

TRANSIT NEWS

SEPTEMBER-1951



RED FEATHER KIDS
(See Page 5)



Temporary Run-Around Tracks Installed

ON August 20, a CTA Way and Structures construction crew cut in a temporary run-around track for west-bound streetcars on Madison Street between Franklin Street and the bridge. East-bound streetcars began operating over temporary tracks on August 15.

These diversional tracks through the Madison-Wacker intersection were required to make way for construction of the double-deck Wacker Drive Superhighway extension. It is expected the temporary tracks will be used until sometime in December when two-thirds of the intersection work is scheduled to be completed.

The eastbound tracks, on which the cars swing south about 50 feet around the intersection, are in an area which was once the site of the Weston hotel at the southwest corner of Madison and Wacker.

New CTA Additions to the Armed Forces

- J. W. Bourke** — Transportation (Northside) "L"
- R. W. Clark**—Shops and Equipment (Wilson Terminal)
- A. J. Dean**—Transportation (Westside)
- J. P. Howe** — Transportation (Westside)
- J. J. Johnston**—Electrical
- S. E. Kaminski** — Shops and Equipment (West Shops)
- J. O. Keyes**—Shops and Equipment (77th)
- J. J. Nasti**—Electrical

Returned from Service

- W. G. Gass** — Transportation (Westside)
- C. Kucera**—Electrical
- E. F. Ludden**—Shops and Equipment (Wilson Terminal)
- A. Miller**—Transportation (Lawn-dale)
- J. F. Monaghan**—Transportation (North Park)
- W. M. Morris** — Transportation (69th)
- R. E. Wilson**—Shops and Equipment (Skokie)

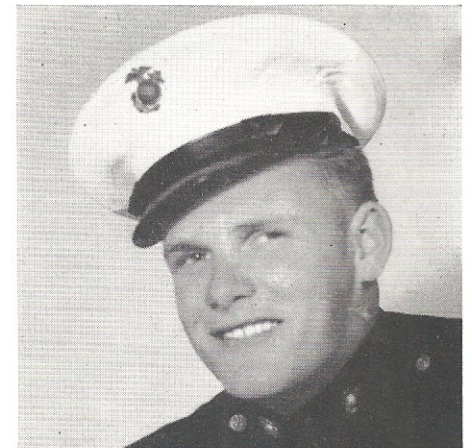
JAMES CRAIG KILLED IN KOREA

CORPORAL James Craig of the U. S. Marine Corps was killed in action in Korea on June 19, four days after he had written his parents, *Mr. and Mrs. Robert Craig*, that his name was on the rotation leave list to come home.

Before enlisting in the Marines, Craig worked for the CTA as a laborer in the Electrical line department for one month after his graduation from Steinmetz high school in 1948.

After duty in Cuba, he was sent to Korea last September. While serving with an engineering group of the First Marine division, he suffered frozen feet in last winter's campaign.

Craig, who was 21 years old, leaves his mother and father, *Robert*, a bus operator at North, four brothers, *Henry, Robert, John* and *Donald*; and a sister,



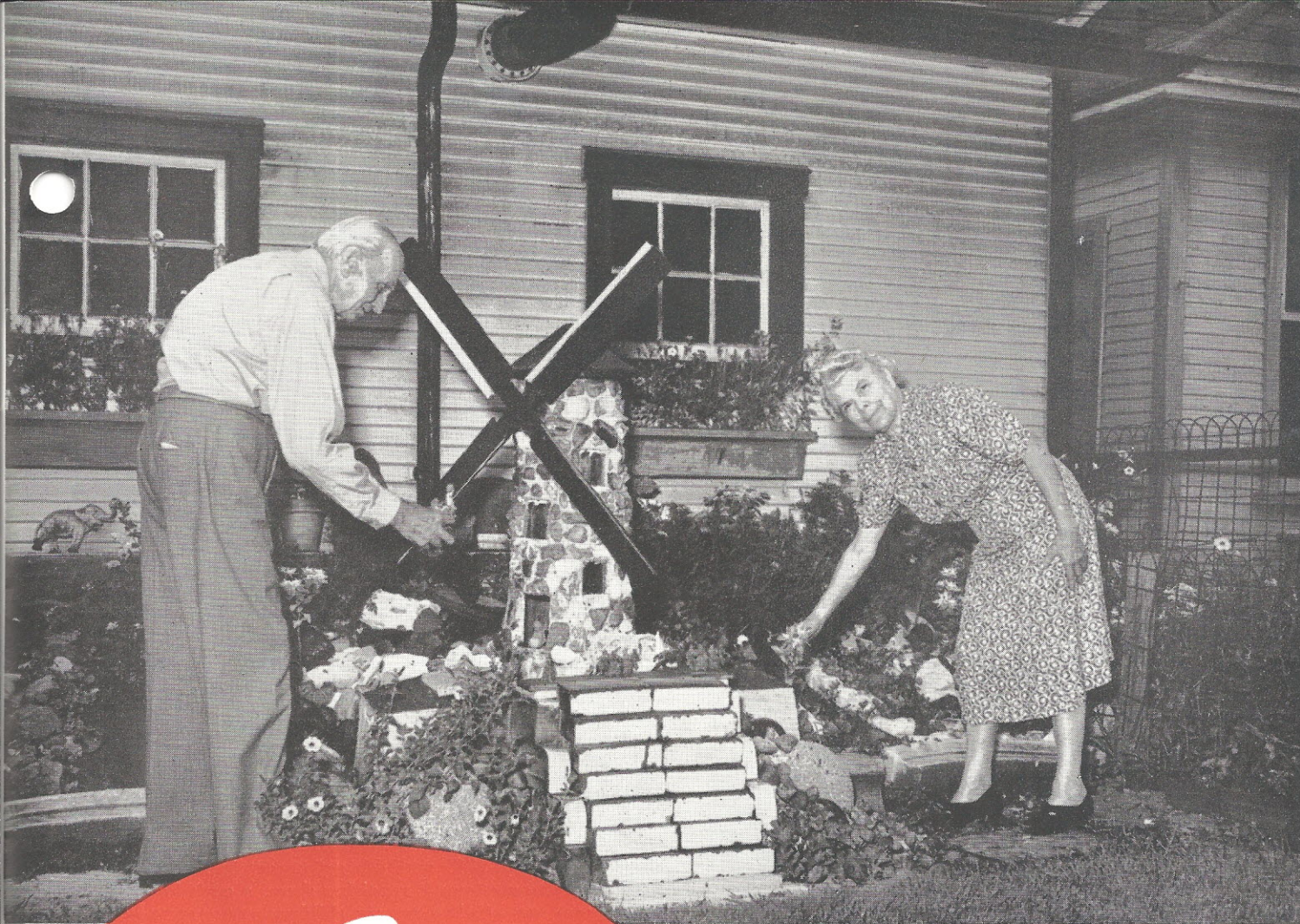
Mrs. Margaret Klatt. Henry and *John* are both bus operators at North. An uncle, *Joseph Craig*, was a conductor at North until he retired in 1950 with 40 years of service. Another uncle, *John Craig*, works as a gateman on the West-side "L," having previously been a conductor at North for 36 years.

