alone is more than sufficient to retire the certificates on schedule."

The loan is being handled through the sale of equipment trust certificates, paying an interest rate of four per cent. The certificates will mature in from one to six years.



INQUIRING REPORTER MARY GIGER interviews **JIM TOUHY**—Invoice Department: "Chicago's Outer Drive with its many miles of scenic beauty and engineering splendor is something my visiting friends marvel at. This trip overlooks Lake Michigan along many miles of well maintained beaches which rank among the foremost in the country."



FLORENCE BUTTERFIELD—Executive Department: "Marshall Field's! Most of my visitors have been women, and they are anxious to see this unusual store with its many sections. Just recently I took my aunt, who lives in Sioux City, Iowa, to see the old copper display with its kettles that were used long ago. Another aunt who has not been to Chicago for 15 years has informed me that Field's is the first place she wants to see on her visit this year. Marshall Field's has a reputation that people from small towns always hear about."

CARL JOHNSON — Purchasing Department: "Brookfield Zoo, because of the beautiful surroundings and the natural habitat of the animals, is always of interest to visitors. There are not many people who could take a trip into a jungle to get a good view of the members of our animal kingdom."

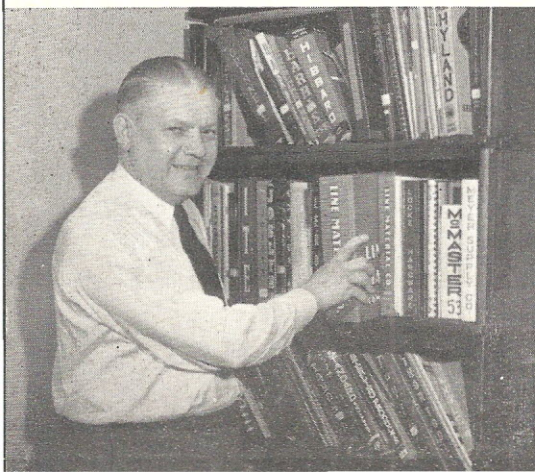
HOMER McELROY — Budget Department: "The Chicago Fair that opened in Grant Park on June 24 is my suggestion. The exhibits and forms of amusements are of interest to young and old alike. It also gives one the chance to enjoy the beauty of our lake front."

JEAN HERBERT — Real Estate Department: "Chicago Midway Airport — I find watching airplanes and people hurrying to and fro is as fascinating to my visitors as it always is to me. My second choice is the Buckingham Fountain. I don't know of any other city that has a fountain that is lit to make so beautiful a picture."



CHICAGO is a vacation town, and all of us must entertain visitors from time to time. This month our Inquiring Reporter, Mary Giger, General Office, asks - - -

WHAT SPOT DO YOU RECOMMEND TO OUT-OF-TOWN VISITORS?



THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Traveling Vacationers Return to Routine

ACCOUNTING — *Cecilia DiPietro* has returned with a deep tan, acquired on her vacation in Miami Beach, Florida. . . . *Eleanor Botsky's* vacation was spent visiting relatives in San Antonio, Texas. . . . *Thomas McCormack's*, Treasury, vacation, spent fishing in Stager Lake, Michigan, netted him some beautiful trout.

Marge Antonucci and *Al Lathouwers*, Revenue Accounting, exchanged their marriage vows in St. Mary's of the Lake Church on May 27. Marge's gown was of sheer French organdy and she wore a short veil. The three bridesmaids were attired in yellow marquisette and the maid of honor was in mauve. Lilies-of-the-valley fashioned their head-dresses and bouquets. All four are sisters of the bride.

William Anthony is the name of the new baby at the *William J. Parillo* home. He arrived on May 26 and weighed in at 5 lbs., 8 oz. —HELEN A. LOWE

Addition to Family Delights Young Sons

ARCHER—The latest addition to the *Ed Kraus* family is a cute little collie puppy, five and one half weeks old answering to the name of "Lassie." *Ken* and *Ronnie*, Ed's two small sons, are having the time of their lives with their new pet.

Jack (Cisco-Kid) Metke is in the Latin-teaching category now and wants to enroll any would-be students who wish to invade the Mexican district. "Cisco" tells us he is planning a super vacation trip to Central America.

Our deepest sympathy is extended to sorrowing family of retired bus-driver *Freddie Gerber*. Fred was pensioned off about six months and spent the rest of his days down in Florida. Quite a few of the men had been planning to spend a good part of their vacations visiting him.

—PAUL GADE



CHAMPION WOMEN BOWLERS

WINNER of the Womens Transportation Bowling League of CTA was the team sponsored by S. S. Doe Floral Company which completed their season with a record of 62 games won and 40 lost. There are six teams in the league. Members of the championship team are, front, left, *Time Checker Esther Anderson* and *Time-keeper Lorraine Sochowski*. Standing, left to right, are *IBM Clerk Carmella Petrella*, *Bond Clerk Vernetta Frusolone*, and *Elizabeth Petrella*.

Springtime Is Ring-Time for Armitage

ARMITAGE—Dan Cupid has been having a field day at Armitage Depot recently. *Conductor J. C. Van De Castele* quietly slipped away and took unto himself a wife. . . . Spring time was ring time for *Motorman Peter Zahariash*, also. He and his charming wife spent their honeymoon in California and points west. Still another one who thinks that two can live as steep as one was *Conductor Harold Williams*. On June 25 he was married to lovely *Eleanor Gucciardo*.

Special notice: In case of an atom bomb raid, make a bee line for Comiskey Park. There hasn't been a hit out there yet.

Conductor Bill Uhle and his very charming wife, took a vacation trip to California and all points south and west. One of their points of interest was Bright Angel Lodge, in the Grand Can-

yon of Arizona. Probably as close to being an angel as Bill will ever get.

We have it on very good authority that our handsome *Supervisor Emil Gagler* has been visiting a casting director. Yes sir, he's learning to fish.

Glad to see *Motorman Red Lang* up and around again, after a long bout with the surgeons.

Motorman Harry Eisenlohr, the ex-match-king, took his pension the first of July.

Our deepest sympathy to *Conductor Carpino*, whose mother died recently.

Your scribe herewith offers a golf ball to the first Armitage golfer making a hole in one. Rules! It must be in a competitive game.

Now, all together, a toast to Joe Stalin: "May your Iron Curtain Rust in Peace."

—TED SHUMON

Line Forms to the Right For Hobby Instruction

BEVERLY—An instructor for your summer hobby is here at Beverly. Students, prepare for preliminary instructions on fishing and proper baiting by instructor-*Bus Operator Art Feltz*. To start with, you have to get up early before the fish. To do that, you get up tonight to go fishing tomorrow. Two best days for a fisherman to be off are Thursdays and Fridays. One day to catch them, and the next to eat them. If you don't catch any, visit your fish market on the way home. Don't ever disappoint the cook.

Bus Operator Tom Rennison and family spent their vacation in a little cabin in the woods where you hear the rustling of the trees, the singing of the birds, and a shot once in awhile. Oh! Oh!, looks like stew tonight. The next night is spent in fishing in the cool streams that make up the beautiful state of Minnesota.

Bus Operator Ray Cazel, as a boy, was always thrilled by the movie matinees featuring Indians. He was fascinated by their ways, customs, and their bow and arrows. This year's vacation took the Cazel family to the Blackhawk reservation in Montana and they thrilled to the sight of the real American Indian—thus making Ray's boyhood dream come true.

Harry Paul, our daytime janitor, says "Fishing takes time and there's plenty of time in a vacation." So he spent his time at Bass Lake, Indiana.

Garage Mechanic (Crew Cut) Charlie Colbert made a visit to the barber shop and got his nickname. Seems the wires got crossed somewhere. Charlie claims he said "Take an inch off the top," when he awoke and looked in the mirror, lo and behold, only an inch was left. So goes the navy "crew cut."

Garage Mechanic James Lee had his appendix removed and is on his way to recovery.

—DANTE BRUNOD

YOUNG SONGSTRESS



POSSIBLY the youngest talented singer on radio is *Birute Stancikas*, three year old daughter of *Laborer John Stancikas*, building department. Not only does she sing—but she sings in Lithuanian, and has about a 50 song repertoire. She began her career at the age of 22 months and has been on the radio five times. *Birute* has also made stage appearances at church functions.

Farewell and Welcome To Station Chiefs

COTTAGE GROVE—*Mr. Claude C. Cricks*, our beloved Station Superintendent, took his pension after many years of faithful service. We take this means of saying farewell from all of the men.

To our new Superintendent, *Ernest Tocci*, we extend the best of wishes of the personnel and men of Cottage Grove. *Mr. Tocci* was a former teacher in the state of Ohio. Originally he worked out of the Hammond barns. He speaks several languages, was a scribe and supervisor out of 77th depot, eventually becoming Assistant Superintendent, prior to his recent appointment.

We are glad to report *Conductor Al Lind*, in spite of the seriousness of his confinement at Hines Hospital, is in a cheerful frame of mind, and visitors will be welcomed by him. Blood donors are, however, still necessary.

A trip to the zoo to see the ailing *Bushman* almost turned into tragedy for *Motorman George Gale*. While returning over Lin-

coln Park Drive, his son, who was in the back seat accompanied by two other playmates, fell out of the rear door of his sedan. *George* stopped quickly and picked up crying *Butch*, who just suffered a few bumps and bruises. The only injury sustained was an injury to his pride. "Watch your kiddies closely when you're driving," says *George*.

