



TRANSIT NEWS

NOVEMBER - 1950



HELP! It's An Accident (See Page 3)



"Thanksgiving"
—Doris Lee

Courtesy of
The Art Institute
of Chicago

An American Holiday

TO NEARLY 23,000 CTA employees, Thanksgiving Day serves as a reminder of all the good things we enjoy in our way of life. And we celebrate by enjoying more good things. Foodstuffs like turkey, dressing, pumpkin pie and all the trimmings become commonplace in our homes. For to CTA employees, as to all Americans, those things have been traditionally connected with Thanksgiving Day.

That day is probably the most distinctively American holiday we celebrate. It is of exclusively American origin and is honored by every citizen.

We all instinctively think of the Pilgrims when we think of Thanksgiving, but that was just the beginning.

The origin of Thanksgiving is attributed to Governor Bradford of Plymouth colony. In the autumn of 1621, he proclaimed a day of thanksgiving in gratitude for the first harvest in the new world. Four men were sent out to hunt fowl and returned with a large supply of turkeys. Friendly Indians supplied venison and the festivities lasted for nearly a week. That was the first Thanksgiving.

Other days of thanksgiving were appointed on various occasions afterward, but no special day was set aside for that purpose. The Pilgrims merely proclaimed a day of thanksgiving whenever something of special significance occurred which, in their opinion, merited a special offering of thankfulness to God.

During the American Revolution, when there was no president, congress appointed annually a day of thanksgiving and, in 1784, recommended the holiday in celebration of the end of the long war for independence. In 1789 congress recommended that a national day of thanksgiving be declared by the president to honor the newly made constitution. Thus it was that George Washington issued the first presidential Thanksgiving proclamation, dated October 3, 1789, which designated that November 26 of that year be observed as a day of general thanksgiving for the establishment of a form of government that would make for safety and happiness. However, the day was not annually observed and he did not issue another proclamation until 1795.

After the war of 1812, President Madison set aside a day in November to be observed in thanksgiving. The governors of various states kept the custom alive thereafter for nearly half a century by issuing their own proclamations.

The establishment of Thanksgiving as a permanent national holiday came about largely due to the work of Mrs. Sarah J. Hale of Philadelphia, who carried on the fight for national recognition for nearly 20 years. She won the support of President Lincoln, who on October 3, 1863, issued a proclamation to the American people "to set apart and observe the last Thursday of November next as a day of thanksgiving and praise to our beneficent Father who dwelleth in the heavens." Only since then has the holiday been observed annually, each president thereafter issuing a Thanksgiving proclamation.

In 1939, President F. D. Roosevelt changed the date of observance, moving it up one week. But in 1941, by act of congress, Thanksgiving Day was officially designated as the fourth Thursday in November.



DO YOU KNOW what to do in case of an accident on your CTA vehicle? Every accident is different, but there are certain basic procedures which must be followed—whether the accident involves personal injuries, property damage, or a surface or elevated vehicle.

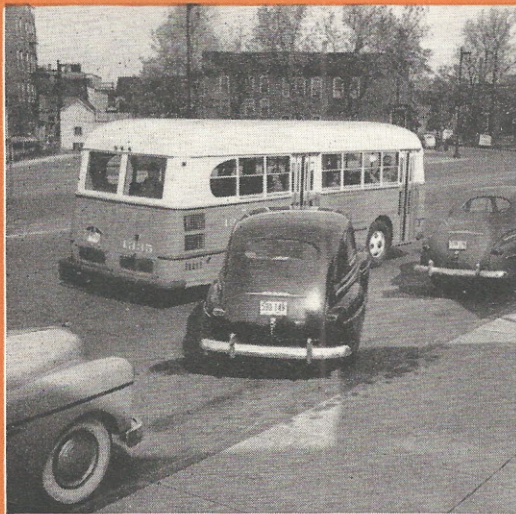
The operator—or CTA employee involved—has a personal interest in seeing that these procedures are followed and that as many witnesses as possible are obtained. Many employees are not aware that *an operator can be sued as an individual* in any accident in which the Authority can be sued. In fact he can be sued in many cases when the Authority cannot be held.

In the accident portrayed on the following pages, there are no injuries involved. The reason for this is that the handling of cases involving injuries will vary according to the circumstances.

It is up to the employee to use good judgment in determining what to do first and what other steps to take. He must see that the injured receive first aid, deciding whether or not to get the assistance of observers or passing motorists. He must judge the situation and decide in what order he covers the basic steps set forth in this article.

There is no substitute for good judgment, however, even in a non-injury case. But employees must remember that accidents involving personal injury or serious damage to property must be reported to the Dispatcher.

To show the basic steps in handling an accident, CTA TRANSIT NEWS has staged a typical accident. Pictures and procedures were arranged in cooperation with the Accident Investigation, Accident Prevention, Training, and Transportation departments, and the Traffic Bureau of the Chicago Police department.



☒ COURTESY CARD

I am required to report any unusual incident which occurs. Your assistance will be the basis for fair treatment to all concerned. I will greatly appreciate your co-operation.

Your CTA Employee

Name J. Jones Phone Br 4-4889

Address 6827 N. Wayne City Chicago, 26

REMARKS: _____

C. T. A. 7084

CHICAGO TRANSIT AUTHORITY MEMORANDUM (FOR YOUR INFORMATION)

1. DATE _____ RUN NO. _____ CAR OR BUS NO. _____
2. LOCATION _____ TIME _____ M.
3. MOTORMAN OR OPERATOR'S NAME J. Madden BADGE NO. 4623
4. DATE OF BIRTH 11-24-11 DEPOT Limits
5. IF BUS: CHAUFFEUR'S LICENSE NO. 123 836
6. BUS LICENSE NO. _____

For further information call State 2-9250, Extension No. 55 or No. 141, or Write to Chicago Transit Authority, 600 Washington Boulevard
C. T. A. 5205

THE ACCIDENT

A motorist suddenly swings out from the curb into the rear wheel of a CTA bus. In this particular accident the motorist is at fault. He should have checked before pulling out from the curb into the flow of traffic.

CHECK FOR INJURIES

The first responsibility of the operator is to check for any injured. In this particular case, no one is hurt on the bus or in the automobile.

GETTING WITNESSES

To aid in obtaining information about accidents, each transportation employee is given a supply of courtesy cards to be completed by witnesses. In addition he carries a set of memorandum cards, partially completed in advance with information about himself. These he fills in and hands to any injured, police, or reporters.



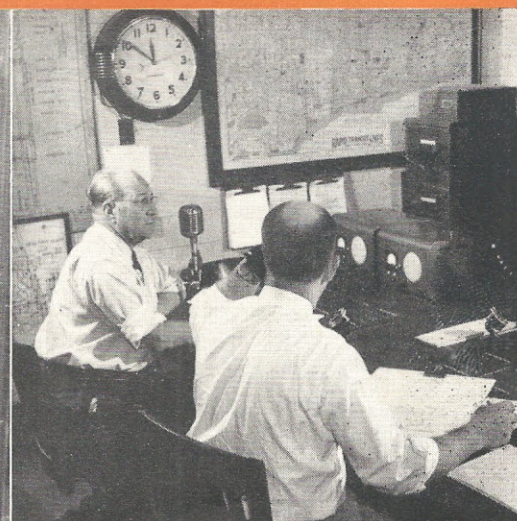
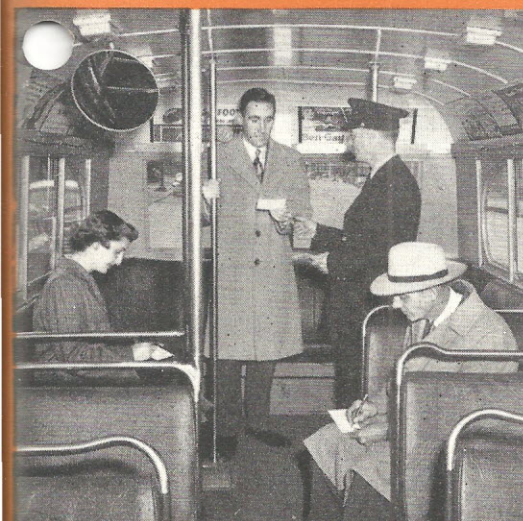
SUPERVISORY ASSISTANCE

The entire city is divided into districts which are patrolled by supervisors in cars equipped with radio-telephone equipment. Alerted by the radio dispatcher, the radio car immediately starts for the scene of the accident.



"NEED HELP?"

No matter what schedule he may be running on, the operator of any CTA vehicle should always stop and offer assistance when he sees that any other CTA vehicle is in difficulty. In this case the situation is well in hand. The passengers on the damaged bus are transferred to the following bus so that service on the street is maintained.



WHO IS A WITNESS?

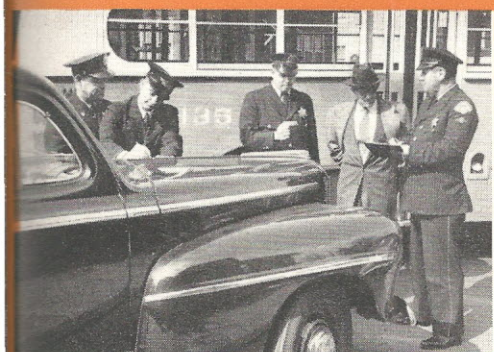
The operator requests all passengers, and all individuals who may have been in the vicinity at the time of the accident to fill out courtesy cards. Even though they may not have seen the actual collision, they may prove valuable in supplying supplementary information. As he collects these cards he checks them for legibility and verifies the spelling.

"DEARBORN 2-6100"

From the nearest telephone the operator calls DEARBORN 2-6100 and asks for the Dispatcher. This should always be done immediately whenever there are any severe injuries on a vehicle or likelihood of disruption to service. He gives the dispatcher the exact location of the accident, some idea of how much damage is done, and advises as to whether or not there are any injured.

RADIO STATION KSA-977

The radio dispatchers office is on duty 24 hours a day. When notified of the accident the dispatcher broadcasts for the nearest radio supervisor. If the emergency truck, the police, or fire department is needed, the dispatcher places a call for them.



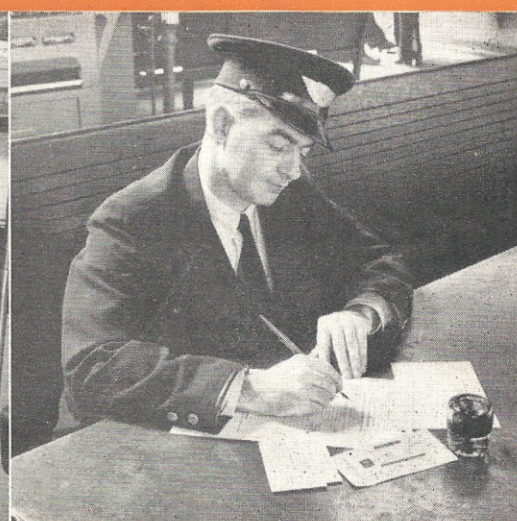
THE POLICE ARRIVE

When a CTA radio car supervisor is on the scene of an accident, he acts as the official CTA representative. The bus operator supplies the police with a memorandum card. He refrains from giving anyone an opinion on the accident or making any comments on how it happened, knowing that in the excitement he might confuse the facts. Both the supervisor and the operator fill in the necessary information on their courtesy card envelopes. They make written notes on the position of the vehicles, the damage involved, and information which may have been given to the police. They do not rely on their memory for the reports they will both make up later.



RESUMING SERVICE

The bus operator receives instructions either from the supervisor or the radio dispatcher as to resuming service. Depending upon the individual circumstances, he may go back into service—in which case he is told how to fit into the schedule on the street or he may be instructed to take his bus back to the depot.



MAKING THE REPORT

A full detailed report of the accident is written by the operator when he checks in at the station. Using the information which he has recorded on his accident report envelope, he writes a complete account and turns it in with the courtesy cards he collected.