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THE *First* TEN YEARS

TEN years ago, in August, 1941, 173 employees of the CTA's predecessor companies, the former Chicago Surface Lines and Chicago Rapid Transit Company, performed their last official "on the job" duties to accept the first retirement benefits in the history of these organizations, which had become effective June 1 of that year.

Of the 79 surviving members of this group, some have remained in Chicago or its vicinity, while others have scattered to all parts of the United States and a few foreign countries. Nearly all of them have taken up some sort of a hobby and are living a happier life than would have been possible without pension payments.

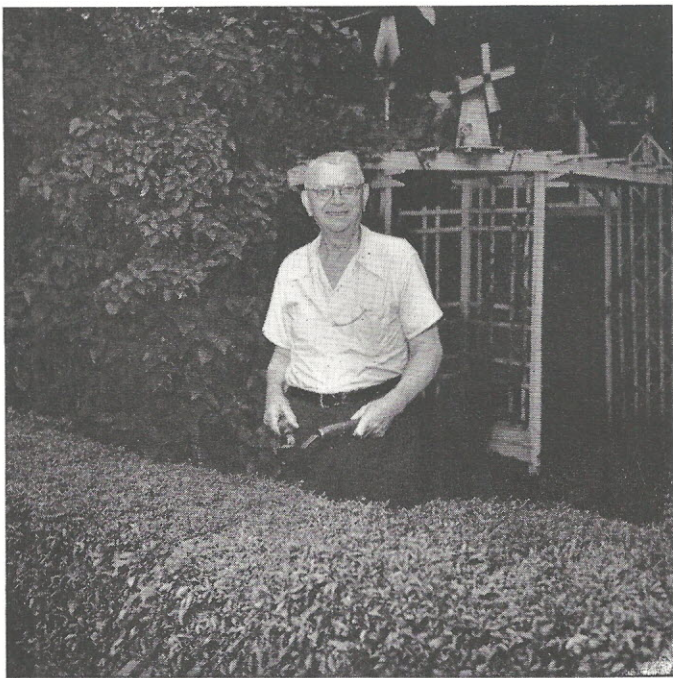
Since the inception of the pension plans back in 1941, 5,105 retired employees have been paid in excess of \$12,000,000.

From 1941 until the new CTA retirement plan became effective on June 1, 1949, a total of 3,130 former employees collected \$5,606,707.97 in pension benefits. Since the effec-

RETIREMENT to former motorman *Joseph Langerock* has meant many more enjoyable hours working in the rock garden with his wife, *Mary*. Mr. Langerock was one of the first surface employes to retire when the original pension plan became effective. "It's nice to have that regular check coming every month," he says, "particularly with prices as high as they are now. The recent increase given us has been a big help." Born in Belgium 76 years ago, Langerock came to Chicago in 1905 and the following year began his local transit career.

A **TYPICAL** picture of contentment is *William Spencer*, 81, another of the first "L" employes to retire under the pension plan inaugurated in 1941. Since that time, Mr. Spencer's pension has increased 50 per cent, and he "hopes it will remain as good as it is right now." Spencer started with the elevated in 1894 and worked as an agent, guard, conductor, and, eventually, motorman. He and his wife, *Emma*, will celebrate their 55th wedding anniversary on November 29.





THE transit career of *Henry Frese*, 77, ended in 1941, after 52 years employment. He started as a towboy and later became a motorman at North avenue depot where he remained for approximately 45 years. Although bothered by arthritis, Henry still manages to care for the garden and bushes that surround his four-room home. As one of the original pensioners, Henry has much to say about the pension plan. "I think it's a good thing to remember the old timers. The recent raise given us pensioned employes is the best thing that could have happened." Henry, a widower for 17 years, is the father of five children, two of whom were former surface lines conductors.

tive date of the present CTA plan, 1,975 additional employes have retired and \$6,493,969.36 has been paid to pensioners. As of the first of August, this year, 3,672 active pensioners were on the retired list. They were paid a total of \$321,112.02 to cover retirement benefits for the month of July, 1951. The total monthly payment has been steadily increasing each month.

Before the two 1941 plans became effective, employes had not been contributing anything to build up the fund. However, those eligible could retire immediately. At that time, the benefit paid was a flat \$40.00 per month for those 65 years of age or older with at least 20 years of service. Starting June 1, 1941, both employes and the two companies began contributing to the retirement fund.

Present Plan

Under the plan which became effective on June 1, 1949, benefit payments to pensioners were increased considerably. Pension payments are exclusive of Federal Old Age Benefit (Social Security) payments.

The major changes in the present plan as compared with that in effect before June 1, 1949, are as follows:

1. Retirement or disability allowance is now directly pro-

portionate to years of service and earnings. Each employe's pension now is based on years of service prior to June 1, 1949, and his total earnings thereafter to age 65. Previously, this was a flat sum.

2. Under previous plans, eligibility for retirement, other than disability, required the employe to be at least 65 years of age and have 20 years of service. The present plan permits an employe to take a reduced allowance at any time after age 55 and prior to age 65, providing he has at least three years of service.

3. Increased benefits are available to an employe with a minimum of ten years of service who may become totally and permanently disabled prior to age 65. The disability retirement allowance is computed without reduction, just as though the employe had reached age 65, with a minimum payment of \$75.00 per month.

Due to increased benefits to pensioners, employes now contribute 2½% of earnings to the retirement fund, while the Chicago Transit Authority pays double this amount into the fund.

The present retirement plan for CTA employes is one of the finest in effect in industry today. It is just another reason why jobs with the CTA are good jobs!

