

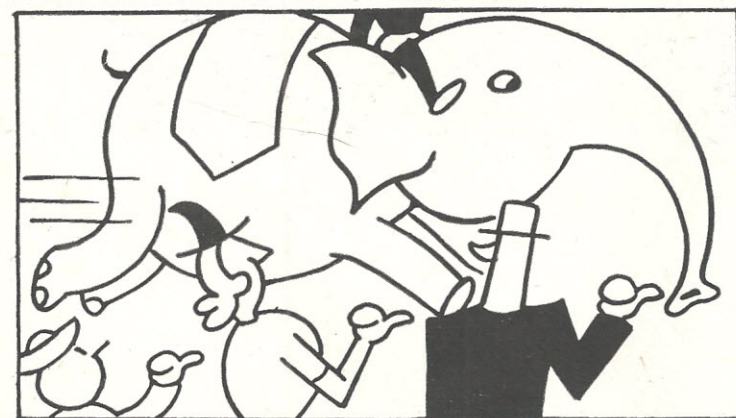
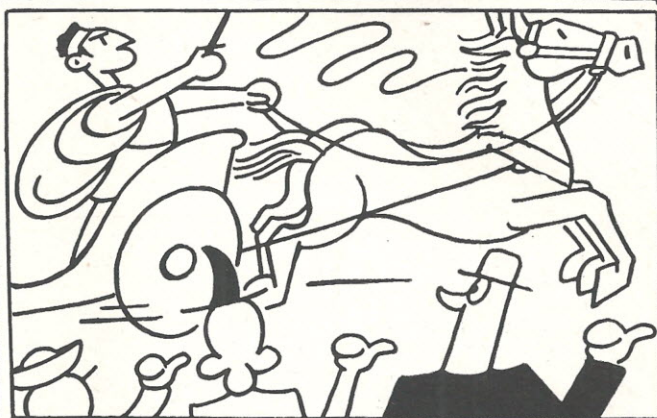
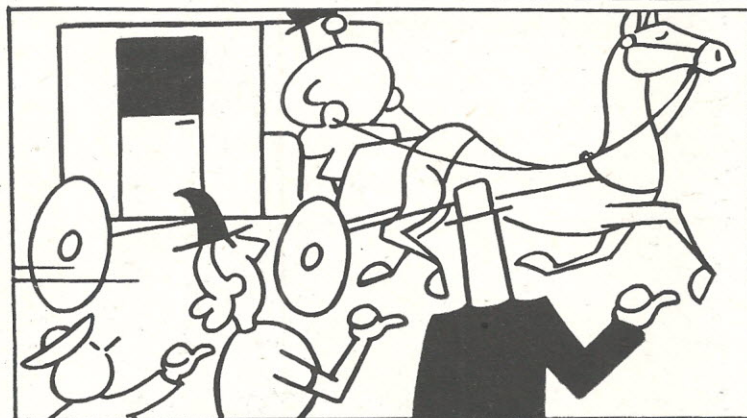
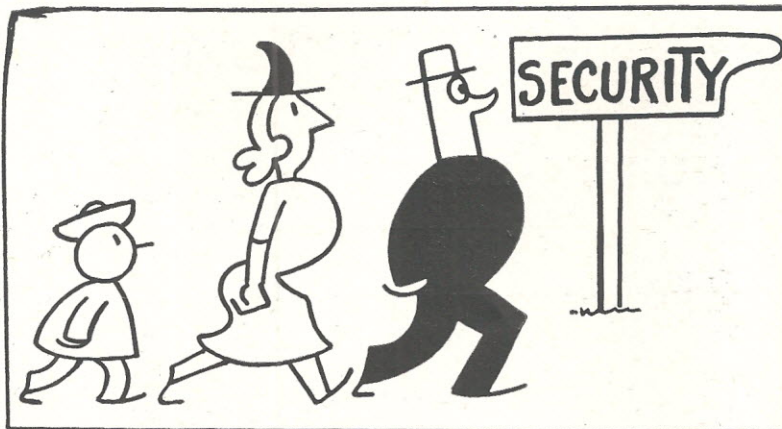


TRANSIT NEWS

JANUARY-1950



CTA CELEBRATION (See Page 3)



O. SOGLOW



CTA CELEBRATES COMPLETION OF *Beverly Bus Terminal*

BEVERLY BUS TERMINAL—Chicago's first servicing and garaging center for local transit buses to be built from the ground up—was publicly dedicated by Chicago Transit Authority at Open House ceremonies on Friday, December 2, 1949. More than 3,000 public owners inspected the new structure at 103rd Street and Vincennes Avenue, where 125 buses from 12 south side routes are housed and serviced.

Formally placed in service on Sunday, December 4, the new terminal marks another major accomplishment in CTA's

efforts to give Chicago a modern, unified, efficient transportation system.

The new terminal is centrally located to the area it serves, thereby reducing costly, time-consuming deadheading of buses to and from the lines on which they operate.

About three hundred transportation and maintenance workers are presently employed at this location.

Attractive in appearance, the building incorporates the most modern servicing, inspection, and maintenance equip-

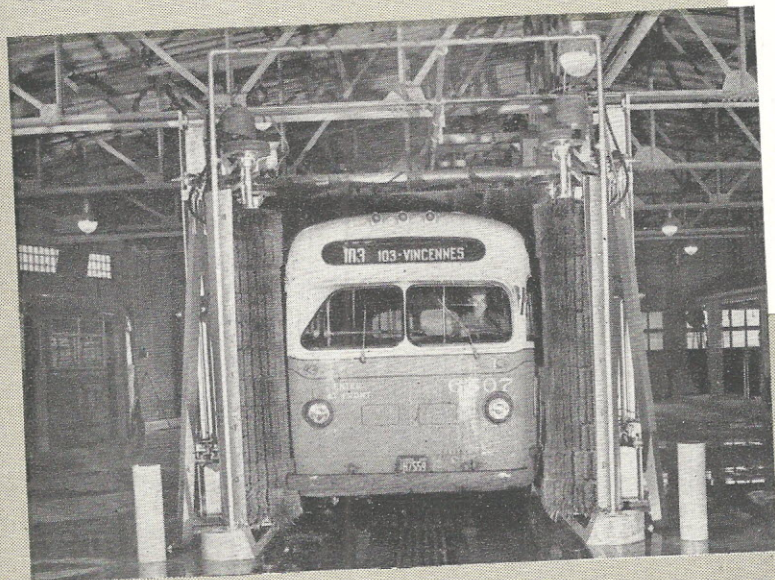


Harry Paul, janitor, tells Reporter Dante Brunod:

"I HAVE been in many bus depots in various cities and think that Beverly Bus Terminal out-classes all of them. The trainmen from other depots should not miss the opportunity to see beautiful Beverly."

COVER PHOTO—More than 3,000 Chicagoans from the neighborhood attended the open house at Beverly.

The modern bus washing machine will wash a bus in forty seconds.

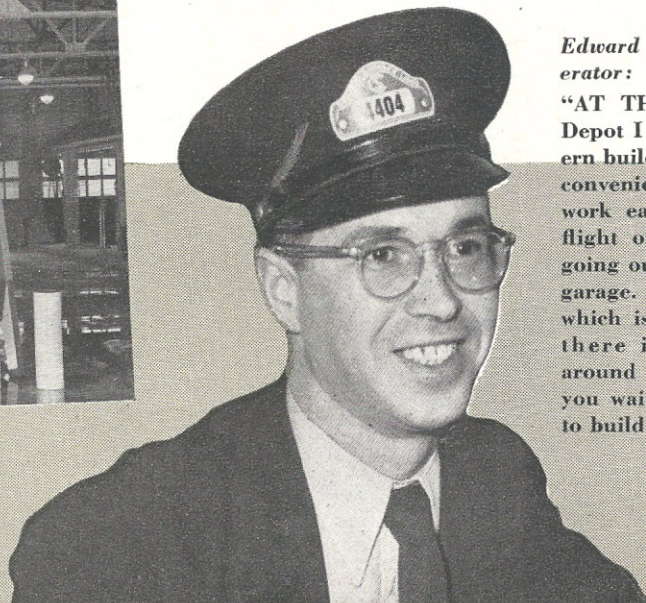


ment available. Walls of common brick; trusses, windows, and doors of steel; and a roof decking of precast concrete slabs, constitute the basic materials used in erecting the structure.

Outdoor and Indoor Storage

The building covers an area of approximately 70,000 square feet. Servicing activities are centered at ground level, with a second floor office section of about 3800 square feet provided for the Transportation Department. A large area, paved with concrete and completely fenced in, is provided at the rear of the terminal for bus handling and storage under proper weather conditions. The entire project, including equipment, cost nearly \$1,000,000.

Three principal bays—two of which are used for inspection, fueling, lubricating, light maintenance, and storage of buses—are located on the ground floor. A parts room, pit and hoist facilities for overhaul work, chassis cleaning pit, a utility truck garage, tire storage and repair space, battery

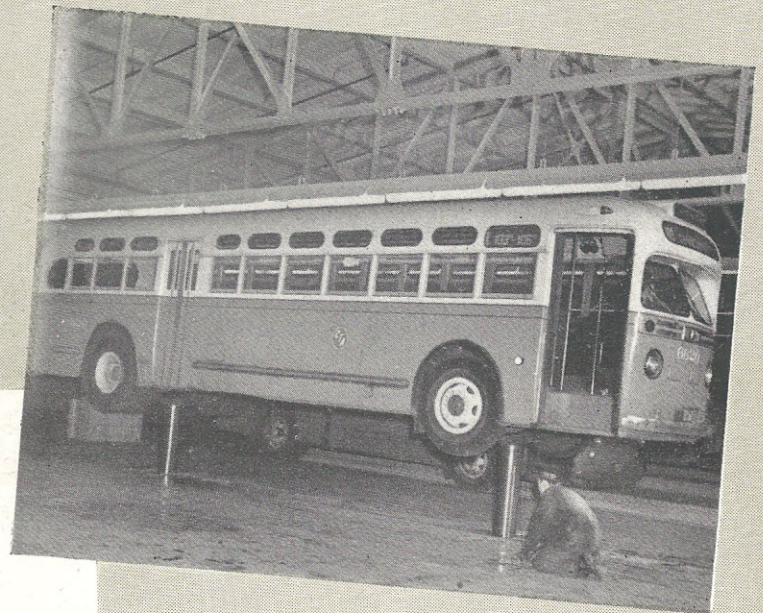


Edward R. Bennett, bus operator:

"AT THE new Beverly Bus Depot I check in a new modern building which has all the conveniences to make my work easier. I walk down a flight of stairs, and without going outside, I enter the bus garage. I am assigned a bus which is nice and warm and there isn't any standing around and freezing while you wait for the air pressure to build up.



Beverly Bus is the first all-bus terminal to be constructed by CTA.



Convenient hoist facilities guarantee ease in maintenance.

charging equipment and racks, boiler room, and locker room facilities, are located in the third bay.

Automatic bus washing equipment, with continuous water jet sprays and rotary brushes capable of washing the exterior of a bus in 40 seconds, is provided. Operation of the washer is controlled by an electric eye.

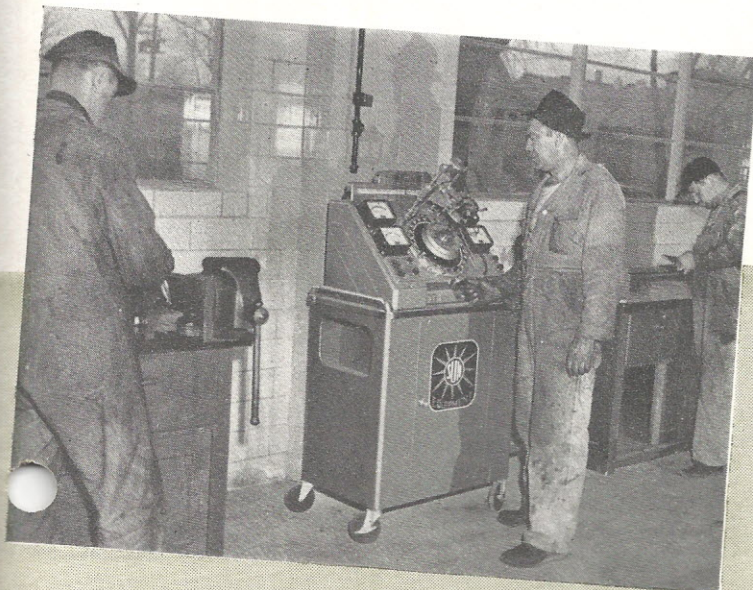
Radiant Heating

The building is heated by two 150 horse power, automatic oil-fired hot water boilers. Heat is distributed throughout the main floor by means of 1½ inch wrought iron radiant heating coils, imbedded in the concrete floor. The second floor transportation office is also heated by radiant coils of copper placed in the plaster ceiling. Even distribution of heat is assured by thermostatic controls, and strategically placed unit heaters supplement the basic system in some locations.