In the March issue of *Transit News*, the address of retired employe *Jonathan Todd* was given in error. A letter from *Jonathan* informs us that his correct address is 1001 N.W. 153rd St., Miami 38, Florida. He again extends his wishes to see or hear from any of his Cottage Grove friends.

—GALE HRUSKA

Returns to Work After Convalescening in Texas

ELECTRICAL—*R. M. Dwyer*, superintendent electrical construction, is now back in Chicago after regaining his health in the wonderful state of Texas. He will be back in room 1211 soon.

Ed Moline, lineman, spent his vacation in Mexico. He is still trying to figure out where the natives were going with the packs on their backs.

L. B. Mann, lineman, and *Dan Mayall*, lineman, are both home after a siege in the hospital.

Earl Snyder, foreman, and *Jim Broderick*, are sporting new automobiles.

Luke Howe, truck driver, is now learning how to drive a perambulator for *Miss Howe*, weight 6 lbs. 14 oz.

—BURTON ENGBERG

Turn Spotlight on Tours and Travelers

ELECTRICAL—Vacations are in full swing and here are those who reported having had delightful trips: *William Becker*, supt. substation maintenance, and *Leo Behrendt*, chief operator of 20th substation, enjoyed the tour with their Shriner friends. . . . *Daniel Kelly*, chief operator of 48th substation, motored to Florida. . . . *Carl Hoffman*, operator at Calvary substation, returned from California with a good coat of tan. . . . *Herbert Lindell*, "B" electrician, motored to Washington, D. C. . . . *Phil McDermott*, of Grand and Leavitt, enjoyed fishing at Clam Lake, Wisconsin. . . . *John Blomberg*, draftsman, 79 West Monroe, sailed on the S.S. *Stockholm* to Sweden. Rough sea

going, but smooth as glass on the return trip. Visited his mother and a host of relatives. . . . *Ade-laide Hogan*, 79 West Monroe, reports having had a delightful time on her vacation.

Smith and Gartner Retire

Archie Smith, chief operator of 63rd substation, retired after 45 years of service. What he plans to do for the future is not known, but he will spend this summer at his summer home.

John Gartner, janitor at Grand and Leavitt, hung up his broom and retired July 1. He started his career as a conductor at Limits station and continued in that capacity until three years ago, when illness overtook him and he chose a lighter job.

Edward Kennelly, 44th St. substation, has returned to work as operator after a serious illness.

John Lingle, line department, has recovered from an injury and is back at work.

Daniel Spychala, line department, gave the stork a joyful welcome on its second arrival to present *Susan Marie* to his wife, *Rose*, at St. Anne's Hospital recently.

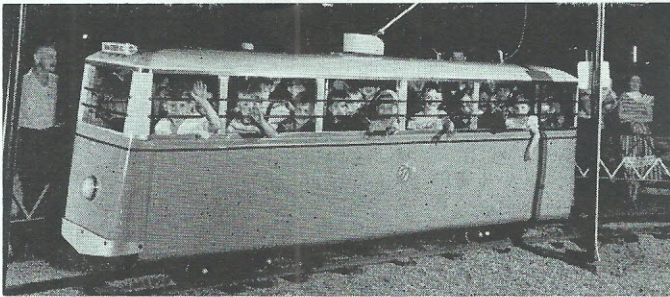
Card received from *Jerry Walters*, operator at Homer substation, indicates that he is enjoying fishing in Delavan Lake, Wisconsin.

—GILBERT E. ANDREWS



"As he drew her closer she raised her face. Their lips . . ."

CTA — IN MINIATURE



CTA is not operating midget streetcars. This miniature PCC car was recently put in use by "Kiddy Town" a children's amusement park at 1711 East 95th Street. Car number 1711, as it is known to the "kids," is approximately 16 feet in length, 5 feet high, and will accommodate 17 children. The styling and blending of colors resembles CTA's "green hornets" that operate over the city streets. The car also carries a regulation CTA emblem and an electric destination sign that reads "95th & Stony Island." The car runs over an oval track, a distance of 280 feet in circumference and 30 feet in diameter. Within the track area there are small figures of farmers, animals and flowers, that make the ride a real pleasure for the youngsters. Kiddy Town's streetcar service started operating on June 3.

Warning to Far-Off Spots: Here Comes the CTA'ers

GENERAL OFFICE (79 MONROE)—Clear the way for CTA! Now that ole man sol has squarely planted himself in the heavens, the trek of the seventy-niners towards distant lands commences, and leading the vacation parade we have *Charles Pfarr* traveling down Colorado way, making his headquarters in Denver. . . . *Ernie Gerlach* and *George Krambles*, our rail fans, motoring, no less, to South Carolina. . . . *Alice Pletzke* tripped to New York, dropped in on Philadelphia, and sat in on the rent control debate in Washington. "Tiz a small world," sez Alice, as she meets up with *Helen Doherty*, of West Shops, right in the middle of Broadway. . . . *Warren Callahan*, when not clerking in the signal department where he recently started on a business career, is taking part in one of his favorite pastimes—sports. . . . *Mr. Otis* is back to work. After being away for almost eight months, it is mighty nice to welcome him back to the fold, even though his gait, at the present time, is being encouraged by a pair of crutches, in

the use of which Mr. Otis has become most proficient and agile.

Introducing *James Victor Marmorstone*. Little Jim is the first little pebble in the Marmorstone household. . . . *Bernard Trager* recently went through that unusual experience — the unsung hero. He was the father of the groom. . . . *Lillian Rolnik's* boy friend is apartment hunting. Lil has promised to let us know when that plain golden band will take its place next to the diamond she has been wearing these past few months. . . . When *Charlie Stephenson's* daughter, *Jean*, graduated from grammar school recently, she did so as president of her class. . . . At a recent graduation of the Dale Carnegie Group in the Metropolitan Area, *Mr. Evan Olmstead* brought glory and fame to himself and the CTA by winning in a prepared speech contest. Mr. Olmstead who has been an avid member of a Loop class in public speaking for the past sixteen weeks, was chosen to represent his class in the graduation exercises, which in itself was quite an honor.

—MARY CLARKE

JULIE PRINDERVILLE

They're Out of Hospital But Memories Linger On

GENERAL OFFICE (INS. EXCHANGE)—*E. P. Wade's* surgery at Wesley Memorial Hospital is but a memory now that he is back on his feet. . . . *Katherine Horath* was the star in her "Coming Out Party"—that is, with her appendix.

Ray Solberg spent his three weeks taking it easy and enjoying his new house. . . . *W. T. Roser* broke in his new Pontiac with a trip to the Smokies. . . . Southward, too, went *Ivan Miller*, to visit relatives in Alabama. . . . To visit her relatives, *Phylis Delaquila* went eastward to New Jersey with stopovers in New York and Atlantic City. . . . *Mary Keenan* found Saugatuck, Michigan, a pleasant haven. Milwaukee pointed its beckoning finger to *Johnny Phillips*, and Johnny turned his toes toward Wisconsin. . . . *E. J. Burke* and *Barbara Linton* took advantage of Chicago's wares. The flying of horses' hoofs kept Ed on the edge of his seat when his nags crossed the finish line to bring in a good return for a wager. Barbara's nice tan was her reward for sunning on Chicago's beaches.

The gal is also quite a swimmer.

We should like to know how great was the reward of our fishermen's vacations. *E. A. Imhoff* and *G. Boehm* please note. . . . *Willis Helfrich* joined his fellow chanter Shriners in California and dropped back in Illinois just long enough to pick up his family to continue his vacation with them at College Camp, Lake Geneva. . . . *Jane Garrity* and spouse found their wonders at Wonder Lake.

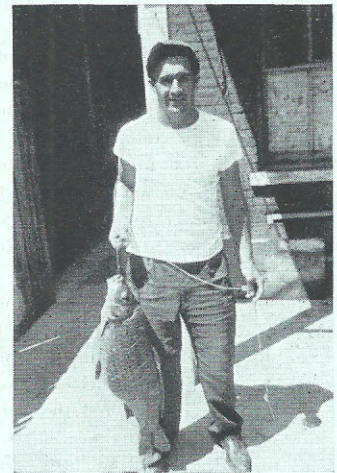
Newcomers

David Carey, one-time elevated platform guard, has returned to CTA to take the place of *Roy Williams* in the Purchasing department. Roy hasn't wholly left the Purchasing department. His wife, the former *Doris Last*, will keep the Williams name there.

When *Jerry Sullivan* returns to the 79 Monroe Building he will turn over his mail duties in the Insurance Exchange to *Ed Valiant*. *Mickey Berkley* has joined the Executive Department staff.

Dolores Belgarbo became *Mrs. Carmen Zotto* on June 4 at St. Mary Inconronata Church. The Zottos combined their honeymoon and vacation with a trip to Paw Paw Lake. —MARY GIGER

SUCCESSFUL ANGLERS



NICK ROGOWSKI, Lawrence, left, stayed close to home to do his fishing. Up at Fox Lake, Nick pulled in three lovely pickerel. All were caught in less than three hours and each measured over 20 inches. However, *Sam Salamone*, Lawrence, right, virtually went fishing in his own back yard when he went down to Montrose harbor at Lake Michigan and pulled up this 21 pound carp.