"THERE'S nothing like a workshop to keep you busy, particularly when you are retired." Those are the words of *Fredrick Griesch*, 82, who was an elevated employe at Throop street shops from 1909 until his retirement in 1941. One of Fred's favorite pastimes is repairing shoes, a craft he learned many years ago—"when my six children were young and it was cheaper to fix shoes yourself." As a 10-year pension man, Fred feels very satisfied with the present plan for retired employes. "They have continued to improve it," he says, "and I, for one, am very grateful."



CONTEST **RED FEATHER KIDS** **CONTEST**
USO **CHICAGO COMMUNITY FUND** **USO**



BEING interviewed at the judges' table are two sons of CTA employees. At the far right is *James J. McCormick, Jr.*, 12, son of *James, Sr.*, conductor, Northside. Next to him is *Eugene McClaughry*, the eventual winner (No. 41). James represented the Chicago Council of the Boy Scouts of America. He is a senior patrol leader in Boy Scout Troop 973 and is in the 7th grade at St. Andrew School.

RED Feather Kid for 1951! This honor was recently won by *Eugene McClaughry*, 10, son of *George William McClaughry*, CTA North Park bus operator.

Eugene and his female counterpart, *Linda Lacey*, 11, were picked by a judges panel of six prominent Chicagoans from 80 finalists. Approximately 250,000 boys and girls participated in the contest.

The winner represented the Northwestern University Settlement, where he is an outstanding Cub Scout and a leader in the summer play school. He is in 6th grade at Annunciation School.

As representatives of the Community Fund of Chicago, Eugene and Nancy will have a full program for the next several weeks making personal appearances at public and private functions, including radio and television, to help that organization reach its 1951 goal of \$9,850,000. That amount is needed to finance 189 local welfare agencies and the USO. The latter requested inclusion this year to eliminate another major separate campaign.

Three other children of CTA employees were also among the group of finalists—*Myra Lannom*, 9, daughter of *Clyde Lannom*, bus operator at 77th; *James J. McCormick, Jr.*, 12, son of *James, Sr.*, conductor on the Northside elevated;

and *Joseph Lepore*, 9, son of *Guy Lepore*, car cleaner, Northside Shops.

The Chicago Community Fund drive officially opens on October 17 to run through November 14. As in past years, the CTA will cooperate in the campaign to the extent to seeing that every employe is given the opportunity of making a contribution, either in cash or through the payroll deduction plan, whichever is preferred.

In addition, 10 CTA men, under the direction of Warren A. Logelin, Director of Advertising, will be assigned to work with the Community Fund to help assure the success of the drive by soliciting contributions from 80 Chicago firms.



THE WINNERS — *Linda Lacey*, 11, daughter of *Felix Lacey*, department manager for Swift & Co., who represented the Girl Scouts of Chicago, and *Eugene McClaughry*, 10, son of *George W. McClaughry*, CTA bus operator, North Park, who represented the Northwestern University Settlement, were selected as the Red Feather Kids for 1951. They are shown here with *Robert E. Coburn*, Associate Director of the 1951 Community Fund campaign.

THREE sons and one daughter of CTA employes were picked as finalists from about 250,000 children who competed for the 1951 Red Feather Kids of Chicago. Left to right are *James J. McCormick, Jr.*, 12; *Joseph Lepore*, 9; *Myra Lannom*, 9; and *Eugene McClaughry*, 10, winner in the boys group. James was selected by the Chicago Council of Boy Scouts of America; Joseph was a finalist from Madonna Center; Myra represented the Chicago Area Council of Campfire Girls; and Eugene was a finalist from Northwestern University Settlement.



Getting the GOODS

PART II PURCHASES of materials and supplies, and sales of property no longer useful, formal or informal, are on the basis of competitive bidding. All materials bought must comply with specifications. This is the conclusion of an article dealing with the extensive operations of the CTA Purchasing Department.



IN addition to their other duties described on these pages, the five CTA Buyers spend a large portion of their time in discussions with salesmen and sales engineers who personally call or telephone them every day. Two of the buyers, *Carl Johnson* and *Ed Devine*, were away when this picture was taken which shows *Eugene J. Burke*, *Ralph Yohn*, and *Ed Cummings* (from left to right).

BUYERS:

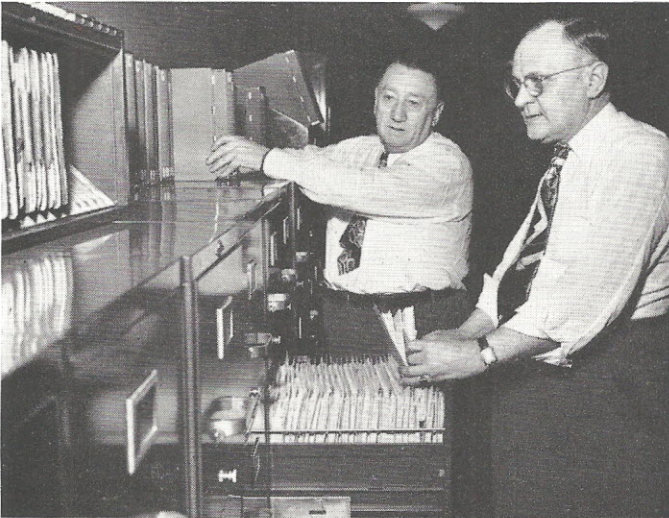
When requisitions are received in the Purchasing Department from the Stores Department, it is up to the buyers to know the best source of supply for any and all items (CTA Transit News, August, 1951). After bids have been secured, the buyers study the summary and quotations. Because of their wide knowledge of the items handled, they are usually able to determine whether or not the lowest bidder is offering an acceptable product. If they are not certain, they may obtain samples or refer the matter to the Compliance Division of the Chief Engineer's office for recommendations.

After the buyers have determined that a certain bid is acceptable, it is recommended by them and the type of priority, if any, is indicated on the order. The procurement of material is further complicated by the necessity of having to comply with a great many priority and National Production Authority regulations. The buyers, in particular, must keep abreast of these things at all times.

EXPEDITING: The Expediting Section of the Purchasing Department has become increasingly important in these days of short supply and slow delivery. Expeditors must

maintain their records in such a way that they are at all times in touch with the progress of delivery on each order placed to secure delivery by the date required. This is particularly important on items so frequently needed by the operating divisions to prevent any disruption of normal activities.

