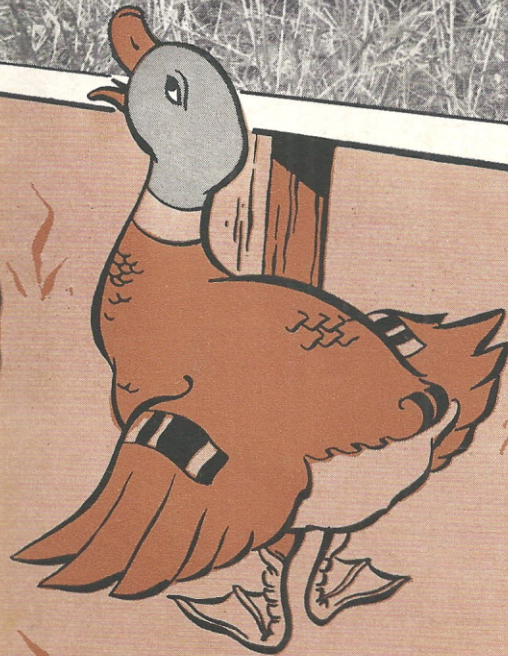
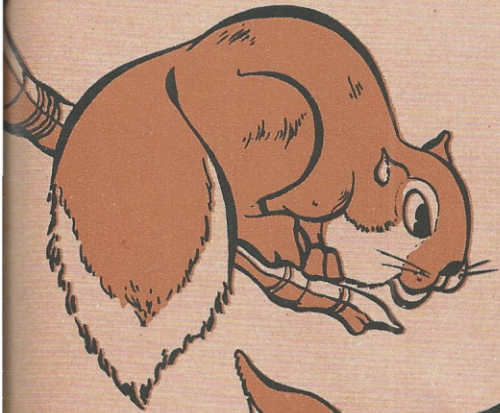




TRANSIT NEWS

OCTOBER, 1950



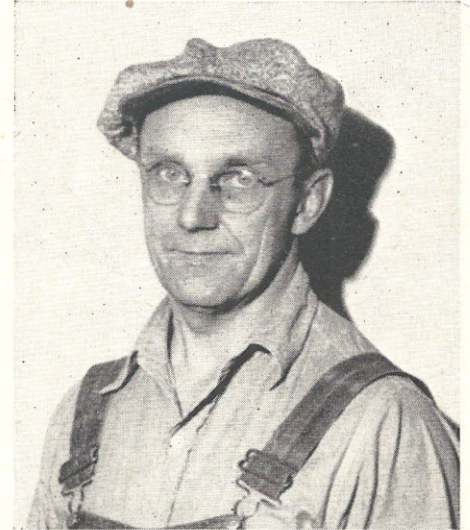
SHOOT IF YOU MUST (See Page 18)

Why Do You Contribute To The Community Fund?



Motorman Edward J. Wunnetisch: "Community Fund is doing a lot of good for the less privileged and unfortunate people in our city. I know that they help the sick, blind, send children to summer camps, and also make it possible for social agencies to give needed wholesome recreation. I am for it 100 percent and everybody, without exception, should give."

THE MONTH OF OCTOBER marks the opening of the Chicago Community Fund campaign for money to support their 196 Red Feather agencies. CTA employes may again make their contributions through a cash payment or payroll deductions. Each individual has received a pledge card which should be used in making the contribution. Since our employes have always been ardent supporters of this worthy cause in past years, CTA TRANSIT NEWS had its Inquiring Reporter for the month, *Joseph Hiebel*, North, ask the question: "Why Do You Contribute to the Community Fund?"



Car Cleaner Charles Johnson: "My sole purpose for contributing to the Community Fund is that I honestly know the money is being spent to combat sickness and diseases and many other worthy causes. However small my contribution may be, I have that wonderful feeling of helping out others who are really in need. I am one of the fortunate persons who is sound of health, have a steady income with CTA, and, therefore, will not miss what I contribute."



**Inquiring Reporter Joseph Hiebel,
North Avenue**



Motorman Patrick Brady: "If the Community Fund did not exist many people would be without the necessities of life. I feel that by helping others, they in turn will help me if I should ever be in need. The Community Fund helps all organizations, regardless of race, creed or color."

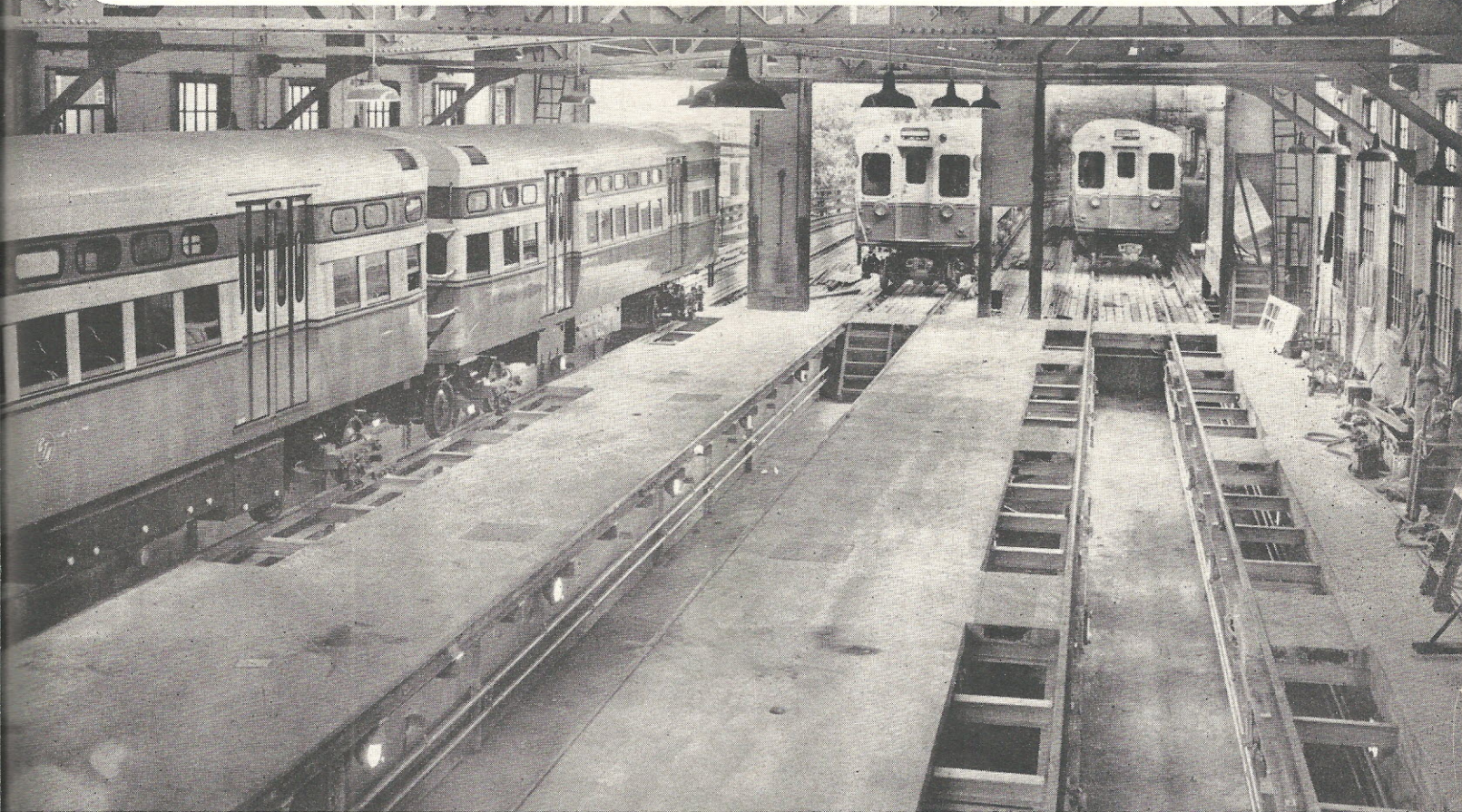
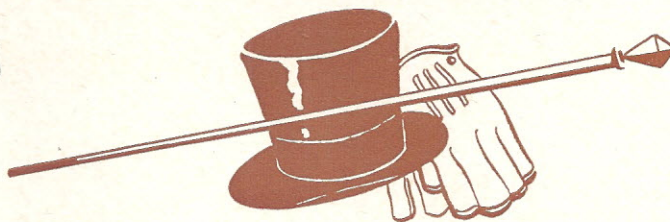


Conductor Patrick J. Hester: "I think the Community Fund is a wonderful organization. A fellow never misses what he gives and if everyone gave it would mean a lot and make many less fortunate people happy and healthy."



Stock Clerk George Digiore: "I contribute to the Community Fund because the money is well spent. Anything that helps the community helps me. No matter how good the times are, there are always people who need help and that is when the Community Fund comes into the picture."

LOGAN SHOP GETS DRESSED UP



AN overall view of the newly remodeled Logan Square "L" shop. Shown are several of the new rapid transit cars received by Chicago Transit Authority during the past few weeks.

REMODEL SHOP FOR NEW "L" CARS

THE arrival in Chicago of the first cars of the fleet of 200 new rapid transit vehicles marked the opening of the Logan Square Shop as a servicing location for the new equipment. All repairs and overhaul work on the new "L" cars is being done at this shop, which has been completely remodeled to accommodate the new vehicles.

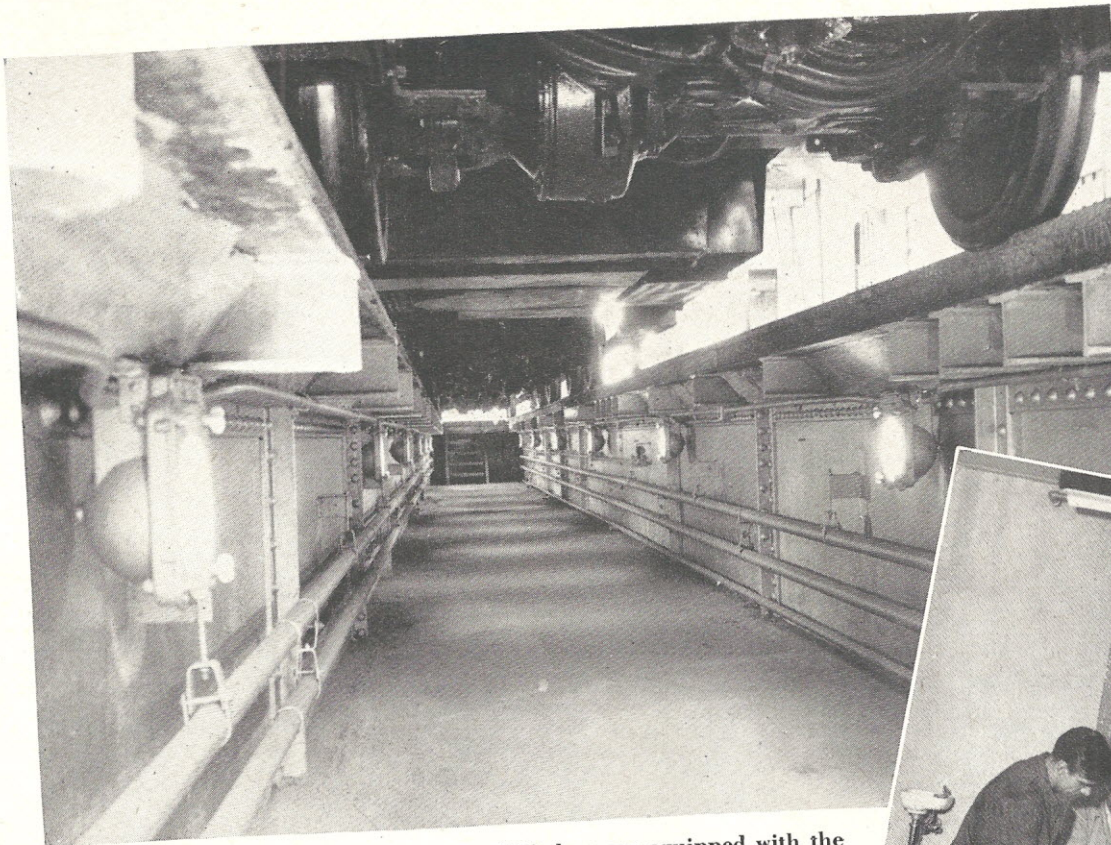
Because of the increased width of the new cars, the four approach tracks and pits in the shop had to be removed and three new approach tracks and pits installed. This necessitated the complete remodeling of the deck outside the shop, removal of the concrete floor of the shop, and shifting of 12 longitudinal girders to new locations inside the shop area.