—Photos by Thor Haaning

"INTERESTING—AND STEADY"

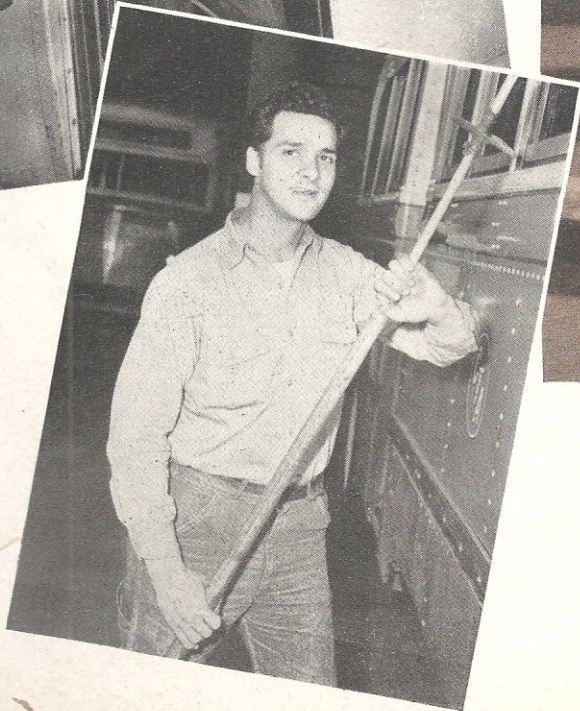
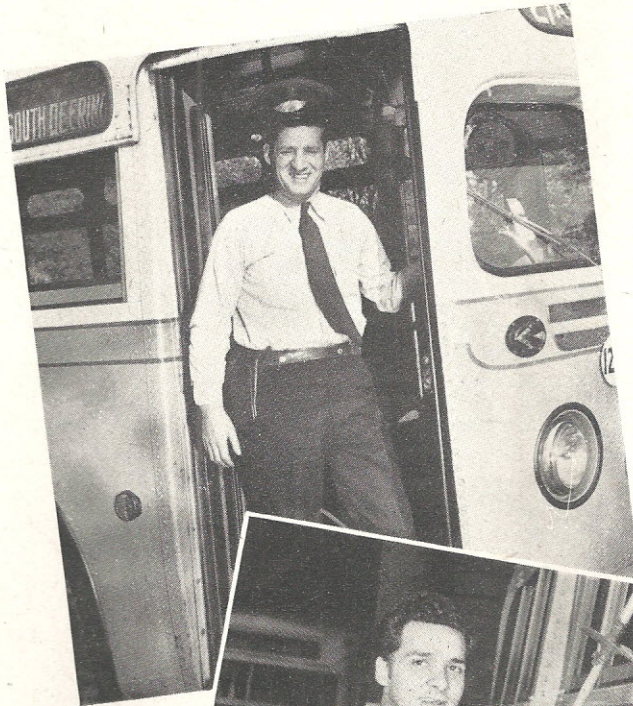
WHEN *Angelo Rizzuto*, arrived in Chicago from Italy in 1906, he wasn't sure just what type of work he'd like to do. That's why, for two years, he held only odd jobs around the city.

In 1908 he applied for, and got, a job as repairman for the old Chicago Street Railway Company, still not sure whether the work would appeal to him. Evidence that he did like his job is the fact that today, 42 years later, he is still employed in mass transportation work as a car cleaner at the 77th street depot.

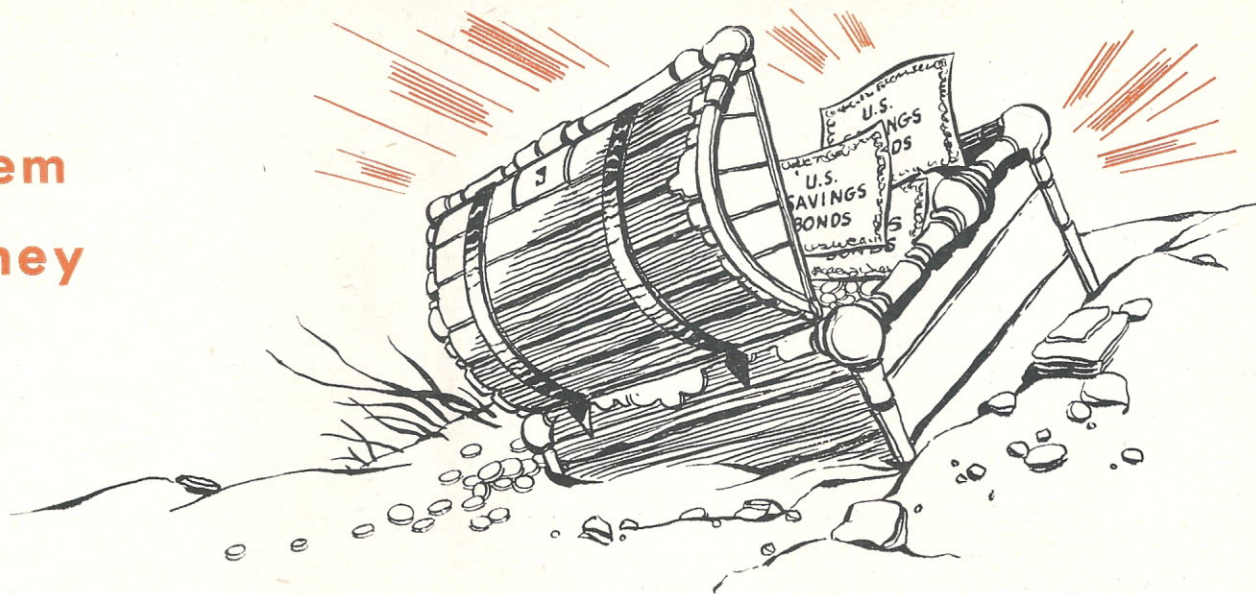
Why did he stay? "The work has always been interesting and steady," Angelo says, "that's why I told two of my boys to go into the same work. Which they did."

Following in their father's footsteps as transportation employees are *Victor*, a bus operator at 77th, and a transit employee for 19 years; and *Andrew*, a bus cleaner at the Archer depot for three years.

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



Treat Them Like Money



EVERY month an average of 6,000 CTA employees purchase United States Savings Bonds through the CTA payroll savings plan. Their bonds are distributed through the U. S. Mail or by personal delivery.

The majority of CTA bond buyers put their certificates where there is little likelihood they will be misplaced. These are the individuals who realize that savings bonds are money, and treat them as such. However, sometimes bonds do get lost, stolen, destroyed by fire or misplaced through some other cause. When this happens there is a definite procedure to follow in replacing these valuables.

A U. S. Savings Bond is backed by the integrity of the United States. It is replaced, without any cost whatsoever, to the owner, simply upon application.

If a bond that you have purchased through CTA payroll savings fails to arrive in the mail, or is lost, stolen or destroyed, you should notify the CTA bond department immediately. State all of the facts, including your bond serial number, if you know it.

After the CTA checks its records to verify if the bond was issued, a letter is sent to the Federal Reserve Bank of Chicago, requesting copies of the official loss form. This form is returned to the bond department, which lists whatever information it has and then forwards it to the individual to fill out. When you have answered all the questions and signed it, the form should be returned to the Treasury Department, Division of Loans and Currency, Merchandise Mart, Chicago 5, Illinois. Ordinarily no substitute bond is issued until at least three months after the date of loss.

It is a huge job for the government to keep a record of ownership of every single bond. The U. S. Treasury has made it as simple as possible. Attached to every Savings Bond when it is printed is a second sheet, folded behind it. The Treasury calls this the "stub."

When the buyer's name and address and the name of the co-owner or beneficiary are typed on the bond, a carbon copy of the information is made on the stub. The stub is torn off and sent through the Federal Reserve Bank to the

Division of Loans and Currency in Chicago. There the stub is photographed on microfilm—so small you have to read it with a magnifying glass. The record takes up very little space in the files.

Two copies of the microfilm are made, and they are kept in fireproof vaults in two separate places, so that no disaster can wipe out the records. Then the owner's name and address and the serial number of the bond are punched by a machine on two cards. One card is immediately filed by the serial number. The other card is filed according to the state, county, and city or town; and then, alphabetically by the owner's name. If you don't have the serial number when you put in a claim for a lost, stolen or destroyed bond, it takes longer.

In a good many cases bonds are issued under co-ownership. Before you report a bond missing, be sure your co-owner has not cashed in the bond.

Notify the CTA if you move and have a new address. Often a person reports he has not received his bond through the mail, only to learn later that it has been sent to his former mailing address.

If you keep your bonds at home, put them in a strong box—not in the dresser drawer. If you do not have a strong box, place them in your bank where they will be adequately protected.

It is wise to keep your record of bond numbers and issue dates apart from your bonds.

U. S. Savings Bonds are a sure way to build for your future security. Protect that security by protecting your bonds — now!

IN connection with the National Defense Program, the U. S. Treasury Department is urging increased participation in the payroll deduction plan for the purchase of U. S. Savings Bonds. An application blank may be obtained from your supervisor or department head.

Insurance Benefits Remain At High Level

DISTRIBUTION of new group insurance certificates to all CTA employees was recently completed by the Insurance department. This was in connection with the transference of all CTA group insurance coverage to the Travelers Insurance company (CTA TRANSIT NEWS, July, 1950).

"HAS THERE been any change in our insurance coverage?" "Are these new policies the same as the old ones we had?" "What should we do with the old certificates?" These, and other questions regarding insurance, have been asked by CTA employees recently. Here are the answers:

The following insurance certificates may now be destroyed: Metropolitan Life Insurance Certificate, No. 3900-G, Travelers Insurance policies GA-1448 and G-7443 (Rapid Transit life coverage), and Zurich General Accident and Liability Policy GHS-3175122.

The new policies, which you have received contain all the benefits of the old policies, and were necessary solely because all insurance coverage has been consolidated with the Travelers Insurance Company.

What Are the Insurance Benefits?

These insurance benefits are provided by Chicago Transit Authority for all its employees except members of the Board. They range from sick pay to death benefits and are available to employees after certain qualifying periods of employment. The following is a brief summary, subject, of course, to the qualifications carried in the policies.

Life Insurance: Benefit amounts to \$1,250, payable to the beneficiary of the employee's choice upon the death of the employee while he is covered by the policy.

Accident and Sickness: A benefit of \$20 per week is payable if an employee is sick or injured so that he cannot work. This is limited to 26 weeks for any one illness or disability, and goes into effect after the first week of illness or disability. For the initial week, the

employee receives his full rate of pay.

Hospitalization: When an employee is confined to a hospital by a physician, his benefit amounts to \$4.50 per day, with an additional \$22.50 to apply on certain other hospital services received by him during his stay in the hospital.

Surgical Expense: Benefits are in accordance with a schedule given in the certificate of insurance with a maximum of \$150.

The accident and sickness insurance and the hospital and surgery insurance cover cases occurring off the job. On the job, CTA employees are covered by the Illinois Workmen's Compensation act.

All the above sickness benefits are provided to CTA employees without charge.

Other CTA Financed Benefits

Benefits other than insurance, which are also financed exclusively by the CTA include: Vacations with pay, holiday pay, and free transportation on CTA lines.

Jointly Financed Benefits

There are still other employee benefits, which are financed jointly by the CTA and employees: These are the CTA retirement program with its minimum

of \$75 per month to each employee retiring at age 65 after 20 years service, and Social Security.

Not in "Take Home" Pay

Not one of all of these employee benefits shows as dollars and cents in "take home" pay, although their combined cost totals approximately \$13,925,000 annually. That's approximately \$665 per employee per year. Of this amount, the CTA alone finances approximately \$11,800,000, or \$565 per employee.

Through a one per cent contribution by both the Authority and the employee, CTA employees, upon retirement, will receive retirement benefits equivalent to those provided under the Social Security act as of June 1, 1949, even though the CTA will not be under the act officially until January, 1951.

The employee contributions to the retirement program and to the special social security benefit fund amount to approximately \$2,125,000 per year. An employee's contribution to the CTA retirement program varies according to salary. In train service, this payment approximates \$77 annually on the average trainman's earnings. Each employee who makes a payment in lieu of Social Security is presently paying \$30 per year.