SCRAP SALES: It will probably come as a surprise to a good many people that the CTA carries on quite a sizeable business in the sale of scrap metals, which is handled by the Purchasing Department. Scrap metals sold over a period of



GETTING delivery of materials and supplies on time is becoming more and more of a problem each day. Expeditors *Harvey O. De Barr* (right) and *James J. Flynn* are checking summary of bids against purchase orders. They must maintain comprehensive, accurate records and keep in close contact with suppliers via telephone or correspondence to assure "on time" delivery.

SALES of scrap materials are handled by the Purchasing Department in addition to their buying functions. The major portion of scrap collected is from obsolete equipment that has been retired from service and from items worn out in service. For the past few years the sales of non-ferrous (without an iron base) and ferrous (with an iron base) metals have grossed about \$1,250,000 per year. This is an important source of revenue to the CTA.



one year run approximately 25,000 gross tons of ferrous metals and 3,500,000 pounds of non-ferrous metals. For the past few years the sales of both these types of metals have grossed the Authority approximately \$1,250,000 per year, which is a helpful addition to revenues. All scrap and obsolete materials are sold on the basis of cash in advance of shipment or delivery of material.

LARGE PURCHASES: Huge quantities of certain products are required to operate the Chicago Transit Authority. For example, during 1950, 425 tons of miscellaneous struc-



SOMETIMES it is necessary to return materials or incorrect prices are shown on invoices received. *Helen Spolec*, who works with the expeditors, handles by telephone or correspondence all matters pertaining to warranty failures, wrong or faulty materials, and incorrect billing prices.

KNOWN to her co-workers as the "Stationery Engineer," *Katie Benson* is running off summary forms on the multilith machine. The primary use of the machine, however, is to reproduce inquiry sheets to be sent to vendors for the purpose of obtaining comparative prices and for producing the necessary copies of orders after all other details have been completed on the multilith master.



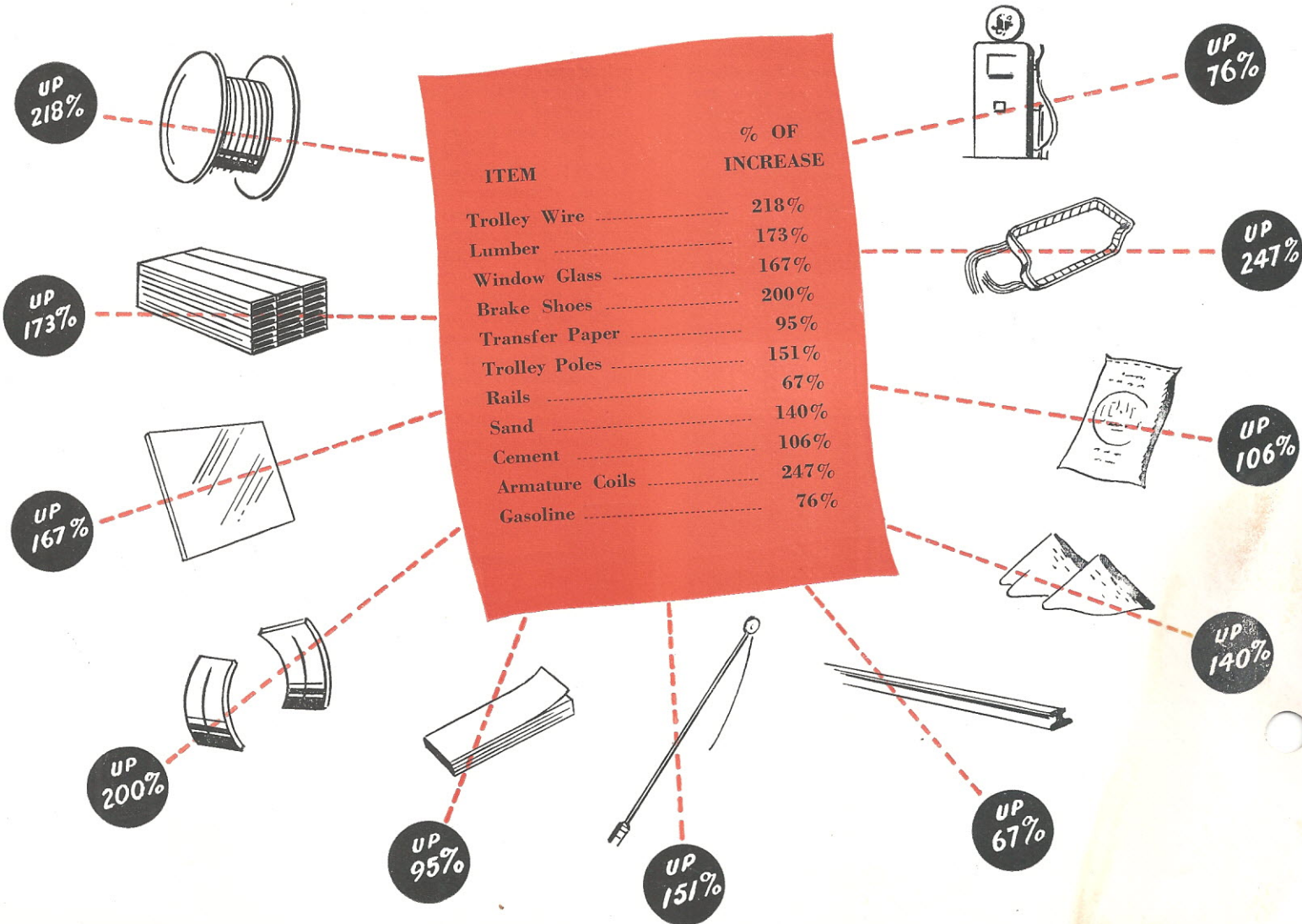
tural steel were bought at a cost of about \$60,000; 20,000 tons of coal for \$170,000; 186,000 gallons of motor oil for \$60,000; 1,000 tons of paper used for transfers cost \$113,000; 71,500 bags of cement for \$75,000; \$45,000 was spent for 52,000 bus brake blocks and about \$300,000 for 25,897 tons of salt.

Excluding the amounts expended for the purchase of new cars and buses, purchases during 1950 represented approximately \$13,500,000. Although this amount of money paid for immense quantities of supplies and services, the same items in 1938 could have been secured for considerably less. On this page is illustrated how the present inflationary trend has increased CTA operating costs.