In pouring the new concrete floor and pits, approximately 900 sacks of cement together with the necessary sand and

stone was used. The floor was completely re-inforced to carry a load of 300 pounds per square foot.

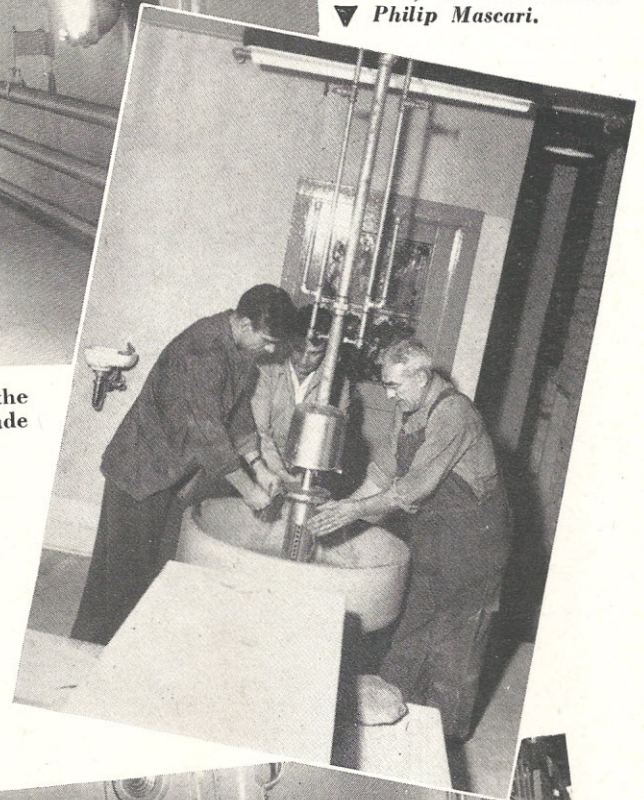
Innovations in the Logan Shop that will aid the shopmen in their work on the vehicles are two overhead cranes that transfer complete trucks from one track to another, four electrically operated jacks for lifting car bodies off their trucks, and eight steel jacking pads that raise the trucks from the track for minor repair work. The new pits were also designed and constructed to facilitate easy inspection of the cars by shopmen.

Other modern improvements made at the shop were the installation of a new lubricating system of oiling and greasing and a complete new arrangement of air lines for cleaning parts. The air is supplied to these lines by a 15 horsepower compressor which is located in a separate room outside the shop.



▲ THE new pits at the Logan Square "L" shop are equipped with the most modern, up-to-date lighting and heating facilities, and are made accessible at either end by steel stairways.

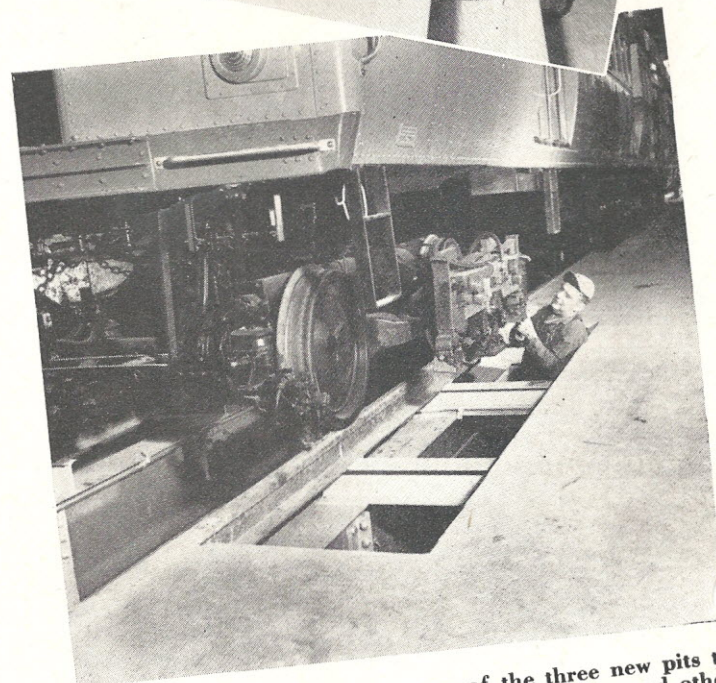
MODERN facilities installed for the convenience of shop employes at Logan Square shop include this new wash basin being used by, left to right, Car Cleaner Peter Sabadosa, Stock Clerk Frank Tamburrino, and Car Cleaner ▼ Philip Mascari.



In remodeling the shop, a new fire proof brick building was constructed to house the various lubricants for the new cars. In addition, a storeroom, washroom and office for the superintendent in charge were built.

All work on the Logan Square Shop was performed by CTA employes with the exception of heating and plumbing installations. The work was started during the early part of June and completed several weeks ago. Estimated cost of the remodeling was \$110,000.

Other scheduled work planned on the Logan Square "L" branch is the construction of an interchange terminal for rapid transit and bus passengers. The Chicago Transit Board recently authorized the purchase of property at 2546 Milwaukee avenue for this purpose. Date for the opening of the new terminal hinges on completion of the new Milwaukee-Lake-Dearborn subway, which is expected to be ready for service at the end of 1950, or early in 1951. The new subway will connect with the Logan Square "L" at Evergreen street and Milwaukee avenue and trains will operate on the elevated structure from that point to and from Logan Square. The new terminal would make possible direct off-the-street connections with existing bus lines on Kimball avenue and Kedzie-Homan avenues and with CTA service on Milwaukee avenue.



WING pits were installed on two of the three new pits to allow men to work on the trolley shoes, bearings and other connections of the new "L" cars. Making an adjustment on one of the vehicles is Repairman Mike Heil.



HERE are two of the latest type portable newstands which were recently placed in the subway at the Washington boulevard station as an added service to the public. They are made of aluminum and have racks for newspapers, magazines, gum, candy and cigarettes.

Small Items Are BIG BUSINESS

ALL automatic dispensers are serviced at frequent intervals to keep the products fresh and tasty. Soft drink machines were installed in the subway and on several station platforms in May, 1949.

ALTHOUGH the fares we collect from passengers constitute the major source of revenue to Chicago Transit Authority, there are several other means through which funds are obtained for operations, maintenance and modernization. One of these is the concessions that are in operation at passenger locations throughout the rapid transit system.

The amount of revenue that CTA obtains through newsstands, vending machines that sell candy, gum, peanuts, soft drinks, and cookies; weighing scales, and photomatic booths is presently at the rate of \$180,000 a year. Vending and concession privileges were

awarded on the basis of competitive bids, and the operators are required to install, service and maintain equipment and pay compensation to the Authority.

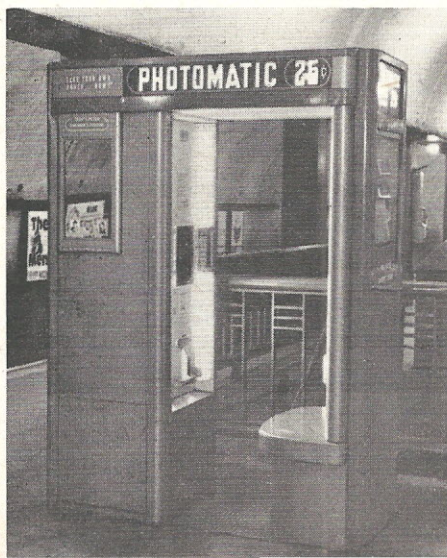
For many years the "L" has had candy, gum and nut vending machines located on its platforms throughout the city for the convenience of passengers. Similar installations were made in the State street subway after it was opened in November, 1943.

During the past year and a half there has also been placed in the subway new type weighing scales, photomatic booths that enable a person to take his own picture, and machines that dispense soft drinks and cookies. Attractive aluminum and stainless steel stands are to

be placed on subway platforms in the near future. Passengers will be able to purchase newspapers, magazines, candy, gum, and cigarettes at these stands.

According to a recent survey, there are approximately 960 vending machines in operation at passenger locations on the rapid transit system of CTA. This includes 268 gum machines, 267 weighing scales, 145 peanut machines, 195 candy dispensers, 9 cookie machines, 2 automatic photograph booths, and 74 soft drink machines. There are also 135 concession stands at various locations along the elevated and subway routes.

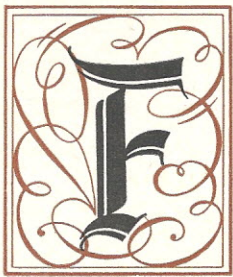
POPULAR with a great number of CTA passengers who travel via "L" are the peanut machines, photomatic booths, and new weighing scales that return your coin if you guess your correct weight.



**Only
For Employees**

FOR the convenience of CTA employees, an additional 204 cookie, soft drink, coffee, gum, candy and nut machines have been installed at 31 locations in CTA carhouses, shops, garages and offices. All income received in commission from these sales is applied solely to the Employee Welfare Fund of Chicago Transit Authority. This money is being credited to the Fund through action of the CTA Transit Board.





Four Score and Seven

IT IS just four score and seven years ago that Abraham Lincoln dedicated the soldiers' cemetery at Gettysburg, Pennsylvania. His

famous address begins with those very words—"Four score and seven years ago . . ."

To mark this anniversary the Chicago Historical Society is exhibiting all five copies of the Gettysburg Address in Lincoln's handwriting. The exhibit opens November 19, the exact date of the Address, and closes November 30.

Contrary to widespread belief, Lincoln did not write his immortal speech on a scrap of paper while on the way to Gettysburg. Instead, he prepared it carefully, well in advance of the event, and made a fair copy on the day of the dedication. Afterward, for various reasons, he made three additional copies. These five copies, each differing slightly from each other, are now owned by the Library of Congress, the Illinois State Historical Library, Cornell University, and the Hon. Oscar B. Cintas of Havana, Cuba, and are being lent to the Chicago Historical Society for this exhibit. They have never been shown together before.

Although literally priceless, these five documents would be valued at close to half a million dollars. They are being brought to Chicago by special couriers, and will be kept under armed guard at all times.

This exhibit is typical of the activities of the Chicago Historical Society during its 94 years devoted to encouraging "historical inquiry and [the] spread of historical information, especially within the state of Illinois, and also within the entire territory of the North-West."

The Chicago Historical Society was founded in 1856 by a group of twelve public spirited Chicagoans. It is the oldest of Chicago museums and libraries and has survived two fires including the great Chicago fire. During its development it has built four different buildings and three different times has had to restart its collection. Today the Society is housed in its own building at Lincoln Park.

Its principal museum exhibits deal with the general history of our country and range from a "Spanish Exploration Room" (containing the anchor from Columbus' flagship, the "Santa Maria") to a "World War Room" dedicated to the Cook County dead from World War One.

LINCOLN'S farewell address from Springfield is one of the twenty scenes from Lincoln's life portrayed in the Lincoln Dioramas.



Years Ago

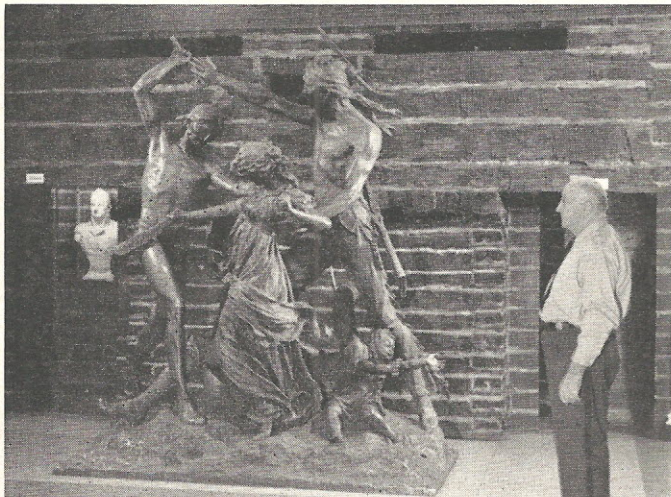
An outstanding feature of the Society's displays are the Lincoln Dioramas which are reported to be "unequaled in historical accuracy, educational value and pictorial interest." Of special interest to scholars and historians is the museum's large library with its special collections dealing with the history of Chicago and the Middle West.