Reported by *Joe Klein*

ENDS LENGTHY TRANSIT CAREER



After spending his entire Chicago working career in the local transit industry, *Claude C. Cricks*, station superintendent of Cottage Grove, retired on pension effective July 1, 1950.

In honor of his retirement, a luncheon was held for him by many of his fellow station superintendents and friends. He was presented with a set of luggage.

Born in a small Pennsylvania town, Mr. Cricks came to Chicago in 1898 seeking opportunity for advancement. In June of that year, he started as a conductor for the Chicago City Railway Company. He was appointed supervisor and transferred to Cottage in 1905. He was appointed assistant superintendent of Burnside depot in 1923 and transferred back to Cottage Grove in 1924. On October 16, 1928, he was advanced to station superintendent, the position he held upon retiring.

Hold Family Reunion With Returning Sons

KEDZIE DEPOT—Sailing the bounding main can be quite exciting and educational at times, but *Michael* and *Brendan Kenny*, sons of *Michael Kenny Sr.*, are glad to be home for 20- and 30-day furloughs respectively, after a long stretch in the U. S. Navy. With their other brother, *Gregory*, home on a visit from Compton, Cal., where he is studying for the priesthood, a joyful family reunion resulted for all.

Tony Reszotko is not going to cancel his order for a new Pontiac, in spite of what *Walter Matel* told him about his recent economical trip to Michigan, during which he averaged 21 miles to the gallon with his automobile.

Mr. and Mrs. Edgar Holt celebrated their 25th wedding anniversary on June 17 by taking a second honeymoon to Delavan Lake, Wisconsin.

Conductor James Coburn was beside himself the other day when an elderly woman boarded his car with a little girl. Upon tendering one full fare, Jim asked the lady how old the little girl was. "Six," she replied. Then the little girl spoke up and said, "Now how could you say such a thing, Grandma, when you know very well that I am seven." Result, grandma handed over an additional seven cents.

Retired *Conductor Jim Steik*, who lives in Oceanside, Cal., is in Chicago on a visit and looks very

good for himself after enjoying all that sunshine out California way. He dropped in to say hello to his old friends at the depot the other day.

Conductor Anthony Bruno walked down the center isle with *Miss Barbara Frances Radzik*, on June 24, at St. Giles Church.

The Younger Generation

Otto Edie raised a fine son and daughter to see them both happily married during the past month. . . . The *Edward Riley's* now have a third party for the front seat in that new Ford, with the arrival of little *Terrance Richard*. . . . *Mr. and Mrs. John Manella* were made very happy recently by the arrival of *Annette*, their fourth girl by the way. . . . The *Marvin De Maine* household is also proudly displaying a new baby girl.

Vacation time is in full swing. *Joe Hyde* visited Menominee, Michigan, during his vacation. . . . *William Staunton, Sr.* spent his vacation touring the eastern states. . . . *Clerk Jack Hester* is back after a nice visit to New York City. . . . *Tom Slattery* has left for a trip to Ireland. . . . *Ed Harnett* was seen testing a 40 lb. test line in the depot just before he and *Dan Lyons* left for the lakes of Minnesota on a 10 day fishing trip. We are waiting to see the pictures of any big ones they catch. Don't forget to drop us a card fellows; wherever you may go, we will be glad to hear from you. —R. D. KNOX

This Fishing Trip Was a Clambake

LAWRENCE — *Fred Bartel, Marty Carey, Eddie Gron, Vince Kurgan, Junior Wickstrom* and *Clarence Nimitz* took a two day fishing trip, traveling 370 miles up to northern Michigan. The six of them made the trip in three cars with all of their fishing equipment. At that, they hardly had room enough for themselves in the cars. The result of this trip was two nibbles and two clams. We can understand the clams, but how come the nibbles. All six of them could take lessons from *John Cerny*, who could take in more northern pike than he could carry in less than two hours.

Pete Kloss is ready to take his family vacationing in their new car. Pete says it's going to be a long trip; away from the city.

Mr. and Mrs. Howard Jensen have decided to do the unusual, and spend their vacation at 851 S. Golf Road, Des Plaines, Ill. . . . *Curly Stenzel*, while on his vacation in Michigan, put on a good coat of tan. . . . *Mr. and Mrs. Jimmy Hall* took a very leisurely trip through the south. When they reached Atlanta, Ga., they thought they had seen everything the south had to offer, and returned home.

George Williams can be seen shining up his new car on his day off. . . . *Ed Brechel* likes birds so much that they follow him around. Ed finished his trip to Higgins Rd., when he found two Finches in his

bus. Ed opened all of the windows and doors, and they still stayed in the bus. Finally, Ed had to catch the little things and leave them go on their way.

Mr. and Mrs. A. Dandurand announce the birth of a new baby daughter.

John Dillon is driving his second new car in the past five months. . . . *Tom Henningsen* took the last chance on a punch board at the insistence of his wife. His last chance won the prize—a free hair cut.

Ray Gray has a completely new way of starting a car. He parked his car in front of North depot to carry on his credit union business. He locked his car, came back two hours later, and found that his motor was still running. Ray admits that it takes too much gas to get your car started this way.

—JOE KLEIN

Northside "L" Fights To Keep Trophy

NORTHSIDE "L" — The Northside "L" softball team has won 6 out

COMPETITORS



Miss Lois Cortopassi, (above) with her father, *Foreman Louis Cortopassi*, who recently transferred from Wilson to Crawford shop. A June graduate of Mooseheart High School, Lois was publisher of the high school newspaper and also Chairlady of the Moose committee. Her pre-vocational courses included sewing and cooking, so she will be able to give her father, who is an adept cook, plenty of competition in the kitchen when she comes to Chicago to live with him.

Reported by *Dave Gurwich*

of 8 games played. Due to rain, two of their games have been postponed, but are going to be played at a later date. These games are with Archer and North Avenue, and will be played at their home diamonds. The "L" boys are going to be in there fighting to keep that trophy.

Trainmen Fred Zimmerman and Patrick Charles Staudt took their marriage vows during the month of June. . . . *Conductor and Mrs. Walter J. Reich* celebrated their thirty-eighth wedding anniversary on June 5.

Dispatcher-clerks Andrew Bianchini and Patrick Halanan and their wives are the proud parents of babies born during the month of June.

Motorman Edward Kadow left for a three week vacation, after which he will retire, having forty-six years of active service.

Motormen Edward Wileko, Edward Larsen, Conductor William Cline, and Gateman Harry Sundberg are on sick leave.

—WALTER J. REICH

CTA AFFAIR



A beautiful wedding was that of *Lucille Dolan*, Accounting, and *Martin Higgins*. The ceremony took place at Queen of Angels Church on May 27. The couple chose traditional Niagara Falls for their wedding trip. Devon station was well represented at this wedding. The bride's father, *James Dolan*, is a motorman, as is *James Higgins*, the groom's father. Also present was *James J. Dolan*, conductor from Devon, brother of the bride.

Reported by *Helen A. Lowe*

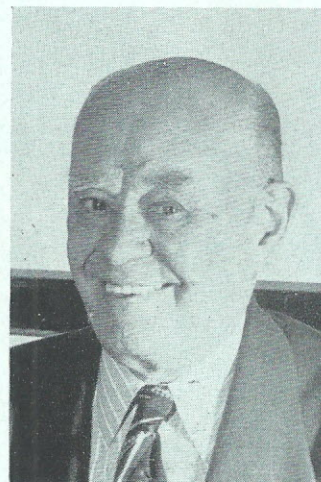
RETIREES AFTER 52 YEARS

A luncheon held in honor of *Mr. Adolph H. Daus*, was held on June 15 at the University Club in recognition of his retirement, effective July 1, 1950. Mr. Daus was Superintendent of Shops and Equipment on the rapid transit system, retiring after 52 years of service. A beautiful set of luggage was presented to Mr. Daus by his fellow employes.

Mr. Daus began as a temporary employe in 1898 with the Metropolitan West Side Elevated, starting as an armature winder helper. By 1920, he had worked his way up to the position of shops superintendent. Through the years, Mr. Daus developed a number of inventions in connection with elevated operation.

Golfing is unquestionably Mr. Daus' favorite pastime, so between his home, playing 18 holes frequently, and taking pictures, he will have much enjoyment in his retirement.

Reported by *Dave Gurwich*



Roster Increases and Enthusiasm Climbs

LIMITS—Now that the softball season is in full swing, I have reports from manager *Bob Geiser* that he has a roster of 20 ballplayers. In five weeks of play, Limits has won 5 and lost 3 games. For thrills and excitement, be sure to come out, at least to our home games, and cheer the boys on to victory.

The following men are members of our softball team; *Bruno Karp, Leon Murphy, Joe Prindes, Harry Schmidt, Ervin Bohl, Wally Dinse, Barney Koenig, Marshall Turnquist, Art Hamelin, Pete Colucci, Carmen Iacullo, Tom Stiglic, Aloize Szymelfjnik, Jack Macaulister, Charles Clark, Mel Curtis, Hartwell Johnson*, and manager, *Bob Geiser*.

Harold Enright, garage clerk, became a grandfather for the second time when his daughter gave birth to *Bonita Lynne*, weighing 7 pounds and 2 ounces.

Thomas Madden, Jr., son of *Thomas Madden, Sr.*, our new board member, graduated from De Paul Academy. A gathering of friends and relatives were present to celebrate this grand occasion.