EMPLOYEE BENEFITS

Chicago Transit Authority -- Estimated Annual Payroll (1950) \$77,000,000

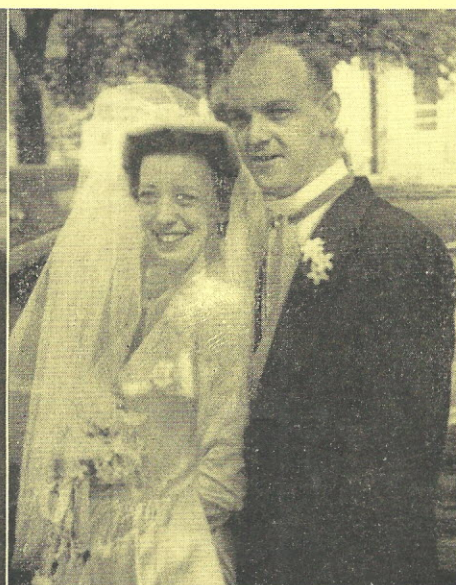
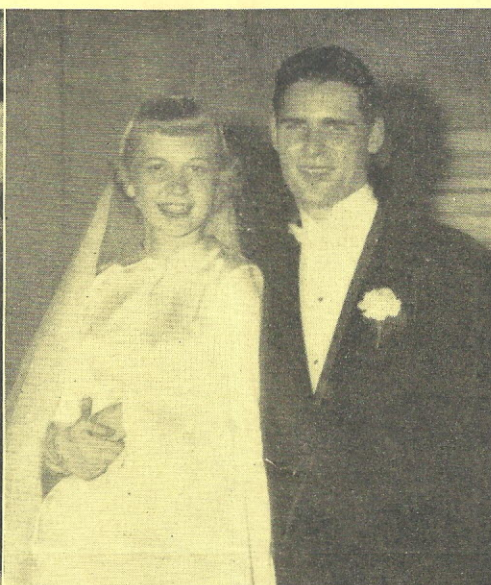
| | Estimated Annual Cost to Authority (1950) | Estimated Annual Cost to Employees (1950) |
|--|--|--|
| Insurance Benefits | \$ 1,580,000 | \$ — |
| Paid Vacations | 4,264,000 | — |
| Paid Holidays | 722,000 | — |
| Free Transportation | 1,625,000 | — |
| Payments in Lieu of Social Security | 625,000 | 625,000 |
| Pensions | 2,984,000 | 1,500,000 |
| Total Cost | \$11,800,000 | \$2,125,000 |

Approximate annual cost to CTA for each employee—\$565

Total cost to CTA and employees—\$13,925,000

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY



WEDDING DAY SMILES

THE pretty bride is *Emily Gordon* of the Purchasing department, who changed her name to *Mrs. Howard Helfret* recently in a ceremony at St. Stephen Church.

Reported by *Cathy Barry*
and *Mary Giger*

THE big day in the lives of *Ralph Tonn*, Revenue Accounting, and *Doris Astrin* was October 7 when the couple was married at the Grace Evangelical Church. Following the wedding ceremony a reception was held for some 225 friends and relatives. Reported by *Helen A. Lowe*

ST. Cornelius Church was the scene of *Jeanne Marie Butler's* marriage to *Norman J. Kwidd* on October 14, 1950. The former Miss Butler is employed in the CTA Treasury department. A reception for the couple was attended by 200 guests.

Reported by *Helen A. Lowe*

Vacationers Fly to "South Pacific"

ACCOUNTING—*Pat* and *Rosemary Kenny* flew to New York for their vacation. Two tickets for "South Pacific" furnished the high spot of their trip.

Sophia Danielson left the Windy City for Florida and ran into the tail of the hurricane.

James Condon was guest of honor at a stag party given by his fellow-workers prior to his leaving CTA to make his home in California.

Glen E. Shurtleff, formerly of North, has taken over *John McGrail's* duties upon John's transfer to the Shops as carpenter apprentice.

Lorraine Falk is now recuperating at home from an extended illness. Cards and notes from her co-workers are helping to pass the time. *Mae Bujnowski* is on the sick

list, also, recovering from a fall.—
HELEN A. LOWE.

A Night at Roller Rink—CTA Style

ACCIDENT INVESTIGATION — The roller rink at Riverview will never be the same. The new holes in the floor were caused by the constant graceful (?) falling of *Grace Sheahan*, *Mary Kay Rowland*, *Dorothy Angel*, *Bob Myrman*, *William McConnell* and *Don O'Sullivan*.

Mrs. Pauline Roberts spent her honeymoon in Florida.

The new mailing address of former Vault Clerk *James Brodie* is 83rd P.C.F., 437 Wing, Shaw Airfield Base, Sumper, South Carolina. Jim recently entered service and is now a Corporal.

The grass must be greener beyond the State line . . . *Elvera Potensa*, *Eleanor Garro*, *Jeanne*

Ludmann and *Grace Johnson* traveled to Wisconsin for *Audrey Johnson's* (Clark and Division) birthday luncheon. Quite a distance for a hamburger!

George Schaefer is a grandpop again—the fourth time. The latest addition is cherub *Steven*. Life won't be the same in the *Howie Symmes* household . . . thanks to their new son and heir.

Quick to get in the groove of office routine is *Lorraine McCarthy*, new stenographer, who passed out candy for her birthday—Greets also to *Michael Rausch*, vault clerk . . . *Joe Roth*, lawyer, and cellmate of *Sam Fisher*, had his T.V. set on last week . . . How did it fit, Joe? —JERRY and CAL.

Here's Explanation of What Is "Vacation"

ARMITAGE — Vacation! A short duration of recreation, preceded

by a long period of anticipation and followed by a period of recuperation.

Motorman Earl Dustin and his charming wife motored to California and back by way of San Antonio, making all stops betwixt and between.

Motorman Clyde Schrope finally found the place where he was born. Valley View, Pa. Population 2,000. He and his wife also took in New York and Niagara Falls.

Cy Williams spent his vacation working around his new home.

Conductor *Sidney Duke* says he visited several spots in and around Chicago.

Others just returning at this time are Conductors *John Fran* and *Gus Zimmerman*.

Harry Eisenlohr, who took his pension a short time ago to enter business, says he no longer uses money clips on his money. He now uses book ends.—TED SHUMON.

Now You Shall Hear Of That Ride by Revere

BEVERLY — For your history and geography lesson, get your information first hand from *Frank O'Neill*, bus repair. While traveling on his 3,000 mile vacation he learned about such early American history as the Battle of Concord, Battle of Lexington, and where the Boston Tea Party was held.

Curley McCarthy, relief receiver, and *Clerk Roy Wilker*, now at 77th, are known as the lavender boys. Can't you tell by the shirts they wear?

There's a new boy, *Kevin John*, at the home of *Mr. and Mrs. Norb Piczynski*, tire checker. He was born at the South Chicago Hospital, September 17, weighing in at eight pounds, seven ounces, and has a sister, *Jackie Ann*, three years old.

Bus Operator Ray Sims and family have moved to Madison, Wisconsin. He left his corn cob pipe at the garage. Maybe he is going to raise his own from now on, seeing that he'll be down on the farm.

In case you hear some of the bowlers talking about their new bowling balls, you'll know they worked hard for them. They sold subscriptions to a daily paper in order to obtain them. — DANTE F. BRUNOD.

Another CTA Man Takes Job With Uncle

ELECTRICAL (SURFACE) — *Harvey Fregeau*, testing, left us on October 4 on a military furlough.

Robert Furgeson, "B" electrician, is the proud daddy of *Robert Jr.*, who arrived on October 5. Condolences are extended to Bob, who sustained the loss of his mother on the same day.

Apprentice operator *Howard Lodding* was married to *Rosemary Finnegan* on September 23 in St. Bridget's Church. The couple spent their honeymoon at the Lake-of-the-Ozarks.

Amos Smith, "B" electrician, spent his vacation visiting relatives and friends in Madison, Wisconsin.

Harry Anderson, "B" electrician while on vacation, moved into his new home. House warming party coming up. Watch for the date? — GILBERT E. ANDREWS.

THREE LEAVE THROOP STREET



WHEN they retired from Throop shop after a combined total of 61 years of service, *Seat Mender James Poch*, second from right, and *Air Brakemen Charles Russell*, left, and *Joseph McBride*, center, each received a \$50 check. *Master Mechanic Herman Poggendorf*, right, is presenting the checks on behalf of the Throop shop employees.

Reported by *Dave Gurwich*

A Final Note on the Baseball Season

GENERAL OFFICE (79) — *Robert Fuqua* says he will make a study of baseball statistics next year before he places any bets. He bet his colleague, *George Millonas*, the Sox would win more games than the Cubs — *Mrs. Millonas* and *George* were his guests at dinner.

New Homeowner

Bob Link put the final touches to his new home in Edgebrook, when he installed a General Electric sixteen-inch television set. *Ann Schleiter* recently returned from a trip to Alexandria, Virginia, where she visited her daughter, *Gerry Schleiter Zelibor*. *Rosemary McAndrews* was another of the CTA ladies who traveled to South Bend for the Michigan State-Notre Dame fracas. *Rose Fahey* beams when she mentions her new nephew, *Robert Thomas Cyr*, *Ann Cyr's* first born, who made his appearance October 2, 1950.

Marie Hoover has joined the ranks of Accident Prevention. Other newcomers at Clark and Division are *Henrietta Zander* and *John Baker*, student engineer, who are both associated with *Gordon Wagner* in Training.

John Stephenson has been relating the fun he experienced swinging his partner while square-dancing in Ashville, North Carolina. Better keep this news from WLS,

Chicago barn dance station, or the Mayor of Ashville shall be sued for alienation of affections.

Warren Callahan has left the signal department to take up the duties of a radio announcer at Great Falls, Montana. *Joan Peacock* was an on-looker at South Bend, Indiana, when Notre Dame bowed before the onslaughts of the Boilermakers and the Spartans.

June Tyslan is a lady of distinction — she switched from "specs" to "sparks" and has taken up duties in the electrical department. *Jim Hrubes* is away on vacation, part of which will be spent entertaining his son who is visiting here from New Jersey. *John Adelizzi* has joined the ranks of specifications. — MARY CLARKE & JULIE PRINDERVILLE.

The Hills of Kentucky Were Calling

GENERAL OFFICE—(175 JACKSON) — *Verena Langhammer* spent two sunny weeks in Cumberland, Kentucky. If we know *Verena*, it's warranted little time was spent in sitting.

Carol and *Warren Teichler* dropped in to say "Hello" while vacationing in Illinois. Partial intent of their visit was to show off little *Ricky*. Unlike his mother and daddy, he's a roly-poly.

Helen Spolec wound up her vacation allotment with a visit to her cousins in Girard, Ohio.

Bob Goodwin turned heavenward to try his wings in flying to New York. If he didn't aim too high, we'll see him back by the end of November.

There's been a little packing going on in the Purchasing Department. *Kay Cooney* has gathered together her pencils and personal belongings and is moving to the Executive Department.

Kingsley Keim is nursing a bruised thumb from his last bowling session. King was awaiting his ball's return to the rack but he didn't expect it to come back and hit him. He is willing to give instructions on how not to pick up a ball.

If anyone has some good suggestions on how not to go about hitting parked cars, please let *Dave Carey* in on them. He's been having a little trouble that way lately.

We received a letter from *Mr. Hupp*, retired assistant secretary, who is now residing in La Jolla, California. He says: "We were very much interested in the Transit News article and picture. I am happy to have all those pictures, even though I do look like the 'last Rose of summer' in them. We are getting a great deal of enjoyment out of the radio; have located most of the programs out here that we used to enjoy at home. I want the boys to know how much we appreciate it." — CATHY BARRY and MARY GIGER.

Stork Leaves Three Girls, One Boy

KEDZIE—There is joy in the *John Hayes* household with the arrival of *Athlyne Lorraine*, weight six and one-half pounds. The third little girl by the way. The *William Staunton, Jr's*, are also proudly announcing the arrival of a little girl, their fourth child. *Mr. and Mrs. Hugh Naughton* are also the proud parents of a little girl, who no doubt will receive a lot of attention from her five brothers and sisters. An obstinate stork, just to be a little different and to prevent the girls from being unanimous in his present tour, stopped in and left little *Raymond* to make *Mr. and Mrs. Ed Machen* very happy.

Return from Ireland

Three of our recent visitors to Ireland have returned, namely *Tom Galvin*, *John Norton* and *John McEntagert*, and report an enjoyable time visiting all the well known places. They are thoroughly convinced that if there is any place in the world where the people enjoy an economy with an abundance of the good things in life, such as we do here in America, it must be the Emerald Isle. All these things helped compensate for a spot of unseasonably bad weather which is the only thing to mar perfect trips.

Their many friends will miss *Conductors John J. Coleman*, *Albert W. Nelson* and *Christian Schmidt*, who retired on their pensions November 1. We sincerely hope these men will visit occasionally at the depot and let their friends know what their plans for the future are.