Passengers wishing to go to the Chicago Historical Society should be advised that it is located at North Avenue and Clark Street and may be reached via the following CTA lines: North Avenue, Clark Street and Broadway-State. There is no admission charge, except on Sundays.



THE OLD general store is one of the Society's popular exhibits.

THE GETTYSBURG Address is one of the great documents of our American heritage. This is a reproduction of the second draft. →



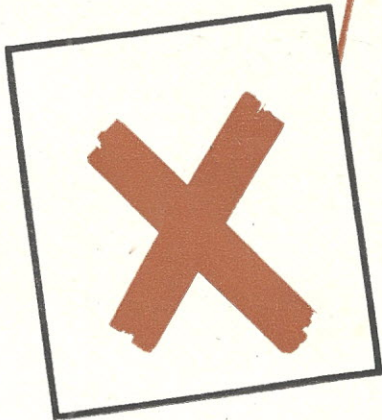
ONE OF the guards at the Chicago Historical Society is John Hurley, retired CTA employe (Lawndale).

Now score and seven years ago our fathers brought forth, upon this continent, a new nation, conceived in Liberty, and dedicated to the proposition that all men are created equal.

Now we are engaged in a great civil war, testing whether that nation, or any nation, so conceived, and so dedicated, can long endure. We are met here on a great battle-field of that war. We have come to dedicate a portion of it as the final resting place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this.

But in a larger sense we can not dedicate—we can not consecrate—we can not hallow this ground. The brave men, living and dead, who struggled here, have consecrated it far above our power to add or detract. The world will little note, nor long remember, what we say here, but can never forget what they did here. It is for us, the living, rather to be dedicated here to the unfinished work which they have, thus far, so nobly carried on. It is rather for us to be here dedicated to the great tasks remaining before us—that from these honored dead we take increased devotion to the cause for which they here gave the last full measure of devotion—that we here highly resolve that these dead shall not have died in vain; that this nation shall have a new birth of freedom; and that the government of the people, by the people, for the people, shall not perish from the earth.

Why Should I Vote?



THE IMPORTANCE OF ONE VOTE

FREQUENTLY you hear this question: What good will one vote do? Well, one vote has had a lot to do with a lot of things in this country.

Thomas Jefferson was elected president by one vote in the electoral college.
So was John Quincy Adams.

Rutherford B. Hayes was elected president by one vote. His election was contested, and it was referred to an electoral commission. Again he won by a single vote.

The man who cast that deciding vote for President Hayes was a Congressman from Indiana, a lawyer who was elected to Congress by a margin of just one vote. And that one vote was cast by a client of his who, though desparately ill, insisted on being taken to the polls to vote.

Just one vote gave statehood to California, Idaho, Oregon, Texas and Washington . . . and today all the millions living in those five states are Americans—by just one vote.—*The Carnation, House Magazine of Carnation Milk Company.*

THE RIGHT to vote is an inherent right of American citizenship. It is founded in the belief that the average judgment of all of us together will be right in the long run. It is the duty of each of us to vote as he sees fit.

In America, we, the people, still have the right to choose the men and women we want to represent us in government, and we can accept or reject issues brought up for vote.

The person who does not vote can blame no one else than himself for the passage of any legislation with which he does not personally agree, or for the election of public officials he does not really want in office.

The more people voting, regardless of how they vote, the better it is for this country. — The more people who take part in civic affairs, who understand the problems of government, the better government we will have.

BUT—it is not only our duty to vote. It is *also* our duty to know as much as possible about the issues and candidates for whom we are voting. Have you ever gone to the polls and been confronted by names on the ballot of candidates about whom you knew little or nothing?

The time is none too long between now and November 7. Familiarize yourself with the candidates and the issues involved. It is a privilege to be able to vote. Be sure to avail yourself of this privilege.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY



Sounds Like Florida Has Chicago Beaten

ARMITAGE—We received a letter from *Noah Moss*, former machine shop clerk, now on pension. Noah has purchased a rooming house in New Smyrna Beach, Florida. Noah says the Doctors drive taxi cabs for a living and the last undertaker starved to death. He also says that they use one to two pound fish for bait.

Conductor Krupa threw a party on the 28th of September to celebrate his daughter *Christine's* first birthday. When interviewed, all *Christine* would say was "Goo."

Conductor John B. McHale spent most of his vacation in his beloved St. Louis.

Motorman Menno Bieze says he visited Indiana, Iowa, and Michigan.

Motorman Ray Fisher is the first at Armitage to change his blue suit for a shoot suit in Uncle Sam's Army. He is now Staff Sgt. in a supply company.

Our chief clerk says he spent his vacation fishing in "Meenysota." However, we saw no fish.

When this column goes to press your scribe will be heading for the "you all" country, high up in the Ozarks.—TED SHUMON.

CO-WORKERS HONOR RETIREMENT

WHEN *Martin Zaph*, right center, of the South Shops printing department recently retired after 40 years of faithful service, his co-workers, at a party given in his honor, presented him with a \$50.00 Savings Bond and a gift certificate redeemable at a leading men's store. *Martin*, whose enviable record shows that he had never been late for work, intends to spend a lot of time with his grandchildren in retirement.—Reported by ANNE McCREA.

Flowers To Come With Spring Next Year

BEVERLY—Our little flower garden turned out very well considering it was planted quite late in the season. *Bus Operator Irving Ecklund*, who donated and planted the flowers, said he will get an earlier start next year.

Bus Operator Lomer Arseneau, his wife, and son, *Bob*, vacationed in Ohio, visiting both Columbus and Cincinnati. Son *Bob*, who is interested in architecture, studied same by viewing the buildings on the grounds of the Ohio State University, while Dad studied the transportation system. Columbus, he reports, has all bus lines and Cincinnati has only one streetcar line left. As for Mama, she went along for the ride, admiring all the countryside.

Bus Operator Sam Wilson and

family vacationed at Grindstone Lake, Wisconsin, where they visited Sam's sister and family. Sam spent most of his time cutting down trees for kindling wood. You "woodn't" think so, but he turned out to be quite a "cut up," so his wife says.

Martin Conway, bus repair, toured Chicago while showing his brother, *John Conway*, our beautiful city. *John*, who was visiting here from New York City, said he sure liked our Beverly Bus Terminal. At present, he also is engaged in transportation work, being employed by the New York City third rail, a suburban line.

Mr. and Mrs. William Moore, Jr., bus repair, were visited by the stork on August 26, at the Children's Memorial Hospital. It was a boy named *David*, weighing eight pounds, four ounces, who has an eleven month old brother at home.

William Moore, Sr., is the proud grandfather.

Bus Operator and Mrs. Edward Shaughnessy also were visited by a stork. *Michael* arrived on September 2, and weighed eight pounds, five ounces, at the Little Company of Mary Hospital. He has two brothers and a sister.

Introducing *Dominick Pellegrino* as the Beverly Bus Garage's first bus student. He says, "Just can't help liking it here; a real nice place to work and a real nice bunch of boys."—DANTE F. BRUNOD.

A Fish Story — But Whose?

ELECTRICAL (SURFACE) — *Operator Walter Collins*, 20th Substation, reports from Hayward, Wisconsin: "Today a thirty-six inch, forty-five pound musky was pulled in." Didn't say who reeled it in. . . . *Florian Czanskowski*, operator, Robey substation, enjoyed a motor trip to the East. Visited New York City, Atlantic City, and several points of interest in Pennsylvania.

Ernest Anderson, carpenter at Grand and Leavitt, underwent a major operation.

Philip McDermott of Grand and Leavitt is very happy over the arrival of little *Mary Frances* on September 9. This is number four for

the McDermott family, making two boys and two girls.

Elmer Olson, lineman, is back to work after an extended illness.

Vroman Riley, testing engineer, is the proud daddy of a bouncing baby boy who arrived on August 31. His name is *Mark*.

William Hart, chief operator, Milwaukee substation, traveled via rail to Wilkes-Barre, Pennsylvania where he enjoyed visiting his relatives and friends. . . . *David Vandree*, machinist, enjoyed his motor trip to Old Mexico. Did a lot of sightseeing. . . . *Daniel Kelly*, chief operator, 48th Substation, has returned from Merrill, Wisconsin, and has a real fish story to tell.
GILBERT E. ANDREWS.

In Other Words—Don't Stop to Translate

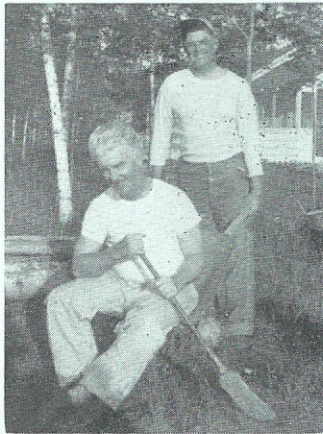
GENERAL OFFICE (79)—*Fobagabla!*—that means "Clear the Way" in Gaelic, or in any other language for that matter, since *Helen Doherty* has taken unto herself a 1949 four-door Chevy sedan—and it is green in color. . . . *Jane Flood* has joined the ranks of specifications. Like three of her co-workers, Jane comes to us from Fox College. We'll soon have enough of them to start a "hunt". . . . *Dave Gordon*, former chief clerk in the shop dept., now pensioned, took unto himself a wife, *Mrs. Grace Goudy*, recently. His son *Jim*, chief engineer's office, served his dad as best man. . . . Since acquiring a French poodle as a door prize, *Edna Linderth* has developed a French accent. The poodle cannot speak a word of English (nor a word in any language for that matter).

Charles Butts packed his grips, his wife and two children, his sister-in-law and Beauregard, his dog, and headed towards the Smokies. . . . *Donald Worcester* recently renewed his marriage vows in celebration of his twenty-fifth wedding anniversary. His daughter, *Gay*, made the occasion a double ceremony by being married at the same time.

Nice to see *Margaret Cepek* back to work after a brief spell on the sick list.

Edith Riddle, who is associated with *Doctors M. Bush* and *D. J. Fanning*, has returned from a trip to Kentucky. Dr. Fanning, who,

CTA VACATION



BY the happy smiles on their faces it is easy to see that *Motorman Jerry Blake* of North Avenue, seated, and *Supervisor John Jacoby* enjoyed their vacation spent at *Al Berndt's* place near Park Falls, Wisconsin. *Al Berndt* is a retired motorman from North Avenue and operates a summer resort to keep himself busy. —Reported by **JOE HIEBEL**.

besides doctoring, plays an excellent game of golf, won a recent tournament at Medinah.

Best wishes to *George Macak* who recently left the company on a military furlough. . . . *Louis Bohlin* is on his way to Tucson, Arizona. Says he will step on the gas all the way to Tucson, so that his entire three weeks vacation can be spent under the Arizona sun.—**MARY CLARKE** and **JULIE PRINDERVILLE**.

M&S Supplies Employees To Purchasing

GENERAL OFFICE (175) — Once again the welcome mat in the Purchasing department has been dusted off to welcome *J. J. Flynn* and *Harvey De Barr* of the M & S department.

Congratulations to *Mary Rose McDonnell Burke*, ex-stenographer of Purchasing, whose son made his appearance September 17.

The call from the wilds of Wisconsin beckoned to *Mr. Keim*, who went to Arcada Camp, and to *Ada*

Gustason, who was a summer guest at Manitowoc, Wisconsin.

As for *Lillian Pellicore*, Missouri was the scene of a family clambake. Points east were represented by *Mr. Krimbeine*, who visited New York. A plane was *Vera Winslow's* means of going to West Virginia. Not a horse car, but a motor car, will take *Shirley Guertin* and *Audrey Johnson* to the Smokie Mountains. *Mr. Touhy*, *Betty Byrne*, *Barbara Linton*, and *Kay Cooney* whirled away their vacation time in Chicago.

On September 2, *W. T. Roser* was made "Father of the Bride" by his daughter *Betty*. . . . "The bells are ringing for me and my gal." So sang *Bob Benson* who married *Katherine Horath* on September 30.