HIGHER PRICES: Through their daily work, all employees in the Purchasing Department are constantly conscious of the continuing rise in prices which affects us as individuals and has a similar effect on increasing CTA costs of operation. A few examples of the higher prices paid now as compared with 1938 are: trolley wire which advanced from \$14.50 to \$46.16 per cwt.; lumber from \$47.50 to \$130 per thousand board feet; window glass up from \$3.40 to \$9.09 per box of nine pieces; brake shoes from \$47.75 to \$143.00 per net ton; transfer paper from \$62.50 to \$122.00 per ton; trolley poles from \$3.10 to \$8.06 each; rails from \$53.00 to \$88.48 per gross ton; sand from \$1.55 to \$3.765 per cubic yard; cement from \$2.10 to \$4.32 per barrel; armature coils from \$40.00 to \$138.60 per set; and gasoline from 8.5c to 15.005c per gallon.



THE inquiry clerk, order writers, file clerk and typists are combined in this location of the office. From left to right they are: Ann Gusich, Margaret Kells, Helen Metzger, Eleanor Klosowski, Mary McCauley, Mary McDonnell, Edel Kreutzer, and David Carey (foreground).



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Familiar Refrains

ACCIDENT INVESTIGATION—“We’re In the Army Now” . . . are the familiar strains heard from *Bob Christian, Joe Clark, Tony Greene* and *Henry Guzman*.

“Somebody Else Is Taking Your Place” . . . namely, *Antoinette Tortorelli, Bob Galente, Phil Boyk, John Dever* and *Theresa Kuzius*.

“Them Bones, Them Bones” . . . poor *Pete Tiggelaar* is limping around the office after falling off an “I.C.” train. (Perhaps he will ride the CTA hereafter.)

“Here Comes the Bride” . . . and groom. Congratulations to *Joanne Sorenson* and *Charles Eaker* who took their marriage vows recently.

“Deep In the Heart of Florida” . . . is where *Jo Kelly* is enjoying herself and she hopes that all of you here are doing the same.

There’s nothing like a vacation “In the Good Old Summertime” . . . and to prove this statement we saw *Mr. Dwight, Mr. Mersch, Mr. Kinderman, Mr. McDermott* and *Mr. Nattinger* return to work with smiling faces.

We regret to inform you that *Jerry and Cal*, your former reporters for this column, have resigned. We, who have taken over realize that you won’t receive the news as cleverly written as before, but we do intend to bring the news.

—G. & M.

Black, Tan and Red!

ARMITAGE—The one and only *Conductor Joe Hickey* came down to work recently with more colors than Jacob’s coat of many colors. Besides his blue uniform and black tie he had on one black shoe and one tan shoe. Was his face red!

Motorman George Nelsen is back on the job after a three-week vacation at home in his beloved Algonquin.

Conductor Pat McGuire, Sr., is studying maps of the great state of Arizona, where he expects to hunt Indians on his vacation.

A nice long letter from *Motorman Ray Fisher*, on leave with the

FAREWELL TO VACATION



BACK to school goes *Thomas Byrne, 7*, as his three-year-old brother, *Paul*, and their dog, “*Skipper*,” seem puzzled about it all. The children are sons of *Towerman James Byrne, Douglas Park elevated branch*. The helping hand is extended to *Thomas by Bus Operator Sidney Haase, North*.

army, states he was on maneuvers at Fort Bragg, S. C.

Noah Moss, retired repair shop clerk, paid a surprise visit to Armitage recently. Florida climate seems to agree with him. He was looking fine.

Motorman Joe Newel is telling the boys about the scenery in the great northwest, where he spent his vacation.

Motorman Eddie Smith is back in the groove again, but you should hear him tell about the sights he saw while vacationing in California.

Conductor Johnny Gebel, our own horticulturist deluxe, is making a three-week study of the flora and fauna among the Ozarks.

Our sympathy is extended to *Conductor Charles Thoma* whose father recently passed away.

—TED SHUMON

Marie Lewis Now Has New Playmate

BEVERLY — A big announcement should always come first so here it is: The stork visited the home of *Mr. and Mrs. William Lewis* with a boy, *Michael William* born August 18, 1951. He weighed 10 lbs., 12 ozs. Little Marie at home, almost seven years old, just couldn’t wait to see her new brother.

Harry Swanson, Receiver, and his wife announced the marriage of their daughter, *Myrtle* to *Donald Heitman*, August 4, at the Bethlehem Lutheran Church. A reception was held at the Viking Temple, 69th and Emerald, for 150 guests. A trip to the east coast and a visit to the groom’s folks in Washington, D.C., made a lovely trip.

Mr. and Mrs. Ray Cazel and friends traveled 5,600 miles out west to visit many points of interest. Grand Canyon and Hoover Dam were both high on the list. A side trip to Las Vegas resorts proved what the names stood for. For instance, “Golden Nugget” owner gets them all. “Silver Pot” owner has the Pot of Silver. He didn’t say they had “Copper Kettle.” I supposed it would mean too many kettles to keep all the coppers—Lincolns or Indians.

Mr. and Mrs. Tom Renison and family had what he called a fisherman’s “best vacation.” Port Arthur, Canada, was the lucky spot. All kinds of fish and plenty of them. Tom said, “to make it brief, I would say an exceptional fisherman’s paradise.” Don’t rush him boys—he’ll tell you all about it.

The Safer Way

Yours truly, *Mr. and Mrs. Dante F. Brunod* and family let the New York Central engineer do the driving. We visited Mrs. Brunod’s folks on the farm in northern New York at Clayton, on the Thousand Islands, where the St. Lawrence river is only eight miles across to Canada. One afternoon, we were ending our trip of rounding up the cattle for milking, my nephew, *Wesley*, and my daughter, *Mary Alice*, were with me. I was just about to spread apart the barbed wire to let the children go under when I spotted a large snake. Its head was in an upright position as if to strike. As I was carrying a broken axe handle for protection, I was the one who did the striking, but fast, and squarely in the back of the snake’s neck, snapping its head almost off. The snake measured five feet, six inches long and about four inches in diameter. It was a black water snake. The axe handle had outlived its original purpose only to be used for another useful task.

