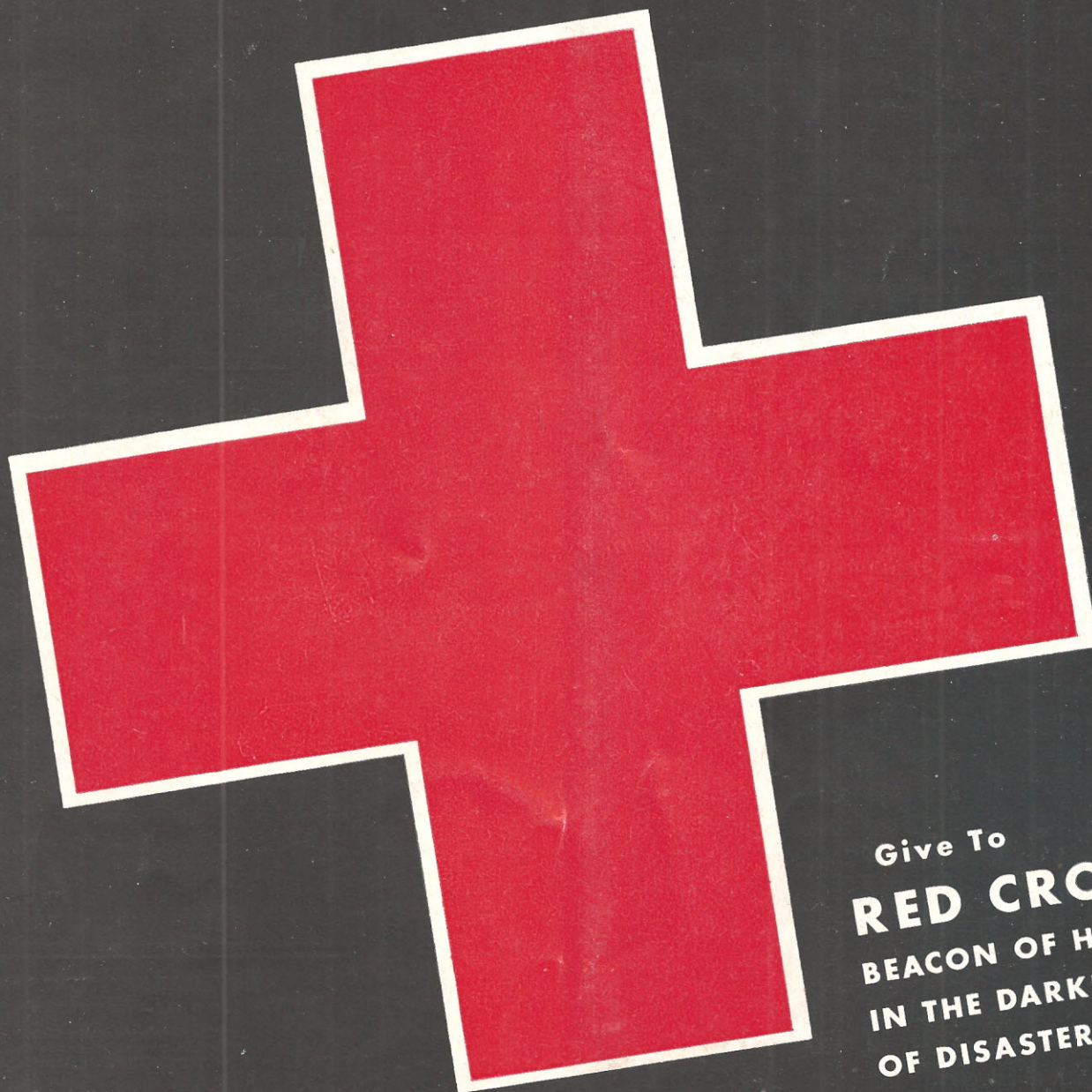




# TRANSIT NEWS

MARCH - 1950



Give To  
**RED CROSS**  
BEACON OF HELP  
IN THE DARKNESS  
OF DISASTER



# March is Red Cross Month



ALL OF US have an instinctive impulse to help someone in need. Perhaps it is while an accident victim's precious life-blood flows away . . . Perhaps it is when we read of helpless veterans destined to live the rest of their lives within hospital walls . . . Perhaps it is while we listen to the tense voice of a newscaster describing the panic, the cold, the hunger, the despair and utter misery of families made suddenly homeless by disaster.

Each year the millions who need help, and the millions who want to help, are brought together through the Red Cross. The trained first-aider steps from the crowd to staunch the flow of blood . . . The Gray Lady makes the clock tick faster for the paralyzed veteran . . . The flood victim's cry for help is answered immediately with food, with shelter, with medical care.

This impulse to help is as old as the human heart. With their skills . . . with

their time . . . with their money . . . all may help through the Red Cross.

The campaign to raise \$2,700,000 for the Red Cross in the Chicago area in 1950 is being conducted during the month of March. The Red Cross and the Community Fund are the only money-raising appeals which are permitted to be made to CTA employes as a group.

Objective of the campaign among CTA employes is to equal or surpass the mark of \$26,500 given last year.

So that employes may contribute conveniently, the CTA has again offered to deduct the amounts pledged from paychecks, spread over a maximum of four paydays, but with a minimum of 50 cents per deduction. It is planned that deductions will begin with the payroll period for the first half of April, 1950.

To assist the Accounting department in setting up the procedure for making deductions, the pledge forms which have been distributed should be completed and turned in as soon as possible.

A GROUP of Electrical department line-men and foremen recently completed a 30-hour course in First Aid. Instructor was *C. E. Keltner* of the Chicago Chapter, American Red Cross. . . . Several medals have been awarded to CTA employes in the past years for the saving of human life, proving the value of instruction received in First Aid and Resuscitation classes. . . . Present at the graduation exercises for the class were *C. M. Smith*, general supervisor of accident prevention; *George McDonald*, National Safety Council; and *R. A. Fitzgerald* and *F. A. Benner*, Electrical Workers Union, Local 9.

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## CTA TRANSIT NEWS

VOLUME III—NUMBER 3

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*H. L. Polland, Director of Public Information*  
*John H. Fisher, Director of Publications*  
*James Kennedy, Editorial Assistant*

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# Hot Motors on a COLD Night

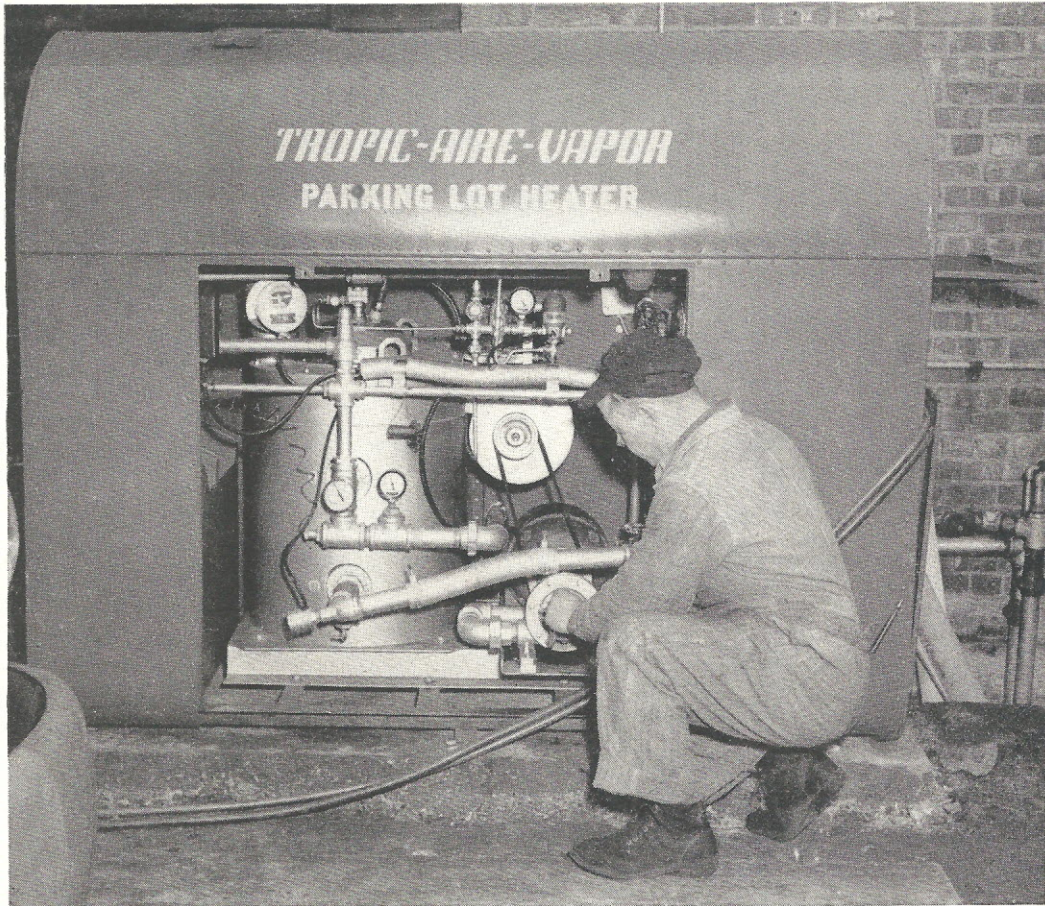
## CTA Experiments with New Parking Lot Heater

A PARKING LOT HEATER designed to minimize winter storage problems was recently installed at the North avenue station by Chicago Transit Authority. It is hoped that this new unit, which is designed to heat the motors of ten buses at the same time, will be more economical and dependable than the methods now being used for this purpose.

It is estimated that CTA buses are stored an average of 14 hours a day. At the present time, many of these buses have to be stored outside during the year because of the lack of inside space. To keep these vehicles from freezing, an anti-freeze solution is used and notors must be run at fixed intervals during the period of storage.

The new method, which was developed by two local companies, uses an auxiliary plant to heat the water in the cooling system of the buses.

The maximum fuel consumption for heating ten buses is three gallons per hour. In comparison, this same number of buses, when idled for one hour, consumes approximately ten gallons.



THE heating unit is compact, portable and starts and stops automatically as the temperature requires. When the hot water supply drops to 125 degrees the unit starts and runs until the water is 150 degrees. Whenever the outside temperature drops below 50 degrees above zero, the pump starts to circulate hot water through the system. If the unit should fail to start a horn will blow as a warning. Periodic inspections have to be made of the fuel and water supply in the new heating unit. Shown doing this job is *Repairman Robert Vance*, a transit employe 9½ years.



THE ten-unit heater is connected to each bus through two hoses. Hot water circulates through the radiator, the interior heating system of the bus, and the engine block before returning to the heating unit.