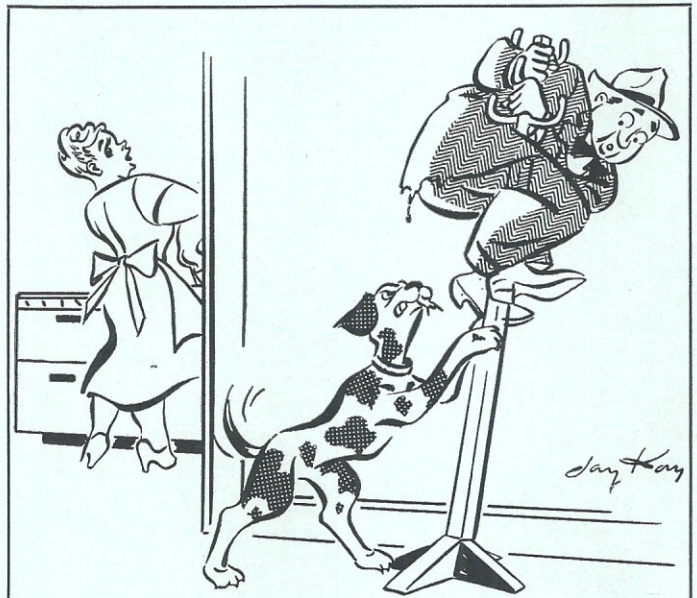
Mr. A. J. Fitzsimmons completed his first year as Grand Knight of St. Anthony de Padua Council No. 1949, K. C. His fellow members, recognizing his tireless efforts to make his tenure of office a memorable one in the Council's history, showed their appreciation by his re-election to the same office.—**MARY GEIGER**, **CATHY BARRY**.

This "Quartet" Seems To Have Six Members

KEDZIE—Everyone wants to know what happened to that famous "Kedzie Barbershop Quartet." For

your information, they are still around. Our lead tenor, *Jim Crane*, is busy adding mileage to his new car. *John Murphy*, who can render a solo in that wonderful Irish tenor voice of his, spends most of his time watching television these days. *Arnold Haig*, our other tenor and solist who also established quite a reputation for himself, still takes the opportunity occasionally of rendering a solo. *Joe Pechek*, who sings baritone and bass, spends most of his spare time going fishing, but does report to the "Cicero-Berwyn Barbershop Harmonizers" club once in a while. *Russell Haines*, who sings baritone, is interested in hunting and is building a hunting lodge near Ladysmith, in the wilds of Wisconsin, during his vacation. *John Corcoran*, who sings a good bass, attends the regular meetings.

The Kedzie A.M. Bowling League is off to a flying start with 36 entries and 30 weeks of competitive bowling in store for the players. All men will bowl six games in the first two weeks for an average and will then be formed into five-man teams, with all games counting in the won or lost column for the remainder of the season. So far, high three-game series honors go to *Tony Brun*, 521, *Eugene Gibbons*, 479, and *Bill Rafferty*, with 465. High single-game honors be-



"Is That You, James? . . . Wait Until You See What The Burkes Have Left For Us To Take Care Of."

long to *Tony Bruno*, 211, *Al Timmerhoff*, 195, and *Eugene Gibbons*, with 176. Remember, every Friday morning at "Conboy's," at Cicero and Madison, 10:00 A.M. Spectators as well as players are welcome.

Conductor *John Wheeler* recently obtained that daughter he has always wanted—by the marriage of his son, *Robert D. Wheeler*, to *Miss Dolores Conrad*.

Conductor *Ed Maechen* was rewarded for his appreciation of one of the finer things in life recently by seeing his large Peace Roses take the second prize at the Garfield Park Conservatory flower show.

Conductor *Leonard Payne* will receive all his mail in the future at Fort Riley, Kansas, training camp of the Army engineers.

James Shunk is back from his western tour, during which he made stopovers at Estes Park and Denver, in Colorado. . . . *Clarence Popp* put his vacation to good use by spending it remodeling his cottage in northern Wisconsin. . . . Many an envious thought has materialized among his friends on these chilly mornings in early October concerning *Leo Zaruba's* annual vacation jaunt down Hot Springs way. . . . *John Croll* spent his vacation at Missoula, Mont., in the heart of the American Rockies and enjoyed the most beautiful scenery in the world. . . . *Jim Pankey* planned a trip to his 160 acres of farmland near Harrisburg, Ill., as the ideal spot for a rest and relaxation during his vacation. . . .

Their many friends will miss Conductors *Albert Bishop*, *Anthony Eichstadt*, *John Harrold*, *James Casey*, *Richard Sullivan* and *Motormen Francis McCabe*, *James Sullivan*, *Jerry Collins* and *Tim Corcoran*, who retired on pension October 1.—R. D. KNOX.

Champion Celebration for Softball Champs

LAWNDALE — The softball party given by our championship team for all the members of Lawn-dale and Blue Island depots turned out to be a much larger affair than party manager *Bob Thezan* expected. *Bob* rose nobly to the occasion and a swell time was had by all.

CRUISING SPEED	AVERAGE SPEED	OPERATING COST (1,000 MILES)	DEATH RISK*
35	34	\$12.95	45
45	42	\$14.51	61
55	48	\$16.65	85
65	53	\$19.43	160 (ALL SPEEDS OVER 60)

*DRIVERS INVOLVED IN FATAL ACCIDENTS PER 1,000 DRIVERS INVOLVED IN INJURY ACCIDENTS.
NATIONAL SAFETY COUNCIL

Mathematics Proves Folly of Fast Driving

CRUISING SPEED is never your average speed, especially if you drive fast, as shown by this chart from the National Safety Council based on actual road tests on rural Iowa highways. It proves how average speed lags behind as you step on the gas. Cost (only gas and oil were included) shoots up—and so does the risk of death. Here is a lesson in speed mathematics: At the 42 m.p.h. average you can go 20 miles in 29 minutes at little risk. Speed up 10 m.p.h. to the 48 average and the 20 miles takes 25 minutes, a gain of four minutes. But when you hit the very risky top speed of 65 for a 53 m.p.h. average you cover 20 miles in 23 minutes—a gain of only two minutes costs twice the death risk!

Each player on the winning team was awarded a trophy and *Frank Boucek*, as No. 1 fan and mascot extraordinary, also received one. *Superintendent Herbert* acted as Master of Ceremonies and introduced Vice-President *Pat O'Connor* of Division 241 and Secretary *Bob Stack* of the International who both made speeches short and sweet. *Mike McCarthy* and *Bob Curran*, board members, presented the awards. . . . *Ted Heffernan*, board member from second place *Kedzie*, was there—a good and graceful loser.

Manager *Frankie Partipilo* refused to make any sort of speech at all, merely giving a big grin as he accepted his trophy.

Art *Chmelik*, genial proprietor of Art's Diner, though unable to be present, contributed toward the food costs.

Bill Suske and his concertina were all over the place. *Bill* plays it just as well on top of his head as in the more conventional position. He sat in with the band, played solos and once played a duet with *Stan Lavand* on the drums, and

Bill scat-singing *Cab Calloway* style.

The ever popular *Mike Cusack* returned to work after a serious operation. *Mike* says that they had him wired for television, but he probably exaggerated the whole thing.

After nine years of marriage, *Steve Dujac* managed to take his wife on a honeymoon to Niagara Falls. They visited Canada and New York and stopped in Detroit on the way home.—BILL FEILER.

This Trip Had No Punch To It

LAWRENCE — One day *Ed Kulerski* was waiting to relieve *Tim Scott*, eastbound on Foster. This was at the time that the Northwest Highway traffic was slowed up due to excavation. *Tim* was a bit tardy coming up to his relief point. In all of the confusion, *Ed* found himself with two trip sheets and *Tim* was left standing at Milwaukee Ave., with two punches. He waited for *Ed* to finish his trip to the Berwyn "L" and return to Milwaukee Ave.—35 minutes later.

Willie Schistel was watering the front lawn one day while it was raining in his back yard. . . . *Ray Pfeiffer* has a new Pontiac Catalina in his garage. He uses the 1949 for his transportation. . . . *Leroy Graham* is coming along quite well after his stay in the hospital. We are looking forward to his return very shortly.

Wilbur Lyons packed the family's traveling bags, put them and the family in the car and headed for Mackinac Islands, for two never-to-be-forgotten weeks.

Hank Brutton and his family spent their vacation at his home, down Ozark way. *Hank* says that it is the best part of the country, the only thing is that you can't make a living there. . . . *Ziggy Wynoski* has the line in pretty good shape, so he claims, and expects to be back with his public in the very near future. His injured knee is coming along quite well.

Lee Powell has always wondered whether two people can live as cheaply as one. *Leo* and the Mrs. spent his two weeks vacation honeymooning. . . . *Jerry Piette* and his family are all settled in their new home located on Sunset Drive in Park Ridge.—JOE KLEIN.

YOUTHFUL VACATIONER



THE Liberty Bell in Philadelphia was one of the many great historical sites visited by *Bus Operator Henry Boldt*, *Limits*, and his wife and their son, *Brent*. *Henry* said if you look very closely, you can see three bolts in this picture of the Liberty Bell but you spell one *Boldt*.

—Reported by *Harold Sedin*.

That Must Have Been A Lot of Bull

LIMITS—Conductor *William Austin* and family spent their vacation driving along the Gulf of Mexico. They made stops at Rockport, Corpus Christie, and Port Isabell. Bill said he caught some Redfish and a few trout while at Rockport. While in Monterey they saw a bull fight which took seven Matadors to kill the bull. In all, they travelled 5,600 miles.

Bus Operator Ray Wandrey and family spent three weeks touring thru the hills of Tennessee and the Great Smoky Mountains. . . . *Bus Operator Edward Plath* and the Mrs. spent a couple of weeks relaxing at Woodruff, Wisconsin. Ed said the fishing was bad and the wind was cool. . . . *Stanley Micek* No. 2 Clerk, and his mother visited Lookout Mountain, Rock City, and Loray Caverns in Tennessee. Stan says there are no small families down there. They have ten or more children, and the girls are all beauties.

Bus Operator George Daubs has moved his family into their new home at Midlothian. George says that there is plenty of room for the youngsters to romp around now.

Glad to see *Bus Operator Lew Huntley* back at work after being off 3 months with a broken ankle. —HAROLD C. SEDIN.

When in the Hills, Do As "Billies" Do

LOOP — When *Herbert Templeman* is vacationing at his farm in Ava, Missouri, the native hillbillies have keen competition. His beard would win first prize in any contest. He also is a past master at the art of whittling. . . . *Della Byrne* had a very enjoyable time visiting her old schoolmates and hitting the high spots of New York. . . . It is good news to hear *Anthony McHugh* is out of the oxygen tent and well on the road to mend after his attack of pneumonia.

The operations seem to have it! *Margaret Wick*, *Virginia Cashion*, *Genevieve Wallace*, all recuperating from theirs. Those multi-colored pills and that delicious looking liquid in small glasses are not nectar.

CELEBRATE SILVER ANNIVERSARY



PLEASANTLY surprised with a party on their Silver Anniversary were *William Pfaender* and his wife, *Ella*. Pfaender is a wireman at CTA West Shops and has been a transit employe 38 years. More than 70 guests attended the affair which was arranged by their two daughters, *Evelyn*, left, and *Charlotte*.

How time flies! The youngsters are grown up. *Arthur Johnson* had to report to the army September 23 and *Robert Donaghue* enlisted in the Marines and left the 29th. The boys sent them off with a bang.

Marie Blanchfield visited Colorado, climbed Pike's Peak to see the sunrise and enjoyed one of nature's works of art in the rock formation of Garden of Gods. . . . Having decided to spend their vacation together, *Charles Rattray* and *Albert Rumberg* had an endurance contest in front of a filling station to see who would weaken first and buy the gas! Never did learn the outcome.

Mr. and Mrs. Robert Doherty were greatly surprised by a gathering of old friends and neighbors on their twentieth wedding anniversary. It was planned by their son and daughter and was preceeded by a steak dinner at Sirloin House and a show. Junior is now working at the steel mills.