—DANTE F. BRUNOD

TRANSITAD

FOR SALE: White enamel kitchen model oil stove. Also, brown, standard model oil stove. Phone *Ken Ward* at Stewart 3-3159.

WEDDING SMILES



SMILING for the photographer after their marriage are *Ramona Vandermier*, West Shops, and *Ray Evans*, North Park. They were married June 16, at St. Beatrice Church, Schiller Park, after which the couple enjoyed a honeymoon trip to Albuquerque, New Mexico.

Reported by *Catherine Holton*

Billfold and Money Returned to Veteran

DEVON—*Paul Bradley* found a billfold in his car one day that contained \$120.00 and some personal papers. The owner was notified through the cards in the wallet to come and identify and claim his loss. The loser happened to be a patient at Hines Hospital. The disabled vet was quite relieved to know that all he possessed had been recovered.

Now that *Bob Quetschke* has taken over his new position, we notice that *Sam Gerard* has turned into a sphinx. There's no one to listen to Sam.

The completion of our new washroom has left *Janitor King* with a little more time to greet the men. That's when he found out that *Motorman Duffy* had a new Packard. King challenged Duffy and his new car to a race—*Art Schmidt* to be the referee. This should be something to see. May we suggest the use of Thillens Stadium?

Mr. and Mrs. G. Gleason have a new baby daughter, born in St. Joseph Hospital. The eight and a half pounds will be christened *Susan Therese*.

Russ Gunderson spent 15 days of his 14-day vacation at Grayling, Mich., with the National Guards.

W. Goette informs us that his wife is recuperating from a major operation very nicely. *Gene Ratliff* is out shopping in the new car showrooms.

Al Alesterlund is a very easy-going young man. A friend of his is laid up with a heart condition and in the process of closing a real estate deal in Fox Lake. Al would do his friend a favor by driving his wife out to complete the deal on a Saturday morning before going to work. At the insistence of Al's friend his car was left behind and his friend's car was used. Coming into Chicago from the Lake with his friend's car, Al heard a lot of noise. One of the pistons was coming out through the side of the motor.

John Stanton of our mechanical department arranged his vacation with the home stand of our White Sox. Those extra inning night games and double headers were all taken in by John.

Fred Meyer spent his vacation at Paddock Lake, restocking the lake with fish.

A Lost Week-end!

Curley Stenzel out shopping for vitamins? Definitely! The highest content of vitamin "C" is what he was after in the vicinity of Milwaukee and Lawrence. Here is the reason that he was in need of it. On his weekend off he paid a visit to his brother-in-law at his cottage in Michigan. Curley had trouble sleeping that Saturday night, too quiet. So he decided to take a walk. The mist was heavy, and out he wandered onto the hills. He walked and he walked, hours and hours, up and down the hills. The mist seemed heavier as the night went on. All night long he walked. As daylight came along, Curly was still lost, but not for long. The cottage was just 200 feet away. The lost weekend. Curly's lost week end.

—JOE KLEIN

TRANSITAD

FOR SALE—Resort lot. Island Lake, Illinois, 32 miles northwest of Chicago. Riparian rights, electricity and water available. \$850. Magnus V. Edgar, Sr., 607 N. Center St., Bangor, Michigan, or contact Carl Thomas Grocery Store, 2131 N. Southport Ave., Chicago.

Must Have Been A Big Fish!

ELECTRICAL—*Chief Operator Harry Geier* of Homer Substation started on a fishing trip near Rhinelander, Wisconsin. His first day out he had the misfortune to be injured, dislocating his left elbow.

Chief Operator Colbert Vachet of Van Buren substation is vacationing in "the west." He sent us a crate of oranges from Hollywood, California.

A card was received from *Max Drafz*, chief operator of Calvary substation. Quote: "Having a good time as a city farmer at Pittsfield, Wisconsin."

William Hart, chief operator of Milwaukee substation, visited relatives and friends in his old home town, Plymouth, Pa., near Wilksbarre. While there, he enjoyed some berry picking.

Burton Engberg enjoyed fishing at Conover, Wisconsin. . . . *John Blomberg* went fishing at Muskegon, Wisconsin. . . . *Adolph Kutz* reports that he caught a 15-pound red horse at Tomahawk, Wis. . . . *Margaret Kinsey* took a motor trip covering some 4,000 miles to the Black Hills, the Badlands of both North and South Dakota, Yellowstone National Park and Sun Valley, Idaho. . . . *Leo Purcell* vacationed with his son, relatives and friends in Leavenworth, Kansas. . . . *Pauline Haralamos* visited her brother and friends in Washington, D. C. . . . *Gil Andrews* (Andy) vacationed in New York City and Washington, D. C.

Sympathy is extended to *Ruth Scheide* who recently sustained the loss of her sister.

—GILBERT E. ANDREWS

Helfrich Family Farms For Two Weeks

GENERAL OFFICE (175) — There was excitement galore on the farm in LaPeer County, Michigan, where the *Willis Helfrich* family sojourned for two weeks of their vacation. The time was spent with everyone helping with farm chores. Dad was on the tractor and combine; Mary, 9, worked the milking machine; Susan, 3½, fed the chickens; Carl, 1½, gathered eggs and mother had the task of cooking meals for her hungry farmers.

Mr. and Mrs. Helfrich spent the remaining third week with the *Medinah Temple Shriners* on the chartered "S.S. North American" from September 4 to September 9 for a cruise to Marquette, Michigan, stopping at the Isle of Mackinac, then through the locks of Sault Ste. Marie.

While *Barb Linton*, *Dave Carey*, *Ed Coates*, *Harvey DeBarr*, *Bob Manville*, *Ann Gusick* (all purchasing) and *Mildred Humes* (executive) tucked away their Chicago vacation folders, it was the filing away for another year of road maps of Michigan for *Ed Devine* and *Ed Cummings* who, we hope, will accept our humble apology for sending them to Colorado in the last issue. Apologies also to *Edel Kreutzer* who was misrepresented as *Adele* and *Mary Pat McDonald* who should have been a *McDonnell*.

Before *Fran Knautz* tackled his vacation he tackled his new duties as Public Information Assistant in the Service Section. Although we know he is missed at the 79 Building, we kinda like seeing him around here at the Insurance Exchange.

Space prevents the detailed tales of the wonders of Colorado from *Shirley Guertin*, executive, but *Katie Benson*, purchasing, *Bob* her husband, along with *Katie's* parents will verify on their scouts' honor that all stories are true.