# For A Better Ride

4163 WB 25 MPH

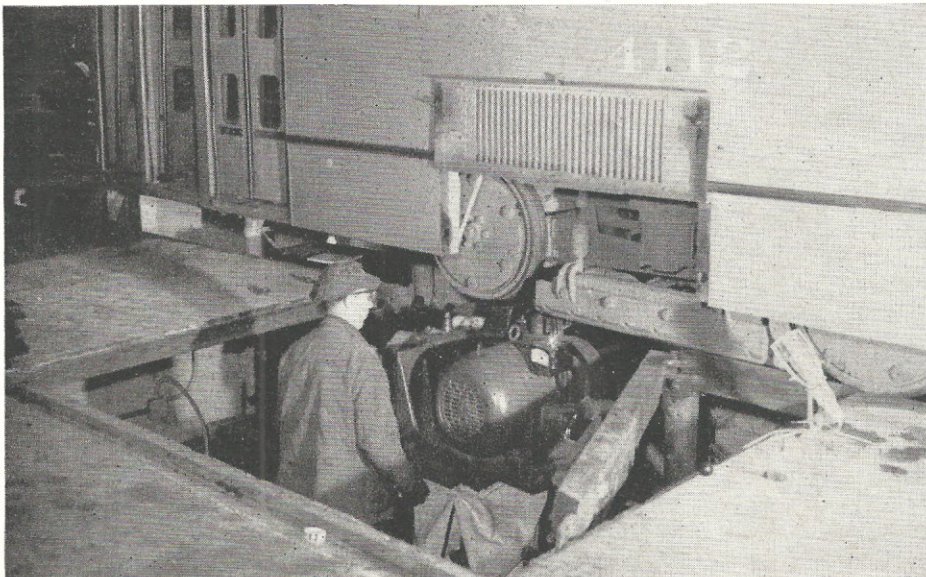
HERE is the result of an Oscillograph reading taken where PCC cars are in operation. The reading indicates that the wheels on the car, number 4163, were defective.



IN an effort to improve the general riding characteristics of PCC streetcars Chicago Transit Authority recently purchased new equipment to detect and correct unevenly worn wheels.

How this equipment is being used in this improvement program is shown graphically on these pages.

THE Oscillograph and Amplifier instruments were recently purchased by CTA to assist in locating PCC streetcars with unevenly worn wheels. These instruments provide an instantaneous, permanent chart record of the car's manner of operation. As *Engineer of Equipment L. G. Anderson*, West Shops, operates the Oscillograph, *Development Engineer Thomas Turcotte*, West Shops, records the number of the streetcar and the time it passed this location. From the readings that are made here, they are able to pick out the streetcars with unevenly worn wheels.



THE streetcars with unevenly worn wheels are sent to the Kedzie carhouse where a new piece of equipment, the pit-type wheel grinder, is used to correct the defective condition. Use of the pit grinder, which is the only one of its kind in the country and was designed with the assistance of CTA engineers, eliminates the necessity of removing the wheels from the car. An air lift jack raises the car above the rail. It is then locked in position approximately 1½ inches above the rail. By removing a locking pin the rail below the wheel is swung out of the way so that *Operator James Finley* can reach the wheel with the grinder.





AFTER the wheels of the streetcar have been set up for grinding, Repairman Finley then raises the grinder (foreground, center) to meet the wheel of the streetcar. The wheel is ground until the unevenness of the tread has been removed.

A dust collector bag attached to the bottom of the grinder protects the repairman while he operates the machine. The grinding time necessary to restore the wheel to a perfectly round shape is from five to ten minutes.

THIS same streetcar, number 4163, after the wheels were checked and ground even, was again recorded at the same location. Note the reduction of the impression made on the Oscillograph.

3:00 P.M. 11-29-1948.  
 CHART SPEED 25 MM/SEC.  
 CALIBRATION 20 MM RATIO .01  
 5 PV



P.C.C. CAR 4163 EB  
 SPEED 24.6 M.P.H.

CAR SAME AS ON 11-17-1948 EXCEPT WHEELS GROUND CONCENTRIC TO  
 JOURNAL BEARINGS TO .004"



## Hardin Retires As Head Of "L" Transportation

CLIMAXING a forty-nine year career in the local transit industry, Harry G. Hardin will retire on April 1, 1950, as general superintendent of transportation of the rapid transit system.

Joining the Metropolitan (west side) "L" line on October 4, 1901, Mr. Hardin served successively as a coupler, switchman, towerman, motorman and yard foreman. In 1911, when the city's five separate elevated lines were consolidated he was despatcher at Laramie Avenue on the Garfield Park branch.

Later in the same year he was appointed superintendent of transportation of the Lake Street "L," a position he retained until April, 1920, when he was made assistant to the general superintendent. In 1922, he was named superintendent of the North Side elevated and during the following year assumed similar duties with the South Side "L" line, holding the two positions simultaneously.

Mr. Hardin was appointed acting general superintendent of the Rapid Transit Lines in November, 1924, and became general superintendent in 1926. He has served in that capacity for the rapid transit system of CTA since October 1, 1947.

He was born in Little Rock, Kendall County, Illinois, in 1883. He came to Chicago with his parents in 1887 and has lived here ever since. He was employed by the Western Electric Company before joining the "L" lines.

A large group of fellow employes and friends honored Mr. Hardin at a testimonial dinner held in the Grand Ballroom of the La Salle Hotel on March 9.

## CTA Operating Calvary Substation

THE Calvary Substation, formerly operated by the Commonwealth Edison Company, was acquired by Chicago Transit Authority recently in compliance with terms of a new power contract made in 1949.

The substation, which was originally owned by the former Northwestern Elevated Company, has equipment consisting of two converters and two rectifiers totaling 10,250 kilowatts.

A total of 11 substations solely devoted to railway service are being transferred to CTA under the terms of the new contract. Of those which will eventually be operated by CTA personnel, Calvary is the first to be transferred. The Robey street substation is scheduled to be taken over on May 1 and the balance will be transferred from time to time as additional operators are trained.



Acme Photo

## Good "Mail" Company

A faithful companion of Mail Carrier Joseph Kruczek regardless of the weather conditions is "Fuski," a dog from the neighborhood where he delivers mail.

Each morning the dog leaves his master's home to meet Kruczek at the near-by mail pick-up box. Then, for the rest of the day, he walks along with his mailman friend until all the deliveries are made.

"Fuski" knows the work day is over when he sees Kruczek board a CTA bus and wave so-long to him.

## Recent Personnel Changes

ANNOUNCEMENT has been made by General Manager Walter J. McCarter of the appointment of E. M. Guy as Commercial Engineer in charge of supervision of revenue contract services and analyses in the Department of Public Information. Mr. Guy was formerly assistant internal auditor.

EFFECTIVE March 1, 1950 Arthur Heidecke was appointed Assistant General Superintendent of Transportation, assigned to rapid transit operations. Mr. Heidecke held the position of Westside superintendent.



# We Are Not Alone

## WHERE

have our passengers gone?

## HOW

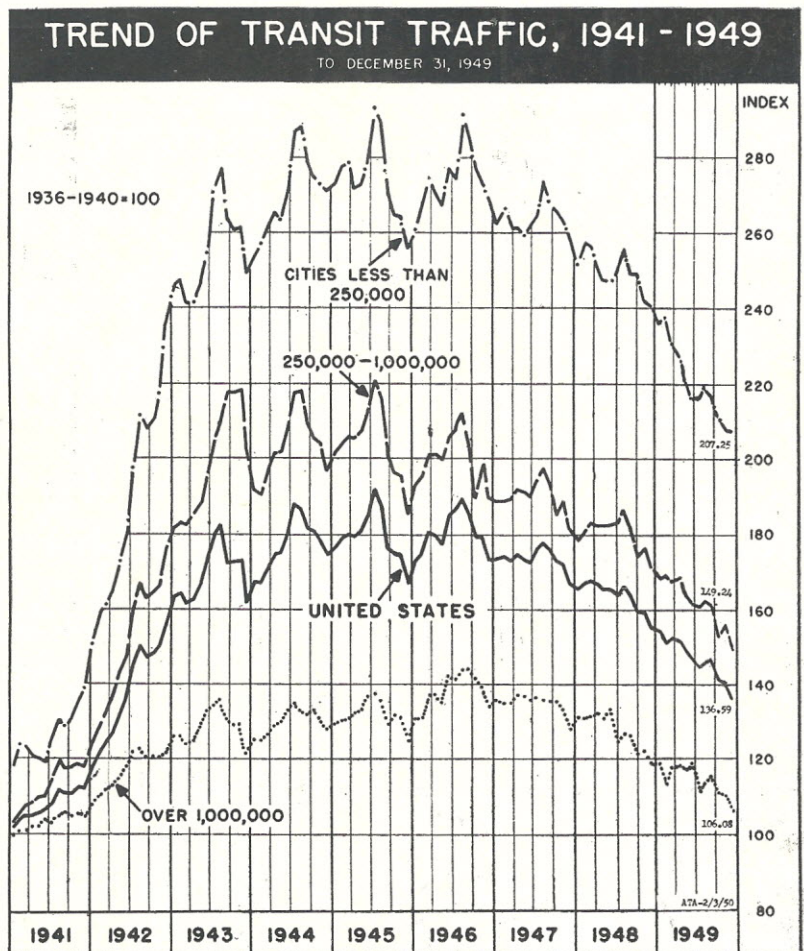
are they traveling now?

## WHY

did they change from CTA vehicles?

## HOW

can we get them back?



Passenger Transport

These are questions of vital concern to every CTA employe, to our riders, and to the public generally.

The CTA is not alone in experiencing the downward trend in traffic.

Total passengers carried on United States transit lines during 1949 showed an eleven per cent decrease from the previous year. According to the American Transit Association, the industry's passenger traffic totaled 19,019,902,000 in 1949 as compared to the all-time high of 23,372,000,000 passengers carried in 1946.

HOWEVER, in a situation like this there is little consolation in knowing that others are also suffering.

It is necessary that we face the situation squarely.

The CTA has obtained 1,710 of the most modern transit vehicles. It hopes to purchase more of these modern units.

The CTA is also providing the latest in maintenance machinery to keep its equipment in topnotch condition.

The CTA is also modernizing service and gearing it to the needs of the riding public.

WHAT more can be done?

We — each of us — can SELL CTA service on the job and off the job. The local transportation business is not

dying. True, more and more people are using automobiles in going to and from work. But the private automobile can never do the job that public transit is doing.

Autos can never use the streets in the efficient manner that transit does in the mass transportation of people. Observations in Chicago over the years show that the average passenger load per private auto is 1.75 persons per vehicle.

On a typical week day during 1949 the Madison streetcar line carried approximately 6,000 passengers eastbound through the intersection with Ogden avenue during one hour of the morning rush. If all these passengers traveled by private auto, it would require 3,500 vehicles moving in one direction in 10 lanes of traffic. Moving at 20 miles per hour, the lines of cars would extend for nine and one-half miles.

There is a future for public transit — if all of us, trainmen, bus operators, maintenance men, and office employes, sell transit rides. Sell your neighbor, your sister and your cousin on the advantages of using CTA to go shopping, to go to church, to visit, to go to and from work.

We must work together, believe in our job, believe in our work.



# THREE Good Reasons

THERE are many reasons why men choose to make their living in the transportation business. For example, three members of the Haslam family are working for Chicago Transit Authority and each of them had a different reason for starting in transit work.

*Harry Haslam* was employed as a foreman at the Stockyards back in 1922 when a strike was called. "At that time I heard of the good working conditions the men had at the Rapid Transit," he said, "so I decided to work there. That was 28 years ago so you can see I'm glad I made the change." Harry was recently promoted to despatcher's clerk, Lake street branch, West, after working as a gateman and extra and regular trainman.

1



2

The main reason his son, *Gateman Charles Haslam*, Garfield branch, West Side section, went to work for the Rapid Transit was his desire for steady employment. He began his transportation work in 1937 as an extra gateman. Five months later he was made a regular gateman. Of his 13 years in this job he has spent 10 of them at the Hannah station in Forest Park.



3

An opportunity to work on the outside played a major part in *LeRoy Haslam's* choice of a job. He was given that chance when hired by the Rapid Transit system as a trainman in 1945. "I had a few jobs that required working on the inside all of the time," he remarked, "and I didn't care for them. Now I've got something I like." LeRoy is now a switchman and stationed near the same location where his Dad works.





# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Honeymooners Fly To Cuba

ACCOUNTING — Candlelight Service at Holy Trinity Evangelical Lutheran Church set the scene for the wedding of *Gloria Mae Helmerson* and *William G. Gubbins* on February 11. Gloria's gown was of champagne satin and Chantilly lace and her veil was of finger-tip length. Three bridesmaids attended her. A plane trip to Cuba and some time spent in New Orleans comprised the honeymoon.

*Jeanne Butler* (Treasury) is on the list of prospective brides. The lovely diamond on her left hand marks her engagement to *Norman Kwidd*.

Should *John J. O'Connor* and *Edward Bole* (Treasury) be seen in very earnest debate, it's probably not about a new world crisis. The subject could very likely be the relative merits of their offspring. *Michael John O'Connor* arrived on January 17, 1950, and *Terrence Edward Bole* on November 28, 1949.

*Gus Drawert* (Treasury) is recuperating at home from a broken shoulder he sustained on December 22 while alighting from a train.

Sympathy is extended to the family of *Frank G. Sears* who passed away on February 15. His 43 years of service dates back to the Union Traction company, and all were spent in the Purchasing department. His position was Assistant Purchasing Agent before his retirement in 1945.

*Theresa Earley's* three year old nephew, *Carl Mooi*, made news for the local paper recently. His foot became lodged in the basement drain of his home and firemen worked half an hour to extricate him. Grease finally did the trick.

—HELEN A. LOWE

## Same Credit, But A Different Name

BEVERLY — At the Burnside Depot Federal Credit Union's annual meeting it was voted upon to change the name to Beverly Garage Federal Credit Union. *Floyd Bas-*



## HELP CELEBRATE ANNIVERSARY

THERE was a lot of company present to help *Retired Motorman Mark Cummings*, North, and his wife celebrate their 45th wedding anniversary, including 14 of their 18 grandchildren. Shown with Mr. and Mrs. Cummings are, front row, left to right, *Dickie Giese*, *Jean* and *Joan Gilleran*, *Nancy*

*Winter*, *Kathy Cummings*, *Ronnie Sheley* and *Jerry Komac*. Second row, left to right, are *Edward Komac*, *Dennis Komac*, *Mrs. Cummings* holding *Jimmie Winter*, *Mr. Cummings* with *Bobby Giese*, *Debby Sheley* and *Mike Cummings*.

*sett* was elected President again. *Carroll Olmstead* was elected Treasurer. Boys at Beverly, this is your Credit Union. Use it as you need it.

After working the Riverdale bus route, *Bus Driver H. W. Pronesky* has been singing the song, "Down the River of Golden Dreams." Could be that the Little Calumet river had something to do with it.

The boys at Beverly have been quite careful when receiving one dollar bills since it was the misfortune of *Bus Driver L. C. Borman* of 77th Depot to collect a Won Hollar Bill. The color was green but that's all. Watch 'em boys.

All the wives take good care of their husbands on these cold wintry days, but especially *Mrs. John D. King*. Johnny stopped his bus the other day, he reached

into his carryall bag to get some transfers, and up came a pair of wool socks!

The stork had its moment at the Beverly home of *Mr. and Mrs. James Lee* of bus repair. It was a boy—*James Melvin Lee, Jr.*, six pounds, 12 ounces, born December 19, 1949, at Little Company of Mary Hospital. . . . Again a boy, born to *Mr. and Mrs. Roy W. Goebig*, bus driver, January 9, 1950, at St. Bernard's hospital and weighed in at six pounds, 10 ounces. They named him *Roy, Jr.* He has a big sister *Linda*, two years old.

Our Beverly family is increasing day by day. *Bus Operator Tom Daly* and *Miss Jeannette Connor* were married Saturday, January 28, at 3:30 p.m. at the St. Lawrence Church. They are now learning the rudiments of house-

keeping. Tom is the son of *Motorman Jack Daly* of 77th and the late Burnside depot.

*John Aardema*, bus repair, has quite a shooting hobby (I didn't say "shouting.")—to the tune of two pheasants and ten rabbits. While others are feasting on turkey he is satisfied with rabbit. Any superstitious people wanting a left hind rabbit's foot for good luck see John.

*Norb Pieczynski*, of bus repair was seen working at the desk with six pencils and one over each ear and scratching his head. It seemed he was checking the gas consumption reports. Did you try the adding machine, Norb?

*Pat Crawford* has taken up his new duties as bus sign-up man in the afternoon.

—DANTE F. BRUNOD



## What Calendar Do You Use?

ARMITAGE — Thirty days hacienda, Aprilo, Junio and sombrero, all the rest have thirty-one except March and that has income tax. By the way, did you pay yours?

Joe Montgomery has returned from a nice vacation in St. Petersburg, Florida, where he visited his mother. . . . Cards show that John Scharnack also enjoyed himself in Florida.

That old stork has been fluttering over Armitage again. S. Kalinowski and R. Studzinski have recently become papas. Both infants are girls.

Deepest sympathy to Motorman William Rempala whose mother died recently and to Motorman Red Lang whose brother passed away in California.

Belated congratulations to John Trocki on the high achievement he has attained in his lodge.

—TED SHUMON

## Southern Gentleman Would Like News

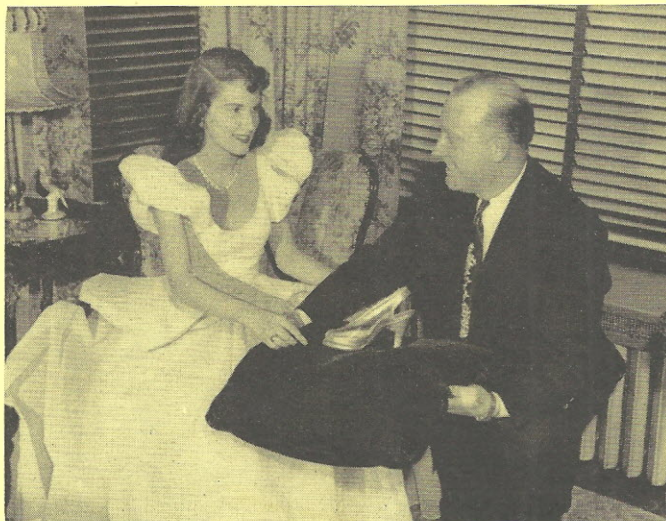
COTTAGE GROVE — Motorman F. J. Dousan back from vacationing in Florida spent a day with retired Motorman John Todd, and in the course of exchange of news John mentioned he is anxious to hear from his buddies. Address is 1004 S.W. 153rd Street, Opalapa, Florida.

It has been definitely established the great connoisseur of fine foods, Leonard King, elite batchelor, now has a rival in the personage of Conductor Nick O'Neill. Both gentlemen were observed at the Stop and Shop recently armed with well-filled shopping bags.

Motorman George Gale completely captivates the customers on his run through his fine expressions and courtesies. Great work for the CTA, George.

Conductor Robert White and Motorman M. J. Hanley have taken their well-earned pensions and while we hoped they would defer them, nevertheless, we extend them our best wishes in their life of ease. These familiar faces surely will be missed.

## HE'S HER PRINCE CHARMING



THE Cinderella charm of Teri Harrington, daughter of Chief Clerk Myles Harrington (North), has been well-recognized by Chicagoans. She was one of the 100 finalists in the recent "Quest for Cinderella" contest staged by Henry C. Lytton & Co. . . . As Prince Charming, however, Father seems just a little rusty as he holds the slipper for Teri . . . Teri is wearing the glamorous Cinderella gown and the jeweled plastic slippers which she received as a finalist. She also received a pair of black suede slippers, a record album, and an invitation to the magnificent Cinderella ball, which was held at the Blackstone hotel . . . The contest was held in connection with the new Walt Disney movie.

Reported by Joe Hiebel

To those of the Grove who are at present on sick leaves, we extend best wishes for a speedy recovery as we enter the new season of spring.

—GALE HRUSKA

## One Guy That Wasn't Responsible

ELECTRICAL (RAPID TRANSIT)—Bill Hanley, engineer, is back from his Southern cruise with the Navy. He says he did not help put the big "Mo" on the sand bank.

Irving Budish, engineer, caught spring fever from Jack Jacob and got himself engaged.

Ken Taverner, line foreman, is on a three months leave of absence in California.

R. M. Dwyer, superintendent of electrical construction, has changed

his address from Wesley Memorial Hospital to Edwards Sanitorium, Naperville, Illinois.

Larry Crowley, 3rd rail helper, is now at home doing fine after his operation. The latch string is out for all visitors.

George Gorney, maintainer, is the proud father of twin boys, Dennis and Donald, 5½ pounds and 4½ pounds, born February 15.

Ed Jaeske, maintainer, is the proud father of a seven pound baby boy born February 12.

L. B. Mann, lineman, is at home sick.

George Elliott, power supervisor, is back from his extended vacation in Florida.

—BURTON A. ENGBERG

## Where Will You Be On April 28?

ELECTRICAL (SURFACE DIV.) — Attention, All Electrical department employes: Hold this date open—Friday Evening, April 28, 1950.

It is a new experience for Ernie (Chips) Anderson of Grand and Leavitt as he became grandpa for the first time on February 23. His grand-daughter's name is Christine.

Substation Apprentice Joseph Griseto is proud of his baby boy, "Thomas," who arrived on January 30. . . . William Glassner, "B" electrician, is happy over his little sparkler "Susan Mary," who arrived on February 11 and weighs 7 pounds, 3 ounces.

Charles Clouser of the line department was married to Joan Marie Boishou of Chicago, on February 4 at Queen of Angels Rectory.

George Nelson, supervisor of personnel, spent a few days of his vacation in Minneapolis. He brought the snow back with him.

—G. E. ANDREWS

## February Is Month For Anniversaries

GENERAL OFFICE (MONROE)—Valentine's Day must have been responsible for filling the entire month of February with romance, because news of wedding anniversaries has been pouring in from all departments. To mention a few, we have Jas. K. Miller leaving the office laden with gifts to present to his bride of 38 years. F. N. Graham and F. A. Thulstrup, chipper as two-year-olds, both celebrating their 36th.

There are more moves than a game of checkers among the seventy-niners. E. A. Imhoff, taking bag, baggage and Jim Bitournia, left to establish residence at the 175 building. Ere the sound of his footsteps had ceased, Jim Hrubes, W. S. Helmer, Mr. Lancaster and Alice Pletzke, loaded with desks, typewriters, etc., took up residence in Room 1205. "All the better to see," sez we, with "Specks" on both the 11th and 12th floors. . . . Ed Reichard and his family went to Florida. Could Ed be in cahoots with the weatherman? Scarcely had the smoke from his exhaust left the air



when winter commenced—rain, sleet, snow, ice and cold.

Instead of going south as the trek is so inclined, the Shop department has gone north—to Wilson Avenue, that is, for permanent residence. And so it is with regret we bid adieu to *Catherine Holton*, *Les Reichard*, *George Rateike*, *Walter Serzow*, *August Nimtz* and *A. H. Daus* and wish them luck aplenty in their penthouse, 100 steps up into the clouds.

The law department welcomes back into its fold, *Bill O'Neill*, who was away for a bit on account of illness. . . . *Kay Wynn's* tobogganing venture must have been successful. Kay has been seen purchasing liniment. . . . *Fran Knautz* has a new automobile. . . . *Ken Williams* is thinking seriously of purchasing some rubber bumpers for his car—he has found out it costs money to have fenders straightened. . . . *Joe McGann* says he will cut down on his meals during Lent to only five a day.