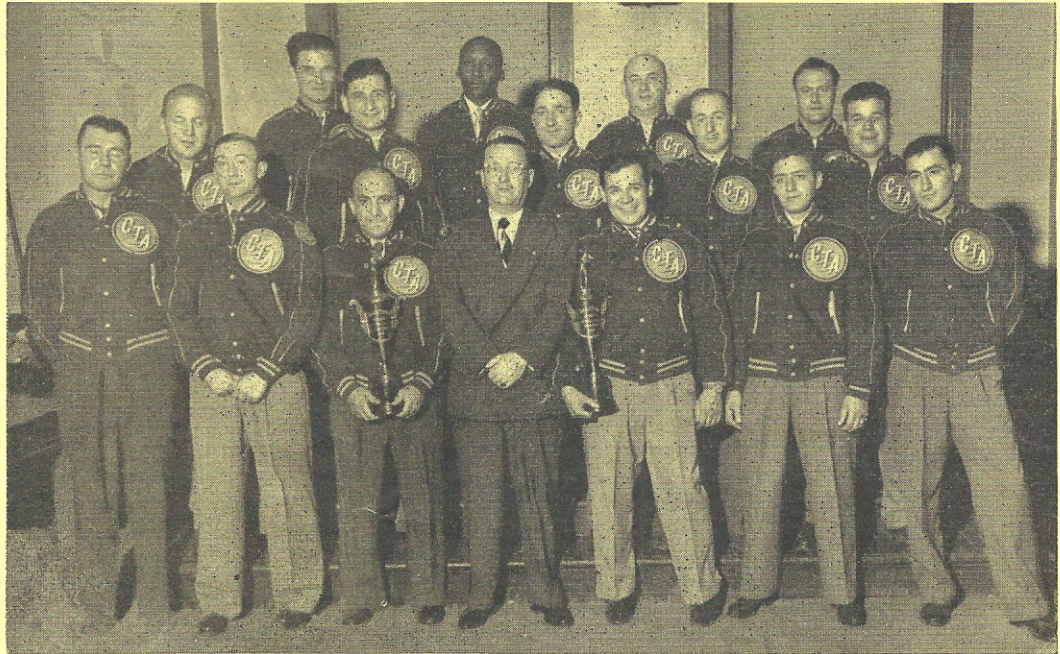
Mitchell Fidanze, thrice decorated hero of World War II—a presidential citation, the purple heart with an oak leaf cluster, and the Asiatic Pacific Campaign Medal, has been called back for another tour of duty with Uncle Sam. He has reported to the Davisville, Rhode Island Naval Base as a Chief Warrant Officer. — R. D. KNOX.

1950 Is Lawndale's Winning Year

LAWNDALE — This seems to be Lawndale's lucky year. On top of winning the softball championship and *Bus Operators Lester Nalevac* and *Jim Gallagher* taking second in the recent golf tournament, two of our men took top prizes at the special union meeting. *Charley Abt* walked off with the Motorola television set and *Floyd Deets* won the uniform.

To celebrate Halloween, the Gallagher's gave a party at which *Lester Nalevac* came up with the beauty prize, mostly on the strength of a nose the size of a large banana. *Jack Kalka* was quite fetching in a dust cap and house dress, while *Bob Thezan*, garbed as a Roman senator, had a lot of difficulty retaining control of his toga. *Irv Birnbaum* exercised his camera by taking a number of pictures. He hopes his camera wasn't damaged.—BILL FEILER.

CTA SOFTBALL CHAMPIONS FETED



THE annual softball tournament of champions banquet, the climax of CTA's Softball League, was recently held at Carmen's Hall. The new champions (Lawndale-Blue Island) were presented with jackets featuring the CTA colors and emblem. In addition, championship trophies were awarded to *Co-managers Frank Partipilo*, Blue Island; and *Bob Thezan*, Lawndale. *Superintendent William Herbert* is pictured with his "charges." Jackets and trophies were purchased with proceeds from automatic canteens and dispensers that are installed at various employee locations on the property. The funds used to finance the Employee Welfare Fund represent income from the sale of candy bars and soft drinks to employees.

Commands National Drum & Bugle Champs

LAWRENCE — *Junior Wickstrom*, bus operator, was in charge of the state champion drum and bugle corps from the local chapter of the American Legion. He chartered a bus to transport the corps to Los Angeles for the national convention. They made as many stops on the way as their time would permit, including one at Las Vegas, Nevada, which netted Junior a profit of eight dollars. While in Los Angeles they visited Catalina Island, the garden spot off the coast of California. Under the command of Junior Vice Commander Wickstrom the drum and bugle corps captured the national championship.

Mr. and Mrs. Tom Callan celebrated a double event a short time ago—their 29th wedding anniversary and their youngest daughter *Patricia's* fifth anniversary to *Emil Heidkamp*. Tom's

oldest daughter, *Marian*, is married to Emil's brother, Joseph. So, Tom's daughters are their own sisters-in-law, and their husbands are both brothers and brothers-in-law to each other. Getting back to Tom, he says that when he received his birth certificate recently from Eire, he found that he was two years older. He had been celebrating his birthday on December 22 when it should have been on March 19.

Julius Falkenshov has that impatient feeling this time of the year. It's time for his annual trip to Clear Lake, Iowa, to try his luck for the wild game in season. This time he is taking an 8mm movie camera along.

Harry Gubbins is waiting for his new home to be completed in Arlington Heights . . . The *Eric Emil's* are building their new home in Des Plaines, in the neighborhood of Devon and River Rd. . . . In the vicinity of Touhy and Mannheim, *Hank Typpereiter* is

having a shell home built. Hank expects to finish the interior with a little help. Hank and Eric will be neighbors since anybody within a mile distance out thataway is considered a neighbor.

Carl Person is driving his family around in their new car.—JOE KLEIN.

The Latest Idea In Shoe Styles

NORTHSIDE—*Otto Foerster* reported for work one morning wearing one black and one tan shoe. He says he does not know how it happened.

Our train clerk at Fullerton ave., *Otto Kopchynska*, spent his vacation touring the Southern states. He headed for the Smoky Mountains of West Virginia and then went on to pay a visit to our old friend, *Rudy Salewsky*, now a pensioner who is making his home at New Port Rickey, Florida. Otto says Rudy's home is located in a

BEHIND THE BY-LINES

THERE are two known methods of engaging Reporter L. C. Dutton, Schedule-Traffic, in deep conversation...One is to ask how the family is—which includes his wife, Ruth, daughters Margaret, Kathryn, Dorothy, Mary, and Alice; son Charles, Mike the dog, and Tiddly the cat... The other sure conversation starter is a question about his dream of owning a small greenhouse, "for," to quote him, "horticultural pursuits of an experimental nature." This, he hopes, will become a reality when retirement time arrives.

In Iowa Falls, Iowa, all the Duttons are known for their farming ability—all except "Dut," who learned at the early age of 18 that getting up with the chickens wasn't for him... So he ventured to Chicago and a short time later began a career in transportation work that is still going strong after 25 continuous years... About his only contact with farm

nice spot near the Swanee River and that Rudy is looking fine in his Florida tan. His wife appears to be as pert as ever. On the return trip to good old Chicago, Otto stopped at Look Out Mountain near Chattanooga, Tennessee.

The Northside "L" softball team held their second annual dance at the Lake View Bowling Alleys in October. It was a very successful affair and many thanks are extended to those responsible, and for the interest shown toward having our softball team function.

We are glad to see that Eddie Lambrecht and Hal G. Staats have returned to work after spending some time in Hines Hospital. Conductor Joseph Nugent is confined to St. Joseph's Hospital at this writing.

Retired Motorman Carl Hjertson boarded my train last week. He looks in the pink of condition,



life since leaving his hometown came when he returned there for a visit and some friends made a small wager that he couldn't milk a cow... "Dut" proved on this occasion that he still remembered one of the chores he had to do in his youth.

Now in his 12th year of keeping other CTA employees informed on the activities of the Schedule-Traffic department, Reporter Dutton rates as one of the genuine veterans of the CTA TRANSIT NEWS correspondents staff.

hale and hearty. Retired Conductors Carl Larson and C. J. Gustafson paid a visit to Kimball ave. trainroom recently to say hello to the boys.

Three of our men have been called into military training. They are James P. Kelly, Verne J. Johnson, and Eric J. Greene. —WALTER J. REICH.

Welcome to New and Returning Employees

LOOP—The welcoming mat is out for Margaret Neary, Margaret Wick and Marie McAndrews... Helen Lynch has fully recovered from her accident.

Our deepest sympathy is extended to Helen Quinlan in the loss of her mother.

Mr. and Mrs. Joseph Bass had a grand time visiting friends and seeing the sights in and around San Francisco... Genevieve

Harding was down on that farm in Indiana... Mary Dye is leaving the November weather here behind for sunny Florida... Josephine Gibbin visited her parents in Wisconsin... Margaret Courtney, Elizabeth Russo and Gertrude McCarthy spent their vacations entertaining and visiting friends in Chicago... Helen Ryan will enjoy the company of her grandson in Berkely.

Virginia Powers became Mrs. Walter Gauger on November 18 at St. Odila Church. The bride's gown was of white and the two bridesmaids were in changeable taffeta.

Though we are sorry to say adieu to Frank Kennedy, platformman, we know he will enjoy his retirement. He is moving to California to live with his son.—EDITH EDBROOKE.

The "Nowhere Special" Leads to California

MATERIAL & SUPPLIES—When Raymond Burke, Storeroom 41, Throop street, was asked where he was going on his vacation, he said he was just going to drive around—nowhere special. We received a card from Ray saying how wonderful it was in Englewood, California, but that he didn't like the desert country he had to go through to get there. For going nowhere we think Ray really took a swell trip.

Dorothy Anderson, Grand and Leavitt, enjoyed a trip to Indianapolis, Indiana. Due to the Odd Fellows convention being there at the same time, Dorothy said she enjoyed a lot of free amusements.

Uncle Sam is claiming a lot of our boys. We said farewell and hurry back to—Ray Bieniascz, General Office, Donald Price, South Shops, and Robert McCarthy, West Shops.

Dorothy Moran, General Office, enjoyed a trip east to Buffalo, New York.

The new little niece of Dagmar McNamara, General Office, was christened on October 22, making Dagmar that proud Godmother.

Herbert Hoyer, General Office, and wife, celebrated their thirty-fifth wedding anniversary at a dinner party on October 4, at the Spinning Wheel. Guests of the party were Mr. and Mrs. T. J.

Hoyer, Mr. and Mrs. O. Schwendt, and Mr. and Mrs. Harry Yunker from Mokena, Illinois.

No Fish

Harold Friedl, South Shops, went on a fishing trip to Wisconsin while on vacation—but NO LUCK. Chuck Jung, South Shops, enjoyed the World Series while on his vacation. He always plans his vacation so that he can take in the World Series.

The Welcome Mat is out to: Marie Burns, General Office; George Loiacano, West Shops, and Martin Malone, Halsted Yard.

Mr. and Mrs. Harold Friedl became the proud parents of a baby girl, Lynn Lorraine, weighing 7 pounds, 11 ounces, born on Thursday, October 26, 1950. Mr. Friedl is an assistant stock clerk at our South Shops.—JEAN O'NEILL.

Another Good Guy Goes to Hell

NORTH—Well, we see that Motorman Ralph Stockman has gone to (you should excuse the expression) Hell. We received a card from him postmarked Hell, Norway, which is a suburb of Oslo. He sends his regards to all.

THE "BIG ONE"



OLDTIMERS around Chipewewa River near Bruce, Wisconsin, claim that Motorman Russell Haines, Kedzie, snared the biggest fish ever caught in those waters when he came up with this 45 inch sturgeon. It weighed 23 pounds and took 25 minutes to land.

Reported by R. D. Knox

Motorman George Shortley tells of a wonderful vacation to San Bernardino, California.

Operator Eddie Anderson gave his new DeSoto a workout when he drove to New Orleans.

Motorman Harold (Haybelly) Anderson, who has been off sick since June, was a pleasant visitor to our trainroom. He tells of winning some cash at the Humboldt Park Commandery which made it possible for him to take a trip to Waco, Nebraska, where he visited with friends.

Received word from retired *Joe Reinhart* from Newago, Michigan, where he is enjoying his pension. Although Reinhart has been gone only a short time, he misses the boys from North, especially his old conductor, *Pat Hester*.

A PROUD ANGLER



ANY angler would be proud to claim this 44 inch muskie caught by 16 year old *Robert Becker*, son of *Edward Becker*, chauffeur. Robert caught the fish up near Manitowish, Wisconsin, where his grandfather, *Frank Becker*, retired chauffeur, operates a summer resort. As luck would have it, another CTA chauffeur, *Harold Koch*, witnessed the landing of the big fish. He had stopped to visit with Frank while on his way home from his vacation. Koch says that he knows where he is going to do his fishing next summer. Sharing Robert's excitement in the above photo is his sister *Judith*.

Reported by *Violet Carnes*

The retirement list has had more fellows added to it. The following men left this month to enjoy their pensions: John J. Larner, Hugh Golden, Thomas F. Carey, Edward E. Dibbern, Thomas J. Fitzgerald, Fred Fredericksen, Conrad A. Johnson, Frank Koniszewski, Oscar R. Ross, Thomas M. Stanton, and Matthew E. Wies.