Wanted: An electric blanket, by *Silvester Walsh* in the North Woods. . . . Although we are sorry to see her leave, we wish the best of luck to *Marie Mitchell* in her change to the Main Office. . . . *Paul Grant's* father, a lampman on the West Side, was hit by an automobile September 3. His leg is still

in a cast. *Margaret Neary* is gradually gaining weight and we expect her back on the roll call soon.—EDITH EDBROOKE.

Weddings and Travels Prevail This Month

M. & S. — *Bernard Fitzpatrick*, assistant stock clerk at our South Shops, was married to *Rita Kerwin* on September 2. They honeymooned in New York City. . . . *John Gubbins* enjoyed a trip to Bakersfield, California, while on his vacation, and *Henry Brickman* and wife motored to Boston, New York City and Baltimore. John and Henry are also assistant stock clerks at our South Shops.

Violet Yaw, storeroom clerk at our South Shops vacationed this year by catching channel catfish from her motor boat on Maple Island in Momence, Illinois.

Robert Lackey, assistant stock clerk at our Storeroom 43, spent his vacation just loafing in Chicago.

Another wedding is announced: *George Sweeney*, assistant stock clerk at West Shops, was married to *Rose Mary Kennedy*, who is from *Mr. Essington's* office, on September 30. The wedding took place at 10:00 A.M. at St. Cornelius Church.

The new girl at our West Shops is *Jeannette Browne*. She is our

new typist, as of September 11. . . . *Dagmar McNamara*, General Office, has been kept busy knitting little things for her new niece, *Suzanne Lynn*, born on September 23, weighing 8 lbs., 4 ozs.—JEAN HARTLEY.

Welcome Three To Grandfathers' Club

NORTH — Congratulations to *Clerk William O'Brien* on the new arrival. The little doll was named *Catherine Ann* and weighed seven pounds, eight ounces. . . . *Motorman George Christie* announced the arrival of a granddaughter. She was named *Elsie Jean*. . . . *Operator Tony Vodvarka* also became a grandpappy. His grandson will be known as *Gary Lee*. . . . You can also call *Motorman William Goetz* grandpa, for he was presented with a grandchild.

Congratulations to *Conductor Maurice Ballestro* on his 17th wedding anniversary, which was celebrated on September 9.

It's another boy at the home of *Conductor E. Devitt*. This fourth boy for the Devitt's weighed 8 pounds. . . . The hustle and bustle at the home of *Conductor William Albros* recently, was due to the marriage of his son, William. . . . Those wedding bells will soon be ringing for *Conductor Joe Cochran*. On a recent trip to Ireland, Joe picked himself a beautiful Colleen and will be married in the near future.

The CTA bowling season opened September 1 and will continue for 35 weeks. North Avenue has four teams entered. *Motorman Jerry Blake* can't look at a Phillip's 66 gas sign as it reminds him of his bowling score. Jerry got that bad game out of his system. Now watch the wood fly. TIMBER!

The month of September found five more of our old timers retiring on pension. They were: *Frank Schaaf*, 32 years of service; *Lee Kraft*, 36 years; *John Byrne*, 37 years; *Joseph Ross*, 32 years, and *William Formby* with 37 years.

Miss DeLoris Selnes, 18-year daughter of *Motorman Carl Selnes*, was crowned the 1950 "Queen of Popularity" in the suburb of Westmont. She received a beautiful Hampton watch and several other prizes, and is Carl proud!

Our transfer Instructor *Bill Kennedy* was a patient at St. Elizabeth hospital where they operated on the leg that has been giving him trouble. However there is nothing wrong with his son *William's* legs, for he won two trophies at the Sheriff Walsh Junior Deputies sports event. He was awarded the trophies for the 50 yard dash and base running.

Supervisor *Owen Calt* is equally proud of his children, *Eugene*, *James*, and *Katherine*, who were chosen to the principal roles in a childrens playlet that was staged at La Follette Park. The title of the play was "The Stolen Prince."

We welcome back to work Conductor *Mike Hartnett*, who has been off from work due to a broken thumb. . . Operator *Arthur Zahleman* underwent an operation at Saint Anne's hospital and is reported well on the road to recovery. —JOE HIEBEL.

The Market's Gone To The Dogs

NORTHSIDE—*Mike Cronin* says he is in the market for a kerry-blue terrier . . . *Tony Carr* offers a reward for information leading to the return of his cocker spaniel named "Tippy."

We hope for a speedy recovery for *Axel Pedersen*, who is confined in Ravenswood hospital with a case of pneumonia.

Former Motorman *Tom Flanagan*, after being confined to Hines hospital, has moved to Tucson, Arizona. Tom wants to say "hello" to all the boys, and would appreciate a card or letter from you. His residence is at 202 West Hermosa Street, Tucson, Arizona.

Richard Blane spent his vacation visiting Peoria, Ill.

Retired Conductor *Carl Carlson* is recovering from a very serious operation. He is in very good spirits, considering the after effects from his illness. Carl has made two trips to Florida. On the last trip, he went from St. Petersburg to Miami by automobile, then continued by boat to Havana, Cuba, where he visited most of the highlights, and enjoyed himself very much. He may return to St. Petersburg for the winter.—WALTER J. REICH.

HAPPY REUNION



A COMBINATION family reunion and visit with an old friend and former fellow employe is the reason why *Golbert Vachet*, right, chief operator at Van Buren sub-station, had such a wonderful California vacation. He and his wife, left, visited his son, *Ernest Berg*, formerly a Devon conductor who is now employed with the Los Angeles transit company, and also visited with *Everett Ferguson*, second from right, a former sub-station operator and co-worker of Vachet's. Ferguson is now engaged in the real estate business in Bell Garden, California. Berg, kneeling, is holding his daughter, *Diane*, and his wife is standing to the right rear.

—Reported by Gilbert Andrews

They're Beginning To Double Up On Him

NORTH PARK GARAGE—Operator *Paul Cook* became a grandpa for the fourth time on September 8. With him it has become a habit, but to change things a bit, his daughter, *Alice*, had twin girls weighing 2 lbs., 15 ozs. and 3 lbs., 3 ozs. at Edgewater hospital.

Operator *Bill Seifert* is the latest one to give away a daughter and receive a son. Saturday, September 23, his daughter, *Wilma Rae*, became the bride of *Fred Callender*, at the Bethany Methodist Church.

Neil Hadley is now the proud father of a new baby boy named *Mark Frederick*.

The A. M. bowling is again headed by the fabulous *Herbie Schmidt*, with *Henry Prang*, *Frank Hallinan*, *Fred Stoll*, and *Pat Higgins* doing their share of pin busting.—LARRY HIPPERT.

They'll Be Trying Smoke Signals Next

77TH—Supervisor *Scotty Harkness* realized several pigeons had been following him wherever he walked out front. He called Supervisor *Mike Hickey* at 63rd and Wentworth and told him to look for a note on the leg of a pigeon that might light on the shanty. Scotty and Mike now have a carrier

pigeon system for sending street information. (Above item reported by Receiver *John McKenna*.)

On September 2, Conductor *Pat Loftus'* son, *John Thomas*, was married to *Rita Getty* in St. Dorothy's Church. John's brother, Reverend *Joseph Loftus*, celebrated the Nuptial Mass. . . The *Thurman Rodey's* celebrated their silver wedding anniversary on September 2 at a reception given them by Thurman's brother-in-law. . . *Maureen McGuire*, daughter of *Hugh McGuire*, who operates his vehicle efficiently to and fro on 79th Street, has entered a convent. . . *Bus Operator Clyde Robnett* spent most of his vacation in California after touring the Southwestern States.

Marty Foster received a hurry-up call from *Mrs. Foster* on August 26 to come say hello to their new son, *Thomas Edward*. Thomas Edward didn't age much before his dad arrived to greet him. . . On Thursday, Sept. 21, Superintendent *Jack Theis* and Chief Clerk *Owen Duncan* congratulated *Lowell Brubech* on his championship performance in the CTA White Pines Golf Tournament and at the same time delivered the silver cup with his name and net score of 76 inscribed thereon.

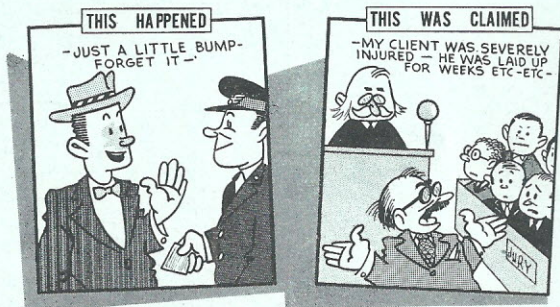
Bus Operator Bernard Zesch recently won a \$50 cash prize for cultivating the best garden surrounding his trailer home. He won first place over 41 other trailer owners in the trailer court where he resides.—WILBUR JENSEN & JOE SMITH.

All About Vacations—Some With Uncle Sam

SCHEDULE-TRAFFIC—Just ask Traffic Checker *George Spray* about his vacation in the Smoky Mountains—and then duck the landslide. . . Late August and early September found traffic checkers widely scattered, with *Ed Crowe* near Montreal, *Robert Hengl* fishing at Crivitz, Wis., and *Roy Williams* enjoying the Northwoods. *Michael Shanahan* and *Jim McBride* stuck to Chicago and its resort weather. *Patrick McStay* and *Kenneth Kaiser* have been requested to put on uniforms and join Uncle Sam's military services.

Traffic Clerk *Michael Dore* left

WHY COURTESY CARDS ARE IMPORTANT



NO MATTER HOW SMALL OR INCONSEQUENTIAL THE ACCIDENT — ALWAYS GET COURTESY CARDS FILLED OUT !



Evergreen Park for a vacation in Wis., but didn't bring back any fish stories. . . . *Schedule Clerk Robert LaVoie* drove down through the Ozarks. . . . *Schedule maker George Fisher* still enjoys the highways from Chicago to Pennsylvania every chance he gets, and we expect to hear some tales on how excellent *Schedule Maker Joe De-Grazia's* Pontiac is performing. . . . *Traffic Clerk John Bernbom* says it doesn't seem so long, but he did celebrate his 47th wedding anniversary on September 14.—L. C. DUTTON.

Stork Visits Home of Shopman

SHOPS AND EQUIPMENT (*Met.*)—On August 30, the Stork delivered to Mr. and Mrs. Herman Izzo at the Presbyterian hospital a baby boy weighing 7 lbs., 12 oz. The proud parents named the baby Thomas Izzo. Mother and baby are doing nicely. Herman works at Crawford shops as a repairman "A."

Another new Ford owner is *Emmet Nolan*, wireman at Throop St. shop.

James Perrillo, repairman of the

Crawford shops, is now back at work after being off sick for more than 10 months.

While vacationing at Lake Bertha, Minnesota, Terrance Murtaugh, wireman "A", Throop street shop, caught a 10 pound, 12 ounce wall-eyed pike which won him first prize in a fishing contest there. He also won first prize in a similar contest at Pequot Lake.

Our deepest sympathy to *Gustav Hyde*, whose wife passed away September 1. Hyde is electrician foreman at the Throop Street shop.—DAVE GURWICH.

Photos and Stamps Make Fine Hobbies

WAY AND STRUCTURES — *Bolton J. Vind*, welder in our Southern Track Division, is quite a genius when it comes to photography and he says he is going to continue this hobby as he derives great pleasure from it. Even though it is an expensive hobby, he feels that maybe someday it may pay big dividends.

One of our most illustrious hobbyists is *Jonathan Wolfe*, who is a collector of stamps. He is so well known that he receives stamps from

all over the world. He enjoys sending many stamps that he receives to the wounded men in different hospitals, so that they may also enjoy them.

Two chauffeurs in the utility division are retiring in October. They are *Arthur Janke*, who has been with the company since 1914, and *Frank Becker*, who started in 1920. Both men will be missed by their fellow workers, and we hope that they will come back and say hello to us occasionally.

We want to wish *Harold Richards* of the building division office a pleasant trip and farewell, as he is resigning from his duties and returning, together with his wife, to his hometown—Boston.

T. W. Morgan finished his vacation fishing in Minnesota. His first two-week project was disappointing. However, we have proof that the fishing was good on the recent trip because several of us enjoyed the black bass he brought back.

Verne B. Olson was purportedly on a vacation being spent in Chicago. We know this because he put in an appearance on several of the jobs in terms of a "Postman's Holiday."—VIOLET CARNES.