**Fond Farewell**

Several of the seventy-niners enjoyed a lovely luncheon at the Italian Village, when they sent *Jerry Schleiter* on her new endeavor—with an overnight bag filled to overflowing with the good wishes of her co-workers.

And from Staff Engineer's office we learn that *Tom Nolan*, student engineer, will be permanently located in that office. . . . Glad to see *Lil Rolnik* and *Barney Trager* back to work after being ill. . . . Our sympathy to *Mary Isbrandt* in the loss of her uncle and to *John O'Connor* whose mother-in-law died recently.

*John Cannady* presented the girls in the Spec department with a box of candy for Valentine's Day. In return the girls made him a pin with a big red ribbon reading, "Our Valentine" which he wore all day. . . . Specifications say hello to *Joe Jollief*.

*Bud Walker's* artistic ability warranted much publicity recently when five newspapers pictured him at his easel, bedecked in smock and all, putting the finishing touches to an excellent charcoal drawing of Abraham Lincoln. . . .

—MARY CLARKE  
JULIE PRINDERVILLE

**GOOD SEASON**



THIS year's hunting season didn't find *Conductor Jack Hickox*, North, and his friends with their finger off the trigger very often, so this was the result. Jack found all the game he wanted in Bryant, South Dakota, and is probably planning to return there next year.

Reported by *Joe Hiebel*

**Valentine Day Celebration**

GENERAL OFFICE (INSURANCE EXCHANGE) — *Helen Blowers* became the mother of a baby girl, *Theresa Ann*. By a strange coincidence her neighbor in the maternity section was a former co-worker, *Jean Bohlin*, who had given birth to a baby girl on February 12. . . . *Ralph Yohn* found the day a little slippery and took a tumble on the elevated stairs. He suffered a slight sprain, so his return to work was speedy.

Sympathy is extended to *Johnny Phillips* on the death of his father on February 12 after a lengthy illness.

*Ivan Miller*, Real Estate, gave his department a very pleasant evening, February 21, at his charming home in Villa Park. He has a recreation room with a highly developed recording system, about 1500 records, and varying colored lights.

—BRENDA & COBINA

**Springtime Ahoy!  
It's Softball Talk**

KEDZIE — *Paul Rosenstrator*, at a meeting of the CTA Softball league, was elected manager of the 1950 Kedzie team.

Paul has been active in softball for some years, he knows the book and the strategy. . . . *Eddie Stack* and *Jerry Blake*, (not grandpa

Blake, his father) are not only up to their necks in A.M. bowling but they are also becoming adept at pool in the recreation room. They have a pool and bowling team movement afoot.

*Arnold Haig* and *Mrs. Haig* now count five in their family. A young man of 8½ pounds joined the family on January 25. His two sisters are well pleased.

"Diagnostician," a photograph by motorman *Jim Reynolds*, was published in the Tribune Rotogravure of January 29.

—JOE SMITH

**Winter Vacations  
Have Appeal**

LOOP—Still vacationing—and among those that left the ice and snow behind and followed the sun and warmth were *Fred Till*, driving to Mexico to tour that land of sombrero; *Mary Rezab*, to California; *Bessie Slaby* went down the other coast to Florida and stayed at Miami; *Leona Hammer* visited her aunt in Monticello, Indiana; *Madeline Burggraf* has returned from a visit with her sister and a trip through our National Capitol; *Mary Murphy* and *Katherine Kenny* spent theirs around Chicago; while at her daughter's, *Hazel Hamill's* vacation was a busy one caring for her new grandchild.

A belated valentine was received on February 15 by *George Gorney*—his fourth wedding anniversary—twins *Denny* and *Donald*.

*Walter Tolson* celebrated his twenty-fifth anniversary March 25 with a party at his home.

The birth of a baby girl weighing eight pounds on February 21 to the *William Donley's* made the score an even half dozen—three of each. . . . *John Fee* also had a blessed event on February 22—a baby girl. All three are doing nicely. . . . *Elizabeth Flanagan* and *Katherine* are home after their visit to the hospital for observation. . . . *Katherine McKenny* is on the sick list. . . . *Jerry Jordan* is at Hines for an operation.

We are glad to welcome back *Mary Calleron* after her long illness. Also *William Cook* and *Edgar Gale*.

—EDITH EDBROOKE

*What's Cooking?*

You can do your part in keeping your employe publication interesting. There is a reporter for the department, station, or division of the CTA in which you work. See your reporter promptly if you know of anything affecting the personal or business life of your co-workers which would be of general interest to his fellow employes. Pictures of employes and their activities, having general news value, are always very welcome to CTA TRANSIT NEWS.



## Perhaps the Bird Was Scared White

LAWRENCE—*George Meyer* and *Chester Pawlak* are members of a private hunting club. Once a year the 40 members try their luck at bringing down any number of the 40 Pheasants that the club releases. . . . One of the rules is that the members must take their positions at the opposite end of the field. Everything in readiness, the birds were released. Up went the 40 birds. Thirty-eight of the birds went away from the hunters. Can anyone imagine two lonely birds flying towards forty hunters? They did. . . . Everyone took their shots, and missed. That is, everyone but *George*. He held his fire until he had a good bead on one of the birds. He took one shot and it was a beauty. A perfect shot. . . . *George* picked up the bird in a hurry, and tucked him inside the back pocket of *Chester's* hunting jacket. . . . After several hours of waiting, they gave up hope of the other birds returning. Up to the clubhouse they went, to have *George's* prize banded. . . . When *George* pulled his prize out of the jacket he was the most surprised person in the world. He bagged a snowball owl with a 24-inch wing spread.

## Silver Wedding Day

April 18, 1950, is the silver wedding day. Twenty-five years of blissfulness for *Mr. and Mrs. Roger Ward*. . . . *Cliff Whalen* bought another car. *Cliff* claimed this car had everything on it. Even the title. But it still took him four days to find the cigar lighter. *Warner Stokel* would have liked to buy an automobile for the price that the dealer offers you for your trade-in, but he bought a new one. . . . *John Glover* has the new car that you step down into. And *John* is going to step in time to a tune up the middle aisle.

*John Cerny* has lost his wrinkles. *Mrs. Cerny* is back from the hospital after a very serious infection, and is on the road to recovery. Now all she has to do is see that *John* recovers the ten pounds he lost.

*Joe Drag* is now a taxpayer in

## A FAMILY TO BE PROUD OF



LAST summer, *Conductor Jim Dawson* (Kedzie) had a portrait taken of his family — which certainly is an outstanding picture of a CTA family. . . . In the back row is 18-year old *Bill*, who is now in Mississippi, studying to be a navigator with the United States Air Force. At the time the picture was taken, *Bill* was a CTA Loop platform man on the elevated. He resigned to join the Air Force in September. Next to *Bill* are *James, Jr.*, and *Tom*. . . . Second row: *Mike*, *Conductor Jim*, and *Mother Marie* holding *Baby John*. . . . Standing: *Martin*, *Stephen*, and *Judy* — the little queen of the family.

Reported by *Joe Smith*

Norridge Heights. . . . *Gene Brach* is sporting a new car. . . . *Charley Reich* has graduated to our black eye department. His excuse? His little niece stuck her finger in his eye. Move over *Charley* and make room for someone else.

—JOE KLEIN

## Start Out On Second 25 Years

MATERIAL & SUPPLIES — After 25 years of wedded bliss, *Art Harris*, stock clerk at Storeroom 43, and wife, renewed their marriage vows at Mass on January 28, 1950. A reception was held at their home that same evening for close friends and relatives.

*Daniel Lombardo*, assistant stock clerk at West Shops, and wife, proudly present their son, *Frank*, born on February 1, 1950, weighing in at seven pounds.

*George Sweeney*, assistant stock clerk at West Shops, recently gave his girl a lovely diamond.

The wife of *Albert Linn*, stock clerk at West Shops, was in the *Martha Washington* hospital during the last part of February.

Congratulations to *Harvey DeBarr*, general office, and wife, who celebrated their 30th Wedding Anniversary on February 28, 1950.

—JEAN HARTLEY

## He's Out to Beat The Golfers

NORTH—That palmy look you see on *Clerk Ted Hoellen* is due to lying under the palm trees in Florida. *Ted* grabbed an airliner and flew south to soak up some sunshine and to get a head start on the rest of the golfers. You just can't beat this game of golf for good clean fun and exercise in the fresh air. This year we would like to get all the golfers together by organizing a golf league. SO-O-O let's make a date to participate. Simply call *Ed Foreman* at Berkshire 7-4516 any evening after 6 P.M. *Ed* has a wonderful idea for you golfers so don't pass it up.

Congratulations to *Operator Terry Regan* who was presented with a husky lad February 13. *Terence Patrick*, as he will be known, weighed 8 pounds 4 ounces. Mother and baby are doing fine and Daddy is holding up fairly well.

## Number Five Arrives

*Supervisor Owen Calt* is very proud these days. And why not? He was presented with his fifth child. *Keven* is the name chosen for the newcomer who was born at the West Suburban Hospital February 18, and weighed 8 pounds. This makes 3 boys and 2 girls for the *Calt's*.

Congratulations to *Operator George Tyriver* who celebrated his 30th wedding anniversary February 17. *George* also became a grandpappy recently for the fifth time. . . . We would also like to congratulate *Motorman August Keslinke* who celebrated his 24th wedding anniversary March 1.

The following fellows are hospitalized and we wish them a speedy recovery; *Jerry Craemer*, *Walter Abraham*, *Tom Emmet*, *Chas. Winzenholler*, *H. Chistensen*, *Chas. Merkel*, *Joe Martin*, and *Ralph Guido*. . . . *Operator Chester Elke* is at home recuperating from a serious automobile accident. . . . Why not drop out and see these fine fellows? It gets mighty lonesome when you're laid up.

—JOE HIEBEL



### Trainmen Take to Playing with "Dolls"

NORTHSIDE—It's a live doll for *Motorman* and *Mrs. Andy O'Brien*, who find that she's the very latest 1950 model, who cries, wets, sleeps, yells and eats. These super-duper darlings cost plenty, as anyone who owns one knows. The O'Briens got theirs Feb. 10. . . . A son has *Trainman* and *Mrs. Charles Wehrsteen* on a merry-go-round as he calls for formula, dydees, hugs, kisses, lullabies, fresh oil, and more talcum. The requests aren't always in that exact order, but he keeps up the demands. And they have had to keep up with him since Feb. 5, in Lutheran Deaconess Hospital.

*Agent Mrs. E. Hawkins* is a proud grandmother of a beautiful baby boy, born to her daughter, a former graduate nurse of St. Joseph Hospital.

Our sincere sympathy to *Dispatcher John McMorrow* in the loss of his two sisters, one on Jan. 26 and the other Feb. 6.

#### Recent Visitor

*C. Kjerstenson*, retired motorman, visited with the boys at Howard St. after convalescing at home for some time. Charlie, as he is known to all, looks good and will be back at his antics again. . . . *Trainman Floyd Smith* enjoyed his vacation in Twin Cities, Minnesota. No fishing. Floyd tells us could-nabreak the ice.

A meeting was held recently for the purpose of organizing an athletic club, to be known as CTA North Side "L" Sports Club. Officers were elected to serve during the following year: They are: President, *Terry McGovern*; secretary, *Victor Vittulo*, and treasurer, *Clarence Segerdahl*. All northside CTA employees are eligible for membership.

—J. J. BALY

### More Propaganda From Florida

SCHEDULE-TRAFFIC—The post cards are still coming in from *Gene Lukes*, who is accumulating sun-tan in Miami. Gene claims to feel so much better that he could lick his weight in wildcats.