Congratulations to the following men who celebrated their wedding anniversaries this month. *Operator Art Weinreich*, his 19th; *Motorman Doug Hallberg*, his 21st; *Conductor John Ziemba*, his 26th.

Clerk Ted Hoellen thinks every man should get married. But I'm still a boy, says Ted.

The long awaited day finally arrived when *Conductor Joe Giovenco* welcomed *Thomas Joseph* into his family. The new arrival was born October 4 at St. Elizabeth hospital. He weighed 8½ pounds and is Joe proud.

Motorman John Ritt was a patient at Hines hospital . . . *Conductor William Dier* was a patient at Norwegian American hospital. Both of these fine fellows are doing nicely.

We were all sorry to hear that our janitor, *Tom Frei*, took a nose dive off a ladder. Luckily Tom was only shaken up.

You can't keep good men down so we welcome back to work *Robert Ostrowski*, *Arthur Zahlman*, and *Arthur Weinreich* who underwent surgery recently.

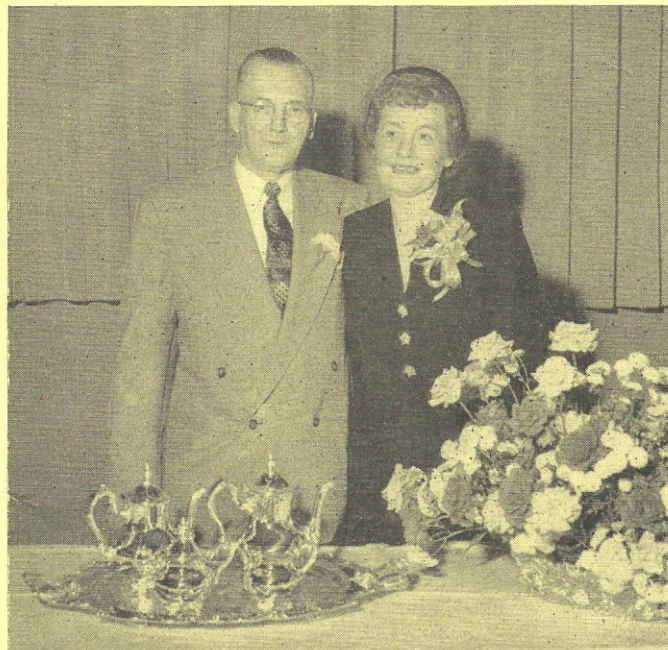
Operator Andy Medema is now a resident of Elmhurst, where he bought a new home.—JOE HIEBEL.

A Nice Way To Make An Announcement

SCHEDULE-TRAFFIC — *Schedule Clerk Dave Jacobs* proudly announced, with candy and cigars, that *Mrs. Jacobs* had presented him with *David Gregory* on Oct. 13. Mother and son doing nicely and Dave will soon recover.

Typist Marie Shumon and her husband, *Motorman Ted* from Armitage depot, enjoyed a vacation at Hot Springs. Some nice color pictures make a permanent record of their holiday. *Duplicator Operator Pete Mills* took a rest from his printing duties, but claims he spent his time in Chicago.

THEIR NIGHT TO SMILE



OVER 250 fellow employes, relatives and friends were present, recently, to extend best wishes and congratulations to *Superintendent Fred Sirr*, North-South rapid transit system, and his bride, the former *Rose Ruger*, stenographer in the CTA Transportation department . . . The gala affair was held Thursday, October 19, at the Swedish Club of Chicago . . . Highlight of the evening ceremonies was the presentation of a beautiful sterling service set to the couple, given by those in attendance at the party . . . *Erna Buchholz* of the Legal department honored the occasion with two songs, "I Love You Truly" and "Because."

Reported by *Julie Prinderville*

Schedule Clerk Jacob Sumner has installed his family in their new home in La Grange, and we notice that *Schedule Clerk Ed Hill*, the West Side's latest homeowner, seems to have a lot in common with Jake.

Anyone hearing the expression "Pink Eye" can apply it to either *Statistician "Pete" Donahue* or *Supervisor Ed Reilly*, since they both have new television sets. — L. C. DUTTON.

"Youngest Grandfather" Claimed by 77th

77TH—*Conductor Tom Finnegan* of 77th has dethroned *Jerry Blake* of North as the youngest grandfather in the CTA. Tom, who is 40 years old, recently had the title conferred upon him by his son and daughter-in-law when they received little *Denise* into the family.

Bob and Mildred Cook became the proud parents of a two and one half pound boy on October 1. *Ronald Roy* had to stay at the hospital for a short time to give him a chance to grow. He and his mother are both O.K.

At present the quota of stingers in the SeaBees is filled and *Eugene Brennan* has to wait awhile for admittance. Seems they got wind of Gene's intentions in Korea and decided to wind it up before he gets there.

John Condon vacationed in and around Stoughton, Wisconsin.

At Lincoln, Nebraska, recently *Operator John Ponseigo* watched his son, Joe, who is a scholarship student at the University of Nebraska, play football on the Nebraska team against the University of Indiana.

HAPPILY MARRIED



THESE smilin' Irish eyes belong to *Rosemary Sullivan* of Accident Investigation. Her name was changed to *Mrs. John O'Malley* on October 21 at a nuptial mass at Resurrection Church. *Mary Kay Rowland*, a co-worker, was one of her attendants. Rosie is the daughter of *Timothy Sullivan*, motorman out of Kedzie, and the sister of *Gerald Sullivan*, clerk in the mail room at 79 W. Monroe.

Reported by Jerry and Cal

Neal and Lillian Kinnish greeted their new baby daughter, *Kathleen*, on September 15. She weighed in at 4 lbs., 13 oz., and has been gaining steadily. Neal was the only one in the family that was a bit shaken. He's recovering. Lillian is doing a good job taking care of father and Kathleen.

Baby Betsy Eileen took over in the LeGuire home on September 10.

Tom Hynes' 19 year old son, *Roger*, who is a sophomore at DePaul University, spent two months in Paris, France, and traveled through most of western and southern Europe. He witnessed the Passion Play and had an audience with the Pope enroute.

Ralph Short and his family spent some time in Rockford, Illinois during his vacation. When he returned he took *Mrs. Short* to see the stock car races but she was ready to leave after the first half lap of the first race. It was that exciting.

Word was received from retired motorman *George Brown*, who re-

tired September 1 and moved down near Winslow, Arkansas. George has a resort he calls "Brown's Breezy Hollow" and he says that the weather down there is really wonderful. — WILBUR JENSEN & JOE SMITH.

"Strike and Spare" Season Here Again

SHOPS AND EQUIPMENT (WEST SHOPS) — The bowling season is off to a good start. The West Shops has 12 teams bowling each Thursday at G & L Recreation, Chicago and Pulaski, and Bus Overhaul has eight teams bowling each Friday night at Lorraine Alleys, Chicago and Cicero.

Helen Straka left the company recently to await a blessed event.

Best of luck to *Jerry Blazek*, bus overhaul, who left October 12 to join the Navy. We are all hoping to see *Jim McIntyre* and *Pat Porcellius* back on the job soon.

Welcome to our newcomers — *Arlene Mangiantini*, *Arthur Senicka*, *Louis Scalise*, and to *Charles Dougherty* and *Fred Peterson*, re-

cent transfers from Transportation.

Joe Rogg, machine shop foreman, took his vacation by way of the Ozarks and New Orleans, then visited in Florida with *Art Bowes*, former machine shop foreman. He reports Art is in fine shape.

Dan and Esther O'Brien visited Banff, Lake Louise and the Northwest on their vacation, while *Ed Wendt* took himself to the Ozarks.

Roselle Czech is very busy at home nowadays enjoying her new television.

New look! Three employees of West Shops all dressed up with new spectacles—*Mildred Bonomo*—*John Burke*—*Heinz Doering*.—CATHERINE HOLTON.

Home Is Where His Hat Is

WAY AND STRUCTURES — *R. N. Wade*, retired engineer, toured the New England states, returning to Wilmette for Thanksgiving and then on to Florida for the winter months.

We are hoping with *R. E. Harmon*, that his younger son, *Jack*, who was called back to the Navy as a Lieutenant on a transport ship, will not have to be in too long. Mr. Harmon spent another week of his vacation, touring the Smokies in company with his wife.

G. M. Andersen, retired engineer who is making his home in California, surprised us on October 27 by walking in for a little visit. He looks and feels fine.

Julius Matrai, building division, retired from his duties November 1. He and his wife intend to make their permanent address in California, where his daughter has a beautiful duplex home. Julius says there will be plenty of work for him from now on. He was presented with a gift from his fellow workers.

We received a bulletin from the Navy in regard to *Laverne H. Peck*, assistant structural engineer in the building department, who is now on military furlough. Peck is a Lieutenant in the Naval Air Force and recently completed a refresher high altitude course in a Navy school located in San Diego, Calif. He is a member of Fighting Squadron 721, assigned to the Pacific Fleet.

Paul Minogue, engineering, became an uncle October 6. His new nephew was named *Timothy Casey*. —VIOLET CARNES.

TRANSITAD

WANTED: A Dixieland trombone player for an organized band. Contact *Claude Worland*, Mail Room, 79 W. Monroe Bldg.

WHEN YOU SEE IT... REPORT IT.



Maybe They Don't Like Contentment

WAY AND STRUCTURES, (NORTH — SOUTH)—*Tom McNicholas*, carpenter, is still walking around with that "Bewitched, Bothered and Bewildered" look even though it was way back on September 9 that he became a "Benedict". Now if *Ernie Lindner*, track foreman, can only convince his Englewood track-walkers, *Harry Metzger* and *John Tully* two confirmed bachelors, that Tom has that contented look, anything might happen.

The following retired on pension November 1: *Charles Wolski*, trackman; *Leonard Walsh*, sign painter; *Joseph Mirabelli*, trackman, and *Felix De George*, surface track walker.

On the get well list we have *George Bray*, tinner, *Arthur Hughes*, trackman, and *William Dean*, tinner helper.

The passing away of *Michael Stagno* was a great loss to his devoted grandson *Joseph Gardini*, carpenter helper, and son-in-law *Vincent Petricca*.

Going Into Business?

Judging from the rate *Bob Liss*, plumber, is removing barracks from Great Lakes, he must have a housing project in mind to take care of him when he retires.

If having an ailment that only millionaires are supposed to contact is any indication, then *William Grossklas*, carpenter, is a millionaire. Bill is at home nursing a severe attack of the gout. If the Doctor only knew how much Bill has to get around, he would have given it any other name but.

The strange gurgling you hear emanating from the throat of "Old Man" *McBride*, doorcheck repairman, is nothing more nor less that satisfaction that he is now driving a 50 Chevrolet in lieu of that perfect condition '36 Buick.

Louis Knoll, old faithful of the South Section Trackmen, has decided to learn how easy it is to ride that old rocking chair. Louie has applied for his pension, to become effective December 1.

Speaking of pensioners, *Fred Cooke*, retired carpenter, says it is the only life. He is sorry he didn't take it up years ago.—VINCENT A. PETRICCA.

RECENT DEATHS AMONG EMPLOYEES

CHARLES W. BEACH, 66, conductor, Devon. Died 8-31-50. Employed 4-22-09.

FRANK BOHLANDER, 81, retired carpenter "A," West Shops. Died 10-8-50. Employed 6-27-10.

WILLIAM H. BOHM, 59, motorman, North. Died 10-10-50. Employed 2-14-17.

EDWARD BUMGARDNER, 63, retired, Electrical. Died 8-12-50. Employed 8-5-20.

CHARLES J. COLLINS, 73, assistant general storekeeper, Material & Supplies. Died 9-18-50. Employed 4-1-07.

PAUL LOUIS DERCKUM, 71, "B" agent, Northside. Died 9-23-50. Employed 10-15-42.

EUGENE O. DILLON, 61, retired conductor, North. Died 9-23-50. Employed 4-9-10.

MATHEW DONNELLY, 79, retired motorman, 77th. Died 9-13-50. Employed 11-29-98.

JERRY DURACK, 83, retired motorman, Burnside. Died 10-12-50. Employed 7-18-12.

LEO GOLOMBIEWSKI, 64, retired conductor, Elston. Died 10-2-50. Employed 2-20-24.

OLIVER J. GRACE, 64, retired motorman, Devon. Died 10-7-50. Employed 12-15-22.

JOHN J. HARPER, 63, motorman, 69th. Died 10-16-50. Employed 9-14-18.

DANIEL F. HAYES, 49, motorman, 77th. Died 9-28-50. Employed 9-2-27.