A second pair of twins was born on May 27, to *Mrs. Keane*, wife of *Thomas Keane*, motorman at Limits Depot, weighing 7 lbs. and 4 oz. and 6 lbs. and 9 ozs., and were named *Margaret Mary* and *Sheila Ann*. The extra proud parents have three other children, namely: *Johnny* and *Jimmy*, twins, 2 years, and *Martin*, 3 years.

Our deepest sympathy to *Barney Koenig*, bus operator, formerly of Limits, now at North Park Garage, in the recent loss of his mother.

We also express our sympathies to *Al Jensen*, whose mother passed away recently.

Don't forget your magazine column. Any event is a big event, so let's hear all about it. Give your news to the chief clerk or to your new scribe. —HAROLD SEDIN

But Maybe It's Only Worth Two Cents!

MATERIAL & SUPPLIES—*Mr. J. Guinter* just completed a little trip "Down Mexico Way." He traveled by bus, train, boat, car, airplane and mule. A ride on the street car in Mexico D. F. was all of 15 centavos (about 2 cents our money). In case anyone is interested, it costs \$55.85 pesos (or \$6.00) to travel into Mexico from the border line.

Dr. and Mrs. John McMahon proudly announce the birth of a son, *John Anthony*, on June 6, weighing 8 lbs. and 1 oz. The McMahons have recently moved to Des Plaines, Illinois, where the Doctor has taken up practice. (Mrs. McMahon is a former employe of the General Office.)

The home place of *Larry Steffens*, Throop Street storeroom, is as pretty as a picture. Larry just spent his vacation landscaping the yard by building a "pergola" in the middle of the yard and putting up a picket fence between the flower

garden and vegetable garden.

We wish a speedy recovery for *Robert Zabilka*, West Shops, who is hospitalized.

Chester Skora and *Wayne Boyce*, of West Shops, spent their vacation right here in Chicago just taking it easy.

Our new mail clerk is *Edward Valient*, just recently transferred from the Shops and Equipment department. We also have two more newcomers, *Thomas Skvarla* and *John Coverick*, at our South Shops location.

Month of June means weddings; weddings turn into anniversaries; and from our South Shops location we had *Otto Hoger* and wife celebrating their thirty-fifth anniversary, and *Otto Schwendt* and wife celebrating their twenty-fifth anniversary.

Our vacationists from South Shops were *Richard Bitner*, who stayed in Chicago, and *Maurice Angland* who took a trip to New York via plane.—JEAN HARTLEY

Veteran Shop Employee Retires on Pension

MET SHOP—A farewell party was given by the men of Crawford shop, Douglas Park branch, to *John Crowley*, who began on pension in June. Many gifts were given to John by his co-workers. The presentation of gifts was made by *Emil Friedlund*, car body inspector, Crawford shop, who also made a touching speech. John had been employed since 1902 and has been

CELEBRATE 25TH ANNIVERSARY



IN honor of their 25th wedding anniversary, a surprise party was held on May 27 for Mrs. and Mr. Joseph Strand, watchman, Throop Street shop. More than 200 persons, including many CTA employes, attended the affair given by Strands immediate family and friends. Among the many gifts received was a check totaling \$713. Strand has been employed in local transit for 29 years. Edward Joseph (above center) is the Strands' 13 year old son.

Reported by Dave Gurwich

a foreman at Crawford shop for more than 40 years.

New cars were bought by William Pavlat, engineer, DeSoto, and Fred Feinendegen, wireman, Chevrolet. Both are at Throop Street shop. John Peil, carpenter at Throop Street shop, bought a new Oldsmobile.

Mr. and Mrs. Gustav A. Hyde recently witnessed their 45th wedding anniversary. Unfortunately, Mrs. Hyde has been ill in St. Anne's Hospital for quite some time. Gustave has been employed as a control foreman at Throop Street shop since June, 1904.

We welcome Clarence Jennings, foreman at Logan Square shop, who recently transferred from Wilson Avenue.

Quintus Bond, repairman "B" at Laramie Avenue shop, appeared on a WGN-TV amateur program on June 8, singing with his quartet, the "Four Beeks." Each won a Gruen wrist watch.

Mrs. David Gurwich, your reporter's wife, underwent an operation on June 19, and is recovering at Wesley Memorial hospital.

—DAVE GURWICH

Latest Census Figures Already Out-Dated

NORTH AVE. DEPOT — Chicago's population is 3,631,835, the census shows. The boys of North Avenue increased that number by four. The

new arrivals are: Kenneth Kuehlman, son of our softball manager, Melvin Kuehlman, who was born at the Belmont Hospital. He was quite a husky fellow weighing 9 pounds, 3 ounces. . . Charles Luepke, Jr. made his appearance at the home of Operator Charles Luepke. He also was quite husky, weighing 8 pounds, 11 ounces. . . Motorman William Duffy was presented with a darling baby girl weighing 7 pounds, 7 ounces and was named Joy Anne. . . The score is 4 boys and 2 girls at the home of Conductor Harry Forbes. Rose Marie was born on June 7, at St. Anne's Hospital, and weighed 8 pounds and 14 ounces.

Motorman Harold (Red) Forster, Motorman Robert Kelly, Conductor Louis Chappelle, Clerk Ted Hoellen and Conductor Roy (Fuel) Gaess, spent their vacations around the local golf courses.

Instructor W. Kennedy reports a pleasant vacation which took him around Lake Michigan. . . Operator Arthur Seiloff enjoyed his vacation to the Pacific coast.

Congratulations to Conductor Schaefer on his 34th wedding anniversary, which was celebrated on July 9. . . Congratulations are also due Operator James "Red" Corbett on his 27th wedding anniversary, which was celebrated on July 28.

We were sorry to hear that our softball coach, Eddie Kowald, frac-

tured his wrist while chasing a fly ball during a practice game.

Operator Arthur Wernet also received a broken wrist when he fell from a step ladder while doing his house cleaning.

Motorman Joe Litterski is doing nicely after his recent operation.

—JOE HIEBEL

Almost As Exciting As a 3-Ring Circus

LOOP—Hank Hoffmeister had a very eventful month. On June 11, Margaret Anna, was born, weighing seven pounds, eight ounces, making the score two and two. Her sister became a sweet girl graduate, and her brother was in an accident. The bicycle was a total wreck, but he was unhurt.

Adolph Schaefer has retired with seven years service to his credit, and is spending his leisure hours with his son in Texas. . . Our deepest sympathy to Kathryn Leahy, in the loss of her father.

Lottie Schrueder is recovering very nicely from her illness.

Joseph DeLong has made the most of his stopping at San Francisco, California. He went up the west coast to Oregon to visit his son, then to Washington state, Salt Lake City, Yellowstone Park, Denver and back home. . . Frank Kennedy spent his time at Lake Geneva with his mother, who is ninety-three years young. . . Helen Rogan is back from making the rounds of her relatives in Milwaukee and Racine. . . Bert Griffith enjoyed tramping over the trails of Turkey Run. . . On his fishing trip to Canada, Roy Johnson had a guide that really picked the spots where fish worth talking about were caught. Marie Lehman enjoyed a visit from her daughter who flew here from California. . . Arthur Hanson took a trip to Devils Lake, Wisconsin, after doing those always-present odd jobs on his home.

—EDITH EDBROOKE

Know'd We Was Acoming So They Served a Coke

NORTH PARK—The welcome mat was out in all its glory the evening of June 23. Everyone that showed up was treated to a ride around the grounds to the garage and then to cokes. Being a very humid evening, the refreshment hit the spot.

This list of the clerks may help

some of the men at the garage to become better acquainted. Roger Ward, chief clerk; Johnnie Simko, #1; Frank Fournier, #2; Henry Pudelek, #3; Vernon (Socks) Rage, relief; Ray Mijanovich, relief; Ed McLaughlin, relief. Then of course, the men that keep our new home sparkling are janitors Emil (The Count) Trilk, formerly of Lincoln depot, and Patrick Howley, who did more than his share of perspiring in getting everything in order for the grand opening. Of course you are all acquainted with our bosses, Mr. Calderwood and Mr. O'Shaunessy.

Operator George Halgren had a reason to be proud a few weeks ago. His daughter, Harriet, received a diploma and all its honors when she graduated from nurses training after serving three years at Evanston Hospital. She was one of over fifteen hundred graduates and intends to continue at Evanston Hospital. —LARRY HIPPERT

Observe New Style Trend in Schedule

SCHEDULE-TRAFFIC—Baby boys are quite the style in the Schedule Department since May 23 was the

RECEIVES HONOR



LORRAINE CURRY, daughter of Julia Curry, popular loop agent, recently held the distinct honor of being named the first "Miss Mercy," and reigned over the Silver Jubilee graduation dance of Mercy High School, which was held at Willow Springs, on June 27. Lorraine was chosen because of her participation in extra-curricular activities at the school. Reported by Edith Edbrooke

date of arrival for 11 lb. 10 oz. *William Michael*, son of *Traffic Checker Michael and Mrs. Shannah*, and brother of *Therese Marie*. . . *Schedule Clerk Joseph and Mrs. Karel* reached the end of their waiting time on May 31 with the arrival of *David Joseph*, which closed the month of May. . . June was opened with the announcement that on June 1, *Edward, Jr.* became the new boss at the home of *Traffic Checker Edward Crowe*.