*John Bennis*, traffic checker, lost his 52 pounds and looks very good

## GREEN CROSS WORD PUZZLE

(A slogan of the National Safety Council is concealed here. You can find it by reading the octagonal spaces across consecutively and then down.)

### ACROSS

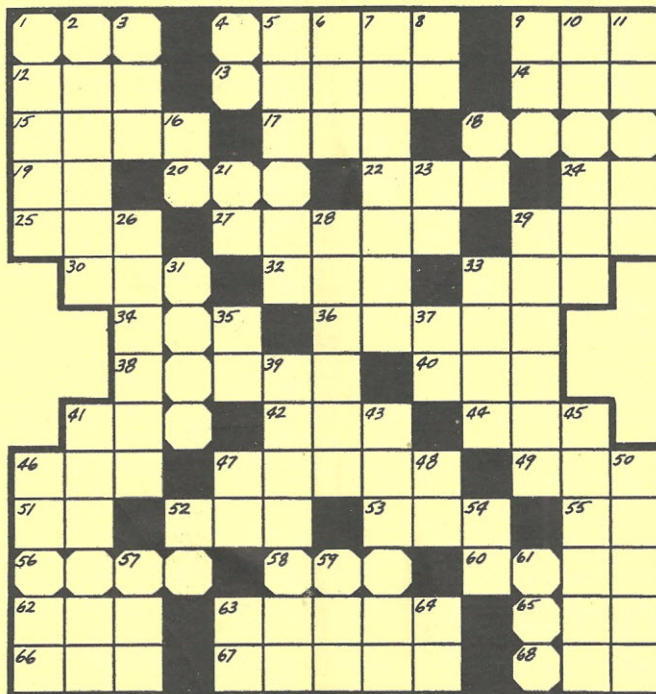
- 1 Definite article
- 4 These are the principal cause of accidental death to children in the home
- 9 Compass point
- 12 Ribbed fabric
- 13 Abstract beings
- 14 Every one of these should be taught safety
- 15 Ireland
- 17 Harden
- 18 This and limb are of prime importance to safety
- 19 Daybreak (comb. form)
- 20 Person who should be interested in accident prevention
- 22 Wooden steps cause accidents if they do this
- 24 Printer's measure
- 25 Be seated
- 27 Oriental guitar
- 29 Station (abbr.)
- 30 Bashful
- 32 Make a lace edging
- 33 Foreign agent
- 34 Genus of grasses
- 36 Volcano of Martinique
- 38 Accidents are hard on this as well as the victim's person
- 40 Nickname of Lincoln

- 41 Air (comb. form)
- 42 Transposes (abbr.)
- 44 Paid notices in newspapers
- 46 Make a mistake
- 47 Roadhogs are these and dangerous
- 49 Steamer (abbr.)
- 51 Time of day with least accidents (abbr.)
- 52 Narrow inlet
- 53 High mountain
- 55 An (Scot)
- 56 Do this with your life by practicing safety
- 58 Fifth month
- 60 European tree
- 62 Dutch city
- 63 Surrenders
- 65 Tiny
- 66 Separate pillar
- 67 Idolize
- 68 Initials of the organization which leads accident prevention in the U.S.A.

- 8 Symbol for samarium
- 9 Biblical high priest
- 10 Something to practice at all times
- 11 Dropsy
- 16 "Empire State" (abbr.)
- 18 Lieutenant (abbr.)
- 21 Bone
- 23 Correlative of either
- 26 Kind of hat
- 28 Small candles
- 29 The driver who does this is dangerous
- 31 Pronoun
- 33 Biblical country
- 35 Measure of area
- 37 Musical note
- 39 Rose as vapor
- 41 Spanish fleet
- 43 Supporter
- 45 Looks fixedly
- 46 Artist's frame
- 47 Jumbled type
- 48 Suo loco (abbr.)
- 50 Stringed musical instrument
- 52 Anent
- 54 Postscript (abbr.)
- 57 Veteran (coll.)
- 59 Bustle
- 61 Possess
- 63 Symbol for calcium
- 64 Southeast (abbr.)

### DOWN

- 1 Woody plants
- 2 Epic
- 3 Roof finial
- 4 To exist
- 5 Make unfit
- 6 Route (abbr.)
- 7 Ester of nitric acid



NO. 3 NATIONAL SAFETY COUNCIL

(Answer on Page 14)

### What, No Crosley?

SHOPS & EQUIPMENT—Among recent buyers of new automobiles were: *Mike Condon*, armature, Throop shop, Oldsmobile; *Thom Conlin*, machinist, Throop shop, Nash; *Lawrence King*, armature winder, Throop shop, Buick; *Augie Feinendegen*, machinist foreman at Throop shop, DeSoto; *Mike Heil*, control man, Logan Square, Chevrolet; *Kasimir Hilkwitz*, machinist helper, Throop shop, Nash; *Mike DeRobertis*, air brake inspector at Logan Square shop, Hudson; and *Louis Harvet*, truckman at Throop shop, Plymouth. All brand new 1950 models.

*John Nedza*, motor inspector at Logan Square shop, who was off sick for several months, is now completely recovered and back at work. . . . *Paul Zoltez*, blacksmith at Throop Street shop, smashed his toe and is off sick at his home. . . . *Thom McGovern*, foreman at Douglas Park branch, off sick since October, 1949, finally recovered his health, only to fall on the icy pavement and dislocate his shoulder.

The following men have been transferred from Throop Street shop to the West Shops: *Mike Kohut*, *Lawrence King*, *Harold Tate*, *George Doerr*, *John Siska*, *Frank Sobzak*, *Thom Gushes*, *Gene Sanford*, *Thom Conlon*; To Skokie Shops: *Mike Pfeffer* and *Jimmy Pauluchi*. —DAVE GURWICH

### Home Training Pays Off On the Job

SHOPS & EQUIPMENT—(WILSON & SKOKIE)—If the cars from Skokie sparkle exceedingly these days it is because *Joseph Scacco* is practicing scrubbing on his new son, born to *Mrs. Scacco* on February 21.

With regret we learned of the following deaths: *Andrew Peters*, retired welder, Wilson Avenue shop, in Arizona on February 18, and *Mrs. William Rocco*, wife of *William Rocco*, foreman, Howard Street shop.

*Bill Herman* had a lucky escape when his car overturned due to slippery roads when returning from McHenry recently. Bill suffered only a few bruises, although the car was demolished.

—CATHERINE HOLTON

after his bout with the surgeon. *Ray Noakes*, traffic checker, is short two jackets and had to have a broken window in his car repaired after some culprit was guilty of breaking and entering.

The television market was active, with *Bill Devereux* now the owner of two sets and *Norm Johnson* enjoying his new one. Who knows when *Barney O'Neill* will crack loose and buy? —L. C. DUTTON



**GETTING READY FOR THE FISH TO BITE**



The new watch presented to Rocco gets a close check as his wife, Agnes, waits to admire it.

THE oldest CTA platform man in point of service, *Rocco Parillo*, 66, Loop section, retired January 1, after 49 years of directing passengers to their right trains.

In recognition of his long service record, fellow workers of Rocco tendered him a farewell dinner last month, which was attended by approximately 75 guests. A new railroad watch was presented to him at the dinner.

During Rocco's many years with the Rapid Transit system he was stationed at various "L" platforms throughout the Loop, but spent 35 of his 49 years service at the Randolph and Wells street station.

Among Rocco's many interests in his younger days was boxing. "I started boxing at the age of 14," he said, "and had over 100 fights. Some of them were against the top notch fighters of that time and I always did okay." At the time he was fighting Rocco acquired his own gymnasium at State and 12th street where many famous fighters trained, including Joe Gans, Jack Johnson, Frank Childs, and Joe Wolcott.

Now spending his time "just loafing," Rocco plans to start looking for a new home in Michigan. The residence he owns here in Chicago must be torn down to make way for the new Congress street superhighway. "I'm looking for a nice spot near some lake well-stocked with fish," he said, "because that's how I intend to spend a lot of my time — just fishing and taking care of a small garden."

**Retired Couple Wed 50 Years**

SHOPS & EQUIPMENT—WEST SHOPS — We often have congratulated people who have celebrated wedding anniversaries up to 25 years, but, I believe, this is the first time we have extended our best wishes to a couple who have completed their fiftieth year of wedded bliss. Yes, *Michael Scarpelli*, one of our retired men, and his wife celebrated their golden wedding anniversary on February 4.

Up to date we haven't said too much about our bowlers here at West Shops. Without fail this month we are going to give them top billing in the magazine. According to the weekly score sheet, *Ed VanWiele*, one of the Live Wires, is still holding the lead with the highest individual average of 173, and *Al Dorociak*, Truck Shop Number 2, is in second place with an average of 170. The team standing for first place is being held by the Motor Line, with 45 winning games to their credit, while the Welders are runner-up with 40 games won.

Cupid shot another arrow and this time his lucky target was *Rosemary Kennedy*, office, who is sporting a beautiful diamond on that tell-tale finger. So, to *George Sweeney* of the M & S department, the lucky young man, and *Rosemary*, we extend our best wishes for happiness.

Our most sincere sympathy is extended to *Rosella Czech*, office,

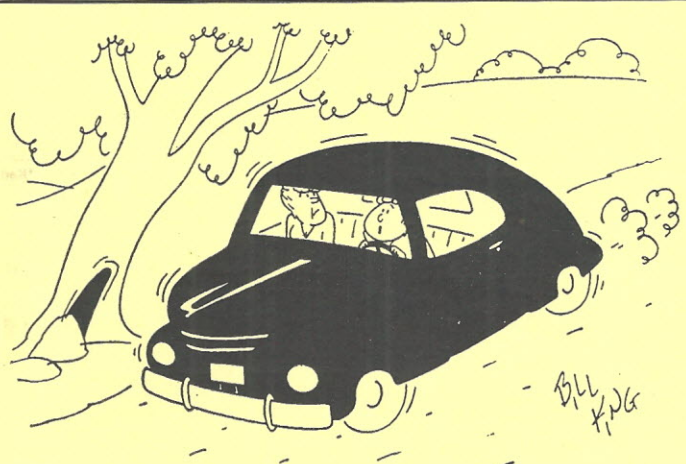
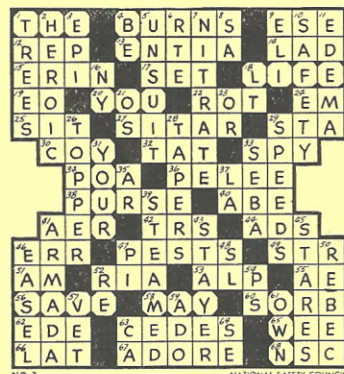
*Joseph Jankauski*, paint, and *Emil Karcovich*, Lake Street, in the recent deaths of their fathers; to *James Nugent*, paint, whose wife passed away; and to *Walter Juszkiewicz*, watchman, who lost his son in an automobile accident.

The Storkline news for this month: A baby girl on February 9 for the *Chester Bujnowskis*, truck, answering to the name of *Alice Mary*, and weighing in at 7½ pounds. *Maria Carol* made her debut on January 22 at the home of the *Paul Venticinques*, Lake Street, weighing 6 pounds, 11 ounces.

Our most recent retirements were *Joseph Kajput*, car cleaner at Limits, *Henry Walter*, watchman at Lawndale, and *Walter Knobelsdorf*, carpenter.

We are happy to welcome *Casimir Bunij*, Lake Street, back to work, fully recovered from a bone fracture.