Supply and exhaust fans ventilate the building through a system of sheet metal ducts. Inspection and work pits are

R. E. Lieber, acting chief clerk:

"I THINK it's swell to be working at this new station. Although we are still in the transition period, everything has been functioning exceptionally well. Due to all the modern fixtures and equipment that was installed, it's really a pleasure to work at this station."



Workmen are provided clean, well-lighted work areas.

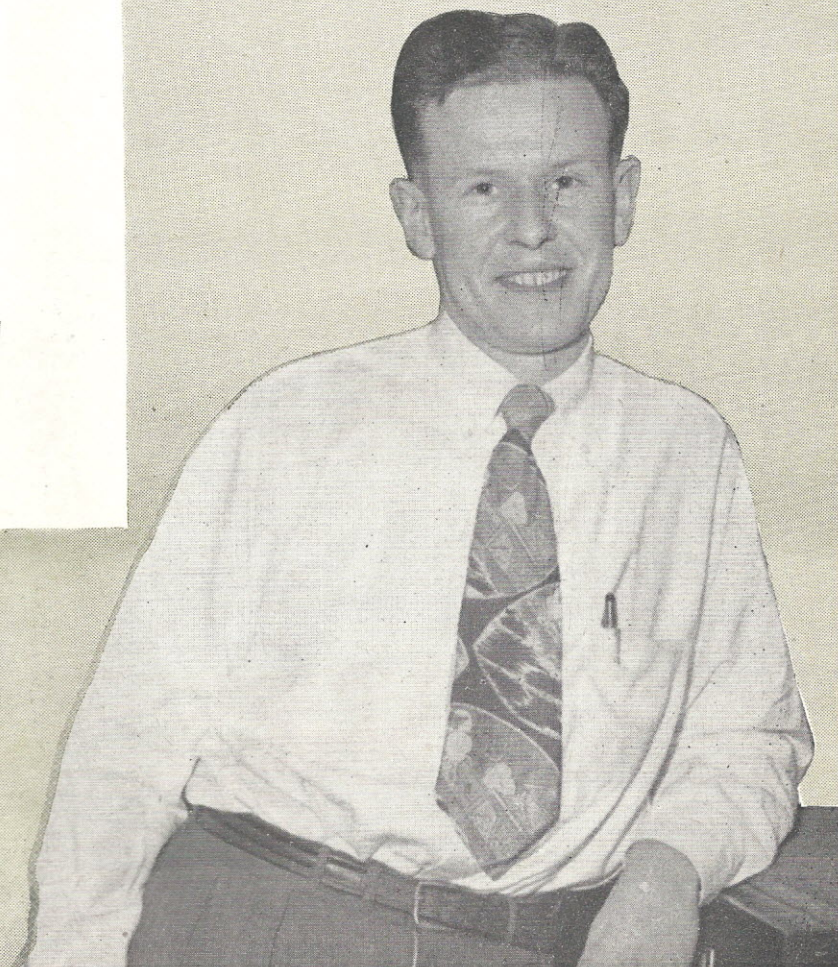




Photo by Hedrich Blessing

One of Beverly's two storage bays. Heat is provided through pipes in the floor.

ventilated by forced suction of air. Special provision is made for direct handling of bus exhausts.

A battery of four 8,800-gallon capacity gasoline and diesel oil tanks, and one 6,000-gallon capacity lubricating oil tank, supply fuel and oil to the dispensing units at "fueling



islands." Fuel, motor oil, gear oil, pressure grease, water and compressed air service are available at these islands as well as at repair and inspection pits. Water and air lines are routed to various points throughout the building. These air outlets are used to charge bus air tanks without requiring bus warm-ups. Oil reclaiming equipment and lines are installed in the work pits and old oil is filtered and used as boiler fuel.

Lighting fixtures fitted with prismatic two and three-way directional glass globes are used in the storage and inspection bays. Fluorescent fixtures are installed in the repair area and throughout the second floor.

Stephen Chatlos, bus operator:

"OUR NEW home, the Beverly terminal, is a bus driver's dream. I check in at 5:14 a.m. every morning and find every bus driver in a very fine mood, for a new garage is like a new home. After getting our transfers and trip sheet, all we do is walk down into a very comfortable warm bus, as our garage is heated at all times, with no draft blowing down your back. By all means, let's not forget the very fine office we have where the clerks can really be very efficient."

William J. Cook, bus repairman:

"THE BEVERLY Bus Terminal is the most modern bus terminal that the CTA has. It has all up-to-date equipment and the most modern heating plant, which provides heat from underneath the concrete flooring. It is warm at all times. The working conditions at Beverly are improved quite a bit as compared with other garages where I have worked.





John S. Miller

MILLER APPOINTED TO TRANSIT BOARD

THE APPOINTMENT of *John S. Miller*, Chicago attorney and civic leader, to a seven year term as a member of Chicago Transit Board was made effective at the December 28, 1949, board meeting, when he was officially seated. Mr. Miller succeeds Frank McNair, whose term expired September 1, 1949. His appointment was made by Governor Stevenson.

A native of Chicago, Miller was born here in 1888 and has lived all his life in Chicago or its suburbs. His civic affiliations have included membership on the boards of the Juvenile Protective association, the School of Domestic Arts and Science, the Illinois Society for Mental Hygiene, and the National College of Education.

He is a member of the Advisory Board of the Chicago Plan Commission and has been for many years a member of the Chicago Regional Plan Commission. He has served as a member of the University of Illinois Board of Examiners in Accountancy. He was chairman of the Illinois Crime Survey in 1929 and has participated actively in Red Cross and Community Fund campaigns.

Mr. Miller is a member of the firm of Taylor, Miller, Busch, and Magner and a member of the executive, commercial and Chicago groups of the American, Illinois, Chicago and New York City Bar associations. He is

CTA Personnel Changes

married and has one daughter and two grandchildren.

At the time of his retirement from the Transit Board, Frank McNair was the subject of a board resolution expressing "its sincere gratitude and appreciation of the splendid qualities of Frank McNair and of the great contribution he has made to the betterment of local transit service in this community as a member of Chicago Transit Board."

R. J. McKINNEY NAMED DEPARTMENT HEAD

EFFECTIVE January 1, 1950, *Robert J. McKinney* was appointed general superintendent of Transportation for the Surface Division, succeeding the late Wm. A. Hall. The announcement was made December 29, 1949, by *General Manager Walter J. McCarter*.

Mr. McKinney began as a conductor with the Union Traction company in 1908. Since that time he has held a wide range of positions in the Transportation department. For nine years he worked on the streetcars before he was promoted to supervisor, working out of North avenue. In September 1923, he was appointed assistant division superintendent. Six months later he was made a division superintendent, and during the next nine years had charge of some of the largest stations on the surface system.

After the Worlds Fair, when he had charge of all service to the Fair, he was appointed assistant superintendent of Transportation, the position which he held up to the present time.

* * *

The following changes, effective January 1, 1950, were also announced by Mr. McCarter:

1. The Employment, Accident Prevention, Training, and Job Classification departments will report to *Mr. Charles E. Keiser*, executive assistant.

2. The Medical department will report to *H. B. Storm*, superintendent of employe benefits and insurance.



Robert J. McKinney

The appointment of *John T. Harty* as general storekeeper was announced, effective January 1, 1950. Mr. Harty had held the position of assistant general storekeeper since December, 1944. He succeeds the late L. J. Dixon.

Harty is a graduate of Marquette university, with a degree in accounting. He came to the surface lines in June, 1944, as an expediting clerk, after ten years in the sales and engineering fields. He is married, and the father of three children.

* * *

In the Accident Investigation department, *Chief Attorney James O. Dwight* has announced the following appointments, effective January 1, 1950: *Fred W. Kinderman* as assistant chief attorney, and *Edw. J. Healy* as assistant superintendent of the department of Accident Investigation.

L. J. DIXON DIES WHILE ON VACATION

LOUIS J. DIXON, 52, general storekeeper for the Chicago Transit Authority, died Tuesday, December 20, 1949, in the Presbyterian hospital.

A lifelong transit man, Mr. Dixon first started with the Chicago Surface Lines in 1917 as a payroll clerk. He was made statistician in 1923, and promoted to general storekeeper in 1943. He retained this position under the Chicago Transit Authority.

For many years his activities, outside of his duties as general storekeeper, had been somewhat restricted because of ill health. However, he was well known nationally in the transit field, having been recently elected chairman of the American Transit Association, Purchases and Stores Division.

Born in St. Johns, Quebec, Canada, on July 20, 1897, Mr. Dixon came to Chicago at an early age and received his education in Chicago public schools. He is survived by his widow, Helen Faye, and a brother, Roland.



Walter Onysio and Tony Todorich • • • *The glasses make a difference*

SEE WITH SAFETY GOGGLES

NO one at the CTA West Shops believes in wearing safety goggles more than *Carpenter Tony Todorich* and with good reason.

Recently Tony was working under a streetcar with a high speed drill. He was drilling a hole in a wood plank which was to be used for a register bracket. Suddenly the tip of the drill broke off and struck the plastic goggles he was wearing, making a one-half inch hole. "I can't tell you how glad I am to have been wearing my goggles," Tony remarked,

after seeing what happened to his eye protectors. "I'm afraid to think what the drill would have done to my eye." If he had not been wearing his goggles, the drill very probably would have destroyed his vision in the eye.

A comparatively new employee, Tony, 24 years old, joined the Chicago Transit Authority in August, 1949, after working as a painter and carpenter for a general contractor. He and his wife, *Rose*, have been married two years.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

THEY'RE LOOKING FOR A REMATCH

ACCIDENT INVESTIGATION — The third floor adjusters, Messrs. Midland, Rau, Symmes, Weingartner and Williams are screaming for a return bowling match after having been beaten by the first floor team, Messrs. Connolly, Graver, Lembachner, Peterson and Zukowski. Otto Geiger, score-keeper, was closely watched while Elvera Potensa got a case of laryngitis from cheering!! The Wednesday night Mixed League bowlers, edged on by the money prize, certainly made the pins fly. Final winners were Bill Connolly, Bob Myrman, James Gallagher and Don Curtin . . . Mixed league? What happened to de ladies?

The Santa Claus Mrs. Kelly saw this year was wearing a strapless bathing suit—she had spent the holidays in Florida.

More Fun

The annual girls' Christmas party held at Younkens proved fun for everyone again this year. Mary Kay Rowland, entertainment committee of one, did her Irish set. Mary Welsh was all smiles, having won the door prize contributed by Tony Stroberg.

Our deepest sympathy is extended to Don O'Sullivan on the death of his father; to Vincent Moore, who lost his mother; and to Pete Sepic, whose father passed away.

C. W. Williams and John Clausen certainly are lookin' chipper after their return from holding hands with the nurses at the hospital. Clarence Crosswell, who was ill for the holidays, was remembered by his first floor friends with a Christmas gift. Ad Jones and the photo department have really been making dust fly while their boss, Fred Chouinard, is recuperating in the hospital. A loud "Howdy" to new employees George D. Munyer, locator, and Don Krueger, vault clerk.

Rosemary Margullo bid her "adieu" to all as she left. Hope it comes in time for you to get a Mother's Day gift, Rose.