Not to be out-done by the traffic checkers, *Supervisor Edward Reilly* announces the purchase of a 1946 Pontiac, which is a nice replacement for the old model.

Vacationists have been looking over the road maps and comparing fishing spots, but the only report thus far is a peaceful back-porch vacation for *David Jacobs*, while *George Fisher* is spending some time in Pittsburgh, Pa.

—L. C. DUTTON

This Book Is Bigger Than Gone-With-Wind

77TH — *Owen Duncan* has completed the recording of about two thousand birth certificates for retirement dates. Together with the accompanying forms, the whole job would fill a volume of eight thousand pages.

For three days, *Tony Kasman*, assistant in the bus garage, ran whenever he was called to the phone. Then, one day as Tony was testing brakes, the call came, and *Lee Johnson* gave Tony the double quick sign. Tony rolled out of the bus and into the office to find it was a new daughter, and *Mrs. Kasman* was OK.

Marty Grady was busy painting and cleaning during the week of June 18, in preparation for the arrival of *Mrs. Grady* and their new son, *Thomas David*, who had his initial birthday on June 17.

Pat Geary is back from a vacation that was supposed to be devoted to painting the Geary residence. It rained most of the time and Pat barely finished.

P. J. Dunn uses his days off to drive his mother-in-law up to her cottage in Lakeside, Michigan.

Permanent vacationists joining the ranks of the pensioners and to whom go our best wishes: *Conductors A. H. Jackson, H. W. Leach,*

AHH! RETIRED LIFE



HENRY P. TASSAERT retired on pension January 1, after 50 years' service on the rapid transit system. To begin his retirement, he and *Mrs. Tassaert* spent more than two months in Tampa, Florida. Among their many wonderful experiences was a visit to an orange grove and a ride in a glass bottom boat at Silver Springs. Highlight of the trip for Tassaert came when, while fishing, he caught a five-foot red-horse.

P. G. Mckeeon, A. Walsh #1, J. B. Hogan, and C. E. Nemsen. Motormen E. Devine, J. Raffel, J. Kenny, J. Armstrong, P. Dwyer, B. Farrell, W. Redican, O. B. O'Malley, R. Marshette, N. Glass, and J. McAllister #1.

Erny Frank is back from his vacation through New York and Canada. As he passed through Wisconsin on his way back, he visited *Rudy Nebelchek* at his farm. Rudy, you remember, is a retired Burnside trainman.

Bob Walsh spent his vacation in Pullman, near South Haven, Michigan. . . *George Reilly* is back from a tour of the west, having spent most of his vacation in California. . . *Andy Birny* used his vacation to be near his wife, who was hospitalized while visiting in Toronto, Canada.

Tom McGuire and his family had a most unusual vacation. They hunted for a house. Well, they hunted anyway.

—WILBUR JENSEN & JOE SMITH

Here's a Father Who Enjoyed "His" Day

WAY & STRUCTURES—*Anthony Dugulo*, service truck chauffeur, who has been with the company since 1909, is happy to say that his 11 children and 12 grandchildren make up quite a party—especially when they all gather around during a holiday. Anthony wants to express his appreciation for Fathers' Day, which he enjoyed immensely, because that is the only holiday when he doesn't have to do a thing—he actually becomes "King for a Day."

A proud father indeed is *Jasper Cirricione*, trolley tender for a number of years, to realize that his only son, naval aviation cadet *Joseph Robert*, in his 20's, recently received his diploma upon graduation from the naval pre-flight school at Pensacola, Florida. His son also attended the University of Illinois and Roosevelt College, majoring in chemical engineering and music, prior to entering the navy.

We have quite a few vacationers—*Jonathan Wolfe* and *H. G. Peterson* are enjoying the great outdoors, and *Theron Morgan*, who spent his time at his summer home gardening and resting, is back. . . *Margaret Hansen*, switchboard operator, enjoyed her vacation which she spent with her folks in Kentucky.

We extend our sympathy to *Edward Smith*, chauffeur, and his family, in the death of their mother on June 21.

Roy Johnson, who had been in the St. Francis hospital in Evanston, is home again recuperating.

The wife of *Tom Giovenco*, laborer, has been ill and confined in a hospital for quite some time. Tom recently attended his daughter's wedding, but was grieved over the fact that his wife was unable to be present on this most eventful day.

Tom Spasojevich, laborer, decided to take his vacation early so that he could visit his wife, who is ill in a hospital, and also devote his time to keeping house.

—VIOLET CARNES

RECENT DEATHS AMONG EMPLOYEES

ANTHONY K. ADAMCZYK, 57, laborer, Central District. Died 5-24-50. Employed 4-22-27.

MARTIN BELSTES, 54, retired car repairer, Armitage. Died 4-29-50. Employed 11-16-23.

ANTON BESTA, 66, crossing watchman, West Side Section. Died 5-6-50. Employed 6-12-44.

PATRICK BRADLEY, 63, retired motorman, 69th Street. Died 4-28-50. Employed 7-31-88.

FRANK DAHL, 73, retired trackman, Road Department. Died 5-30-50. Employed 12-17-20.

JOHN FISHER, 57, conductor, Devon. Died 5-23-50. Employed 1-24-23.

THOMAS P. FOGARTY, 56, conductor, Cottage Grove. Died 5-31-50. Employed 9-27-23.

VINTO FRANCISCOVICH, 66, retired watchman, West Shops. Died 5-20-50. Employed 5-11-26.

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

SAM INTRAVARTOLO, 68, retired laborer and watchman, West Shops. Died 5-6-50. Employed 4-6-21.

ALLEN H. JACKSON, 68, conductor, 77th Street. Died 5-1-50. Employed 1-13-04.

JOSEPH J. KEHOE, 69, conductor, North. Died 5-15-50. Employed 8-3-04.

ROBERT E. KOEP, 59, motorman, North Side Section. Died 5-6-50. Employed 6-12-44.

JACOB KRAML, 60, janitor, Archer. Died 5-20-50. Employed 2-18-28.

THEODORE LUDWIG, 65, blacksmith, South Shops. Died 5-18-50. Employed 11-19-26.

ADOLPH MADSEN, 86, retired supervisor, Lawndale. Died 4-30-50. Employed 11-1-91.

KALMAN MAGER, 50, painter, North Side Shop. Died 5-13-50. Employed 5-23-39.

PAUL J. MANNING, 42, motorman, Devon. Died 5-25-50. Employed 5-24-46.

GUISEPPE MARTARANA, 80, retired watchman, Track Department. Died 5-26-50. Employed 1-28-19.

HENRY McDERMOTT, 63, conductor, 77th Street. Died 4-29-50. Employed 6-25-12.

NICK W. MILLER, 60, flagman, Beverly Bus Terminal. Died 4-30-50. Employed 11-23-21.

MARTIN L. MOPERT, 82, retired motorman, 77th Street. Died 4-21-50. Employed 3-11-98.

LEO T. NAUGHTON, 63, retired conductor, Armitage. Died 5-23-50. Employed 4-30-18.

JOHN NEMEC, 57, carpenter, Shops and Equipment. Died 5-28-50. Employed 11-6-36.

PHILIP G. NOVAK, 68, gateman, West Side Section. Died 5-27-50. Employed 2-5-43.

LOUIS H. O'DONNELL, 46, trainman, South Side Section. Died 5-19-50. Employed 9-17-43.

GUNNAR OLLSTEDT, 54, motorman, Lincoln. Died 5-19-50. Employed 4-15-29.

FREDERICK RAPP, 70, retired conductor, Armitage. Died 4-27-50. Employed 10-20-06.

JOHN F. RUDZINSKI, 61, carpenter, South Shops. Died 5-4-50. Employed 5-8-28.

JOHN SANDRIK, 55, conductor, West Shops. Died 5-1-50. Employed 1-19-22.

HARRY L. SHOBER, 80, retired conductor, Cottage Grove. Died 4-12-50. Employed 5-5-03.

JOHN SIROYV, 67, gateman, West Side Section. Died 5-20-50. Employed 6-7-27.

STANLEY SOLAK, 69, retired car repairer, Limits. Died 4-7-50. Employed 1907.

DARWIN P. SPEESE, 66, retired towerman, South Side Section. Died 5-7-50. Employed 4-10-10.

DAVID J. THOMAS, 70, retired conductor, Archer. Died 3-29-50. Employed 12-8-09.

FRANK WOLSKI, motorman, Lincoln. Died 5-23-50. Employed 12-10-40.

FRANK WRENN, 57, trainman, North Side Section. Died 5-21-50. Employed February, 1924.



Felix A. Rohde, Conductor, Devon, 44 years. "Began on stove heated trailer cars and retired from PCC's."



Martin Lawson, Towerman, North-South "L", 45 years. Retiring from Wilson Avenue tower after 24 continuous years."



Vernon M. Lee, Conductor, Beverly, 42 years. "Fishing and resting at the cottage in Hudson Lake, Indiana."



Michael Toolis, Motorman, 77th, 40 years. "Traveling to British Isles, and there's no rush on the return trip."



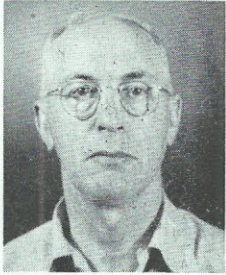
John Crigas, Conductor, Lawndale, 39 years. "The pension plan is really a big thing for the transit industry."