—MARY HENDRICKSON



"I always drive with the emergency brake on just as a safety precaution"



### Wade Honored by Employees, Friends

WAYS & STRUCTURES (NORTH AND SOUTH)—On Jan. 26, a farewell party was given for *R. N. Wade* at the Harrison restaurant. *J. J. Madden* did a good job as master of ceremonies. We met many former employes of the Rapid Transit. Mr. Wade spent a month down south before starting his pension, March 1. He was presented with a cash gift at the party where a grand time was had by all.

*Carmen Scappucci*, plumber helper, was recently promoted to a plumber for the Surface division.

A vacant desk stands in our office since *C. C. Norton*, signal foreman, moved to the relay room. Your reporter is mourning the loss of Norton's Irish wit (or was it ribbing?).

### Back To Work

We are glad to see *Carl Lundstrom*, maintainer, back with us again after a long illness.

Cigars were in order when the daughter of *A. Kross*, maintainer, gave birth to a baby boy. It is his first grandchild.

How about some news from you fellows out there? Do you have any hobbies we can write on? Give me a call, or send me a note with any news.

—VINCENT A. PETRICCA

### We Hope It Doesn't Rain on Easter

WAYS & STRUCTURES (SURFACE)—It seems that things are getting back to normal again—just like the good old days of 1939. If anyone wants to get a good looking Easter outfit, just ask *Theron Morgan*, relief division superintendent. He purchased a good looking all wool suit for only \$20.95, and he claims it's worth twice that much. We are all anxious to see it, Bill.

We welcome *Isabel Kastengren*, a newcomer, who is going to work in the track division as a stenographer. Mrs. Kastengren was employed in the Legal department at 600 W. Washington for the past six years.

We are glad to hear that *Hugh Barclay*, motorman at 39th & Halsted, has returned to work after a long illness. He's been with the Utility division for over 25 years with nary a scratch.

*John Cuddy*, chauffeur at 39th & Wallace, and his wife motored down to Florida.

We are sorry to hear that *Peter Carpino's* father passed away in February. We wish to extend our sympathy to him and his family in their bereavement. Peter is a wreck truck driver in the Utility division at Madison and Springfield.

—VIOLET CARNES

### A WEDDING SMILE



A recent bridegroom from the South Shops was *Ted Cattone*, Foundry, who is shown with his bride following their marriage on January 8, 1950. The newlyweds started their honeymoon following their wedding reception, which was attended by several hundred guests.

Reported by *Anne McCrea*

### RECENT DEATHS AMONG EMPLOYEES

THOMAS BIERNAT, 64, lineman, Electrical Department. Died 1-2-50. Employed 2-12-12.

J. BRAHM, 72, retired motorman, Devon. Died 1-7-50. Employed 6-15-08.

MICHAEL CHULKAS, 76, retired painter, Shops and Equipment Department. Died 1-9-50. Employed 1-27-19.

WALLACE A. CLARK, 49, Bus operator, Lawrence. Died 1-6-50. Employed 12-5-27.

ETTA L. CONNELLY, 74, agent, West Side. Died 1-11-50. Employed 12-22-19.

ARTHUR C. DAHL, 63, conductor, West Side. Died 1-29-50. Employed 1-19-09.

WILLIAM DUNNE, 63, "B" agent, South Side. Died 1-31-50. Employed 6-10-47.

OTIS HAMMOND, 77, retired conductor, 69th Street. Died 1-6-50. Employed 1-7-13.

JOHN B. HANSEN, 66, conductor, North Side. Died 1-3-50. Employed 4-27-10.

MARCUS J. HEALY, 69, retired motorman, North Side. Died 1-3-50. Employed 8-15-06.

WILLIAM J. KEEGAN, 56, conductor, Devon. Died 1-28-50. Employed 12-23-22.

RUDOLPH LEONARD, 71, retired conductor, Archer. Died 12-23-49. Employed 6-13-17.

GEORGE LOEWE, 60, retired conductor, Devon. Died 1-14-50. Employed 3-14-16.

MICHAEL McGRATH, 73, retired motorman, Cottage Grove. Died 1-8-50. Employed 5-2-06.

FLORIAN C. MINTA, 46, conductor, Devon. Died 1-11-50. Employed 3-12-34.

MARTIN MORRISON, 70, retired motorman, 77th Street Repair. Died 1-2-50. Employed 8-4-20.

CHARLES O'GRADY, 55, conductor, Devon. Died 1-22-50. Employed 6-8-25.

STANLEY J. OSAK, 64, retired car cleaner, Kedzie. Died 1-9-50. Employed 4-23-20.

MICHAEL RUICH, 63, Laborer, Track Department. Died 1-15-50. Employed 8-3-25.

JOHN J. RUSCH, 55, motorman, 69th Street. Died 1-27-50. Employed 4-3-19.

HOMER SHELDON, 60, retired conductor, Kedzie. Died 1-14-50. Employed 1-3-13.

M. SLUMP, 68, motorman, Lincoln. Died 1-21-50. Employed 4-3-19.

WILLIAM WENDE, 53, retired electrician, Electrical Department. Died 1-5-50. Employed 6-1-15.

PAUL E. YOUNGS, 56, retired "B" agent, West Side. Died 12-29-49. Employed 8-1-23.

IF YOU KNOW of a CTA employe 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)

(City) (Zone) (State)

I am employed in the.....  
department, located at.....

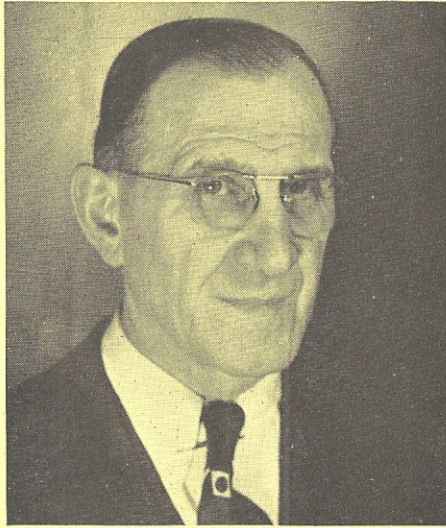
I have recently moved from:

Old Address.....  
(Street and Number)

(City) (Zone) (State)



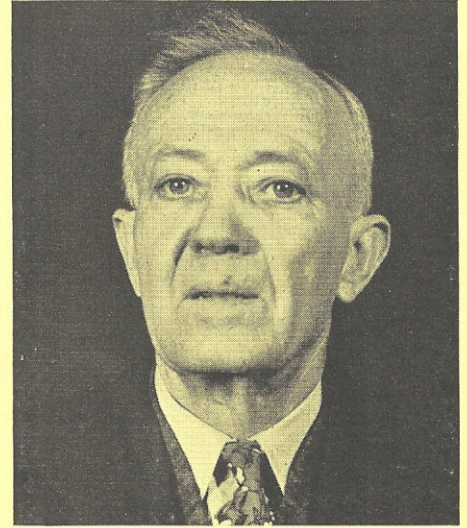
# Among the Recent Retirements



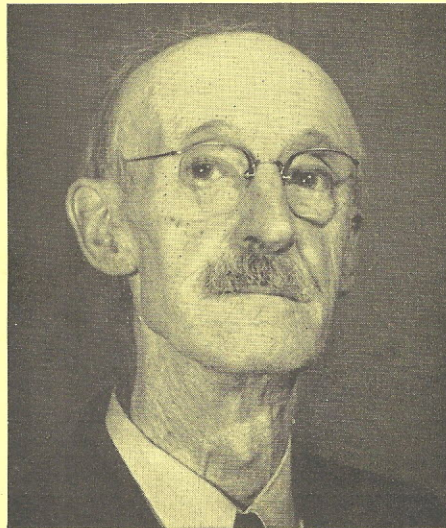
**GEORGE H. DRAUT**, Devon motorman and former one-man car operator took his pension February 1. The year he started, 1906, Draut worked on the Clark Street cable cars. When he retired he was working the new PCC cars on Western Avenue. Draut thinks that one of the biggest improvements he has witnessed while working with the company is the conversion to bus operation.



**PAUL E. SCHIMMING**, West Side "L" motorman, landed his first job in Chicago in 1902. The first job was with the old Metropolitan West Side Elevated Company. "I liked working on the 'L,'" he said, "and I saw no reason to change jobs." Schimming retired on pension in January after 48 years of service.



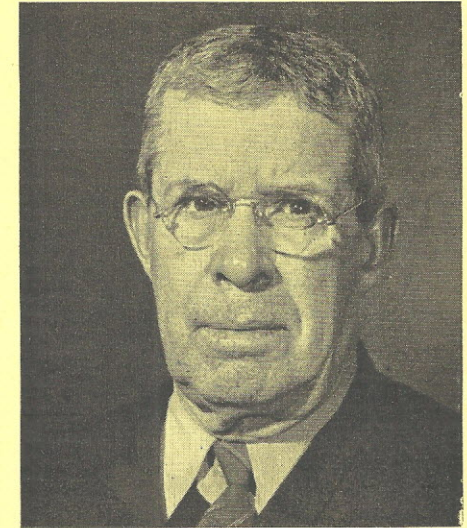
**JOHN McMANUS**, Limits motorman, retired on pension February 1, after 42 years of service — all of which were spent operating out of Limits station. McManus has a home and a half acre of land near Lake Geneva, Wisconsin where he intends to move eventually so that he can pursue his favorite pastimes, fishing and gardening.



**PATRICK J. MURRAY**, one-man car operator and conductor from Kedzie station is quite fond of his four grandchildren. Murray intends spending much of his retired time in his fully equipped workshop making toys for his grandchildren and repairing household articles. His other interests include fishing and watching neighborhood sandlot baseball games.




**THOMAS B. CORKLE**, conductor at Elston station, began on pension February 1. With their increased leisure time, he and his wife, Beatrice, plan to visit relatives in Alabama and the state of Washington. Corkle operated out of Noble station from the time he began transit work in 1906 until Noble was closed by the CTA in 1948. He then transferred to Elston.



**MATTHEW BROWN**, motorman at Cottage Grove station retired on pension March 1, after 41 years of service. He and his wife, Annie, plan to keep busy at their new home in Worth township. On their acre of ground the couple plan to raise chickens and grow a large garden.



An illustration of a white medicine bottle with a label, tilted and spilling several red, oval-shaped pills. The pills are scattered around the bottle and some are in the air. The text "ANTI-HISTAMINE DRUGS AND YOUR COLD" is written in a large, bold, black font, slanted downwards from left to right, overlapping the illustration.

# ANTI-HISTAMINE DRUGS AND YOUR COLD

Everyone gets colds—and everyone has his own pet remedies. But the anti-histamine drugs are the most widely advertised treatment. In the following article, the CTA Medical department evaluates their use.

MUCH PUBLICITY has been given recently through the press and the radio relative to the use of antihistaminic drugs in the prevention and treatment of the so-called "common cold."

A word of caution to CTA employes comes from the Medical department on the indiscriminate use of these drugs until more knowledge is had to justify the claims made as to their value in cold treatment.

In *The Journal* of the American Medical association, the council on pharmacy and chemistry warned doctors against the indiscriminate use of these drugs, which are now being promoted for the prevention and treatment of colds. The council questioned that the results of tests were sufficient to warrant the positive statements that are being made.

### Watch for Side-effects

The side-effects which have been observed are particularly hazardous. Instances have been reported of users of these drugs becoming drowsy, and even falling asleep while at work. In occasional cases this has occurred while driving vehicles or operating machinery. It is evident that such persons could easily become involved in an accident situation which might cause injury not only to themselves, but to others as well.