JOHN B. HOGAN, 53, retired conductor, 77th. Died 9-22-50. Employed 8-24-16.

DANIEL JACOBSON, 54, conductor, North. Died 9-14-50. Employed 12-7-16.

ALEXANDER J. KERR, 51, foreman, Building. Died 9-21-50. Employed 10-1-30.

PETER KISALUS, 60, truck repairer, Shops & Equipment. Died 10-9-50. Employed 6-18-43.

MIKE KOKAN, 62, retired laborer, Track. Died 9-14-50. Employed 4-24-29.

ELMER G. LARSON, 67, retired supervisor, Lincoln. Died 9-29-50. Employed 1-25-17.

ALBERT LIND, 33, conductor, Cottage Grove. Died 9-22-50. Employed 1-21-46.

MATHIAS MAXIMINI, 65, motorman, North. Died 9-16-50. Employed 5-21-18.

WILLIAM MCCARTHY, 60, line helper, Electrical. Died 9-14-50. Employed 10-20-24.

MARTIN MCFADDEN, 60, conductor, Lincoln. Died 10-6-50. Employed 2-13-12.

FRED MIEGEL, 55, trolley tender, 39th & Halsted. Died 9-27-50. Employed 4-24-17.

VINCENT C. MORREALE, 73, retired laborer, Track. Died 9-24-50. Employed 6-21-27.

JAMES F. MULAC, 59, conductor, Westside. Died 9-21-50. Employed 2-10-11.

DOMINICK MURRAY, 56, inspector, Northside shop. Died 9-3-50. Employed 9-9-25.

ANTON NEJESCHLEB, 76, retired carpenter, West Shops. Died 10-12-50. Employed 3-21-05.

WILLIAM O'CONNELL, 53, motorman, 77th. Died 9-24-50. Employed 9-26-23.

ELMER E. PAICE, 74, retired motorman, Cottage Grove. Died 9-2-50. Employed 6-11-14.

JAMES PASCOLA, 70, retired chauffeur, Utility. Died 9-19-50. Employed 4-3-00.

PETER PETERSON, 79, retired conductor, North. Died 9-28-50. Employed 9-3-04.

JOHN PIGNATARO, 74, retired car cleaner, North carhouse. Died 8-22-50. Employed 12-3-19.

RAYMOND W. PRELL, 51, motorman, Archer. Died 9-17-50. Employed 4-20-26.

MILTON RAMSEY, 33, motorman, 77th. Died 9-29-50. Employed 10-19-45.

JOHN L. ROKAITIS, 60, car cleaner, Shops & Equipment. Died 9-16-50. Employed 1-7-44.

MARY AGNES RYAN, 65, retired agent, Westside. Died 8-7-50. Employed 11-18-26.

TERRENCE J. SHANLEY, 48, motorman, Devon. Died 9-9-50. Employed 4-3-43.

ANTON SIFNER, 63, tieman, Westside. Died 9-23-50. Employed 1-3-25.

THOMAS J. SMITH, 60, conductor, North. Died 9-3-50. Employed 2-21-08.

ARTHUR WATKINS, 59, motorman, North. Died 9-24-50. Employed 3-24-43.

DANIEL F. WHITE, 55, conductor, 77th. Died 10-8-50. Employed 8-10-18.

RICHARD K. WOLFF, 62, retired motorman, 69th. Died 9-15-50. Employed 5-13-13.

RAMON YUREVICH, 56, car repairer, 77th carhouse. Died 9-29-50. Employed 9-15-18.

Sorry, Our Error

THE 500 propane buses ordered by Chicago Transit Authority are being built by the Twin Coach Company of Kent, Ohio, not the Marmon-Herrington Company, Incorporated, of Indianapolis, as stated in the October issue of CTA TRANSIT NEWS. Marmon-Herrington is building the 349 electric buses recently ordered.

FREE TRANSITADS

WANT AD space in the Inside News section is available to all CTA employees who have items they wish to sell, buy or exchange. Ads are published free of charge, but none will be accepted for commercial sidelines of employees. Advertising is restricted to items owned by an employee or his immediate family. Send copy to: Editor, CTA TRANSIT NEWS, 79 W. Monroe street, Chicago 90, or to your department or station reporter. Be sure to include your full name, phone number and department where employed.

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

* * *

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

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(City) (Zone) (State)

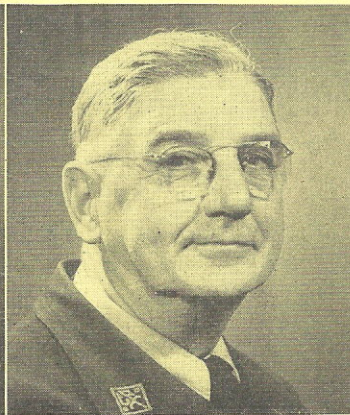
AMONG THE RECENT RETIREMENTS



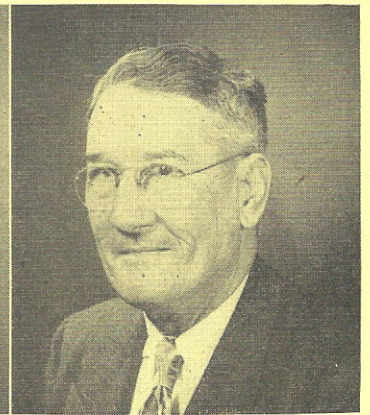
Rheinard L. Haug, Motorman, Armitage. "I was at the top of the seniority list when I retired."



Edward G. Hahn, Motorman, Devon. "All I want to do is take life easy for awhile."



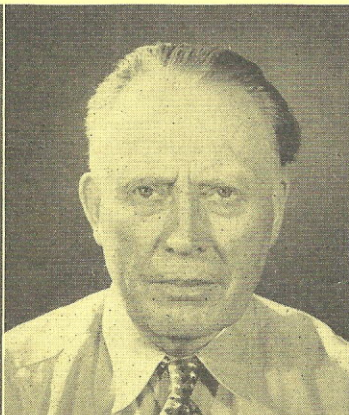
Bernard J. Carberry, Conductor, North-South. "Enjoying short automobile trips seems good to me."



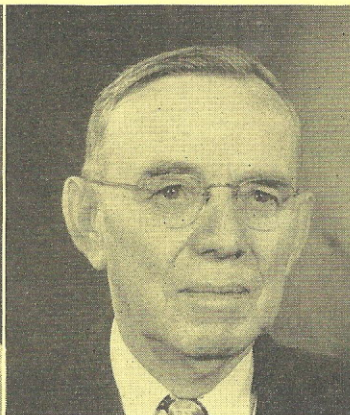
Philip A. Viallancourt, Motorman, 77th. "Taking my wife to Florida and California this winter."



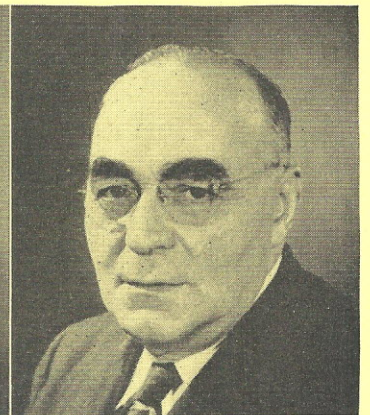
Anton Stiglich, Motorman, North. "Going to fish in Florida this winter while visiting my son."



Charles G. Anderson, Motorman, 77th. "I plan on building a home at Lake Como, Wisconsin."



William Spackman, Clerk, Devon. "As long as I keep active I know I'll enjoy myself in retirement."



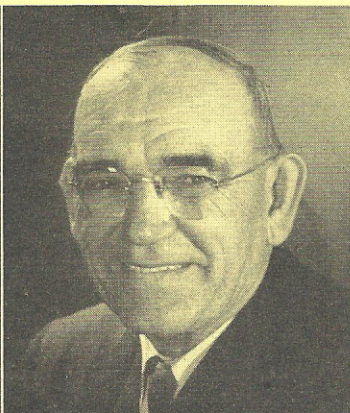
Nicholas F. Schwall, Conductor, Devon. "I always liked my job and really enjoyed working the PCCs."



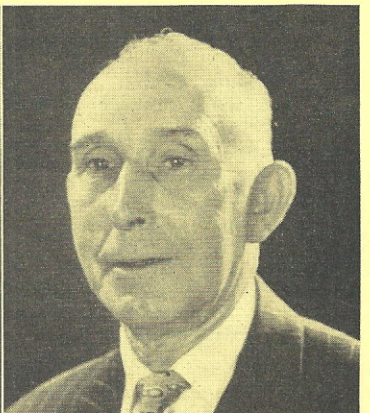
Frank C. Colao, Conductor, North-South. "I've got a lot of work that must be done around the house."



Robert McVea, Motorman, Lawndale. "I intend to buy a home close to Sanford, Fla. for my wife and me."



John P. Smith, Motorman, North. "My wife and I are taking a trip to Phoenix, Arizona this winter."



Michael Gill, Motorman, Devon. "Am switching from PCC cars to operating my favorite rod and reel."

BUTTON UP YOUR OVERCOAT



RESPIRATORY DISEASES are wasteful and costly. They take more money out of the worker's pocket than do any other sickness, and are responsible for the greatest absenteeism from school and work. In view of these facts, CTA TRANSIT NEWS presents the following article prepared by the Medical department.

KNOCKED OUT! No question about it, that's exactly how you feel when a cold has you down. It makes you irritable, restless and just plain annoyed with life. If you can remember the discomfort you suffered the last time you battled the cold germ, you'll want to make up your mind, right now, to do what you can to avoid it in the future.

While the "common cold" and influenza, bronchitis, bronchial asthma and pneumonia are distinct diseases and different germs play a part in each, the early signs of a cold are often the first symptoms of the other, more serious, respiratory diseases. It is of great importance, therefore, to take care of what seems to be an ordinary cold, as it may turn out to be a more serious sickness.

Ordinary colds are contagious and the germs that cause them are easily transmitted from one person to another through air being breathed while in the vicinity of an infected person who is talking, sneezing or coughing. You should be very careful when you have a cold not to expose others to the infection. Always cover your mouth with a handkerchief while in the act of sneezing or coughing.

A person may become infected through use of some article which has been handled by a person having a cold. A friendly handshake by one who has a cold is frequently the way cold germs are passed to another person.

Prevention of the common cold is simple if we devote but a small part of our time toward maintaining a good state of physical health.

Although colds, influenza and pneumonia are different

conditions, all three may be brought on or made worse by lowered bodily resistance. All three may often be prevented if the following suggestions are observed:

1. Avoid contact with people having colds, and it is far wiser to remain at home than be a part of a crowd in poorly ventilated rooms or meeting places.

2. Keep yourself in good condition by eating the right food, including milk, eggs, fruits and green vegetables. Do not overindulge in "sweets."

3. Secure at least eight hours sleep each night.

4. Exercise moderately outdoors in the sunshine every day. If you are perspiring, cool off gradually. Also, drink plenty of fresh water daily.

5. Wear sensible clothing. People not properly clothed for warmth and comfort in cold weather use up considerable energy unnecessarily.

6. Feet should be kept warm and dry, and rubbers or overshoes should be worn in stormy weather.

7. Learn to breathe through your nose (Nature's air conditioner). Air passing through the nose is filtered and warmed on its way to the lungs and many germs are stopped enroute. If you have diseased tonsils, adenoids, or other nasal obstructions, consult your physician. Bad teeth should be treated or removed. All of these conditions tend to lower resistance to infection.

8. Personal and body cleanliness are imperative. Be sure to wash your hands before eating or handling food.

9. Live and work in rooms that are well ventilated. All rooms should be thoroughly aired at least twice daily and at a time when they are not occupied. Keep the temperature at 68-70 degrees. At this temperature the relative humidity is from 40 to 60 degrees.

If you catch colds often, if they hang on, if you have a persistent cough—see your physician. The sooner you have treatment for a cold, the shorter the convalescence and the less likelihood of more serious complications.



IN a recent game, *Dick Daly* was accidentally kicked on the right side of the head, but the injury was not serious. Helping him off the playing field are his brother, *Martin*, left, and the manager of the Chicago team, *Mike Kelly*. Martin was unable to play because of a knee injury suffered in a previous contest.

ACTION around the goal posts is very fast and is an exciting feature of Gaelic football.



The Way the Irish Play It

THE TIME of year when football reigns as king of sports is here. On hundreds of gridiron fields all over the country, top-flight professional, college and prep teams are playing this great American game that tests the skill, aggressiveness and endurance of each squad and its individual players.

But there is also another type of football game being played in many parts of the country. Almost any Irishman will tell you that it requires even more ability and physical strength than American football. What is it? It's Gaelic football!