Anton Klarich, Motorman, 77th, 35 years. "Worked on the streetcars in Milwaukee before coming to Chicago."



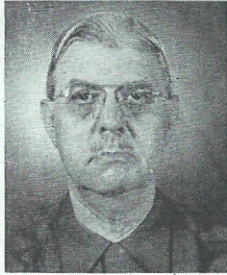
Dennis O'Grady, Motorman, North-South "L", 44 years. "Had one other job before the "L", but this suited me so I stuck."



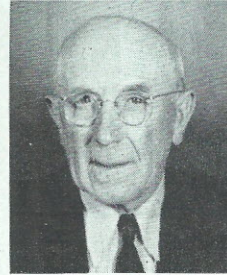
Redmond Lyons, Conductor, North, 39 years. "Might take a trip to Ireland to visit."



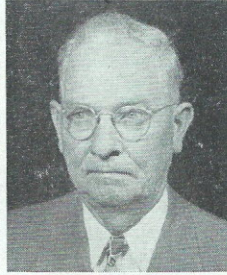
Dennis Scanlon, Motorman, Kedzie, 38 years. "Bait-casting for the big fish in Wisconsin."



Chester J. Howard, Trainman, North-South "L", 39 years. "Visiting my daughter in Iron Mountain, Michigan."



Frank Glenn, Motorman, Kedzie, 42 years. "Worked on trailers and hand brakes, now I'll take it easy."

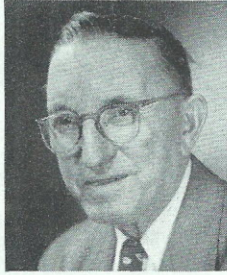


James Wallace, Conductor, Limits, 44 years. "Pitch horseshoes and take life easy."



Peter Soraghan, Motorman, 77th, 42 years. "Going to travel east to New York, and then winter in Florida."

Among the Recent Retirements



John Lynch, Conductor, Kedzie, 39 years. "Have always liked serving the public."



Hans P. Hanson, Conductor, 77th, 40 years. "Moving to White Lake to hunt and fish."



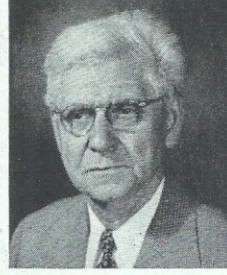
Edward J. McCabe, Conductor, North-South "L", 42 years. "Main interest will be the lawn and shrubs around the house."



David Moore, Motorman, Kedzie, 41 years. "Working on the cars has meant cleaner work and more money."



Fred Giese, Conductor, Limits, 35 years. "May move to Michigan and enjoy the fishing."



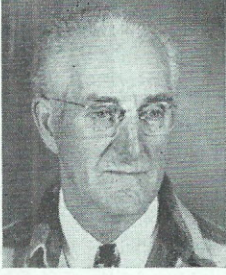
Maurice Fiege, Conductor, Devon, 35 years. "Leaving the PCC's to care for the lawn and garden."



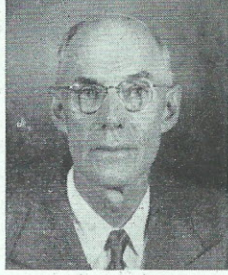
Alfred Johnson, Motorman, 77th, 40 years. "Going to raise fruit trees in Michigan."



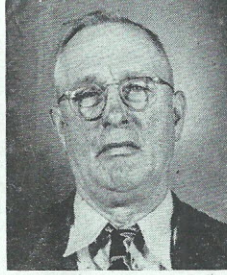
John J. Kissane, Motorman, Limits, 40 years. "Look forward to hunting big game in Montana for first time."



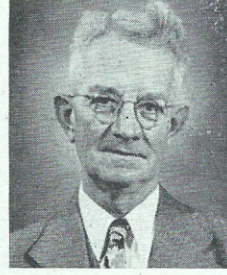
Charles W. Bortoff, Motorman, North-South "L", 39 years. "Camping out on a trip to California."



Arthur Anderson, Motorman, Elston, 35 years. "Fooling with wood work on the band saw."



Henry Sandstrom, Motorman, 77th, 37 years. "Will be fishing and gardening in Three Rivers, Michigan."



Andrew Van Dee, Conductor, Lincoln, 41 years. "Cultivating a garden at home in McHenry, Illinois."



Albert J. Piker, Conductor, Beverly, 43 years. "Going to build a cottage at Wonder Lake, Illinois."

Things You Should Know ABOUT POLIO

POLIO, or infantile paralysis as it is often called, is most prevalent during the summer and fall months. Here are a few facts about the disease, and some advice to aid in its control.

◀ POLIO strikes hardest at children, but people of any age can get it. Postpone any nose, or throat operations, or dental extractions, until after the season, if your doctor agrees.

THE POLIO virus exists in the digestive tract of human beings. While it is known that many persons who never become ill with polio are carriers of the virus, there is no practicable way of identifying them.

POLIO does not always paralyze. From 40 to 60 per cent of all patients recover completely; 25 to 35 per cent have moderate paralysis not interfering with normal life.

POLIO starts in different ways—with headache, sore throat, upset stomach, sore muscles or fever. There may be trouble in swallowing or breathing. Often there is a stiff neck and back. However, all these symptoms may not be present at the same time. Never delay in notifying your doctor.

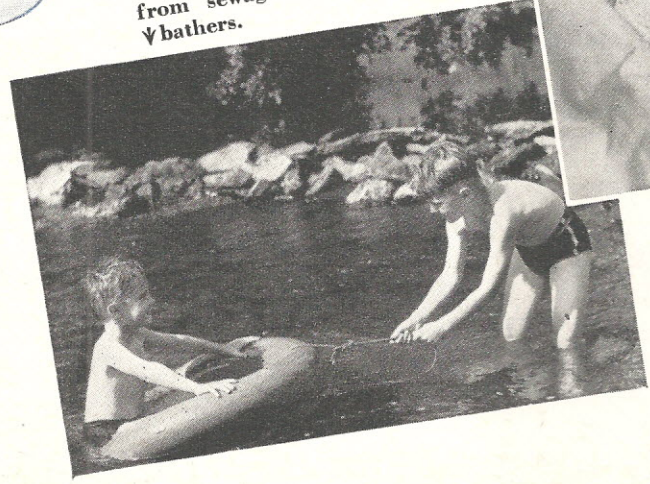
Photos—H. Armstrong Roberts, Ewing Galloway

IF polio comes your way, keep your children with their own friends, especially in the close contacts of daily living. It is not wise to take them into large crowds.

▲ KEEP clean. See that children wash hands carefully before eating and always after using the toilet. Keep food clean and covered. It is known that flies can transmit polio.

▲ AVOID chilling. Don't bathe or swim too long in cold water. Never swim in creeks or ponds if there is any possibility of contamination from sewage or from too many bathers.

▲ SEE that children get adequate rest and do not get over-tired. If you already have the infection in your body, overfatigue may cause a more serious form of the disease.



To the Ladies . . . from Joan

COME July, it's open season across the nation for picnics. The fun of dining at a different "table" . . . whether it's a bench on the side porch or a grassy slope off in the country . . . is one of the contagious attitudes of summer.

For less-work-and-more-play picnics, use one master menu that can be made into many good serve-yourself meals.

Secondly, plan to have as few carry-home utensils as possible.

Start your picnic with assorted sandwiches. For bread, rolls are a treat. Take fillings that are just a little different. A spicy spread called Texas Filling goes well with the buns; so, too, does a piquant cheese spread and a good carrot filling that's as tasty as it is healthful. Pack each filling in a separate container. Picnickers make their own sandwiches on the spot and there are never soggy sandwiches come eating time.

A "hearty" dish is a must . . . potato salad, macaroni salad, baked beans or the like. Then, a relish. It can be crisp fresh vegetables, pickles or olives.

For dessert, fresh fruits or cookies are best. They can be eaten out-of-hand

at dessert-time or later on in the afternoon for a snack. The beverage can be obtained at the picnic site.

At eating time, just array foods on flat surface and call, "Come and get it." A large serving dish and a serving spoon are all that must be taken home.

Texas Filling

Put through food chopper fragments of leftover meat; there should be 2½ cups. Add 2 tablespoons grated onion. Combine with ½ cup of tomato juice, season highly with salt, a pinch of cayenne pepper and 1 teaspoon of chili powder. Cook until mixture is thoroughly blended and reaches the boiling point, stirring constantly.

Piquant Cheese Spread

Mash ½ pound Old English cheese or Snappy cheese with 2 tablespoons mayonnaise, 1 tablespoon catsup and ½ cup finely minced sweet pickle.

Carrot Filling

To 1 cup grated raw carrots, add 5 tablespoons mayonnaise, 1 scant teaspoon salt, a few grains of pepper, ½ cup broken nut meats, 1 tablespoon lemon juice and a few drops of Worcestershire sauce. Blend well.



THESE spots before your eyes are the polka dots of summer, looking new in navy with a spattering of unevenly spaced dots. Bold accents of white pique at the neckline and brief cap sleeves add another summertime note. The matching hat is a flattering bonnet-brimmed style swathed in a polka dot scarf. A direction leaflet for making this Blouse and Hat is available to you without charge by writing to Women's Editor, CTA TRANSIT NEWS, 79 W. Monroe St.