Some people report favorable results from the use of these substances in the treatment of a cold. Others seem to

derive no benefit. The effect varies according to the type of antihistamine used, its dosage, the length of time over which it is used, and the reaction of the individual.

### A Word of Caution

While a number of toxic reactions have been recorded, such as nausea, nervousness, drowsiness, and dizziness, these are infrequent and may be due to the individual. However, these effects are serious enough to issue a word of caution to those individuals using the drugs on their own initiative.

In tests which were made, over half the subjects showed an appreciable change in reaction time and mental ability. The aviation industry has issued warnings to pilots regarding the use of the antihistamine drugs.

Since these drugs are so widely used, those taking them should be urged not to take the antihistaminic drugs just prior to, or while operating vehicles or moving machinery, or while working at high levels above the ground — where drowsiness might result in serious personal injury.

In the spirit of caution: It is well to consult your personal physician and have the benefit of his professional advice on the subject as to what any drug may or may not accomplish in your particular case. This will often hasten your recovery, prevent harmful effects of any drug, and assure an early return to your work.



# What is Your Pet Peeve?

Asked of CTA Employees  
at Armitage



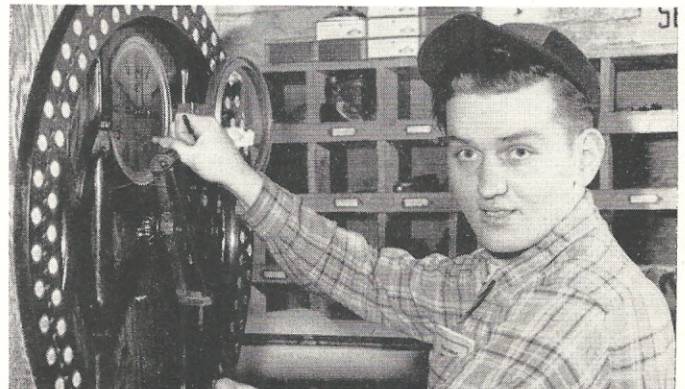
Inquiring Reporter **TED SHUMON** interviews **FRANK ENGELTHALER, Motorman:**

"My pet peeve is the kibitzer. Many times this particular character has come up to me when I am tinkering with my car. He tells me that he wouldn't do it that way if it were his car."



**TED GALUS, Conductor:**

"To have to listen to a radio commercial at the interesting part of the program can be annoying most of the time. I do not object to having a radio sponsor mention his product and where to buy it, but it's those 'long-winded' commercials which turn out to be an intermission that are my pet peeve."



**ROBERT LORENTZ, Car Cleaner:**

"I think that my pet peeve is sloppy gas station attendants. One day a few weeks ago I drove into a service station and told the attendant to fill it up. After he finished there was gas dripping all over my fender. He didn't wipe it up and didn't even bother to clean my windshield."



**FRANK J. URBAN, Conductor:**

"While doing some repair work, and being pressed for time, I dislike to have someone talk to me and distract my attention. I had a fall from a scaffold as a result of this kind of distraction and it was very fortunate that I was not seriously injured."



**SIDNEY DUKE, Conductor:**

"I believe my pet peeve happens when I drive my car and have to wait for a light signal to change. Often someone in back of my car starts blowing his horn before traffic starts to move ahead of me."





## How Will I Know the Census-Taker?

EACH ENUMERATOR (census-taker) is provided with an identification card bearing his signature and the seal of the Department of Commerce, as well as the signature of his superior. Ask for this identification before admitting any individual reporting to be a census-taker.

If you are in doubt, call the local census headquarters for your area for further identification.

THE GREATEST ASSET of any organization is its manpower. Machines are of little value without men to run them. And the caliber of work performed by machines is determined by the type of men that operate them.

The United States of America has long appreciated the value of its manpower. It was in 1790 that Congress first instructed 17 United States marshals, with 600 assistants, to find out the number, age and sex of all the people — and whether they were slave or free.

Next month the national census will be taken for the 17th time. It has been called the most ambitious single statistical operation in the world's history. There will be 140,000 trained enumerators to make the actual inventory. It is estimated that they will walk a total of 25 million miles. About 5,500 people will be working on the census in Chicago alone.

The basic purpose of the census remains the same as in 1790 — to fix the number of congressional representatives for each state. But through the years, additional uses have been made of census material. Over 100 years ago it was decided that the information requested should include the number of employed individuals, and the number of native citizens, compared to those of foreign birth. The present

census is designed to reveal the effect of World War II on the living pattern of the United States.

The information obtained will affect the planning of all public services, including hospitals, schools, police and fire departments, traffic regulations, city development, welfare work and government projects. It will also be of great value to various branches of industry.

Enumeration Day is set as April 1, 1950. All individuals living on that day will be listed. Births or deaths after that date will not be recorded. It is expected that the census will be completed during the month of April. Tabulation of the results will begin immediately, and by December the official population figures by states will be sent to the President. However, the detailed study will not be completed until December, 1952.

## WHAT WILL THEY ASK?

THE DETAILED INFORMATION taken in the census is strictly confidential and is not available to any industry or other department of the government. All men and women working on the census are sworn to secrecy. Therefore, everyone should cooperate by answering all questions which may be asked.

Seven basic questions will be asked about every individual: *What is your name, family status, sex, race, age, marital status and birthplace?*

For persons over 14 years of age questions will be asked about employment: *Were you employed last week; what kind of work do you do; what business do you work in?*

Additional questions will be asked of every fifth person: *Have you moved during the past year; where were your parents born; what education have you had; what was your income last year?*

Questions will also be asked about the household, including the number of rooms in the home, the plumbing facilities, value of the property, age of building, rent, etc.



# A Room Full of Dolls



**KEEPING** the dolls clean used to be a problem until the Keller's discovered that covering them with cellophane paper would do the trick. Now, whenever Darlene is through showing her dolls to friends, she and her mother cover each doll with a cellophane wrapper and place it back in the proper position. While this is being done, Frank Keller can be found making adjustments on the stands used to hold the larger dolls. A transit employe 20 years, Frank also installed all of the electrical fixtures and outlets needed to light up the doll house. When he gets a few hours spare time he spends it at his life-long hobby—oil painting.



**THE** most recent doll Darlene received was from her father. It is called a "Baby-Coo-Doll" and now rates as her favorite over all the others in the collection. "It's one I really wanted for a long time," she said, "so that's why I like it best of all." This particular doll is life-size and cries if it is spanked or squeezed too tight.

"HOW do the people dress in Sweden?" "What are the colors of a French costume?" Questions like these never stop Darlene Keller, 11 years old, daughter of Frank Keller, a welder at CTA West Shops. Darlene has become very familiar with such costumes through her huge collection of dolls, which now numbers over 150 and occupies an entire room in the home owned by her parents.

The dolls in Darlene's collection represent over 20 different countries in dress, including Poland, Sweden, Norway, Hawaii, China, Japan, Switzerland, Ireland, and Holland. There are also two dolls from Cuba and one from Paris, France, that were purchased for her by friends who were visiting these countries. The collection consists of popular and historical characters and the dolls range in size of from two to 28 inches in length. Some cost over \$20 and the entire collection is valued at approximately \$500.

## Started By Mother

The doll collection owned by Darlene was originally started by her mother, Katherine, and her father when she was three years old. "At that time," Mrs. Keller said, "we use to give Darlene dolls as holiday gifts. Before we knew it she had quite a collection. Dad and I decided to continue it because she seemed to get so much enjoyment from them." Now Darlene is given dolls as rewards and for her accomplishments in school, where she is a sixth grade student.

What does Darlene do with so many dolls? When asked this question she said: "I have a lot of fun with them and so do my girl friends. Whenever they come over to the house we pretend we are having a fashion show and use the dolls as models. I announce the name of the doll, where it came from and describe the dress. It's pretty hard to remember all of this information but I usually manage all right." To add



# To the Ladies... from Joan

to their daughter's enjoyment, Mr. and Mrs. Keller bought a miniature doll house five years ago which is colonial style and has six rooms completely furnished.

The doll collection and doll house have also been a source of enjoyment for Mrs. Keller. "I sometimes think I get as much fun out of them as my daughter," she said. "Making the dresses, keeping the dolls clean and shopping for new ones keeps me busy and active."

Although she would probably enjoy it, Darlene is not able to spend all of her time with the doll collection. In between going to school much of her free time is devoted to ballet lessons which she has been taking for 6½ years, and piano which she has been studying for two years. "But," she claims, "the dolls will always be my favorite pastime. They're too pretty to forget."



MANY of the dolls in Darlene's collection have been outfitted with original costumes made by her mother. Mrs. Keller claims that much of her sewing technique was learned from making clothes for her daughter's dolls. Recently she used Darlene's ballet outfit as a model for a new doll costume. Often Mrs. Keller visits the large department stores in the Loop and looks at the doll dresses on display. From observing these closely she is able to fashion a dress almost exactly like those in the store.

Main Dish	Potato	Cooked Vegetable	Sauce for Fish and Salad or Relish
Baked stuffed fish	Mashed	Lima beans or broiled tomatoes	Creole sauce Hearts of lettuce
Baked fillets or steaks	Baked	Fresh peas or string beans	Pickled beets Tossed green salad
Fried scallops	Au gratin	Harvard beets or stewed tomatoes	Tartare sauce Cole slaw
Broiled fillets or steaks	French fried or creamed	Boiled onions or broccoli	Lemon butter Tomato aspic
Pan-fried fish	Parsley potatoes	Baked tomatoes or string beans	Tartare sauce Grapefruit and orange salad
Steamed or boiled fillets	Hashed brown	Asparagus or fresh peas	Spanish sauce Waldorf salad

## LENTEN MEAL PLANNING

RIGHT around this time—the middle of Lent—your meal-planning resources are probably exhausted. Traditionally Lent is the season especially reserved for seafood, so the following simple tricks will give your fish and shellfish a delightful variety that will be very welcome, I'm sure. They will add the "certain something" that may have been lacking from your meatless menus.

- (1) Pour garlic butter over fish steaks or fillets before you broil or bake them.
- (2) After broiled fish is done, sprinkle with grated cheese and brown under broiler heat.
- (3) Sliver blanched almonds, brown in melted butter and pour over fish after it has been cooked.
- (4) Add a little poultry seasoning to flour which you use to coat fish before

Here is a meal planning guide for what to serve with fish when it is your main dish. Acid flavors combine well with fish, and green salads, relishes and rather crisp vegetables of decided flavor and color furnish a pleasing contrast. The table shown above suggests a few successful combinations.

it is fried. (5) Melt butter, add juice of half a lemon and minced parsley, and pour over fish after it has been cooked. (6) Make a cream sauce, add cooked or canned shrimp, cooked or canned peas, and pour over hot cooked rice. (7) Wrap scallops or shrimp in half slices of bacon, broil or bake until bacon crisps. (8) Sprinkle clams or oysters with bits of bacon, minced onion and parsley, lemon juice, salt and pepper. Broil about eight minutes or until edges curl.



THE Easter Bunny predicts a bountiful market of Easter Eggs this year. As usual, he has some original ideas about decorating them. A quick swish-swish of the paint brush, and the eggs take on bright hues; then a bit of crepe paper here, a fluff of lace there, change a plain little egg into something glamorous and interesting. To give the Easter Bunny a little competition send in for "Easter Bunny Magic" and try your hand at decorating a few yourself. It's a lot of fun. For your free instructions, write to Women's Editor, CTA TRANSIT NEWS, 79 West Monroe Street.