CATHY BARRY and
LA VERNE CHWISTEK

Wedding Day



OPERATOR *Julius Jackiewicz*, Lawndale, and his bride. Their wedding day was June 23.

Reported by *Bill Feiler*

WEST SHOPS CARPENTERS HOLD PICNIC



THE third annual picnic of the West Shops carpenters and their families was held recently at Edgebrook Woods. *Bill Haupt* and *Joe Hecht* each won a cigarette lighter for being

the top team in the horseshoe pitching tournament. Other games were also played and prizes were awarded to the winners. Reported by *Catherine Holton*

Summer Cowgirl Rides Again!

GENERAL OFFICE (79) — *Virginia Baldwin*, who each year selects a different ranch to climb aboard a western saddle, has just returned from Jackson Hole country in Wyoming where she steered her noble steed around Peton Mountain.

Excuse, please! In relating events of *Ida Lee Heaney's* farewell dinner in July issue of "Transit News," the name of *Minetta Connors* was omitted. "Met" was a guest at the dinner and, together with *Margie* and *Ada*, "operates" at 175 W. Jackson. *Frank Johnson* of telephone department is at present recuperating from a stay in the hospital.

A new "spec" has joined the Seventy-niners. *Lillian Skora*, who spent three weeks in training at 600 Washington, recently transferred her duties as stenographer to specifications, and is wide-eyed listening to *Lee DeSutter* tell about her trip to Niagara Falls, Lake Placid, and finally Quebec.

Charles Butts, becoming disgusted with the cold Chicago weather, headed his car towards Minnesota to "warm up." . . . *Larry Stephens*, *Mrs. Stephens* and their young hopeful, motored to California, hoping that while visiting their daughter the stork would also drop in for a visit. The stork was detained, so Larry had to head for home.

Jane Fitzgerald will tell anyone who cares to listen that hereafter

she will take to the air any time she plans a trip. Jane recently returned from a wonderful vacation in Florida, with a stopover at Atlanta, Georgia, just to take a look at the peaches. She hopes aviation is here to stay.

The boys from schedule department shall have to discover another "Buttons and Bows." *Rosemary McAndrews* became united in marriage with *Lt. j.g. Tom Klett*, resigned her position, and is now in Alexandria, Virginia, where Tom is stationed at the Marine base. Adieus and best wishes from her co-workers and friends were extended to Rosemary at a luncheon recently arranged at Hardings in the Fair Store.

—JULIE PRINDERVILLE

The Proof Was Damaged

KEDZIE—Perhaps one of the longest fishing trips on record is that contained in a story forwarded by *Retired Motorman J. T. Jones* who is living in Spokane, Washington. He crossed the continent to go fishing at Ocean City, Md. In two trips out on a boat named the "Question Mark" he snared 70 fish that averaged a little over two pounds. Jones and his party are going to stop off in Texas and California on the way back to Washington. We are indeed sorry that a photo Mr. Jones sent along to make his story authentic met with an accident and we will not be able to have it published.

All *George Wilson* can talk about since his return from an

enjoyable two-week trip to Yellowstone Park are those 20 bears that he saw. Don't be surprised if *George* sprouts forth with a new bear skin coat next winter.

Neil Cotter, who has been ill for many months, looks mighty good for himself lately, after spending about five weeks recuperating on a farm near Montello, Wis. Neil says Montello is famous for its granite quarry and that all the granite in Grant's monument in Lincoln Park came from there.

A New Alibi

After a recent Wisconsin fishing trip, *Russell Haines* was all set to prove his prowess with the rod and reel to the boys back at the depot. Armed with lots of photos of the fish he caught he headed for home only to find that the negatives refused to develop due to a pin point leak in the camera.

Events such as that which happened on Thursday, August 16, are very rare, indeed, at Kedzie. So everyone extends congratulations and well wishes to *Mr. and Mrs. Lewis Henry* on the arrival of a bouncing set of twins.

Their many friends wish *Conductors Al Racette, Paul Richter, George Devlin, Homer Caldwell, Leonard Lonergan, Arthur Johnson, David Russell* and *Motormen William Hansen, Charles Fluegel, Robert Sinnott, George Bottcher, and Bernard Wendorf* a long, enjoyable and pleasant rest while on their pensions, which they took September 1.

A word of thanks to all my friends for the contributions and co-operation extended during the period I have acted as correspondent for Kedzie Depot. I have enjoyed writing the column and sincerely hope that you will all cooperate and give your friendly support to my successor, whoever he may be. I am naturally sorry to leave Kedzie after all these years but have gained a big improvement in my seniority status and working conditions by going to North Avenue depot as a bus operator.

—R. D. KNOX

Good Weather And Good Fishing

LIMITS—*Conductor Peter Lagoon-off* and his wife spent their three-week vacation at the Circle Pine resort, Minocqua, Wisconsin. Pete said they had good weather every day of their vacation. He says the place sure is a fisherman's paradise as he caught fish every day. The strings consist of northern and wall-eyed pike, crappies, perch, bluegills and bass, but no muskies. The fish seemed to hit the plugs with bait called U-20 flatfish.

Fellows, will you please give me some material to publish? Otherwise, our depot will not be in the news.

In the next issue we will give some dope on our five bowling teams in the P.M. league. That is all for now. See you next month.

—HAROLD R. FRAGLE

Sounds Like It Was A Good Housewarming

LAWRENCE—The highlight of the summer social season took place Saturday, August 4. Quite a few of the Lawrence men and their wives attended the housewarming of Mr. and Mrs. Frank Carpino. Present were Mr. and Mrs. Dorgan and his sister. Mr. and Mrs. Al Rahn were seen in one corner where Al sipped one lemonade all evening. Jack and Mrs. Dillon were there and Jack helped Al with the lemonade. Mr. and Mrs. Carey and Mr. and Mrs. Gron were seen kibitzing at another table. Mr. and Mrs. Ray Gray, George and Mrs. Stillwell were there. Ray was trying to talk George into helping the Credit Union by taking out a loan for his vacation trip. Ed and Mrs. Konkey and Mr. and Mrs. A. Konkey were there. Of course, Ed was seeing that all the guests had a good time and had plenty of coffee. Mr. and Mrs. Wally Ahern brought the hams which Wally baked. They were delicious. Clyde and Mrs. Brennwald and John and Mrs. Hartmann were in a huddle. Clyde had a toothache and John was telling Clyde to hold a mouthful of "spirits" on it to kill the pain. Mr. and Mrs. Pete Carpino were working hard. Mrs. Carpino preparing salad and Pete

back of the bar. "The Three Orchids" gave out with some good music. The "Polish hop" had us exhausted. We're not as young as we thought we were, although the Konkey brothers kept going at a fast pace. Mr. and Mrs. Crofoot and Mr. and Mrs. Holzen were there taking a keen interest in everything. Everyone had a good time and Frank had a mess to clean up next day. Anyone else having a housewarming soon?