ELECTED OFFICER OF HONEYMOONERS' ASSOCIATION

SELECTING September as their wedding month turned out to be a wise choice for Joan and Warren Barkoviak. Before they were married, Joan, who is employed in CTA's Accident Investigation department as a clerk, answered an ad in a local newspaper from the Chamber of Commerce of Lake George, New York, which advertised free trips to couples married in Sep-

tember. In reply to the ad, Joan received a telegram stating she had been selected to take one of the trips. After they were wed, the Barkoviak's left Chicago and arrived at Lake George the following day. There were a total of 121 couples on the trip, which included delicious meals and fine accommodations for five days, all with the compliments of the Lake George

Chamber of Commerce. Joan's husband was named second vice-president of the "Honeymooners Association" and each September all the couples are supposed to return and renew acquaintances. Shown with the newlyweds is Joan's father, Edward Dunn, a bus operator at 77th, Mrs. Dunn, and their son, James.

Reported by Julie Prinderville

Rocco Zazzara, statementman, has been walking the floor nightly—thanks to his new son.

—JERRY AND CAL

"WINDY" PAINTS THE FAST WAY

ACCOUNTING—Ellen Logan did turn white overnight, all because of "Windy!" While she was painting one day, in dashed "Windy," the dog, upsetting the can of white paint over everything. The next day he amused himself by chewing the ends of wallpaper rolls, already trimmed. However, Ellen's raven locks are dark once more, proving that the best of paint wears off eventually.

The Christmas party is a happy memory at "175". The committee of George Seiler, Lydia Johnson, Doris Stahl, Mabel Magnuson, Emily Coyne, Felix Palilunas, Ray

Hines, James Toughy, Eileen Miller, Al Adelizzi and Gloria Helmerston really did a superb job. The festivities started with a selected chorus (May Bujnowski, Rita Kasmarek, Helen Gerke, Dolores Smith, Lillian Huard, Emily Coyne, Marie Havlik, Emily Sluka, Lillian Windt, Marge Antonucci, Wanda Bikier, Johanne Bosnak, Ida Lemm, Valerie Johnson, Betty Byrne) singing "Adeste Fidelis" and "Silent Night." Then the audience joined in for a community sing. Greetings were extended by Messrs. Ralph Budd, W. J. McCarter, J. H. Finch, and C. A. Whonseller. Sigfreid Shonts, May Bujnowski and John Cannon, accompanied by Felix Palilunas, were soloists. Matt Ciaffe and his accordion were a lively duo. Elaine Weiss rendered a tap dance. Al Adelizzi was "Disc Jockey" for the dance music—and just every-

one was for the delicious luncheon that was served. A fine time was had by all.

John Kruty spent the holidays winding up a vacation "down south." John is an ardent rail fan so he probably learned every detail of the various trains he rode on this jaunt. Otto Stack spent his week at home preparing to play Santa to his two grandchildren.

Leon Salisbury passed out cigars and candy on his birthday. The occasion was the arrival of his first grandchild, a boy, the day before. Eileen Cleveland, former I.B.M. operator, became the mother of a daughter, Nancy Jean, recently.

Ida Lemm started the New Year by renouncing all bosses but Don, leaving C.T.A.

—HELEN A. LOWE

IT WAS TOO CLOSE FOR COMFORT

ELECTRICAL (RAPID TRANSIT) — *L. Purcell* spent a week's vacation at Ft. Leavenworth, Kansas, between Christmas and New Year's. We have it from good source that it was not behind bars.

Girls, Please Note! "*Jack*" *Jacob*, cost clerk, has now officially left the batchelor's list.

"*Bill*" *Handley*, engineer, is just a boy at heart. We overheard him call up the Sun-Times Santa Claus and put in his order.

John A. Baker, student engineer, is now learning the why and whereof of the electrical department.

"*Bill*" *Egar*, lineman, is very proud of his daughter, *Isabell*, who was elected to the National Honor Society at St. Xavier's Academy.

William Marose, helper, became the father of a baby girl December 2. And *R. A. Larson*, helper, had the same honor December 5.

"*Dick*" *Dwyer*, superintendent of electrical construction, is now back to work after his operation.

That worried look on *Frank Parise's* face is a new home going up on North New England avenue. He has checked every brick and stone.

—BURT ENGBERG

YOU MAY COME OUT NOW, STANLEY

ARMITAGE — *Conductor Stanley Brown* has been confined to ye well-known puppy domicile for the past two months on account of an error in this column in the November issue. We are very sorry for this terminological inexactitude and humbly beg your pardon. It was *Motorman Arthur Brown* and wife who attended *McGuire's* shindig and not *Conductor Stanley Brown* and wife.

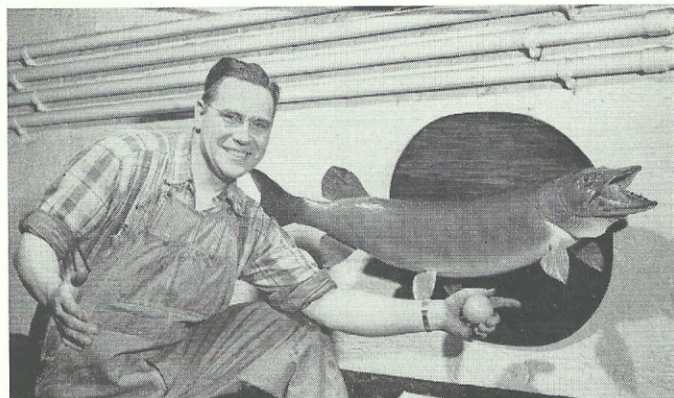
At the Waller High School homecoming, held recently, *Anne Sciales* was chosen as queen and a very lovely queen she was. *Anne*, a senior at Waller, is the daughter of *Conductor Sciales*.

Motorman William Prendergest was all "duked" up in his "soup and fish" on Saturday, November 26. His lovely daughter was married at St. Sylvester's church.

We at Armitage offer our deepest sympathy to *Conductor Gus Pflum* and *Motorman Frank Englethaler*, both of whom lost their mothers recently.

—TED SHUMON

IT REALLY WAS THAT L-O-N-G!



IF you're a fisherman and didn't fare too well during the recent season, you can probably get some consolation from the fact that at least a fellow CTA employee, *Carpenter Augie Richter*, West Shops, had wonderful success on his fishing trip. *Augie*, his wife, and their three children spent the Labor Day week-end at Pike Lake, Wisconsin, and before they left for home, *Carpenter Richter* landed this muskie, which measures 42 inches long and weighs 22 pounds. It's the biggest muskie he has landed in 15 years of fishing around that territory so *Richter* decided to have it mounted. One of the first places he brought it to was the carpenter shop, where *Augie* has been employed nine years. After his fellow workers were through admiring it, *Augie* took his "prize catch" home where it now occupies a place of prominence on one of the living room walls.

TRANSITAD

FOR SALE—One Washing Machine, \$45; one 3-ton (Movable) Automobile Jack, \$15; and one 4x7 foot section of sectional panel garage door, \$10. *John Lhotka*, 1815 Clinton avenue, Berwyn, Illinois.



"The office bowling team appreciates your suggestion, sir, but we feel we'd rather stick to plain white shirts with the name on back"

COME ONE, COME ALL, AND WATCH'EM BOWL

DEVON—They tell us half the bowling season is gone, and the rooting section for the A. M. bowlers is gathering dust. At this time *Operator Herb Schmidt* would like to extend an invitation to all of you to come out and watch them on Fridays. That is at ten A. M., at Lawrence and Campbell.

The secret is out as to what has come over *Operator Richard (Swede) Gustafson*. It is now a known fact he is to become a daddy in the very near future.

If everything goes right, *Motorman George (Snuffy) Dressler* will soon be on his way back to Phoenix, Ariz. Please, *Snuffy*, be extra careful going through Texas, as we all missed you when you were laid up in the hospital from the accident that happened to you in that state last year.

—LARRY HIPPERT

CHRISTMAS REVIVED VACATION MEMORIES

GENERAL OFFICE (79 MONROE)—So many Christmas trees, Christmas wreaths and Christmas bells were on display at 79 Monroe that the odor of pine brought back memories of the North Woods and of lazy days vacationing under a summer sky.

Edna Linderth's tree was be-decked with Swedish gadgets, each one with a story behind it.

Alice Pletzke did a beautiful job of festive decorations, having to balance herself on top of a desk to reach the top of that tree . . . Guess *Lee DeSutter* is glad the holidays are over. Now she'll have time to EAT on her lunch hour. . . . Newest arrival in specifications is *Student Engineer Joe Roth*, or "Blackstone the Younger"

In the last edition of TRANSIT NEWS we announced the engage-

WED 50 YEARS



TO celebrate their 50 years of happily married life, *Retired Motorman* and *Mrs. Anton Kamalich*, were hosts at an "Open House" held at their son's home, 6516 Artesian avenue. Before the festivities began, the couple were wed again in a ceremony at St. Theodore's Church. Anton worked as a mass transit employe for 48 years, retiring in 1947 from the Cottage Grove depot. He and his wife are the parents of three sons, *Anthony, Jr., Francis* and *Joseph*.

ment of *Bobbe McNamara*—now we are introducing *Bobbe* to all, as *Mrs. Arthur Steubs*. A pair of beautiful boudoir lamps were presented to her from co-workers in the department.

Holiday greetings to *Mr. Otis*, who is still laid up with a leg injury . . . Santa presented *George Lancaster* with a pair of ear muffs, brown, furry ones . . . *Ruth Souter*, surface transportation, spent the holidays in California. In order to be prepared for all occasions, Ruth packed a rain coat, fur coat and her 100 percenters . . . Welcome back to work to *Charlie Batterson* and *John Philpott*. Our sympathy to the families of *Mrs. Hall* and *Mr. Harris*, and to *Thos. F. Moore* and *Despatcher Heady* in the passing of their mothers . . . All of us extend congratulations and best wishes to *Jean Hartley*, scribe of Material Supplies, on her engagement.

—MARY CLARKE and
JULIE PRINDERVILLE

PENSIONER RETURNS
— FOR RECREATION

KEDZIE—*Guy Shirer*, two years a pensioner and former member of the board of the Kedzie Credit Union, came in for a visit from the wide open spaces of Iowa. There were numerous card games and good times in the company of *Nick Bernard*, *Johnny Johnson* and *Tony Coglianese* during his stay. A lot of his visit was spent in the recreation room of the station.

On December 1, *Motormen M. Durand*, *Patrick Griffin*, and *C. Peck* took their pensions so they'd have plenty of time to do their Christmas shopping. Of course their farsightedness included plenty of time to enjoy it after Christmas.

At the end of the first half of the bowling season *Walt Matel* of Kedzie No. 1 bowling team is knocking the pins down to the tune of 200 scores and a 554 series. The No. 1 team is losing some hard fought games and Kedzie No. 2 team is in eighth place.

On the 12th of December, the *Sonder's* residence was the scene of a celebration that was only equaled by the Christmas festivities. Mr. and Mrs. Sonders, on that day, were married 24 years.

On December 26, our second Christmas of 1949, Mr. and Mrs. *Maurice Hyland* celebrated twice as much, to work in their 25th wedding anniversary.

Jean Ann Kenny missed the Thanksgiving turkey in the Kenny home by two days. She arrived on November 26. Mother and baby are fine, but father is still showing the strain.

In the December issue I neglected to extend season's greetings from *Charlie Starr* and all of the clerks and receivers to you. We know that each and every member of Kedzie's office personnel has our individual and combined interests at heart and we thank them for their good wishes for the New Year and their excellent services to us in the past.

—JOE SMITH

BABY-SITTER
TURNS FIREMAN

LAWRENCE—*George Crofoot* is an experienced baby sitter. He was taking care of his grandchildren one evening, and while relaxing in the front part of the house, the children put up a little fire in the back part of the house. George is now nursing a burned hand.

Benny Zentmeyer and *Ted Pafryka* have their chests expanded. The reason being that they are

brand new Daddies. None of them had any trouble—the new babies and their daddies.

Hank Koziare is sporting a beautiful shiner. Hank said he fell off a ladder, and then changed to the story that he walked into an open door. It still looks good.

Jack Harte had a very expensive television set given to him by his big brother.

Here's another television gift set: *Frank Allen* knew he was using the right kind of gasoline, but decided to change gas stations. After 30 days, Frank was presented with a 12-inch tube table model set. He was the winner for the month of November.