Uncle Sam Calls Two For the Navy

WAY AND STRUCTURES (*North-South*) — *Ralph Rogers*, carpenter, and *John Galvin*, carpenter helper, have both been called to serve their country with the United States Navy.

We are glad to see *John J. Madden*, Assistant Superintendent, back to work after a long illness, he is looking better than ever and also bragging about how much weight he lost.

Sam Stellato, trackman, recently got back from Italy, after being away for 5 months. He is very glad to be back in the good U.S.A.

Our deep sympathy to *George Schindler*, locksmith, for the loss of his father-in-law.

Joseph L. Fisher, Superintendent, vacationed in Iron Mountain, Michigan. The snow was falling while he was there and he loved it.

Many have missed this column and complaints have come in to me about it. Well fellows, the only way to keep this column up is to get behind it and send in any news you get.—VINCENT A. PETRICCA.

CTA TEAMWORK IN ACTION

THE loss of a large sum of money by a restaurant proprietor and his nephew enabled them to learn how efficiently the CTA works to find the owner of lost items—even though the article may not be lost on a CTA vehicle.

While working his regular run a few weeks ago, *Motorman Haller Thomassen*, 77th, noticed an article in the street alongside the track. He stopped his car and alighted with the intention of clearing the track. However, what he saw was a money bag which he turned in to *Acting Chief Clerk Robert Lieber*.

The money was counted and totaled \$188.40 in cash and \$55.00 in negotiable checks. After several hours of trying to find the person who lost the money, Lieber finally located a restaurant owner who informed him that he had given the money to his nephew to deposit in the bank. When the nephew properly identified the bag and its contents Lieber returned it to him.

A reward of \$25.00 was given *Motorman Thomassen* and also an invitation to visit the restaurant for a steak dinner "on the house."

**BETTER ANSWER, BOYS,
IT'S YOUR UNCLE**

ACCIDENT INVESTIGATION — The postman rang twice!! *Joseph Farmer* and *Dan McNamara, Jr.*, attorneys, are walking 'round with "the end of the world is here" faces . . . they both received orders from the Navy to report for their physical exam. Have no fear boys . . . you're sure to pass.

The aroma of onions from the vegetable bouquets presented to *Dan Mortorelli*, vault clerk, and *Richard Mecker*, clerk, blushing bridegrooms, still lingers. . . *Sam Fisher* watched the Fords go by for so long that he decided to do the late "Henry F." (not "Henry J.") a favor and bought one for himself. . . The reason for the continuous humming of "My Merry Oldsmobile" from *Phil Comiano's* office is that he is now the proud owner of same . . . a "93" at that! The *Jules Lellingers* treated their garage to a new Chevrolet. Ditto for *Dennis Crowley*. Color???? Green, of course!

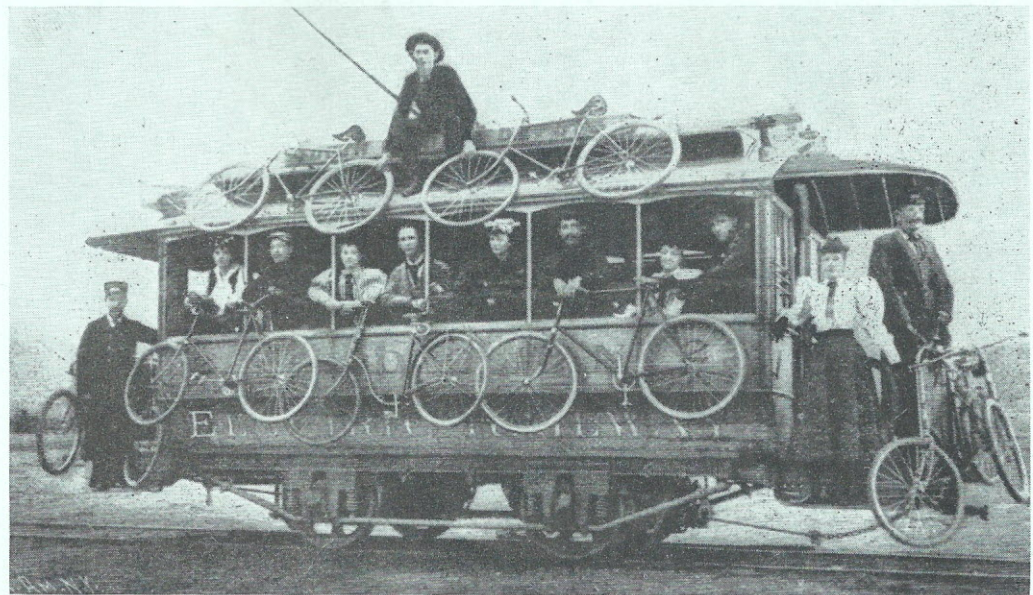
No, it wasn't a four-leaf clover *Naomi Jenkins*, brief writer, found. Sumptin' much better! In a few months, an apartment in a brand new building will be hers to decorate as she pleases.

Girard McSwain and *Gene Hoskins* kissed the girls goodbye and left us to take their places with our mighty Air Force and Navy, respectively. *Don O'Sullivan*, *Don Kruger* and *Jim Gallagher* have but one little request of Uncle Sam . . . that they don't hear reveille until after bowling season.

Mary Kay Rowland, clerk, helped with a shower for our next bride-to-be—*Rosie Sullivan*, steno. She received many gifts which will help fill her new four-room apartment. Our "Week Later" bride, *Pauline Lembachner*, has finally recovered from the shock of her surprise shower.

Art Phillips and *John "4 Star" Hennessy* are gonna be mighty close neighbors. They are now owners of a duplex home in Skokie. . . The Cashier's Dept. has two new home owners . . . *Madeleine Bliss* and *Marge Griffin*. We're all awaiting our housewarming invite!
—JERRY & CAL

TAKE YOUR BIKE FOR A RIDE



SUPER-SERVICE for streetcar riders was provided around the turn of the century by a company in Butte, Montana. The outside of the streetcar was equipped with hooks so that the bikes could ride on the outside, and the owners on the inside!
Bettmann Archive

**RECENT DEATHS
AMONG EMPLOYEES**

CHRISTIAN ANDERSON, 70, retired motorman, Kedzie. Died 8-6-50. Employed 8-2-10.

LESLIE BABCOCK, 81, retired watchman, Cottage Grove Shops. Died 7-21-50. Employed 7-15-16.

PATRICK BARRON, 69, retired conductor, Division. Died 8-11-50. Employed 1-31-11.

JOSEPH R. BREUER, 69, conductor, Kedzie. Died 8-7-50. Employed 1-14-08.

THOMAS FOLEY, 55, chauffeur, Utility. Died 8-20-50. Employed 7-9-24.

MICHAEL HEALY, 66, retired motorman. Died 8-1-50. Employed 1-27-10.

JAMES HICKEY, 67, retired motorman, Elston. Died 8-24-50. Employed 4-29-24.

WALTER HOLMAN, 66, retired motorman, Lincoln. Died 7-29-50. Employed 6-11-13.

WILLARD KENN, 53, motorman, North. Died 8-16-50. Employed 9-18-42.

OSWALD KRAUSE, 69, retired car repairman, Elston. Died 8-17-50. Employed 6-25-20.

WILLIAM LINDEN, 77, retired conductor, Devon. Died 7-9-50. Employed 7-17-97.

MOT J. LOCKE, 80, retired conductor, 69th. Died 8-10-50. Employed 3-21-02.

GEORGE MACKAY, 78, retired motorman, 69th. Died 8-1-50. Employed 6-21-05.

MAX M. MAROSE, 49, supervisor, District "B". Died 8-11-50. Employed 7-26-27.

JOSEPH NORVILAS, 68, retired car cleaner, 77th. Died 7-19-50. Employed 5-29-20.

SEVERINO ORUCCI, 70, retired watchman, Way & Structures. Died 8-14-50. Employed 11-24-29.

RAYMOND J. PIERSOL, 53, motorman, Cottage Grove. Died 8-3-50. Employed 5-15-44.

MARTIN SALMATON, 58, watchman, Track. Died 8-15-50. Employed 9-21-30.

JOHN STACKPOOL, 69, retired motorman, Kedzie. Died 8-18-50. Employed 12-5-11.

ADDRESS CHANGE

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)

CTA Does It Again

FOR the second time in recent months, Chicago Transit Authority has made local transit history.

The first occasion came on July 27, when the Authority placed one of the largest equipment orders ever entered at any one time by a transit company. Authorization was given at that time for the purchase of 200 modern, all-metal elevated-subway cars and a fleet of 500 propane buses. (CTA TRANSIT NEWS, August, 1950.)

The second occasion came on September 3, when the Authority authorized the purchase of 349 electric buses, the largest order for trolley buses ever placed in the United States. (CTA TRANSIT NEWS, September, 1950.)

These latest equipment purchases have substantially advanced the CTA's modernization program. More vehicles have been purchased in the last five years by the CTA than were purchased during the

preceding thirty years by predecessor companies. Altogether 2,763 modern cars and buses have been purchased under the CTA's modernization program.

Today 3 out of 5 rides, or over 60% of rides originating on surface vehicles, begin on routes with modern equipment. At present, 822 route miles are equipped with modern vehicles.

OF the 200 rapid transit cars now being manufactured, a number have already been delivered and are in regular daily service. Deliveries of the propane-powered buses and the new trolley buses are to start soon but may be slower than scheduled because of diversion of materials to defense purposes.

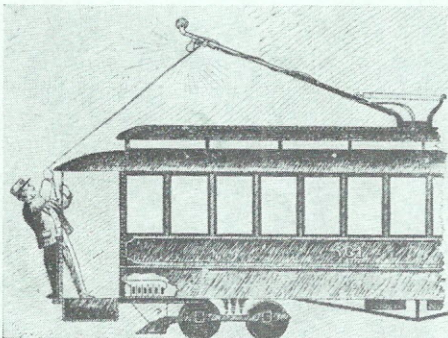
The new trolley buses, built to CTA specifications, stress riding comfort, smooth performance, and safety. Each

bus will seat 49 passengers and will be 102 inches wide, thus permitting an aisle approximately 30 inches in width.

The front and rear double stream door will be approximately 48 inches wide for speedy loading and unloading.

Each bus is to be equipped with a forced draft ventilating equipment which will provide 1,500 cubic feet of fresh air per minute at normal operating speed. The heating system is automatic and thermostatically controlled.

The outstanding qualities of the 500 propane buses now being built for the CTA by Marmon-Herrington of Indianapolis—their odorless operation, smooth performance, excellent riding and passenger comfort features — were described in the August issue of CTA TRANSIT NEWS.



THE LIGHT THAT NEVER SAW LIGHT

BACK IN 1905 a Western inventor evidently gave up the idea that trolley wheels could be made to stay on the wire. So he decided to provide an electric light near the end of the pole to assist the conductor in replacing the trolley at night. The electric lamp was lighted by a battery located in the body of the car. A switch was interposed in the circuit near the lamp, and to one end of this switch the trolley rope was attached. Normally this switch was held open by a spring; but when the conductor pulled the rope to draw down and replace the trolley, the switch would close, lighting the lamp, and thereby facilitating the work of placing the wheel in proper contact with the wire.

Bettman Archive

CHICAGO TRANSIT AUTHORITY

Condensed Statement of Application of Revenues to Fixed Requirements
Months of August 1950 and 1949, Eight Months and Twelve Months Ended August 31, 1950
(Revenues applied in order of precedence required by Trust Agreement)

	Month of August		Period Ended August 31, 1950	
	1950	1949	8 Months	12 Months
Revenues	\$9,530,120	\$9,250,547	\$77,245,867	\$116,503,540
Operation and Maintenance Expenses.....	8,106,662	8,512,870	67,440,149	102,080,350
	1,423,458	737,677	9,805,718	14,423,190
Debt Service Requirements:				
Interest Charges	318,003	318,004	2,544,236	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	107,000	107,000	856,000	1,284,000
	425,003	425,004	3,400,236	5,100,250
Balance before Depreciation.....	998,455	312,673	6,405,482	9,322,940
Provision for Depreciation—				
Current Period	541,666	541,666	4,333,333	6,500,000
Balance available (A) for Reserves for Operating Expense and Municipal Compensation; and (B) for Modernization. (Note 2)	\$ 456,789	\$ 228,993*	\$ 2,072,149	\$ 2,822,940

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; \$856,158 of the balance available for the eight months and \$1,606,950 for the twelve months ended August 31, 1950 were applied to cover prior period deficiencies in deposits to the Depreciation Reserve Fund.