There are a good many CTA'ers who not only know about Gaelic football—they also have played the game and are active in it now. Among them are two brothers, *Turntable Operator Martin Daly*, Armitage, and *Storeroom Clerk Richard Daly*, Material and Supplies.

Martin, 27 years old, was born in Ireland and lived there until three years ago, when he journeyed to the United States and Chicago to make his home. Soon after his arrival he became a CTA employe at the Armitage depot, where he is working at the present time. Martin has been playing Gaelic football since he was about 12 years old and is glad to have the opportunity to help popularize the game here in America. "Over in Ireland," he says, "this sport is as popular as baseball is here. The championship game is often witnessed by over 90,000 spectators."

Following his brother Martin to Chicago, Richard, 23, came from Ireland two years ago. Dick also learned the game at an early age and is now one of the leading players on the Chicago team.

Gaelic football is one of the most strenuous sports games played in the world. There are 15 players on each team and the field is 160 yards long and 70 yards wide. The ball used is similar to an American basketball or volleyball and cannot be picked off the ground except with the aid of either foot. If the ball is bouncing, a player may pick it out of the air with his hands. He is then allowed three steps before he must kick the ball. It is kicked, American football style, towards the opposing team's goal.

The object of Gaelic football is to place the ball either under or over the goal post of the opposing team. Each post is 16 feet high, with a cross bar eight feet from the ground. A goal is scored when the ball is driven under the crossbar and a point is scored when the ball is driven over the crossbar. A goal in Gaelic football is the equivalent to scoring three points.

Rules governing the play in this sport protect the players from such tactics as pushing, tripping, holding or back charging. The time of the game is one hour and the team having the greater number of points is declared the winner.

The opportunity for the Daly boys to continue their Gaelic football activities came when the Midwest Gaelic Athletic Association formed a league comprising teams from Chicago, Buffalo, Detroit, Pittsburgh and Cleveland. The league recently completed its regular season with the Chicago team on top as a result of winning all of their league games.



PURCHASE STEEL FOR SKOKIE ADDITION

THE first step in the proposed construction of an addition to the Skokie rapid transit shops was completed recently when a contract was awarded to the Bethlehem Steel Corporation for the fabrication and installation of 250 tons of steel.

Plans provide for the construction of a one-story brick and steel addition, 72 feet by 250 feet in size, which will make available about 20,000 square feet of additional work area. The general appearance of the new section will closely resemble the present Skokie shop building of which it will become a part.

The additional facilities will be used for maintenance and repair work on elevated-subway cars now being performed at Throop Street shop. The latter will be razed to make way for the Congress Street superhighway.

IT'S STRANGER THAN STRANGE

LINCOLN is probably the only station which can boast of having a landscaped upper wall which is solely the work of mother nature. You might think it strange that the trees shown growing out of the wall have been surviving for the past two years and have reached the size of from two to three feet, but the men out at Lincoln think it is even stranger. They know that there isn't a tree within a block of the station, so consequently, they have not as yet figured out exactly how they got their start. "One thing we do know," says Chief Clerk Elmer Riedel, "it looks like a poplar."

West Foster Bus Route Extended

THE West Foster avenue bus line was recently extended east to Central-Milwaukee avenues, providing a direct, timesaving transfer interchange with Central avenue buses, Milwaukee avenue streetcars and Foster-Northwest Highway buses.

The extension also eliminates reverse riding for some passengers and provides the first at-the-door service for residents along W. Foster between Nagle and Central avenue.

CHICAGO TRANSIT AUTHORITY

Condensed Statement of Application of Revenues to Fixed Requirements
Months of September 1950 and 1949, Nine Months and Twelve Months Ended
September 30, 1950

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

| | Month of September | | Period Ended Sept. 30, 1950 | |
|--|--------------------|--------------------|-----------------------------|---------------------|
| | 1950 | 1949 | 9 Months | 12 Months |
| Revenues | \$9,285,259 | \$9,029,812 | \$86,531,126 | \$116,758,987 |
| Operation and Maintenance Expenses.. | 8,238,888 | 8,481,553 | 75,679,037 | 101,837,685 |
| | <u>1,046,371</u> | <u>548,259</u> | <u>10,852,089</u> | <u>14,921,302</u> |
| Debt Service Requirements: | | | | |
| Interest Charges | 318,003 | 318,003 | 2,862,240 | 3,816,250 |
| Deposit to Series of 1947 Bond Reserve (Note 1) | 107,000 | 107,000 | 963,000 | 1,284,000 |
| | <u>425,003</u> | <u>425,003</u> | <u>3,825,240</u> | <u>5,100,250</u> |
| Balance before Depreciation..... | 621,368 | 123,256 | 7,026,849 | 9,821,052 |
| Provision for Depreciation— | | | | |
| Current Period | 541,667 | 541,667 | 4,875,000 | 6,500,000 |
| Balance available (A) for Reserves for Operating Expense and Municipal Compensation; and (B) for Modernization. (Note 2) | <u>\$ 79,701</u> | <u>\$ 418,411*</u> | <u>\$ 2,151,849</u> | <u>\$ 3,321,052</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; \$856,158 of the balance available for the nine months and \$2,025,361 for the twelve months ended September 30, 1950 were applied to cover prior period deficiencies in deposits to the Depreciation Reserve Fund.

* Red figure.

PASSENGER STATISTICS

| | | | | |
|-------------------------------------|-------------------|-------------------|--------------------|--------------------|
| Originating Revenue Passengers..... | 60,187,313 | 67,864,234 | 562,440,496 | 763,995,139 |
| Transfer Revenue Passengers..... | 2,974,559 | 3,129,764 | 28,121,850 | 37,719,360 |
| Total Revenue Passengers..... | <u>63,161,872</u> | <u>70,993,998</u> | <u>590,562,346</u> | <u>801,714,499</u> |



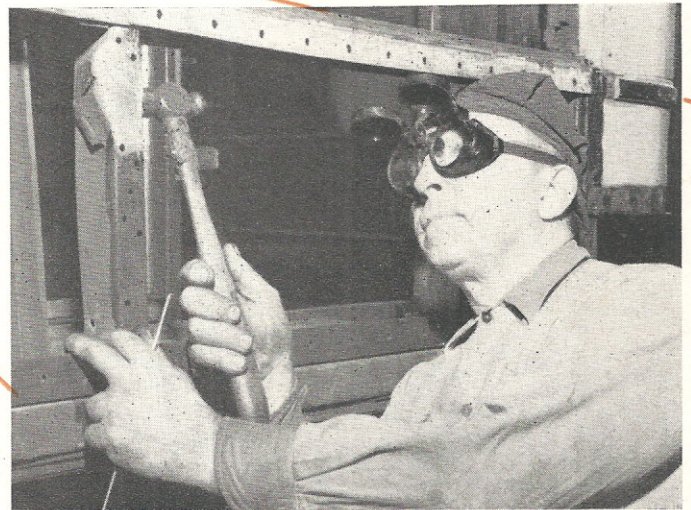
THE EYES HAVE IT

THERE are many jobs throughout the CTA system that require employees to wear safety goggles while performing their work. . . . Men who are ironworkers, tanners, painters, blacksmiths, track workers, laborers, bricklayers or plumbers need eye and face protection. Shown on these two pages are several of the various types of safety goggles worn by CTA employees to protect them from possible injury.

Although there was a decrease in 1949 of the combined total of all types of accidents reported by CTA departments, the number of eye injuries increased at many locations. This emphasizes the reason why you should wear your safety goggles while working. There is no need to tell you how important your eyes are. Just try walking across a busy street with them closed and you will soon realize what they mean to you.

Eye accidents have continued to be a serious problem at CTA during 1950. Usually these accidents could have been prevented. The best method of protecting your eyesight from such unnecessary accidents is through wearing your safety goggles over your eyes—not over your head.

NO, the “Man from Mars” has not landed in Chicago. This is just how *Nick Ciolli*, Track, looks when his face is covered with a welder’s helmet. This type of helmet protects the welder from the light rays created in welding work.



AMONG the several types of safety goggles used by CTA welders is this model worn by *Joseph Kernek*, West Shops. The outer lens is green and covers the eyes when the employee is welding. The clear safety glass inner lens enables him to inspect his work without removing the entire goggle from his eyes.

THE eyeshield goggles worn here by *Repairman Joseph Siwek*, West Shops, are also used by painters, laborers, and grinder operators. These are lightweight goggles with hardened glass lenses, which protect the worker’s eyes from dust, sparks, chips and splashing liquids.



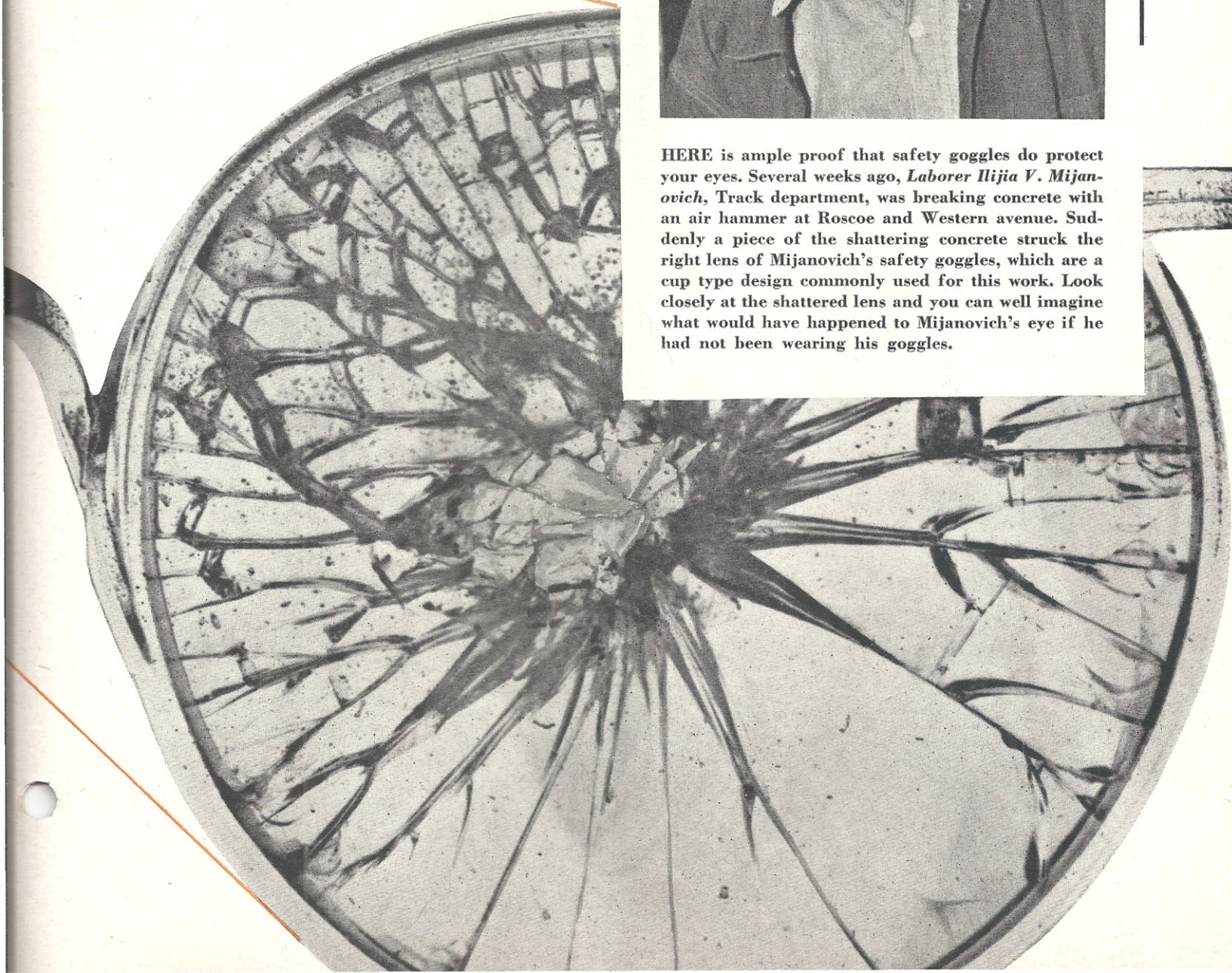


FROM his appearance, *Ironworker Frank Somerfield*, Way and Structures, looks like he is ready to start catching bees. This eyeshield is used by ironworkers in the construction and maintenance of elevated steel structures, and protects both their eyes and face from possible injury.