To Make Perfect Tea

WHEN you're "under pressure" drink tea. To make good tea, says the Tea Council, the steps are three!

1. Have the water for your tea boiling, boiling merrily!
 2. Tea bag or teaspoon—it matters not, one for each cup and one for the pot.
 3. Don't skimp the time in which you brew it. Three minutes or more—no less will do it!
- P.S. For the best iced tea you've ever tasted, use half again as much tea and plenty of ice.

Answer for Your Question

Q: Why is it that you can wash a cheap red and black bandanna handkerchief until it is in shreds, and not have it lose its color, but every time a good pair of lisle socks are washed the water becomes colored?

A: There are a few common dyestuffs for cotton (the blue dye, indigo, for example) which are fast to laundering and exposure. However, the range of colors available with these is limited and to get the intermediate shades, which customers demand, less permanent dyes must be used. Some of these, as you have noticed, tend to dissolve in water during laundering.



THE day is warm, and the children are restless. What better activity can anyone suggest than a picnic! One master menu and disposable utensils make this summer's picnic outings fun for all the family.

Comic Characters Create a Hobby

WHEN you look in the back yard of *Conductor Edward Shefcik's* home at 3321 West 59th Place, you can't help but see Popeye the Sailor Man, Porky the Pig, Pinnochio, or Donald Duck staring you in the face. Then as your eyes wander to the yards of other homes in the vicinity you are quite likely to see similar characters standing out vividly among the flowers, hedges and fresh green grass. No, they are not alive, but merely the talented work accomplished by Ed when he completes his busy day for Chicago Transit Authority out of the 77th street station.

After Ed arrives home from work and finishes his dinner he often heads for one place in his home where he is able to relax and spend some pleasant hours at his favorite hobby—woodworking. That particular location is the rear of his basement where a visitor finds numerous hand tools, patterns, a jig saw, circle saw, and enough cans of paint to fashion a brilliant rainbow.

Ed says he has always been very fond of wood-work but is at a loss to explain how he began making his most recent designs of the comic strip characters that decorate his lawn and the lawns of neighbors surrounding his home. "Maybe the idea was in back of my head for some time," he thought, "or possibly I picked it up from reading the funny papers. Anyway, during the past four years I have

THE first step Ed goes through in making his lawn ornaments is drawing a pattern, after which he makes a rough sketch of the drawing on the wood. If he finds the drawing too difficult to do he is able to get help from fellow workers who are skilled in this procedure. When the pattern has been cut Ed is then able to burn the facial expression in with the aid of a pencil burner.

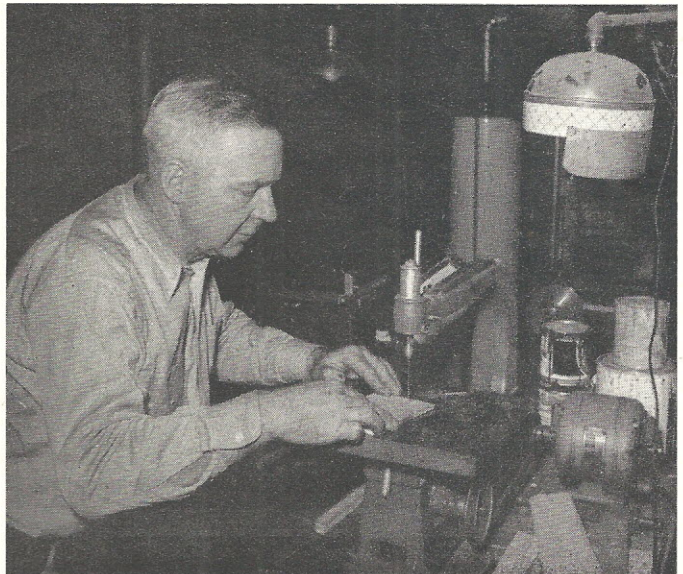


ONE of Ed's favorite comic characters is Pinnochio, the little fellow who has thrilled millions of youngsters in the movies. These are just a few of the many designs Ed has fashioned since he became interested in this unusual hobby.

made about thirty of them and it's been a lot of fun." The majority of the designs Ed has made he has given to his friends and neighbors as gifts.

A veteran of 22½ years with the surface system of CTA, Ed and his wife, *Rosalia*, are the parents of two children, *Alice*, 19, and *Paul*, 15.

A steady hand is a must when operating the jig saw, according to Ed, because one slip can ruin the desired effect. After cutting and burning the pattern, he is then able to paint his subject. Some of his comic characters require as many as six or seven different colors of paint. Two coats of paint are given to the design and when this work has been completed it's time for another addition to be placed in Ed's yard.





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

WHAT DO CTA employees do when their work day is over? Judging from activities of the three male members of the *McTigue* family — *Henry, Sr.*, *Henry, Jr.*, and *John* — all CTA employees, they find a wide variety of things to interest them in their spare time.

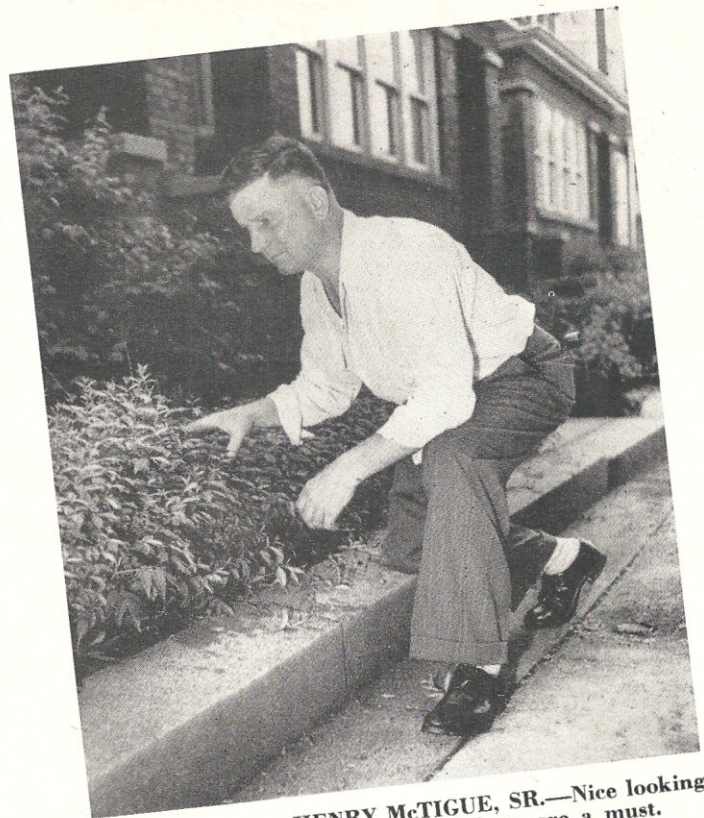
Henry *McTigue, Sr.*, 48 years old, has been employed 28 years with the surface system of Chicago Transit Authority, starting as a car cleaner in 1922. He is now working as a motor repairman at the South Shops, but when that job is done he can generally be found pursuing a favorite pastime — keeping his lawn and hedges in tip-top shape.

Henry never had any previous experience in mass transit work but his uncle, Retired Motorman Matthew Donnelly, formerly of 77th, told him he would like the work and encouraged him to apply for a job.

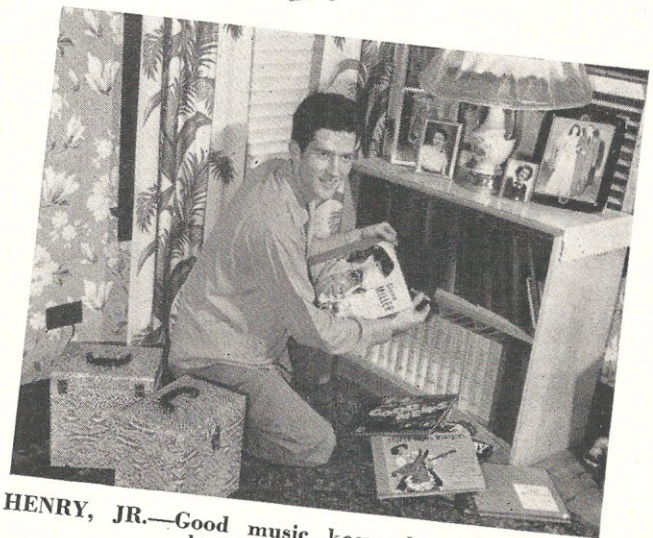
"I'm glad I did because I do like the work, the people I work with, and the security that goes with the job," Henry says. Beside his two sons, Henry, Sr., and his wife, *Delia*, have one daughter, *Mary*, 19 years.

Henry, Jr., 21, made working for the surface system a family affair for the *McTigues* when he began servicing CTA buses at the Archer station in August, 1948. He is now employed as a car cleaner from that location. Among the spare time activities that occupy Henry's time are his vast collection of phonograph records and the new camera he recently purchased.