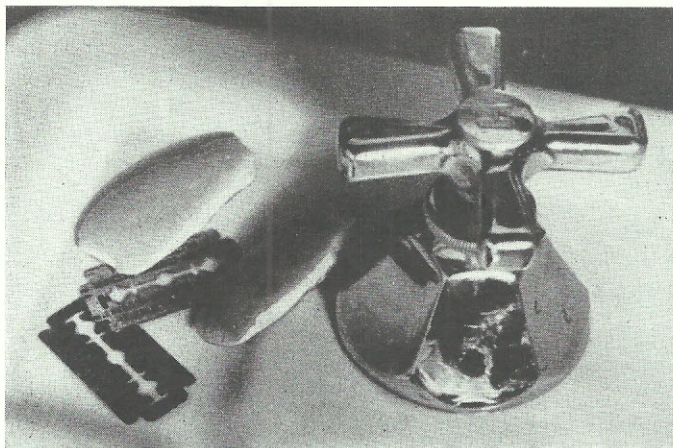
Fred Limmel bought a car and a garage, both at the same time. After the garage was erected, Fred tried to put the car in and found that the garage was too small. So Fred had to pull the end wall off and expand it another five or six feet to accommodate his big car. Some fun.

Ed Kuberski and *Jack Werdell* put on a little show for the early birds one Saturday morning. Ed with his accordion and Jack with his violin. Everyone present enjoyed this novel entertainment . . . *Emil Goettche* has six brand new steers in his back yard. After this experiment Emil intends to branch out to horses—the horses to be hired out on time. The head horseman will be Emil and the name will be changed to the "Goettche Bar Z." —JOE KLEIN



"Constance, I'm making an excellent salary, don't owe a cent, and I've got \$2,000 in the bank. Therefor . . . er .. I don't want to get married"

STORY WITHOUT WORDS



American Mutual Photo

**TO THOSE WHO
MOVED - "GOOD LUCK"**

LINCOLN—We at Lincoln wish all the luck to the boys who went to North avenue depot with the Fullerton avenue line. We know that they will like their new surroundings just as well.

I hope all you men at Lincoln had a Merry Christmas with your families and also wish you all a happy New Year.

Our sympathy is extended to *Conductor John Fergus* in the recent loss of his father.

Motorman Harold Frantz, who is on his pension, is enjoying himself collecting stamps; (that is why you see him visit Lincoln Depot his old "stamping" grounds). . . . I wish all you men who are in the sick book a Happy New Year and get well real soon.

—WILLIAM GEHRKE

IF YOU KNOW of a CTA employee who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 1226, 79 West Monroe Street, Chicago 3, Illinois.

* * *

I am not receiving my copy of "TRANSIT NEWS" through the mail. Please send it to:

Name.....

Home Address.....
(Street and Number)

(Street and Number)

(City)

(Zone)

(State)

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address.....

(Street and Number)

(City)

(Zone)

(State)

**THE TIME TO DREAM
— IS NOW**

LIMITS—That dreamy look in the eyes of *Conductor Ed Marchinski* is his recent engagement. This is a report from his motorman, *L. Janacki* . . . Our best wishes to *Operator E. Bernhardt* on his new position out at Long Lake, Illinois.

Supervisor Fred Nagle wants to warn the new fellows of the potency of the new cars out of Limits. He says watch that brake handle, it can really strike back.

We of Limits wish to express our deepest sympathy to *Mrs. W. A. Hall*, on the death of her husband and our Superintendent of Transportation, *Mr. W. A. Hall*. Many of the old timers at Limits remember Mr. Hall when he was on cars. He was an example of *Horatio Alger*, in his rise to the top—an example for all the men to want to follow.

—R. H. LENCE

FITZGERALD NAME IS POPULAR AT NORTH

NORTH—I have been asked how many *Fitzgeralds* at North. B'Gosh and B'Gorra there are five of them: *Motorman T. J. Fitzgerald, Motorman William Fitzgerald, Bus Operator John E. Fitzgerald, Conductor John Fitzgerald, Conductor Ed. Fitzgerald.*

Our hats off to *Janitors Bill Moore* and *Bill Friechman* on the

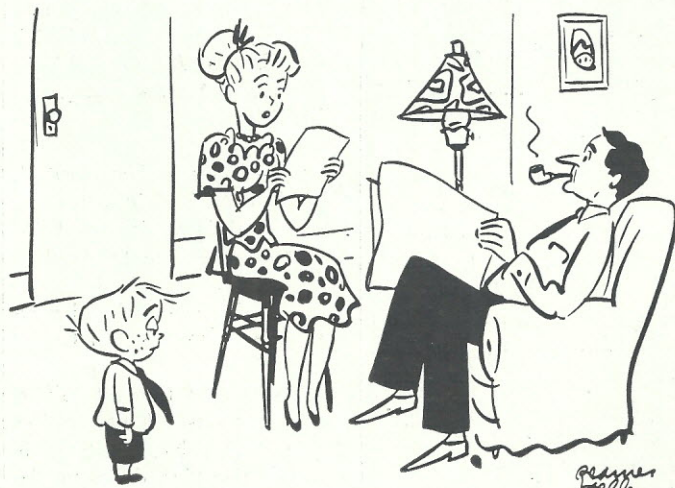
fine job they did on decorating our depot Christmas tree. It really looked swell.

I wonder how many saw Conductor "Sandwich" Banky sitting on a float in the Santa Claus parade held in North Lake City. Our own Banky was head man dressed up like old Saint Nick, and passing out candy bars and balloons to the children of this suburb. The parade started at the homes of Operators John and Henry Craig, and continued through the streets making sure to see all the little children.

A new 16-inch television set is holding the interest of the *William Meidema* household. You just can't get Bill out of the house these days unless it is to fish or hunt. Most of the fellows know Bill's dad, *Motorman John "Neckbones" Meidema* of Lawndale depot. "Neckbones," as all the fellows call him, is at home recuperating from a recent operation and would like visitors. Why not stop out and see this fine fellow?

Our congratulations to *Receiver Tom Birmingham*, who was presented with a fine baby girl. The little lady was named *Theresa*.

Congratulations to *Jerry Blake* on his 26th wedding anniversary. January 15th is always a big day at the Blakes, with plenty of merriment. It is hard to believe that a young looking fellow like Blake could be married that long. Of course you all know *Jerry Blake*



"It's a note from his teacher asking why he comes to school every day"

AN IRISH WEDDING



RECENT bridegroom from the South Side Shop department of the Rapid Transit system is *Brakeman Henry Mitchell* who was married to *Eileen Sullivan* on November 26, at St. Rita's Church. Henry and his bride are both from the "Emerald Isle."

Reported by Patrick White

Jr., who is a clerk at Kedzie.

Congratulations are also in order for *Conductor John Ziemba* on his 26th wedding anniversary.

—JOE HIEBEL

HERE'S WAY TO SPEND FRIDAY NIGHTS

NORTHSIDE—Northside "L" unveiled its basketball team for the CTA fans Friday, December 2. *Coach Harvey Nicklas* actually doesn't know what he's got until he has a chance to see it in real competition.

December 10 proved to be a lovely wedding day for *Train Clerk* and *Mrs. Clarence Rudolph*. Mrs. Rudolph is the former *Marceline Barnes*.

Our sympathy goes to *Conductor Al Eck* in the passing of his mother, November 25, 1949, at the age of 82. Interesting is the fact that Al was born in the same house which he shared with his mother until her recent death.

Mrs. McGovan is pretty happy over the recovery of hubby *Collector Anthony McGovan* from his recent minor operation, and both are ready for good old square dances now.

Collector Joe Adelizzi and son Johnny are now property owners

and a house-warming will be in order as soon as they move into their new home.

Trainman and *Mrs. Wally Simmons* enjoyed their vacation motoring through Florida and New Orleans. *Motorman Frank Scatena* spent his recent six weeks' vacation with his father in Frisco, California.

Trainman Lou Miller had a swell time fishing in the waters of Key West, Florida. *Trainman Louis Dacquist* says he spent his two weeks vacation in New Orleans.

—J. J. BALY

TELEVISION TAKES OVER IRVINE HOME

SCHEDULE-TRAFFIC — *Frank Irvine*, schedule maker, has succumbed to the lure of a television set and from now on he will be found in the easy chair enjoying the flickers.

Edward Thompson, traffic clerk, has been singing the Christmas song about two front teeth. We hope he soon gets his wish.

John Bennis, traffic checker, had a bout with the surgeon recently.

Edward Reilly, supervisor of traffic checkers, is using some stored up vacation time to set his family in their new South Side home.

—L. C. DUTTON

GOES TO WASHINGTON TO PLAY SANTA

SHOPS AND EQUIPMENT (METROPOLITAN)—For many years, Mr. and Mrs. *Emil Friedlund* have played Santa Claus to their children and grandchildren at Silver Springs, Washington, D. C. This year, as usual, the Friedlunds went to Washington, and again, they played Santa Claus to their children.

An unsigned letter was received by your reporter from *Frank Sobzak*, machinist at Throop street shop. Frank was hunting while on his vacation in the state of Wisconsin, and he was so excited over his good luck in bagging deer and pheasants that he signed his letter "From just a friend."

Our deepest sympathy to *James Esposito* whose wife passed away the fifth of December. Jim Esposito works as a car cleaner at Logan Square shop.

On Monday, December 19, a beautiful Christmas package was delivered by Santa Claus in person at the Walther Memorial Hospital, to Mr. and Mrs. *Thomas Gushes*. The package was a beautiful baby girl that weighed in at eight pounds and five ounces and was named *Pauline*. Mother and child are doing nicely, and so is Thom, who is now working at Throop street shop as an armature winder helper.

—DAVE GURWICH

NEW MEN AT SKOKIE SHOP

SHOPS AND EQUIPMENT (NORTH AND SKOKIE)—We wish to welcome to Skokie shop *Art Kiener*, *Harry Jahnsen*, *Ernie Fisk*, *Warren Erlandson*, *Fred Vanderlock*, *Jimmy Paolicchi* and *Mike Pfeiffer*.

Wedding bells rang on December 9 for *Ted MacMillan* and *Betty Kuk*. We wish them a long happy life together. Ted's our assistant shop clerk.

We offer our sympathy to *Adolph Nelson*, foreman, Kimball shop, on the death of his son, *Richard*.

Welcome back to the job for *Michael Zawierucha*, seat mender, after a two months illness.

—CATHERINE HOLTON

A FAMILIAR FACE IN A NEW SPOT

SHOPS AND EQUIPMENT (SOUTH-SIDE)—Several new faces have recently made their appearance in the South Side Shops. *Anthony Rose*, wireman, is not new to the service but his transfer from the Surface Division to the 61st Shop is a familiar face in a new spot.

Don Struckmeyer of the Machine Shop is really new as this is his first work with CTA. The same applies to *Don Olson* who has joined the ranks of the Inspection Shops. However, Don's Dad, *Martin Olson*, worked for many years as a trainman.

—PATRICK WHITE



"Just a second, Ed - I want you to meet the bride!"

PENSIONER WISHES TO CORRESPOND

WAY AND STRUCTURES (NORTH AND SOUTH) — Our mail carrier brought us in a letter from *George Sawyer*, former road clerk. He wants to hear from you fellows. He wished all a Merry Christmas and Happy New Year. His present address is Route No. 1, Kansasville, Wisconsin.

We wish to extend our sympathy to *George Orth*, whose mother recently passed away.

Joe Schumerich, carpenter for the past 35 years, took the company pension January 1.

Frank Trombetta, work train laborer, also left on pension January 1. He had been employed for 33 years . . . *Charles Trinkhaus*, former signal foreman, passed away November 24, 1949 . . . *Frank Monnelly*, tinner, is recuperating from a partial stroke he suffered while working. He will be back with us again soon. *A. Hedrick*, road department mailman, will be back to work soon after recovering from a partial stroke.

—VINCENT A. PETRICCA

MORE MOTORMEN QUALIFIED

WEST SIDE (LAKE)—Congratulations to another class of men OK'd as extra motormen—*J. Allen*, *W. Anderson*, *E. Arneson*, *P. Dagostino*, *P. Hughes*, *M. Jackson*, *W. Mattox*, *W. Mousel*, *J. Oglesby*, *R. Ptacin*, *A. Salvaggio* and *G. Stankiewicz*.