PLASTIC, clear white safety goggles that fit over eyeglasses are worn here by *Lineman Helper Willard Loos*, Electrical. These safety goggles are used for sharpening tools and in general outside construction work.



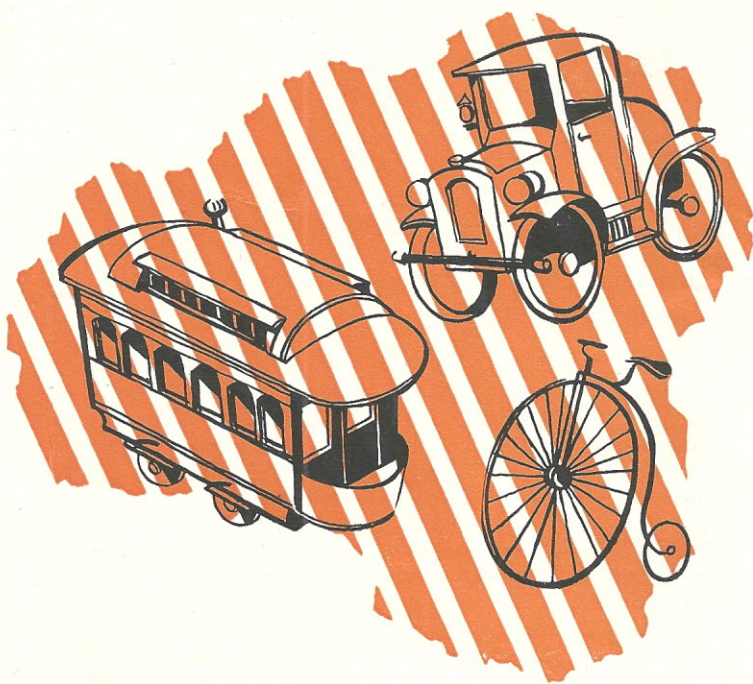
HERE is ample proof that safety goggles do protect your eyes. Several weeks ago, *Laborer Ilija V. Mijanovich*, Track department, was breaking concrete with an air hammer at Roscoe and Western avenue. Suddenly a piece of the shattering concrete struck the right lens of Mijanovich's safety goggles, which are a cup type design commonly used for this work. Look closely at the shattered lens and you can well imagine what would have happened to Mijanovich's eye if he had not been wearing his goggles.



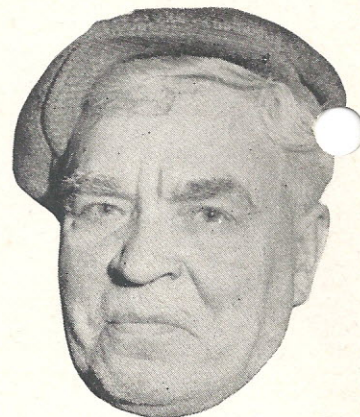
WHAT WAS SO GOOD ABOUT THE "GOOD OLD DAYS?"

INQUIRING REPORTER

Paul Gade, Archer



Car Cleaner John Peckunas: "Years ago people came home from work tired but not as nervous as they do in these days of restless living. The pace was much slower, and easier to maintain. That's why I liked to work best in the 'good old days'—even though the hours were longer and the pay lower."



Bus Operator Ronald McDonald: "About the only thing I liked in the 'good old days' was the relaxed way that people worked and lived. There was no hustle and bustle like nowadays. However, I think the day's standards of living are much better. The average worker in present times has better hours and earns larger wages compared to years ago."



Janitor John Haralevich: "The low cost of living and a much more friendlier attitude among people were the best features of the 'good old days.' People never had to dodge high speed cars and trucks like they do now."



Bus Operator Joseph Buchinski: "Everything moved much slower and people were more friendly and helpful. It was much cheaper to live in those times, too. I still remember the days when you could eat as much as you wanted, free, with a five cent glass of beer."

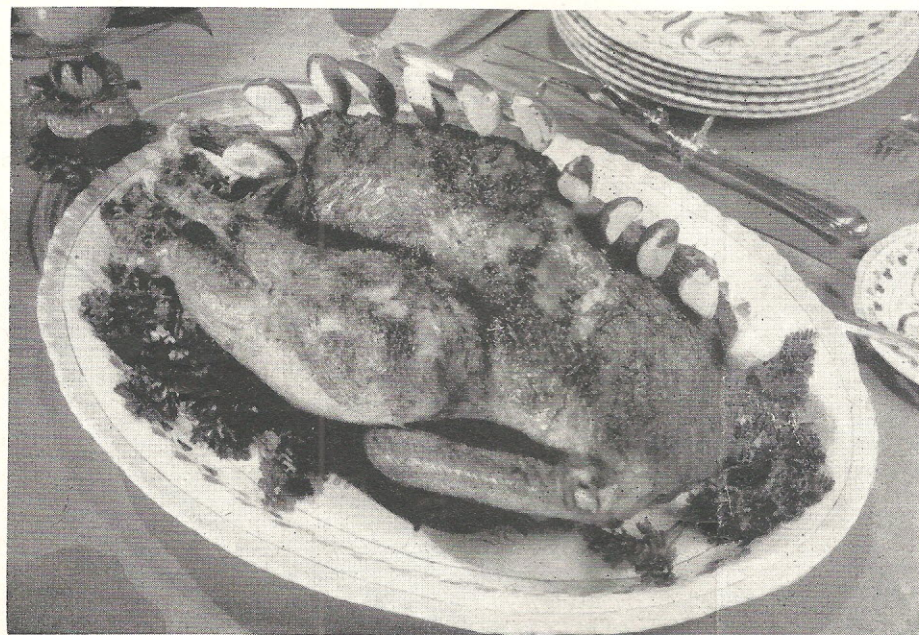


Inquiring Reporter Paul Gade Interviews Bus Operator William Lyons: "It was much easier to get around and traffic was a lot lighter than today. The pedestrian had a much better chance of getting home safely after his working day was over."

To the Ladies . . . from Joan

HOLIDAY TIME is the time for "drop-inners." This means lots of people for suppers and for snacks. So, holiday time is the time to have refreshments on hand—ready to serve when the invitation is extended to "stay for a bite to eat." The ideal way to dine a crowd is with a simple but decorative buffet. It is gay, festive, and easy on the hostess. Guests like the informality of serving themselves and they can sit where they please to renew old friendships or exchange holiday good wishes.

Ham is a wonderful meat to serve at holiday buffets. It can be cooked in advance and sliced just before serving.



BRAZIL NUT STUFFING

12 cups soft $\frac{1}{2}$ inch bread cubes.
2 cups finely chopped Brazil nuts.
1 cup butter or margarine
 $\frac{1}{2}$ cup finely chopped onion
 $\frac{1}{4}$ cup chopped parsley
1 cup diced celery 1 tablespoon salt
 $\frac{1}{4}$ teaspoon pepper $1\frac{1}{2}$ cups water

Place Bread Cubes in a shallow pan and toast in a slow oven (350°F.) 1 hour. After $\frac{1}{2}$ hour stir bread cubes; add Brazil nuts and allow them to toast with bread cubes for the remaining half hour. While the bread cubes and Brazil nuts are toasting, melt butter; add onion, and celery and cook until onion is yellow, but not brown. Stir in parsley, salt and

Beautifully glazed and studded with cloves, garnished with green parsley or watercress and red radishes, it makes a gay and appropriate meat for Christmas entertaining.

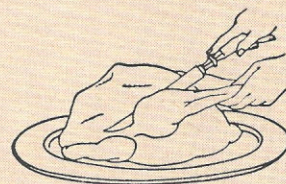
Holiday dinners, however, are traditional, from the turkey to the pumpkin pie. But a good cook can get plenty of variety into the meal, and still keep within tradition. You most likely will cook the bird by your own tried and tested method. But why not try this new recipe for Brazil Nut Stuffing? The rich flavor and crunchy texture of the nuts from the Amazon make turkey dressing very festive. Both family and guests will praise your originality.

pepper. Cook, stirring constantly, over medium heat for about 5 minutes. When the bread cubes and Brazil nuts are toasted, turn into large bowl; add butter, onion mixture to them. Sprinkle water over mixture and toss lightly. Yield: about 12 cups stuffing for 12 to 14 pound turkey.

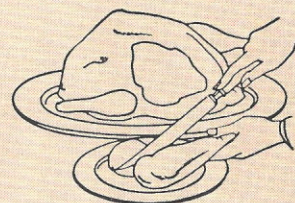
ALMOST every cook has a recipe which is just a little different. And that's what we would like to see—any recipe which you consider your specialty. We would like to add it to our collection of CTA family recipes. Could we hear from you? Send it to Women's Editor, CTA TRAN-SIT NEWS, 79 West Monroe Street.

LAUGHTER? or PRAISE?

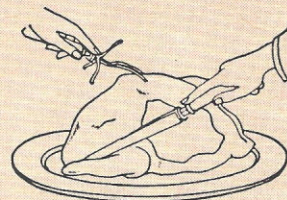
DO THEY all laugh when your husband starts to carve? Do you shudder when you think of the mess he'll make of the bird you have so carefully prepared? Why not just before the crucial hour show him this set of drawings from *Good Housekeeping*? The result will be nothing but praise for his skill in carving.



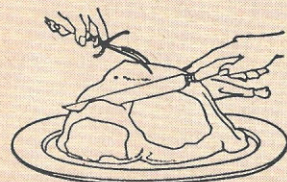
1. Place roast bird, with legs to right, before host. Starting on side facing him, host cuts leg from body while bending it back with left hand.



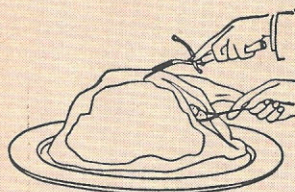
2. Next, he lifts leg to a side plate near by. While holding chicken leg with left hand, he severs thighbone from drumstick, just over the round bone, as above.



3. He slices all the meat from leg. Then, with fork astride breastbone, he cuts down sharply where wing joins body, severing wing completely.



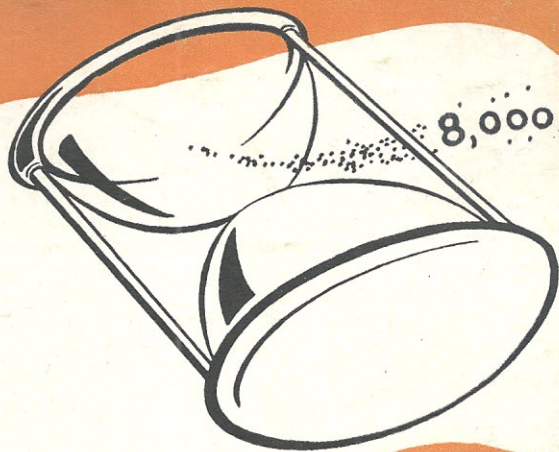
4. Now he starts, just above joint where wing was removed, to cut thin slices of white meat, working upward, always parallel to breastbone.



5. After breast has been sliced, it's easy to reach stuffing. For second servings, host turns platter and carves other side of bird.

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

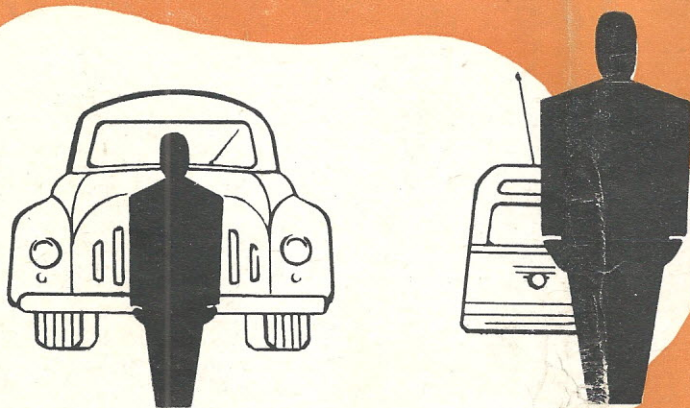
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LOST

**Approximately 8 Million
Man Hours A Year!**

(In the central business district, alone, it is estimated that at least this many man hours have been lost annually due to traffic delays. "The cost of this huge waste is reflected in the prices we pay for goods and services — food, clothing, local transit rides, etc.")



WANTED

More Transit Riders!

("On a typical weekday, 9,679 local transit vehicles bring 287,000 people into, or through, the central business district, but 161,232 passenger automobiles carry only 274,000 persons into and through the area. It is evident, therefore, that the contribution to traffic congestion of private automobiles is out of all proportion to the number of passengers carried by them.")

Traffic delays waste millions of dollars annually and retard the economic development of the entire city.

—Based on the study by
The Mayor's Traffic Survey Committee
For the Central Business District

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