# The CTA—According to Community Newspapers

A North side community newspaper, "The Tattler," printed an article on January 15, 1950, which complained of poor service on the Touhy avenue bus route of CTA. In particular, it claimed that the bus operators on this route never bothered to pull their vehicles into the curb to pick up or discharge passengers, and that the general attitude of the bus operators was insulting and discourteous.

As a result of this article, the following story appeared in the next issue of the newspaper:

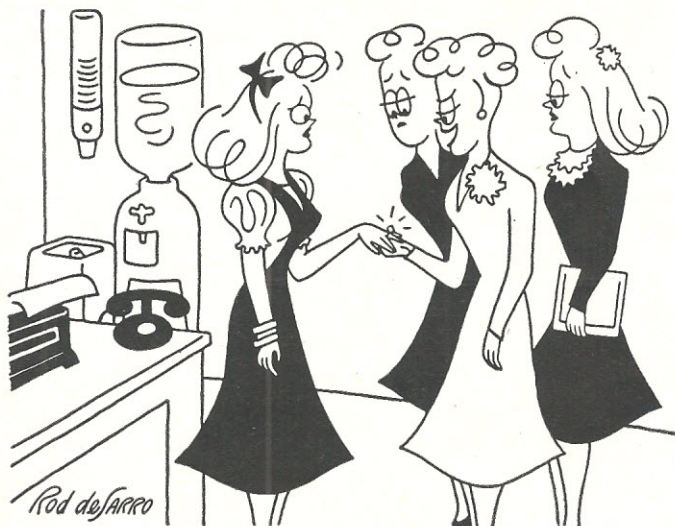
## TOUHY BUS DRIVERS WIN PLAUDITS OF NEIGHBORS

*In the last issue of the Tattler we told about an incident that occurred at Touhy and Ridge where one of the drivers was highly discourteous. Well, now that we've knocked the drivers — let's give them some high praise.*

*We received many letters from neighbors, stating that they felt the bus drivers on the Touhy line were the most courteous in Chicago. The authors of these letters all seemed to agree that these drivers were outstanding for their decency and they felt that if the rest of the CTA jockeys were as courteous as these men, riding the public systems would be much more pleasant. So, orchids to the Touhy avenue line. The incident we originally referred to must, indeed, be the exception to the rule and we want to make that clear to our readers.*

ON Thursday, January 5, a West side community newspaper, the Garfieldian, published an article commending a CTA motorman. The article, reprinted in part, is as follows:

*Comes the revolution, by golly, we are going to line up all the motorists who make a hobby of splashing pedestrians on safety islands during rainstorms and toss thick, gooey, dripping mud pies all over their warm dry overcoats.*



"It's lovely, my dear. I bought one just like it for my little sister's doll"

*We have always suspected that these tidal waves are rather unnecessary. . . .*

*We got our proof Tuesday in the one bright spot during a day of downpours.*

*It came from WILLIAM BEAUSEJOUR (Kedzie), one of the much villified Madison motormen.*

*His car came barreling from the west tossing a spray for several yards. While the crowd retreated from the island at Kilpatrick he suddenly slowed his car to a walk just as he reached the far end of the island, and pulled to a halt with never a ripple. . . .*

*It certainly would further human relations if all motormen would follow Beausejour's example. . . .*

TO show his thanks for the recognition given him in the performance of his job, Motorman Beausejour, who has been a transit employe 34 years, wrote the following letter to the Garfieldian:

"It is indeed my pleasure to let you know how much I appreciate the wonderful writeup you have given me in the Garfieldian and Austin News. It is also my pleasure to be able to set an example to the rest of my fellow workers as well as the motorists. I certainly hope that every driver who has read your article will heed to the good example, especially the motormen."

## CTA EMPLOYES PREVENT ACCIDENT

A POSSIBLE serious accident was averted recently through the quick action of three CTA employes from the Skokie Shops of the Rapid Transit system. They are *Paint Sprayer Joseph Persak, Carpenter David Jensen, and Chief Clerk John Lucas.*

On the morning of February 1, while operating a bus on the CTA Skokie route, the driver, *R. Prentice*, collapsed of a heart attack. Persak and Jensen were riding the bus, on their way to work.

Realizing the danger of the situation, the two men ran to the front of the bus, where one grabbed the steering wheel while the other threw the bus out of gear and removed the operator's foot from the gas pedal. When they finally stopped the vehicle, it was in the middle of the road.

*Chief Clerk Lucas*, who was driving his own car to work, was traveling right behind the bus. When told what had happened he summoned first aid, but apparently the stricken bus operator had died instantly.

The presence of these alert employes did much to prevent serious injury to the approximately 12 passengers who were aboard the bus.

A letter to the men from *General Manager Walter J. McCarter* stated in part: "This kind of consideration for the welfare and safety of our riders, displayed by CTA employes on or off the job, will make the CTA the great public service organization that we want it to be."



## CHICAGO TRANSIT AUTHORITY

### CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTH OF JANUARY 1950, JANUARY 1949 AND TWELVE MONTHS ENDED JANUARY 31, 1950

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

	January <u>1950</u>	January <u>1949</u>	Twelve Months Ended <u>Jan. 31, 1950</u>
Revenues .....	\$ 9,972,236	\$10,107,268	\$116,104,205
Operation and Maintenance Expenses.....	<u>8,864,745</u>	<u>9,330,242</u>	<u>105,029,648</u>
	1,107,491	777,026	11,074,557
<b>Debt Service Requirements:</b>			
Interest Charges .....	318,038	318,038	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	<u>107,000</u>	<u>107,000</u>	<u>1,284,000</u>
	<u>425,038</u>	<u>425,038</u>	<u>5,100,250</u>
Balance before Depreciation .....	682,453	351,988	5,974,307
Provision for Depreciation—Current Period.....	<u>541,666</u>	<u>541,666</u>	<u>6,500,000</u>
Balance available (A) to cover deficiencies in deposits to Depreciation Reserve Fund; (B) for Reserves for Operating Expense and Municipal Compensation; and (C) for Modernization (Note 2).....	<u>\$ 140,787</u>	<u>\$ 189,678</u>	<u>\$ 525,693</u>

#### STATUS OF DEPOSITS TO DEPRECIATION RESERVE FUND

Deficiency in deposits to Depreciation Reserve Fund at December 31, 1949.....	\$856,158
Balance available from January 1950 operations to apply to prior period deficiencies in deposits to Depreciation Reserve Fund, as above.....	<u>140,787</u>
Accumulated deficiency in deposits to Depreciation Reserve Fund at January 31, 1950.....	<u>\$715,371</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.

#### PASSENGER STATISTICS

	Jan. 1950 <u>        </u>	Jan. 1949 <u>        </u>	12 Mos. Ended Jan. 31, 1950 <u>        </u>
Originating Revenue Passengers .....	65,083,845	76,278,986	835,916,001
Transfer Revenue Passengers .....	<u>3,224,880</u>	<u>3,494,986</u>	<u>39,040,337</u>
Total Revenue Passengers .....	<u>68,308,725</u>	<u>79,773,972</u>	<u>874,956,338</u>

## OFF-PEAK "L" SCHEDULES REVISED

THE CTA Transit Board recently authorized the curtailment of service during off-peak hours on the Humboldt Park branch of the "L," and between Roosevelt road and 22nd-Mannheim stations on the Garfield Park branch. The new schedules went into effect February 19.

Night service on the Humboldt Park branch has been discontinued between 8 p.m. and 6:30 a.m. weekdays and Saturdays, and between 8 p.m. and 8 a.m. Sundays and holidays. During these hours, service is now provided by modern trolley buses operating in North avenue, which parallels the Humboldt Park branch just 125 feet to the

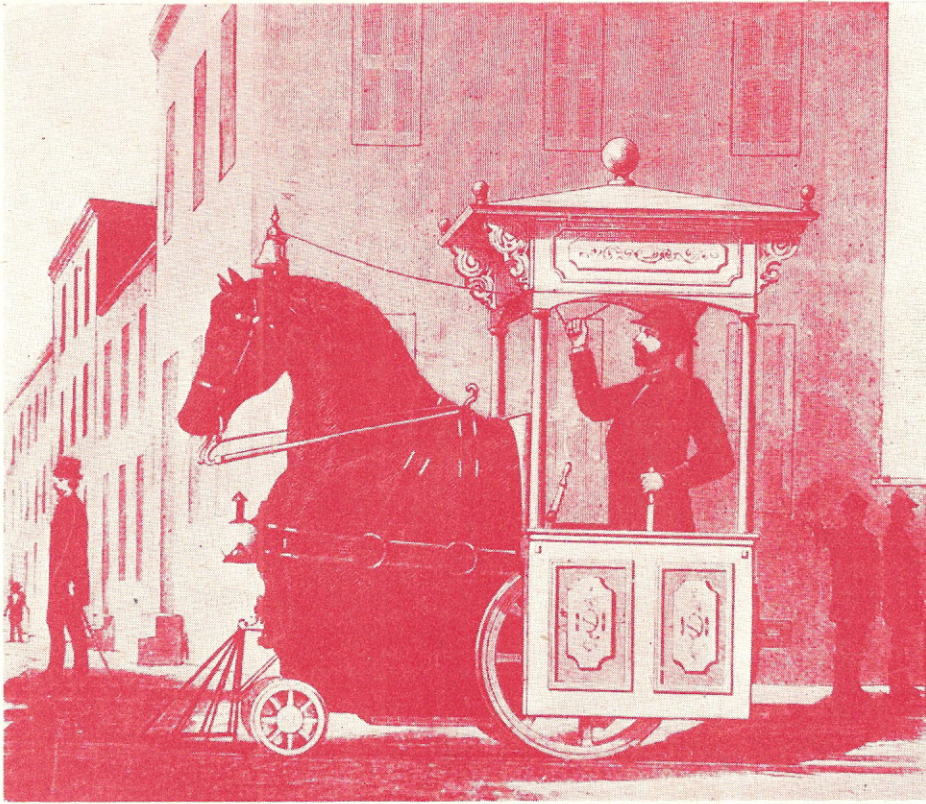
south. No daytime changes were made in service on this branch.

On the Garfield Park branch, shuttle service between Roosevelt road and 22nd-Mannheim stations operates from 6:43 a.m. to 9:28 a.m. and from 3:20 p.m. to 6:48 p.m. on weekdays. Maywood-Westchester express trains operate to and from the Loop in the morning and evening rush hours, Mondays through Fridays, but during the midday and evening hours, all trains operate as locals. No trains run south of Roosevelt road station on Saturdays, Sundays and holidays.



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

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The Bettman Archive

## Let's Not Hide

**THE DAY IS GONE** when street railway companies feel that they should camouflage their vehicles. Back in 1875 an inventor got a patent on a steam engine that was dressed up to look like a horse. His idea was to hide "the new contraption" so that horses on the street would not know what was passing.

**THERE ARE FEWER HORSES** on the streets today. But there are more and more private autos. And each day the number of people riding public vehicles continues to decrease.

**THE PURPOSE OF PUBLIC TRANSIT** is the same today as it was then — to carry people. Our business cannot exist without riders.

**NO THINKING BUSINESS** would hide from prospective customers. Yet each time we pass up a rider we are discouraging the use of our service. If we crowd our leader so that there is a hole in the street behind us, we encourage people to look for other transportation.

**WE HAVE A SERVICE** to offer. Let's not hide that service with thoughtless operating practices. We are in the business of carrying people. Let's stay in business by keeping the good will of our patrons. Their fares pay our wages and provide money for modern equipment.

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