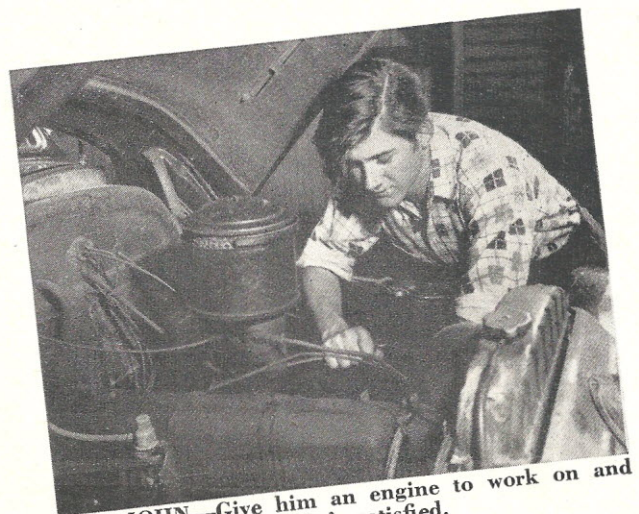
The third member of the *McTigue* family to join CTA employment ranks was John, 20, who began working as a car cleaner from the Archer station during the summer of 1948. John claims that nothing holds more interest for him than the motor of an automobile. Whenever he has the opportunity he devotes his time to finding out what makes a car run.



HENRY *McTIGUE, SR.*—Nice looking hedges and lawn are a must.



HENRY, JR.—Good music keeps him happy.



JOHN—Give him an engine to work on and he's satisfied.

OUR PUBLIC SPEAKS



AN IMPORTANT phase of everyone's job whether he be a store clerk or business executive, is courtesy to customers. This is particularly true of those who are employed in public transportation work.

During the past several weeks many letters and numerous telephone calls have been received by the CTA from passengers commending the transportation personnel for their outstanding acts of courtesy and efficient work while operating their vehicles. Here is what a few of them had to say about the following employees:

MOTORMAN DAVID GRAFMAN, LAWNSDALE:

"I am writing to commend one of your employes for a fine act. I was on a crowded car recently and many of the passengers were scowling, irritable and cross. The gong was sounding as we threaded our way through heavy traffic. Suddenly the car stopped. The motorman opened his door and left the car. Impatient necks craned. The motorman

was leading a stranded blind man from a snarl of traffic to the safety of the curb. He was alone. He had no dog. His white cane was his only protection. Just for an instant the car was transformed. The passengers looked at each other and smiled at this touch of man's humanity to man. Then it was over. The bell clanged again and he was on his way. Please commend this man for his act of kindness."

CONDUCTOR JOSEPH VOLINO, DEVON:

"It was a pleasure to observe the courtesy of this conductor. He was polite and helpful, called streets loudly and clearly and in general performed his duties in a manner I felt should be called to everyone's attention for commendation."

CONDUCTOR JOHN A. RICHARD, 77th:

"I take this means of thanking you for turning in the window ventilator which I left on the streetcar. Other CTA men kindly told me how to call for information. The ventilator probably is not costly but was lent to me on faith so I was very glad to get it back. I certainly appreciate your honesty."

CONDUCTOR CHARLES E. RITTER, LIMITS:

"I should like to call your attention to this most courteous conductor. Everything he does and says is always with a smile. It certainly helps to start the day right when we come in contact with men like him."

CONDUCTOR BURTON FRANCE, NORTH:

"I am a woman of 65 years and not so good on my feet. This gentleman not only helped me into the car but was kind enough to see that I got off safe. Please thank him for me. It was a pleasure to meet a person like him."

BUS OPERATOR ELMER C. FORMELLER, LAWRENCE:

"I was riding the Central bus a few weeks ago on a stuffy, rainy day. The passengers were crabby and grumpy and insulted the driver in a most unreasonable manner. The driver in turn, kept a cool head, despite the difficult conditions. I was so impressed that I made it my business to take his number down and write you."

BUS OPERATOR ERNEST J. HOZIAN, 77th:

"Something very nice happened on the Stony Island CTA bus, a passenger-driver incident that I would like you to know about and for which I would like the driver of the bus commended. This driver felt that the old woman waiting for a transit vehicle probably forgot the bus covers Stony Island on Saturdays and Sundays and thus was expecting a streetcar. He waited a minute or so for her to

come toward him but when he saw she was confused he stepped to the door, stuck his head out the door and asked her where she wanted to go. When she explained she was going to 53rd street he told her very nicely that he could take her and *helped her* on the bus. Because she was very unsteady on her feet and very elderly he asked her to sit down before he started the bus. This was WONDERFUL. When I told him what a kind service he had just done he said: 'I'd rather do that than spend a half-hour making out an accident report.' Kind gestures like this will make CTA lots of friends and we all need that."

Rescues Boy in Danger

ON OR OFF the job, CTA employes know when to act if they see a dangerous situation. Read what *Trainman Joseph J. Furman*, West Side, did when he saw the following incident: While he was waiting for a train, on his way to work, Furman noticed a youngster about 12 years of age lying on the tracks about 25 feet west of the platform, attempting to retrieve a baseball that got stuck on the structure. Shouting to him didn't help so Furman jumped on to the tracks to get him. As he got to the boy a westbound Chicago, Aurora and Elgin train was coming as well as an eastbound one, so they had very little time to reach the small platform alongside the station. Fortunately they made it, but to show how close it was—the westbound train made an emergency stop to see if anyone had been injured.

Quick-Thinking Trainman Averts Possible Tragedy

"YESTERDAY about noon my three year old son ventured forth from his yard and in short order found himself on the elevated right of way at the Main street station in Evanston. He was taken from the tracks and aboard a train by Mr. Dacey (*Trainman James E. Dacey, Northside*) and turned over to the Wilmette police when the train reached Linden avenue, from where he was returned to us. Knowing his fascination for trains, I went immediately to the tracks and, discovering his absence, I can clearly recall my desperate prayers that should he be on the tracks your men would see him before something tragic might occur. It goes without saying that my prayers were answered. I should like at this time to commend the CTA on your selection of Mr. Dacey as an employe. You may well be proud of his ability and quick thinking. I am sincerely grateful to the CTA and this man."

CTA Tokens on Sale

APPROXIMATELY 48,000 CTA surface system tokens were purchased by firms, corporations and individuals during the first week they were placed on sale, beginning June 19. The Chicago Transit Board authorized the sale of these tokens to begin on that date for use in purchasing rides on

surface system vehicles. They are being sold in packaged lots of fifteen at fifteen cents per token.

At the present time no tokens are being sold on CTA cars and buses. Purchase of the tokens may be made at the CTA cashier's office in Room A-518, 175 W. Jackson boulevard, Mondays through Fridays.

CHICAGO TRANSIT AUTHORITY

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

	Month of May		Period Ended May 31, 1950	
	1950	1949	5 Months	12 Months
Revenues	\$10,027,587	\$9,756,681	\$49,102,590	\$116,025,759
Operation and Maintenance Expenses.....	8,464,183	8,917,734	42,940,333	103,422,773
	<u>1,563,404</u>	<u>838,947</u>	<u>6,162,257</u>	<u>12,602,986</u>
Debt Service Requirements:				
Interest Charges.....	318,038	318,038	1,590,191	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	107,000	107,000	535,000	1,284,000
	<u>425,038</u>	<u>425,038</u>	<u>2,125,191</u>	<u>5,100,250</u>
Balance before Depreciation.....	1,138,366	413,909	4,037,066	7,502,736
Provision for Depreciation—Current Period.....	541,667	541,667	2,708,334	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).....	<u>\$ 596,699</u>	<u>\$ 127,758*</u>	<u>\$ 1,328,732</u>	<u>\$ 1,002,736</u>

STATUS OF DEPOSITS TO DEPRECIATION RESERVE FUND

Accumulated deficiency in deposits to Depreciation Reserve Fund at April 30, 1950.....	\$124,125*
Balance available from May 1950 operations to apply to prior period deficiencies in deposits to Depreciation Reserve Fund, etc., as above.....	<u>596,699</u>
Balance available for Reserves for Operating Expense and Municipal Compensation and for Modernization	<u>\$472,574</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 figure


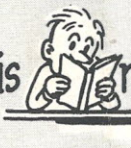
PASSENGER STATISTICS

Originating Revenue Passengers.....	65,608,708	73,432,830	320,670,885	796,194,468
Transfer Revenue Passengers.....	3,216,255	3,287,714	16,029,502	38,256,695
Total Revenue Passengers.....	<u>68,824,963</u>	<u>76,720,544</u>	<u>336,700,387</u>	<u>834,451,163</u>

About Competition [A TRUE STORY]

There are  TWO DRUG STORES in our neighborhood ...

They look alike and their  PRICES are pretty much the same

But one is  VERY BUSY. And one is  not so BUSY.


xxxxx


So one day we asked some customers:


"Why do you go to this BUSY store?"

The  MAN said:

"They are clean and reliable. I get good service"

The  MOTHER said: "The clerks are polite and helpful. They treat the children kindly"

The  BOY said: "I like to go where they're friendly and don't grump at you"

So we decided.. That  DRUG STORE is busy because its clerks are SELLING its service

xxxxx

We too can help SELL our customers

- BY BEING FRIENDLY
- BY BEING PROMPT and DEPENDABLE
- BY KEEPING OUR VEHICLES CLEAN
- BY BEING HELPFUL

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.

GEORGE T. KERRY
446 E 29TH ST
CHICAGO 16 ILL
005

SEC. 34.66, P. L. & R.
U. S. POSTAGE
Paid
CHICAGO, ILL.
PERMIT NO. 8021