* Red figure.

PASSENGER STATISTICS

Originating Revenue Passengers.....	61,330,025	68,657,649	502,253,183	771,672,060
Transfer Revenue Passengers.....	3,152,099	3,246,298	25,147,291	37,874,565
Total Revenue Passengers	64,482,124	71,903,947	527,400,474	809,546,625

THE END OF THE SEASON



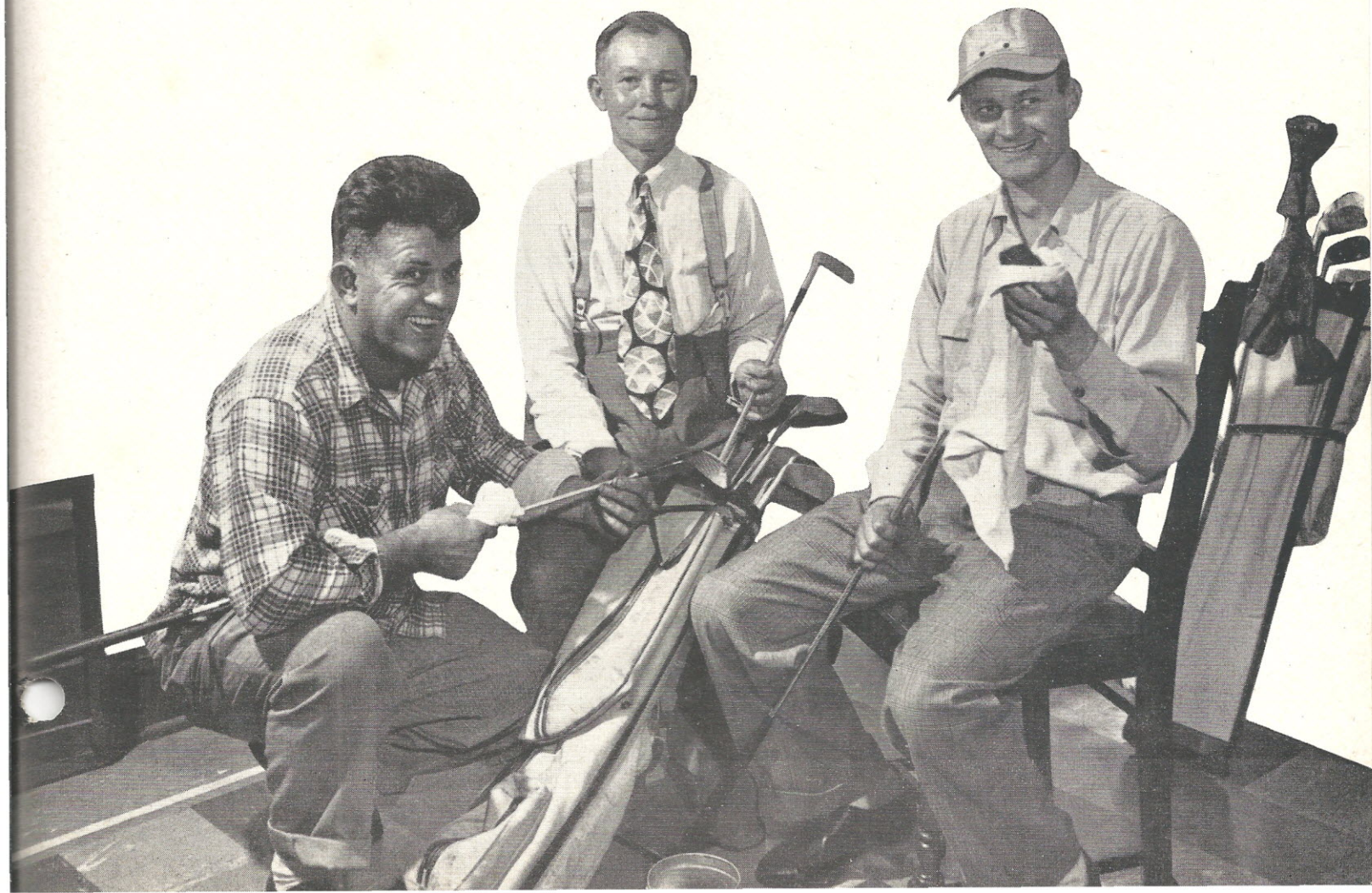
THE fun and enjoyment of summer sports are just a memory now and to CTA repairmen, *Roman*, left, and *John Kaplan*, right, that means an afternoon of washing and cleaning the golf clubs before putting them away until another Spring arrives. "Supervisor" of the cleaning job is their father, *Car Cleaner Joseph Kaplan*, North Park.

Roman, a repairman at the Lawrence garage for three years, and his brother, John, repairman at North avenue for 27 months, have been playing golf several years and both agree that: "It's a hard game to master but we still get a lot of enjoyment from golf. Maybe that's because our

working hours at CTA enable us to get out and play the game more than the average golfer."

Not able to agree with his sons on the merits of playing golf, Joseph, a transit employe 35 years, has other ways of spending his spare hours, including the care of a garden surrounding his home and playing with the three Pomeranian dogs his family has as household pets. "We may not enjoy the same outside activities," says the father of this CTA family threesome, "but we do have one thing in common—working for Chicago Transit Authority."

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



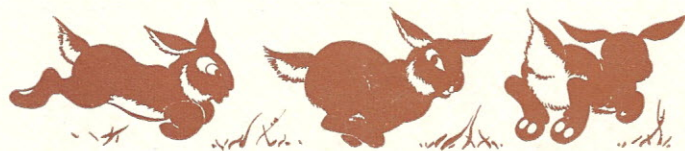
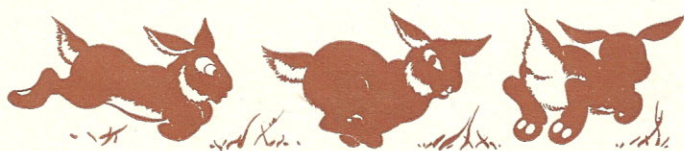


WRONG—Climbing a fence as shown here is a sure way to injure yourself or give your partner “both barrels.”



RIGHT—Let your partner hold your gun, or, if you are alone, place it on the ground and then climb the fence.

SHOOT IF YOU MUST (But Be Careful)



EVERY year at this time the male members in millions of American homes are all prepared for their favorite outdoor pastime—hunting.

The shotguns have been taken out of their wrappings, cleaned, oiled, and re-cleaned. The trunk in the attic or basement is emptied of a wide assortment of hunting clothes and equipment. Anxious hunters are itching to pull the trigger of their best gun.

Typical CTA hunting enthusiasts are CTA *Bus Operators* Chester Pawlak and George Meyer, Lawrence, who recently posed for the pictures on these pages which show some of the right and wrong ways to hunt. Both are members of a private hunting club, Sportsmen Unlimited, which provides 640 acres of hunting grounds near Wauconda, Illinois, for its 200 members.

Owens Four Guns

Pawlak, who has been a hunter for 15 years, owns four different types of hunting weapons and is particularly proud of his latest purchase, a 12 gauge automatic shotgun. His favorite game are pheasants and ducks. “However,” he admits, “my secret ambition is to hunt bear and deer in Washington.”

COVER—ON arriving at hunting grounds, *Bus Operators* George Meyer (left) and Chester Pawlak, Lawrence, don their hunting clothes and assemble their guns.



GUNS should be loaded only when you are in the hunting area. Always be sure that the barrel and action are clear of obstructions.

HERE are some additional hints that will help make your hunting trip safe:

1. Treat every gun with the respect due a loaded gun. This is the cardinal rule of gun safety.
2. Be sure of your target before you pull the trigger.
3. Never shoot at a flat, hard surface or the surface of the water.
4. Do not mix gunpowder and alcohol.

Bus Operator Meyer has been a member of the hunting club for one year and does most of his hunting in Illinois. He became acquainted with the sport when his father gave him a gun on his 21st birthday. Meyer is also partial to hunting pheasants and ducks. Why does he like hunting? "It's a good way to get exercise," he says, "and I've always enjoyed all outdoor sports."

Hunting Can Be Safe

Both Pawlak and Meyer agree that hunting can be a safe sport if hunters use common sense and are careful at all times. Yet, many avid Nimrods are destined to die this year because of their own, or another's carelessness or inexperience. Every hunter should take all possible precautions for his own safety and that of others. If this is done, practically all hunting accidents will be eliminated.

A good way to make sure that you will be around for the 1951 hunting season is to observe the motto, "Safety First—Always."

WHEN walking through heavy underbrush, the man ahead should always hold back the branches for the one following. Carry your gun so that you can control the direction of the muzzle, even if you stumble.

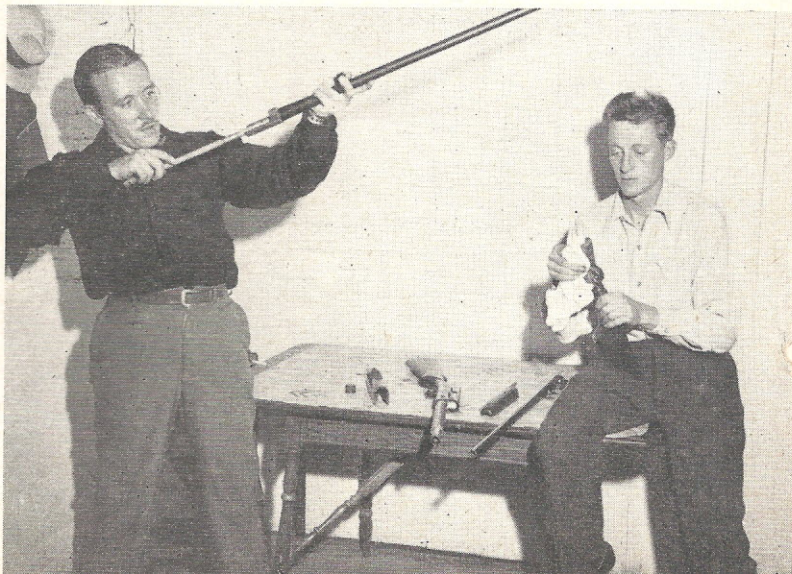


WHEN shooting at game, always be sure that no one else is standing in front of you. Also, never point a gun at anything you do not want to shoot.



WHILE resting, your gun should be broken and unloaded. Never leave your gun unattended unless you unload it first.

AT the conclusion of the hunting trip, Pawlak and Meyer always clean their guns so that no powder is left in the barrel.





Would YOU do IT This Way?

HERE ARE three employes on the front platform of a streetcar. The streetcar is coming into an intersection. A passenger wishes to alight. What do YOU think is wrong with this picture?

These employes from Lawndale station have posed demonstrating four violations of the rule book. Here's a check list:

1. "Trainmen, while riding on the company's cars or buses as passengers, . . . are not permitted to engage in unnecessary conversation with the crew on duty."—Rule 11,b.
2. "Conductors, motormen and operators must distinctly announce all stopping places, and will endeavor to keep passengers informed as to their whereabouts in order to avoid carrying them past their destinations."—Rule 34,a.
3. ". . . On cars equipped with a manually-operated front exit door, the motorman or operator must stand and hold the handle in the fully open position while passengers are alighting or boarding."—Rule 52,c.
4. "Trainmen while on duty are not

permitted to engage in unnecessary conversation with passengers or other employes."—Rule 54,a.

In addition—Although the streetcar is entering an intersection, the motorman is not sufficiently alert to control his vehicle in case of an accident (note the foot on the switch iron). He is paying absolutely no attention to his passenger, who wishes to alight.

Posed by Herbert L. Hopkins, Charles Schrey, Walter Plock, and Station Superintendent W. P. Herbert.