Not every child is lucky enough to have two very proud CTA grandfathers, but little *Rickey Soellner*, born October 5 is because his mother is the daughter of Lake street *Switchman John Van Hilst*, and she is married to Lake street *Switchman Henry Soellner* . . . On December 16, *Motorman Emmet Kain* welcomed his first grandson (he already has two granddaughters), whose mother is a nurse from Paris, France. His son, *Edward*, met her overseas during the war years, and she came to America over a year ago to become his wife.

One of the first important events of 1950 is the annual meeting, election of officers, entertainment and dance of the Lake Street

THE MARCH OF DIMES — JANUARY 16-31

POLIO
IS NOT LIMITED TO ANY AGE GROUP !!
DURING THE 1949 EPIDEMIC AN 86-YEAR-OLD MAN IN NEBRASKA...

IN 1946, POLIO STRUCK ALL NINE CHILDREN OF THE FRANK ANDRES FAMILY OF RANDALL, MINNESOTA!
THE ANDRES CHILDREN, LIKE THOUSANDS STRICKEN IN 1949, WERE ALL HELPED TOWARD RECOVERY BY THE MARCH OF DIMES !!

...AND A 4-DAY-OLD CHILD IN MINNESOTA WERE STRICKEN WITH THE DISEASE!

POLIO IS THOUGHT TO BE AS OLD AS CIVILIZATION ITSELF...
ANCIENT EGYPTIAN BAS RELIEFS REVEAL FIGURES WITH WITHERED LIMBS !!
...DEPICTING—MANY MEDICAL AUTHORITIES BELIEVE—VICTIMS OF INFANTILE PARALYSIS !!

MARCH OF DIMES RESEARCH PLAYED A VITAL ROLE IN WORLD WAR 2. A BY-PRODUCT OF ITS RESEARCH CONTRIBUTED TO THE DEVELOPMENT OF A VACCINE FOR JAPANESE B. ENCEPHALITIS, A DISEASE WHICH WOULD OTHERWISE HAVE THREATENED OUR ARMED FORCES DURING THE PACIFIC CAMPAIGN !!

Credit Union on Saturday, January 14 at Moreland Hall, 5022 W. Chicago Ave.

Conductor Barabas says he made at least one New Year resolution and that is: Before trying out any kind of new gadget, read the directions carefully and then follow them. He learned the hard way about "time exposure" for a powerful new sun-ray health lamp he purchased for himself just before Christmas.

Welcome to a large group of

men who transferred from North avenue Surface to Lake Street "L", and former Lake Street student trainmen who joined our regular extra trainman classification recently. Space will not permit listing their names individually.

Lake Street folks were shocked and grieved to hear of the so sudden death by heart attack of *Dispatcher's Clerk William Mills* on December 20. Mills, only forty years old, had worked as usual the day before, and had gone

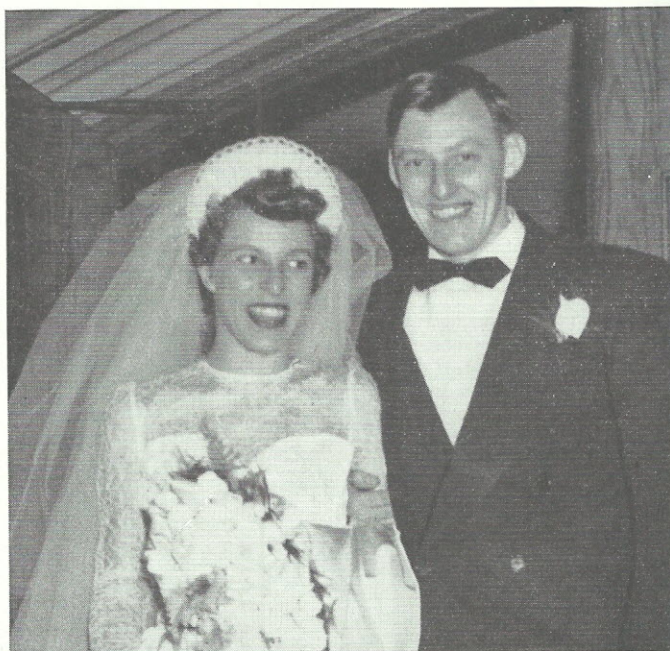
home in apparent perfect health.

Welcome back to *Collecting-car man J. E. McGrail*, who was off for six months with a very severe goiter operation, which caused him to lose his voice. It is almost back to normal again now, and we are glad he is able to be back at work.

Motorman Richard Bonelli is back again, too, after almost a year on the sick list.

Happy days ahead to our most recent pensioners: — *Agent Mrs.*

ANOTHER CTA EMPLOYEE WEDS



WEDDING vows were exchanged in a beautiful setting of palms and chrysanthemums on Saturday, November 19, in the Immanuel Evangelical Reformed Church, between **Alvin A. Lipke, Jr.**, switchman at 63rd and Loomis Street, and **Patricia Hilor Alvin, Jr.** is the son of **Alvin Lipke, Sr.**, employed as a South Side Towerman, and **Mrs. Lipke**. A reception was held for several hundred guests in the bridegroom's home, after which the couple spent their honeymoon in Mississippi.

Photographed and reported by **Alfred Grabe**

Dunkelberger, Collecting-car man
George Thornton, Motormen **Frank Lewis** and **Paul Schimming**, and Conductor **Earl Johnson**.

—**ROBERT RIX**

WESTSIDE (MET)—Santa Claus made an early visit to the home of Conductor and Mrs. **William**

Petryniec. On December 2, 1949, he left a nice big boy doll for **William Donald**, aged 2½ and **Brinda Ann**, 5. The baby has been named **William Herbert Petryniec**, and he weighed in at eight pounds, five ounces.

—**BILL HENN**



TOM HENDERSON

"I made a little more room in there for our clothes today"

RECENT DEATHS AMONG EMPLOYEES

JOHN BALDER, 76, retired motorman, Armitage. Died 11-30-49. Employed 6-25-95.

WALTER T. BLAKELY, 51, laborer, Utility. Died 11-14-49. Employed 6-5-36.

JOSEPH BOLTON, 71, retired car repairman, Blue Island. Died 11-14-49. Employed 11-15-95.

CLARENCE W. BROWN, 53, conductor, Lincoln. Died 11-16-49. Employed 6-11-20.

GIOVANNI B. BRUSCA, 75, watchman, Track Department. Died 11-7-49. Employed 8-17-25.

WILLIAM BURKE, 84, retired motorman, 77th. Died 11-1-49. Employed 11-15-99.

PATRICK GALLAGHAN, 69, motorman, Kedzie. Died 11-22-49. Employed 2-25-20.

JOHN A. CARLSON, 61, watchman, West Shops. Died 11-25-49. Employed 2-4-20.

BERNARD CAROLAN, 60, guard, West Side. Died 11-10-49. Employed 5-15-25.

JOSEPH CORLESS, 78, retired conductor. Died 11-18-49. Employed 10-8-06.

SHERMAN JOSEPH DAVIDSON, 53, laborer, Road Department. Died 11-22-49. Employed 4-17-41.

OTTO FLINTZ, 63, motorman, North Avenue. Died 11-25-49. Employed 5-1-23.

JOHN FRITZ, 65, armature winder, South Shops. Died 11-18-49. Employed 1-2-17.

GEORGE GRACO, 52, conductor, North Avenue. Died 11-17-49. Employed 1-28-20.

HAKON HANSEN, 88, retired S&E inspector, Inspection Department. Died 11-22-49. Employed 3-12-82.

CHARLES C. HOLZSCHUH, 51, foreman, S&E Department. Died 11-22-49. Employed 7-11-16.

THOMAS KING, 88, conductor, 69th Street. Died 11-22-49. Employed 12-21-81.

WILLIAM H. KOSS, 51, supervisor, Transportation. Died 11-10-49. Employed 7-8-26.

EDWARD MILLER, 53, watchman, Building Department. Died 11-13-49. Employed 4-5-23.

THEODORE NELSON, 78, retired laborer, utility department. Died 11-7-49. Employed 1893.

CHARLES OLSEN, 66, mileage clerk, West Side Section. Died 11-22-49. Employed 11-30-43.

CLARENCE PETERSON, 67, retired motorman, Cottage Grove. Died 11-9-49. Employed 4-18-06.

ADONIS R. PHILIPP, 65, conductor, North Side. Died 11-22-49. Employed 12-26-07.

ARTHUR SCHABELL, 50, conductor, Devon. Died 11-13-49. Employed 2-1-23.

EMIL STEINHAUS, 71, retired conductor, Kedzie. Died 11-7-49. Employed 1-2-08.

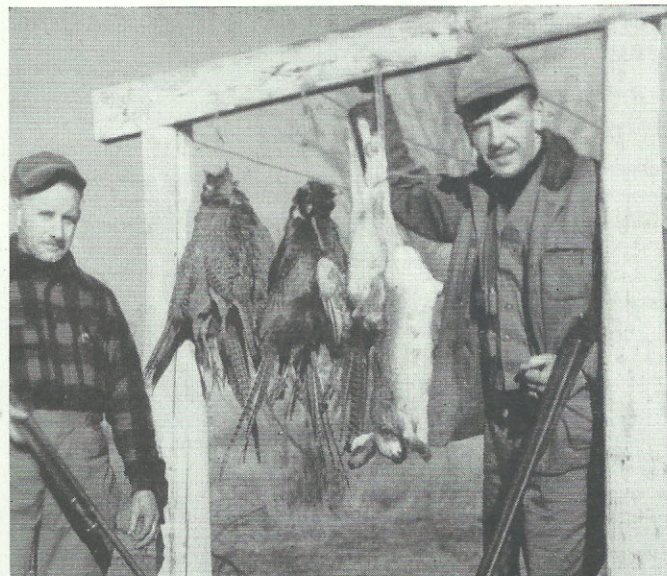
GEORGE WASSIL, 59, machinist, West Shops. Died 11-28-49. Employed 9-24-29.

JOHN J. WALSH, 59, trainman, North Side. Died 11-28-49. Employed 9-4-16.

JACK J. WILBUR, 59, traffic checker, Schedule Department. Died 11-1-49. Employed 10-18-43.

CHARLIE WOHLKE, 55, conductor, 77th. Died 11-4-49. Employed 4-11-14.

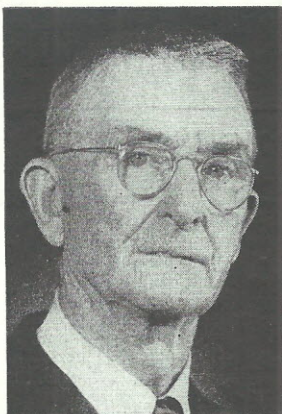
GOOD SHOOTERS



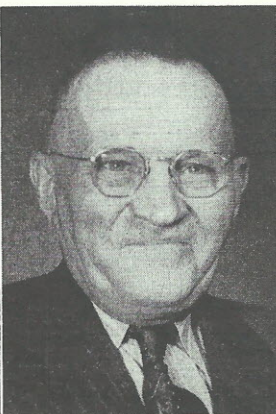
A recent hunting trip to Bryant, South Dakota, by Conductors **Jack Hickox** and **Bill Miedema**, North, was a great success, as

witness this photograph of the two "sharpshooters" with their game.

Reported by **Joe Hiebel**



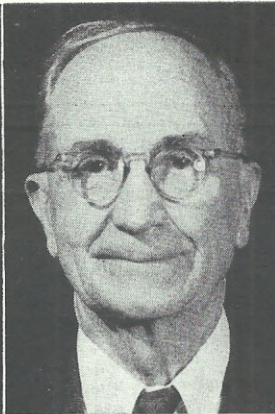
JAMES J. FAHEY
Motorman, 69th
40 years



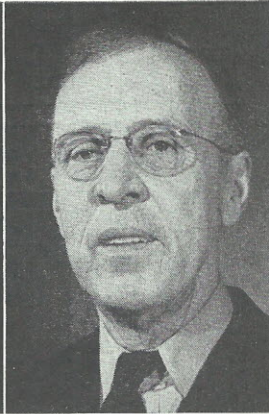
JOHN SPEAR
Utility Department, Lincoln
40 years



JAMES KENNY
Conductor, 77th Street
43 years

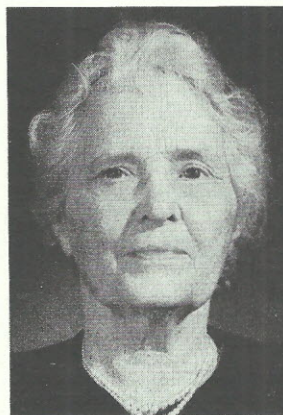


CHARLES B. SCHWARTZ
Conductor, Kedzie
48 years

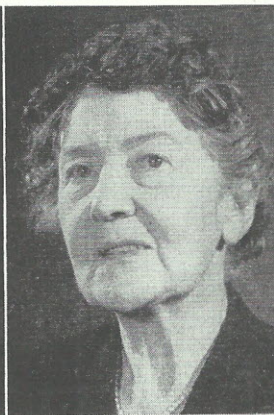


WILLIAM KRUEGER
Motorman, Elston
42 years

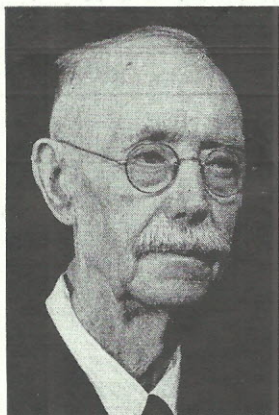
Among The Recent RETIREMENTS



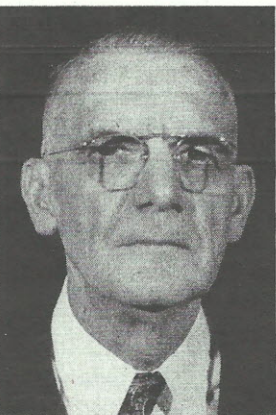
ANNA M. CROWE
"L" Ticket Agent
41 years



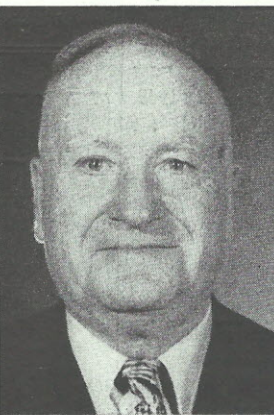
NELLIE A. KEATING
"L" Ticket Agent
43 years



MICHAEL MONAGHAN
Motorman, 77th Street
44 years



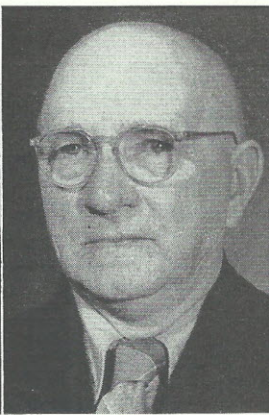
ARTHUR J. SCHAID
Conductor, Lawndale
40 years



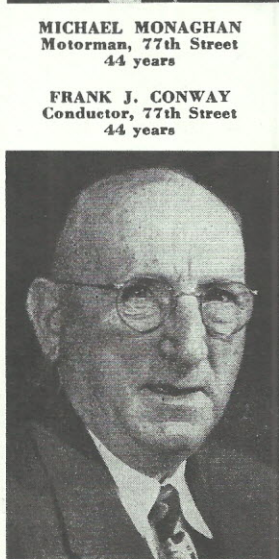
DAVID GUSTAFSON
Motorman, Elston
43 years



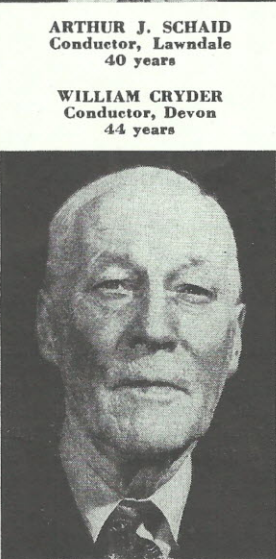
ALLEN BOLLENGER
Utility Department
46 years



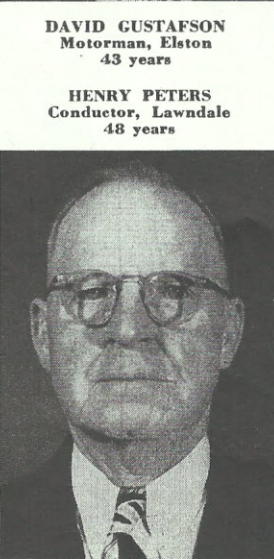
FRANK COURTNEY
Conductor, Kedzie
45 years



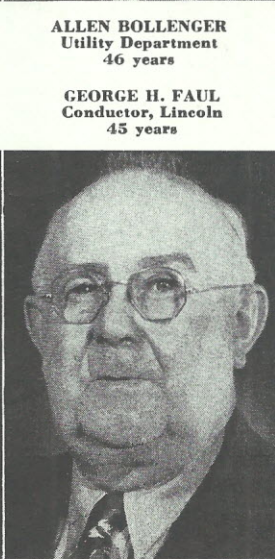
FRANK J. CONWAY
Conductor, 77th Street
44 years



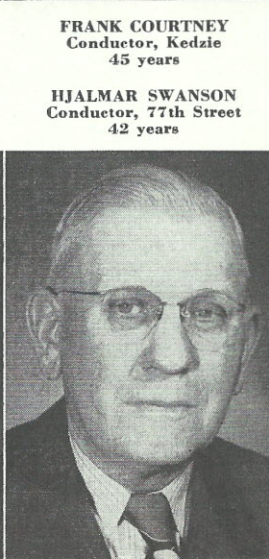
WILLIAM CRYDER
Conductor, Devon
44 years



HENRY PETERS
Conductor, Lawndale
48 years



GEORGE H. FAUL
Conductor, Lincoln
45 years



HJALMAR SWANSON
Conductor, 77th Street
42 years



Time Out for Sports

"YOU'RE never too old to enjoy athletics, especially when they have always been an important part of your life." So says *Despatcher Harvey Nicklas*, Northside, who as a youth and now as a "young oldster," actively participates in a variety of sports, both as player and coach.

Harve has been with the Rapid Transit system of CTA for 22 years. He started a couple of years after suffering a serious head injury while playing baseball for a farm team owned by the Chicago Cubs. Previous to this accident Harve was a champion ice skater. While in high school and for several years following his graduation, he was an outstanding football and basketball player. "Now I confine my active sports endeavors to bowling," he said, "and spend the rest of my spare time coaching."

A sports-minded quintet are these members of the Nicklas family, left to right, *Marilyn, Bonnie, Carol, Harvey and Clark*. Harve's four children have won 30 medals in amateur ice skating races and represent the Pierce Playground in all racing events. Harve has always been their coach and trainer and is now busy preparing them for some stiff competition they expect to meet in races during the next couple of months.

The coaching Harve is talking about includes leading the Northside "L" team to the championship of the CTA Softball League. He also has a basketball team, which is now competing in a YMCA League as representatives of the CTA.

Sandwiched in between these activities, Harve manages to find ample time to head the Northside Morning Glory Bowling League of the CTA, a job he has held down for the past eight years, and coach his three daughters and one son to winning perfection as champion ice skaters.

In case anyone is wondering how he manages to do all of this outside activity, Harve can only answer by saying: "Sports keep a fellow young. And besides, I enjoy myself."

Conductors polite, helpful, 2 discover

CHICAGO SUN-TIMES, SUNDAY, DECEMBER 11, 1949

By JOHN DOWLING

There is a school of thought around Chicago which maintains that all public carrier conductors and drivers get out on the wrong side of bed every morning and start the day with a sneer.

Another school of even more cynical straphangers holds that these characters never go to bed at all.

Two SUN-TIMES reporters spent a whole afternoon this week disproving these nasty allegations.

And contrary to what you may have heard before, the people who run streetcars and buses and L trains are also members of the human race.

They know plenty

What they couldn't teach to Emily Post in politeness, or to the United Nations in human relations, is something Emily and Romulo could do without.

In short you should ride the CTA more often. You meet the nicest employees.

The reporters had explicit instructions to test the tempers of every CTA-er they met. The lady reporter rode six streetcars and four buses, asking numerous questions and demanding more than ordinary service.

"A few drivers and conductors confined their answers to 'yes' or 'no,'" said she, "but I didn't find one who was rude or actually unco-operative. Three—two streetcar men and one bus driver—were extraordinarily courteous."

Conductor 772 of a Canal-Wacker bus cheerfully gave her change for \$1, told her exactly what building she sought and pointed it out to her as she alighted.

Picks up purse

Streetcar conductor No. 10786 on a Peterson-Lincoln car picked up her coin purse which she dropped, gave her detailed directions where to transfer and on what corner to catch her bus. He even said, "Merry Christmas."

Another streetcar conductor-motorman, No. 9644, on a Lake St. car was equally helpful despite the way she held up his schedule fumbling for her fare.

The report from our other in-

vestigator said: "Asked various questions of six streetcar and elevated conductors . . . and without exception found all responded in a most courteous fashion, despite the fact it was cold, damp and snowing."

Helpful hints

Badge 11174 steered our man right when he was going in the wrong direction. Badge 13004 took time to make sure the reporter knew where it was he wanted to go, then told him how to get there and called him specially when the car arrived.

Badge 1741 on the northbound Ravenswood L patiently told our reporter how to transfer in order to get to 2200 N. Clark St., outlining how to stamp the transfer in the machine. On the way back to the Loop Badge 1158 gave our man three directions on how to get to Wacker and Dearborn, finally telling him, "You'll probably get there just as well by walking from the Mart as any other way."

A transfer stamped on the wrong side failed to disturb Badge 12406 on a Dearborn-Polk car eastbound on Chicago. When our man asked him for directions to the Chicago Av. police station the conductor gave back his transfer and sent him to the car following

Sense of humor

In that car, Badge 7716 pointed out the police station and chuckled, "It's that gray building there—also known as the Saturday Night Hotel."

Our reporter concluded: "It seems if you ask proper questions in a proper fashion of the conductors, you will get proper answers no matter how many questions are asked."

Could be that everybody working for the CTA is just naturally nice. Then again 't could be that old Christmas spirit in the air.

YULETIDE SPIRIT RIDES CTA CARS, REPORTER FINDS

By LEE SHASSERE

Chicago Daily Tribune

Thursday, December 15, 1949

DOES the beauty of Yule chimes resounding above the clang of trolley gongs at Christmas time gladden the hearts of Chicago's streetcar conductors? Do bundle laden shoppers, battling their way into crowded cars, give them a sour outlook on the world? . . .

On a bitter cold day the Politeness reporter learned some of the answers as he rode Chicago Transit Authority streetcars about the city . . .

It was below freezing on the open platform and smiling Conductor 4396 (Edward Dibbern, North) wore no gloves . . .

Altho folks took their time boarding his car, fumbled about for change, gave him crumpled and torn transfers, and plied him with questions. Conductor 4396 remained unruffled. He was still smiling when the reporter alighted at Cicero avenue and boarded a southbound trolley . . .

At Roosevelt road, the Politeness reporter took an eastbound car and told Conductor 14154 (John Waszak, Lawndale) he wanted to go to 15th street and Michigan avenue. Forty minutes later at Michigan avenue, the reporter appeared befuddled as he asked the conductor:

"Did I want to go to 21st and Michigan. I've forgotten my destination."

Despite the lapse of time, the conductor remembered it was 15th street and politely told the poorly clad reporter how to get there.

By actual count, 19 of 20 conductors helped elderly persons on and off cars.

Have you ever tried to get a \$5 bill changed on a street-car in a rush hour. The reporter failed on a dozen open platform cars . . . he had to ride miles along Clark street before he finally found one who quietly took the bill, pocketed it, and unleashed a cascade of silver from his money changer.

This unexpected turn so startled the reporter that he alighted from the car at the next stop. He glanced back to see a look of astonishment on the face of the conductor, Edward Strawiery, 46, of 2324 Cortez street. He would have been more astounded if he had known his act had just won for him the Politeness reporter's \$25 daily kind deed award.