To The Ladies ... from Joan

THE MAIN DISH IS PIE. . . . Many meats and vegetables have extra appetite appeal when they are served in a pie. Beef, veal or lamb combined with potatoes, onions, carrots and peas make good pie fillings for the everyday menu. Chicken or turkey pie is always a Sunday or special occasion favorite. Any of these main dish pies may be made with either enriched biscuit or flaky pastry, and either way they provide the important protein, B-vitamins and iron of enriched flour.

Since meat and vegetables are included in the pie, salad, beverage and dessert complete the menu nicely. Extra biscuits may be baked to serve as bread, or Brown 'N' Serve rolls can be freshly browned during the last eight or ten minutes the meat pie bakes.



DINNER PASTIES

Filling:

- 2 tablespoons fat
 - 1 cup diced celery and leaves
 - 1/2 lb. beef or lamb, cubed
 - 1 tablespoon salt
 - 1 1/2 cups diced carrots
 - 1/4 teaspoon pepper
 - 2 cups diced potatoes
- Brown meat in fat. Remove from heat. Add diced raw vegetables, salt and pepper. Mix thoroughly.

Dough:

- 4 cups sifted enriched flour

- 3/4 cup shortening
- 4 teaspoons baking powder
- 1 3/4 to 2 cups milk
- 1 1/2 teaspoons salt

Sift together flour, baking powder, and salt. Cut or rub in shortening. Add milk to make a soft dough. Turn out on lightly floured board and knead gently 1/2 minute. Roll out 1/4 inch thick. Cut into 8-inch rounds. On half of each round put 1 cup filling. Fold other half of round over filling, sealing edge firmly with finger tips or fork. Bake on ungreased baking sheet in moderate oven (375°F.) 50 to 60 minutes. Makes 6 large pasties

FOR THE LADIES who make their gifts, Christmas isn't far off. Here are four Christmas gift suggestions, two sewed and two crocheted, which we think you will enjoy making and giving.

Gift Accessory Set In Wool Crochet

Bright gold edging outlines the graceful contours of this hat and bag set of black wool crochet. To frame the face with the utmost flattery, a wide crocheted band is coiled across the front of the hat, turban-style, and dips low on one side. The matching bag has an all-gold handle and semicircular bands of trimming. The set or either accessory would make a welcome Christmas gift.

NOTE: Direction leaflets for "Knitting Bag," "Hat and Bag Set," Christmas Doll," and "Print and Plain Apron" are available free of charge. Write: Women's Editor, CTA TRANSIT NEWS, Chicago Transit Authority, 79 W. Monroe street, Chicago 90, Ill.

Handiwork Bag from Chintz Scraps

A spacious drawstring bag for knitting paraphernalia or sewing effects make a fine inexpensive Christmas gift. If you have some colorful scraps of flowered chintz or cretonne, use them for the sides and handles of the bag. Pick up a color of the floral design in the plain fabric for the top and bindings.

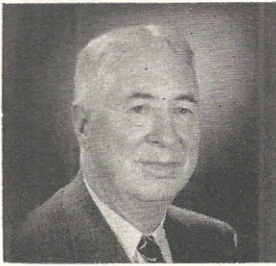
Protection plus Charm

Pretty enough to wear to a party, your own party, this crisp half-apron combines a pastel blue top with a diagonal sweep of white cotton printed with big blue roses. One rose motif is cut from the printed fabric and silhouetted against the light blue section. Make a pair of these aprons in different colors as a Christmas gift for the homemaker.

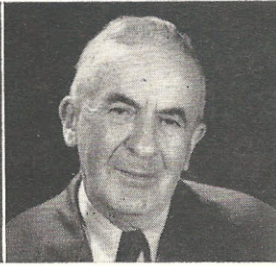
Quick-To-Crochet Christmas Doll

With just a spare hour or two, you still have enough time to make this little doll for Christmas. She works up quickly because her body is crocheted of heavy cotton yarn and, with the addition of a brief skirt and bonnet and two stitches of contrasting yarn in the waist front, she is fully clothed. A small piece, cut from a light cotton sock and embroidered with features, serves as a face.

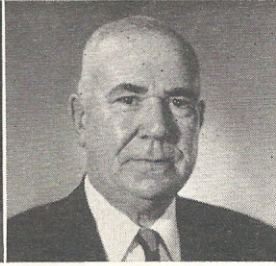




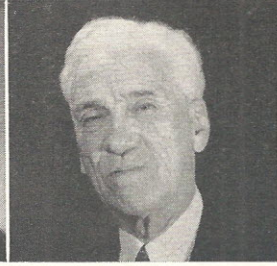
Patrick O'Kane, Motorman, Cottage Grove. "A house and seven grandchildren will keep me very busy."



Patrick Mulvihill, Conductor, West Side. "Started on 'L' because it was easier work."



William Brieger, Conductor, West Side. "At top of West Side seniority list when I retired."



Walter E. Kimmel, Trainman, West Side. "Plan to spend winter in Florida visiting children."

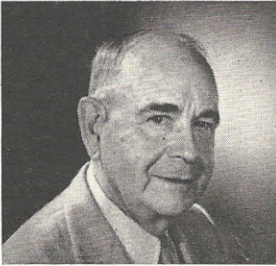


George H. Deckert, Bus Operator, North. "Will live in Tacoma, Washington, with my daughter."

Among the Recent Retirements



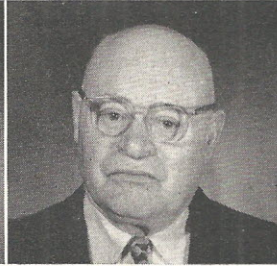
Edward A. Stahl, Equipment Inspector, Shops & Equipment. "Plan to do a good deal of fishing."



Harry W. Schlau, Motorman, West Side. "Started on 'L' 51 years ago as a temporary employee."



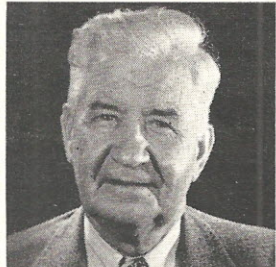
Sven Carlson, Motorman, Lincoln. "Intend enjoying nature by hiking and fishing."



Anthony T. Dwyer, Conductor, Devon. "Am taking a trip to Ireland next year."



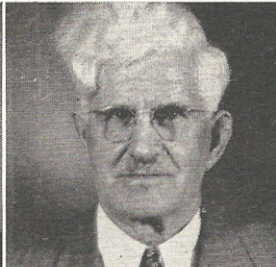
Benjamin B. Day, Motorman, West Side. "Have met a lot of very interesting people."



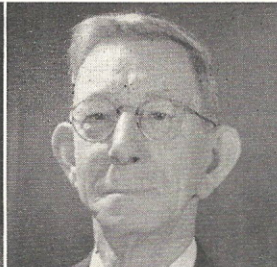
Jeremiah D. Miller, Motorman, West Side. "I intend to keep active in retirement."



Charles G. Ross, Conductor, Armitage. "Worked on 'L' in Boston before I came to Chicago."



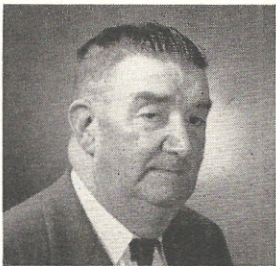
Robert Brown, Motorman, Lawndale. "Moving to my place in Stevensville, Michigan."



Edgar G. Tripp, Motorman, West Side. "Moving to McHenry, Ill., to spend my retirement."



Godfrey Lagerquist, Motorman, North. "Operating streetcars was always an interesting job."



Patrick J. Cronin, Motorman, North-South. "May visit in Ft. Lauderdale, Florida, this winter."



Walter S. Crane, Switchman, North-South. "I just intend to take life easy."



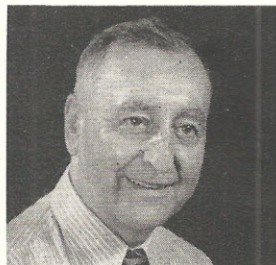
Paul J. Benter, Motorman, Devon. "Have been operating new PCC cars for the past three years."



Thomas Cain, Bus Operator, North Park. "First man to retire from new North Park garage."



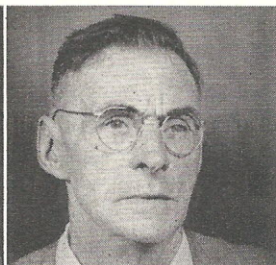
Enoch Warmoth, Motorman, Cottage Grove. "Will spend a lot of my leisure time hunting and fishing."



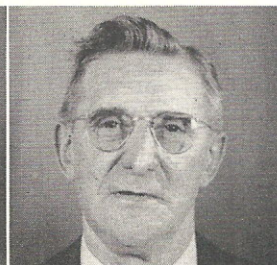
Herman G. Polte, Motorman, North-South. "I never disliked having to go to work."



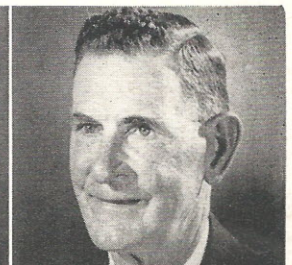
John A. Kostanick, Motorman, Kedzie. "Began on the cars because I wanted outside work."



James F. Kilgallon, Motorman, 77th. "Fishing and pheasant hunting are my favorite pastimes."



John Arnold, Conductor, 69th. "Have worked out of 69th my entire length of service."



John J. Norton, Motorman, Kedzie. "Enjoy doing handiwork with wood and metal."

TOGETHER AFTER 41 YEARS



WHEN *Motorman Claus Trede*, 77th, was 23 years old he left his mother's home in Germany to make a living in Chicago. . . . It wasn't until 41 years later, on September 19, 1950, that Trede again saw his mother, *Christine*, 82, when she arrived from her native country for a visit with her son and two daughters, *Mrs. Bertha Sturm*, left, and *Mrs. Hans Bruhn*. . . . Mrs. Trede made the trip to Chicago alone by air, and was greeted by some 20 relations when the airplane landed at the Municipal airport. . . . A widow for the past ten years, she has been living with another daughter near Hamburg, Germany, and is planning to return there upon completion of her year's visit here. . . . Motorman Trede, now 64 years old, began working for the surface system a few years after he came to Chicago. . . . He recently completed 37 years of continuous transit employment.

END OF THE LINE



THE storage area at Skokie shops became a "hot spot" recently when 24 wooden elevated coaches were set ablaze. The coaches, some of which were built during the World's Columbian Exposition and all of which were over 50 years old, had traveled an estimated total of over 25 million miles. Useable parts and scrap material were salvaged from the cars. Approximately 100 such cars are to be destroyed in this manner as a result of the purchase of 200 new elevated-subway cars which are presently being delivered.

Mart Shuttle Service Operating

A NEW shuttle bus service operating between Merchandise Mart and the North Western and Union depots during morning and evening rush periods was inaugurated on September 11.

Designed to serve commuters and other local riders in the Loop area, the buses operate over the following route; Northbound, in morning rush hours: west on Harrison from Wells to Canal, north to Randolph, east to Wacker, north to Wells, and north to Merchandise Mart; Southbound in evening rush hours: south on Wells to Wacker, south to Randolph, west to Clinton, south to Adams, east to Franklin, south to Harrison, and then east to Wells, the south terminal.

Like other rush hour shuttle services, the route carries non-transfer passengers for a ten cent fare. Transfers to other routes are issued upon payment of the regular fare.

TRANSIT INDUSTRY PLEDGES AID TO NATION

The following resolution was passed at the Emergency Executive Conference conducted by the American Transit Association in Chicago in September:

Whereas

the evil forces of communism, in seeking to enslave the free peoples of the earth, have presented a deadly challenge to the American way of life which necessitates an all-out program of preparedness for defense and adjustment in our national economy, and

Whereas,

the local transit industry will inevitably have a vital place in that program, as it did in World War II, and recognizes its responsibility to be prepared therefor,

Now, therefore, be it Resolved,

that the American Transit Association, acting through the Board of Directors and War Program Committee, duly assembled at an emergency meeting in Chicago on this 19th day of September, 1950, does hereby dedicate itself and its constituent members to the great task which lies ahead; that it proceed promptly to the formulation of adequate plans to meet the local and suburban transportation needs of the armed and civilian forces and the general public; that it cooperate to the fullest extent with the federal, state and local governments in the development of their plans for national and civil defense; and that it pledges all of its managerial and material resources to the attainment of the foregoing objectives."

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

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