EDW. FITZPATRICK,
Lincoln

WALTER F. DINSE,
Limits

FRANK J. KLEICH,
North

ELMER PRENTICE,
North

C. HAMMERLUND,
Lincoln

ROY A. SMITH,
Archer

JOS. POKRYWKA,
North

ROBT. WASHBURN,
Lincoln

M. J. LACRIOLA,
North

What's WRONG Here?

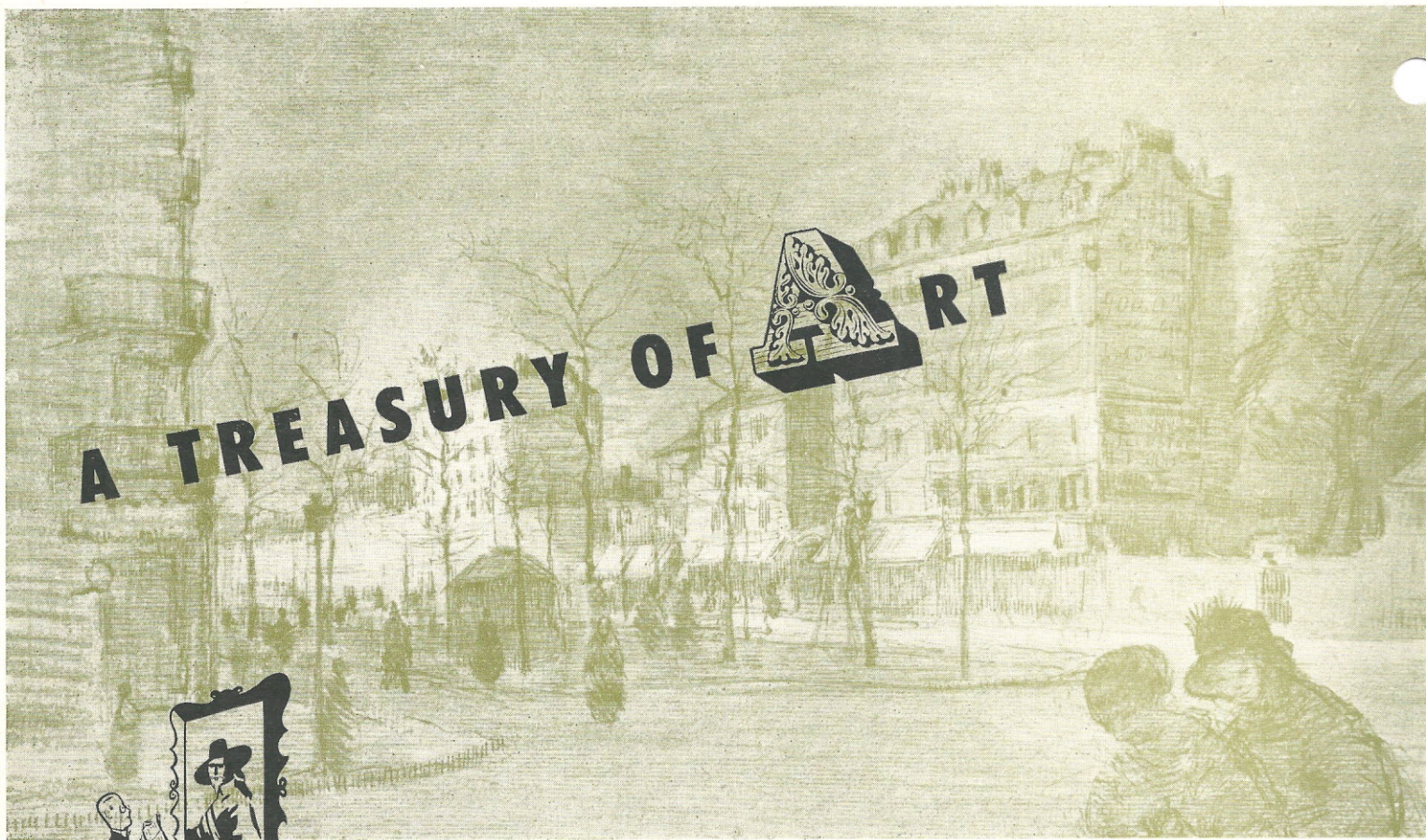


THIS is not a photo of a new device for frightening sparrows. It is a photo of what occasionally happens at a CTA terminal. Used, unused and accepted transfers should be properly disposed of in the trash receptacle provided by the CTA at stations and terminals. They belong there instead of being carelessly swept out of the vehicle, thrown out the window, stuffed under seats, or jammed into sand boxes. Situations like the above are not common occurrences but often happen when the transfers are given to youngsters who like to play with them. Even little things like seeing these transfers strewn about the sidewalk or bushes create ill will between the public and CTA.

THIS CTA employe is doing many things the wrong way. Can you name a few of them? Here is a check list: 1.) Crossing over the tracks at a dangerous location. The sign on the fence clearly instructs employes to use the subway, or walk, provided for that purpose. 2.) Crossing where the third rail is located. If it is necessary to cross tracks, do so where the gap is in the rail. 3.) Stepping on the running rail. The rule is never step on any rail. It is dangerous footing and encourages careless habits. 4.) Carrying headlight without the cord properly fastened. This situation may cause the cord to come in contact with the third rail, resulting in serious burns. Also, the loose cord can cause you to trip and fall. 5.) Both arms full. You should have at least one arm free at all times. 6.) No hand lamp. At night, when you have to make an emergency track crossing, always do so with a lighted hand lamp so that you can signal oncoming trains.



Posed by Acting Assistant Trainmaster
Richard W. Meisner, North Side.



A TREASURY OF ART



SPECIAL temporary exhibitions of famous works are often shown at the Art Institute of Chicago. The "Boulevard De Clichy," Paris, a drawing by *Vincent van Gogh*, will be included in the Van Gogh exhibit to be held there from February 1 to April 16, 1950. The exhibition will consist of many paintings that have never before been shown in this country.

PHOTO—Courtesy Art Institute of Chicago

THE MAGNIFICENT museums, libraries, and conservatories available every day to local residents are never more appreciated than when we have out-of-town visitors who want to learn about Chicago. Our civic pride is usually "filled to the brim" as we take our guests to famous places located in every section of the city.

Probably the first of these famous sites you visit is Chicago's Loop Museum, the Art Institute, located on Michigan avenue at Adams street, where visitors are able to view one of the finest art collections in the world.

The first art school in Chicago was organized in 1866 by a group of art students who received little encouragement from local citizens. From this beginning, the Institute has grown until it is now the largest art school in the world, consisting of more than 6,600 students who are presently attending classes.

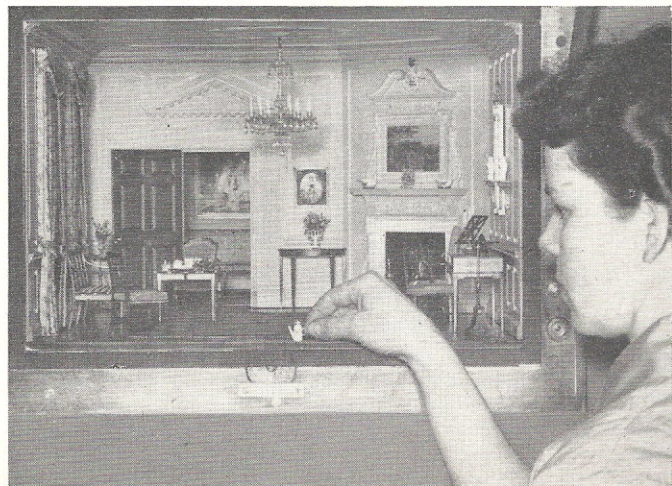
The Art Institute today covers an area of about four square blocks. The building of Italian Renaissance style was constructed mainly through contributions, private and public, made by citizens of Chicago. Private gifts, memberships and endowments continue to support the Art Institute

today, in addition to tax-raised funds furnished by the Chicago Park District.

Every weekday the Art Institute is open from 9:00 a.m. to 5:00 p.m. On Sunday it is open from 12:00 noon to 5:00 p.m.

(This is the eighth article of a series presented to aid CTA employees in knowing their city and to assist them in serving passengers interested in visiting famous Chicago locations.)

THE European rooms in miniature, popularly known as the Thorne rooms, are a featured attraction at the Art Institute. The miniature rooms, like this reproduction of the West Parlor of Washington's Mount Vernon home, contain exact copies of objects and decorative arts and furniture.



All Employees Covered By New Pension Plan

AT ITS December 28 meeting the Chicago Transit Board approved the extension of the new pension plan benefits to all CTA employees. (See TRANSIT NEWS, August, 1949.)

The Chicago Transit Authority pension plan is based on an agreement reached through arbitration by the Authority and Divisions 241 and 308 of the Amalgamated Association of Electric Street Railway and Motor Coach Employees of America in June, 1949.

Agreements with other employee unions were completed in December.

Trustee for the pension fund, selected by the pension fund committee, is the Continental Illinois National Bank. The trust was established in December when a substantial sum representing contributions by both the authority and the employees, was turned over to the bank.

First payments under the provisions of the new pension plan will be made February 1, 1950. To those who have retired since June 1, 1948, retroactive payments also will be made. The retroactive payments will be the differences between the rates under the old plan and the rates established by the new plan.

The plan provides full benefits for those retiring at age 65, and reduced benefits for those choosing to retire between ages 55 and 65. Monthly payments vary according to the individual employee's earnings and service record, with a minimum payment of seventy-five dollars per month, exclusive of Social Security payments, for employees with twenty years continuous service retiring at age 65. The plan also provides for a ten dollar a month increase in benefits for employees who retired prior to June 1, 1948, payable beginning June 1, 1949.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF NOVEMBER 1949 AND 1948, ELEVEN MONTHS AND TWELVE MONTHS ENDED NOVEMBER 30, 1949

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

	Month of November		Period Ended Nov. 30, 1949	
	1949	1948	11 Months	12 Months
Revenues	\$ 9,987,492	\$10,253,292	\$105,840,598	\$116,607,164
Operation and Maintenance Expenses (Note 1).....	8,319,358	8,884,693	96,386,407	105,800,319
	1,668,134	1,368,599	9,454,191	10,806,845
Debt Service Requirements:				
Interest Charges	318,003	318,003	3,498,247	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 2)	107,000	107,000	1,177,000	1,284,000
	425,003	425,003	4,675,247	5,100,250
Balance before Depreciation.....	1,243,131	943,596	4,778,944	5,706,595
Provision for Depreciation—Current Period.....	541,667	466,667	5,958,333	6,425,000
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 3)	\$ 701,464	\$ 476,929	\$ 1,179,389*	\$ 718,405*

NOTES:

- (1) Provision has been made in operation and maintenance expenses shown in the above statement for wage increases for all unions, retroactive to June 1, 1949. The wage agreements recently negotiated provide for an additional wage increase of 5c per hour to all employees, effective December 1, 1949.
- (2) 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.
- (3) Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor, before any deposits shall be made to Municipal Compensation Reserve Fund or set aside for Modernization.

* Red figures.

PASSENGER STATISTICS

Revenue Passengers	68,397,775	80,563,860	815,386,590	899,683,992
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TO THE Ladies

... from JOAN

RING OUT the old, ring in the new—with all your New Year's resolves, too. We should all take stock of ourselves occasionally. If you haven't done this in a long time—start the New Year fresh. The things you have been letting slip, things you should have done and didn't, here is your chance. It's resolution time!

* * *

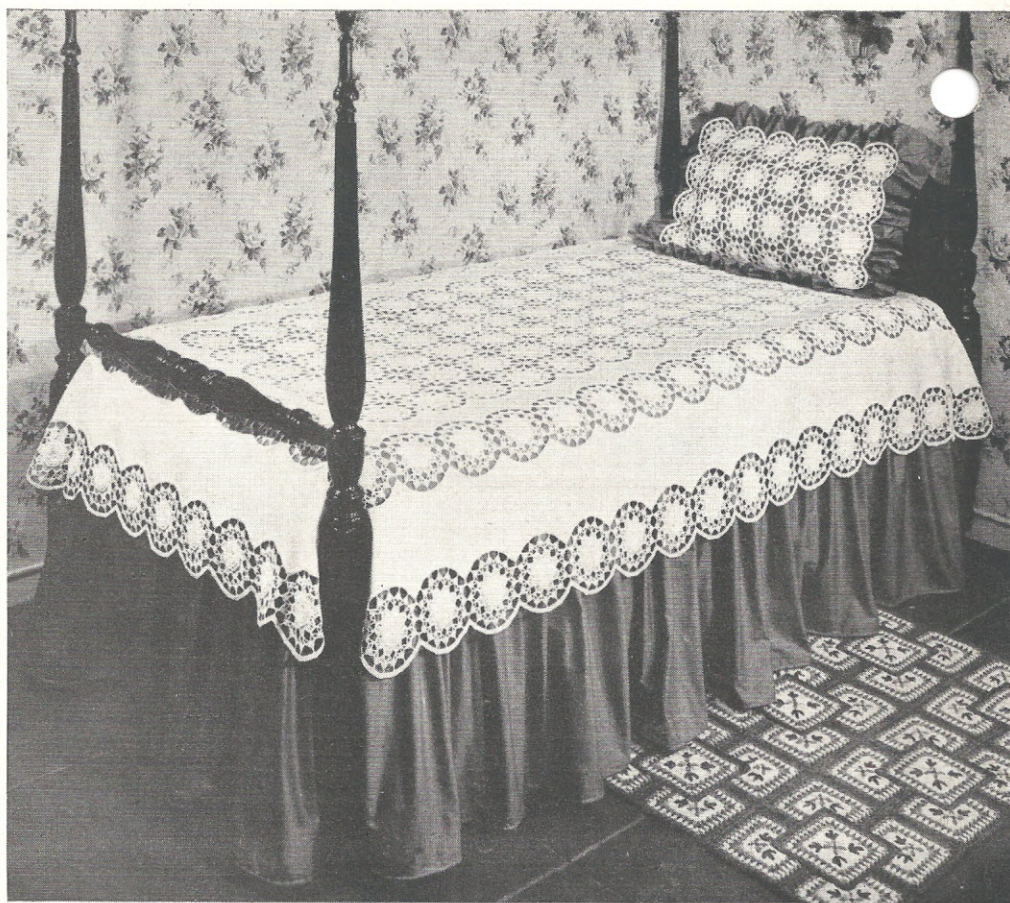
Crocheters, make this your resolution. Win a prize with your handwork. Cash prizes amounting to \$2500 will be awarded for the best pieces of crochet. National Crochet Week fires the opening gun for the Nationwide Crochet Contest, the biggest needlework contest in the country. National Crochet Week is being held January 21-28 in 1950. Special displays of crochet materials are set up, new crochet designs are exhibited and stocks of crochet cotton and pattern books are at a peak. Write us for the crochet contest rules.

* * *

Watch your figures, girls, and if you're not just right make a New Year's resolution to get your weight to normal. Watching your figure is more than a matter of glamor. It's a matter of good health. Maybe your life. The insurance companies have learned that the fatties and the bean poles are "poor risks"—more bluntly, they die earlier than people of normal weight. And it is estimated that 20 per cent of Americans over 35 are too fat for their own good health. It's up to you. If you are too fat, or too thin . . . make up your mind now to do something about it.

* * *

The amount of food you eat is almost always responsible if you are overweight or underweight. There are, of course, certain ailments or diseases which sometimes create these conditions, but, generally, too much or too little food is the chief cause. To be safe, however,



"Contest material" is this white linen bedspread with insertions of hand crocheted lace. It's a beautiful and easily-launders covering for the bed. Pair it with a dust ruffle of dark-toned chintz. The lace insets are made by joining separate round motifs of a raised rose pattern. You may wish to use this pattern for your entry in the Nationwide Crochet Contest.

talk over your condition with your doctor before attempting any change in diet, exercise, or other living habits. He will advise you on this important matter and suggest a plan so that you can reach your desired weight.

* * *

But before you go on that diet, try this recipe we have for German Potato Dumplings. Help is what we wanted, and help is what we got. In response to our request for a recipe for German

Potato Dumplings for one of our readers, we received several good ones. The most typical one is given below for any of our readers who would like to know how to make this unusual dish.

GERMAN POTATO DUMPLINGS

6 raw potatoes	1 grated onion
10 slices bread	1 teaspoon minced
2 eggs (well	parsley, salt and
beaten)	pepper.

Grate potatoes. Soak bread in cold water. Squeeze out as much of the water as possible. Mix together the bread, salt, pepper, onion and parsley. Add the grated potatoes and eggs. Mix well. Form into balls. Roll in flour gently. Drop into boiling water (salted) and cook in covered pot for 15 minutes. Serve with sauerkraut.

Write to Women's Editor, CTA TRANSIT NEWS, 79 West Monroe, Chicago 90, Ill., for your copy of the Nationwide Crochet Contest rules and for a direction leaflet for making the linen and lace bedspread.

"VARIETY" Made It Possible



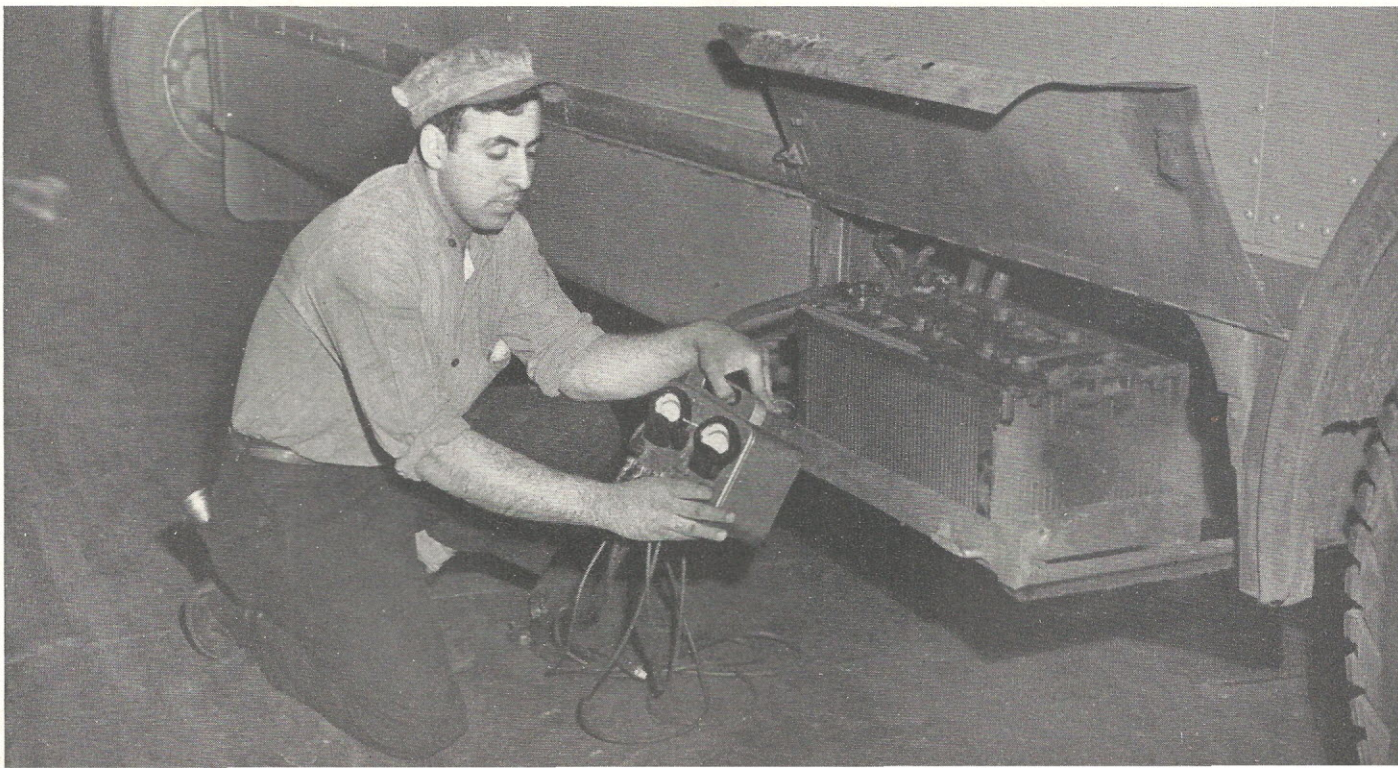
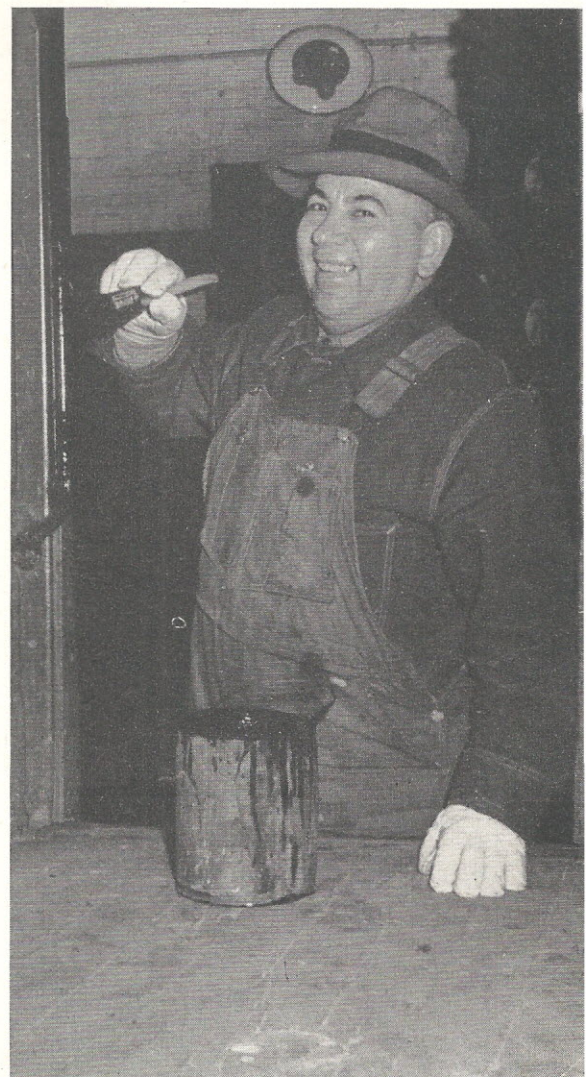
ONE of the great benefits there is in working for a large organization is the wide variety of jobs available to employees. This is one of the major reasons why the two sons of *Car Cleaner Louis Bruno*, West Shops, are working for Chicago Transit Authority.

Both *Tony* and *Frank Bruno* thought they would like to work for the same company as their Dad has for 22 consecutive years, but in different jobs. Tony liked outside work and Frank was looking for a job as a mechanic. And those are exactly the jobs they were given to do—Tony, a conductor at the Kedzie station for the past six and a half years, and Frank, a bus repairman at the Archer depot for the past two and a half years.

"Dad was always asking us to start to work for the surface system," Frank remarked, "and we were able to do so because transportation work offered us the jobs we were after, as well as security."

TONY FRANK LOUIS

"Each has a different job but they all work for Chicago Transit Authority."

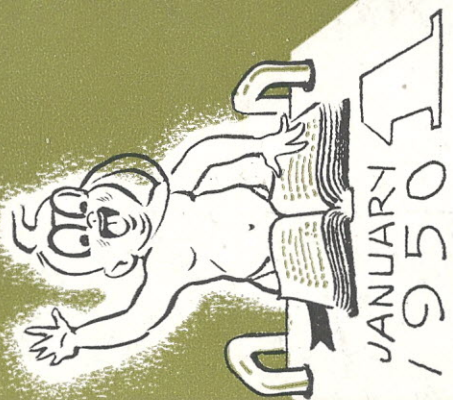


THE CHICAGO TRANSIT AUTHORITY
P. O. Box 1151, Chicago 90, Illinois

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Our Pledge for the NEW YEAR...
I HEREBY PLEDGE...



...TO KEEP OUR
VEHICLES CLEAN
AND SAFE!

...TO PROVIDE
SAFE, COURTEOUS
SERVICE!

...TO HELP GIVE
CHICAGO THE
BEST IN LOCAL
TRANSIT!



HERB
HARRIS