Anyone needing golf lessons can apply to our two champs, Roy Busch and Nick Rogowski. They took the CTA Tournament. Our spies told us that Nick popped at the nineteenth hole for the house. Roy took a week off to practice and now is thinking of turning pro.

The much talked of ball game between the Spoilers and the Regulars has been postponed because of wet grounds. When it will be played, the mud certainly will fly.

We are sorry to hear that Dave Bielak, retired former janitor at Lawrence, has passed away.

John Hartmann has made life miserable for the mailman at Lawrence, with all the post cards he sends from Minnesota. We would like to see proof of all those fish. —CHESTER PAWLAK

The Next 25 Years Will Be Easier

LAWDALE — Operator Carl Zoellner and his wife celebrated twenty-five years in double harness on September 4. A group of about 100 friends and relatives joined them in commemorating the occasion. Carl says he is over the hardest years now, and the next twenty-five should be all down-hill traveling.

A baby girl, who answers to the name of Eileen Mary, was born to Mrs. Pat Gill, wife of the genial bus repairman.

Mike Burke reports a pleasant vacation touring through the East. Mike took in New York, and parts of Canada. He denies as base calumny the report circulated by Jimmy Lyons that he spent his vacation doing painting and decorating.

We welcome Jimmy Lyons into the fold as new Union Leader correspondent replacing Bill Moloney.

ELECTRICAL LINE FOREMAN DIES SUDDENLY

WHILE purchasing railroad tickets for his wife and sons, who were en route to California, Kenneth F. Taverner, Electrical line construction foreman, suffered a fatal heart attack on August 1.

Taverner, who was born April 13, 1901, in Ozone, Arkansas, was employed on January 14, 1919, as an electrical repairman in the Rapid Transit Northwest shops. He was transferred to the Electrical department as a lineman on March 1, 1920, and was promoted on September 16, 1938, to the position he held at the time of his death.

Surviving are his wife, Louise; two sons, Bruce and Brian; and his father, Bert Taverner, a former electrical department lineman, now retired and living in California.

Bill is much too busy wheeling those new propane buses around to do much corresponding. In fact our spies report that Bill was so busy his first few days on the buggies that he didn't even have time for a fall-back!

On Saturday, September 29, the Cicero Police Reserves will hold their annual Barn and Square Dance at American Legion Hall, 5510 W. 25th St., Cicero. A number of our men are members of this organization and will be present. To see Irv Birnbaum in a policeman's uniform is alone worth the price of admission.

—BILL FEILER

One Lost Game Spoils Record

NORTH—After winning every game of the softball season (15 in all), the North Avenue softball team was defeated by the south section winners, Kedzie depot. This only loss cost North the championship of the CTA League. Our hats off to Manager Joe Dillon and his boys on a job well done.

The golden gates to Pensionland opened August 1, and six of our old timers walked in. They were Jerry Flynn, August Wopinski, Edward Walsh, Bert Hites, Alec Thompson and Pete Peterson.

Our congratulations to Instructor Eddie Wehmeyer on his 27th wedding anniversary which was celebrated August 9.

Congratulations are extended to Operator Henry Lockowski on his 28th wedding anniversary which was celebrated August 29.

Congratulations are also due Operator Elmer Stobart who cele-

brated his 11th wedding anniversary September 2.

Comes word to us from Fort Bragg, North Carolina, that quite a commotion was caused there by the arrival of Michael Walter Mootz. Michael and Mother are doing fine, but Daddy, who is Conductor Walter Mootz, collapsed and had to be revived with the aid of oxygen. Michael weighed 8 lbs., 4 ozs.

Received word from Conductor Clarence (King) Tutt who is now a resident of Pasadena, California. Tutt is really enjoying his pension and he sends his regards to all.

Motorman Walter Kern spent his vacation at Big Cedar Lake, Wisconsin, where the fishing was great.

Conductor Sam Tamburino ran into bad weather when he vacationed at Butternut, Wisconsin.

Operator William Redmond spent his vacation at Twin Lakes, Wisconsin, in complete relaxation.

Operator Elmer Stobart toured Canada and stopped to watch Niagara Falls.

Instructor Al O'Shaughnessy is now a member of the Grandpappy's Club as he became a grandpa recently.

Operator Pat O'Sullivan was a patient at Loretto hospital where he was taken when he was injured recently. We hope for a speedy recovery.

—JOE HIEBEL

BEAR NOT GUILTY!



THE attire of a well-dressed "bear back" rider, as sported by 7-year-old Lannie, son of Aileen Benson, purchasing, is one broken left arm acquired by bicycle riding.

Reported by Cathy Barry and LaVerne Chwistek

TRANSITAD

WANTED to rent: 5 or 6-room apartment, north or northwest side.—Henry L. Sobczak, 3054 W. Fulton, phone VA 6-3601.

**No Dogs —
No Picnic**

MATERIAL AND SUPPLIES — Mike *Korzeniowski*, stock clerk at South Shops, took his family for an outing one of those nice days while he was on vacation. They decided on a weiner roast. After getting to the picnic spot and Mike had started the fire for roasting the weiners, it suddenly dawned on *Mrs. Korzeniowski* that she had left the weiners at home. Just think of the sad faces on those two children! Well, daddy just had to drive around the country until he found weiners. They still had their picnic, only a little later in the day.

Earl Wilcox, stock clerk at South Shops, spent his vacation attending a family reunion in and around Rhinelander, Wisconsin.

Henry Spuehler, stock clerk at South Shops, vacationed in Minneapolis, Minnesota, visiting his daughter. *Bert Long*, stock clerk at South Shops, also visited his daughter in Dowagic, Michigan, while on vacation.

Other vacationists from our South Shops were: *Martin Daley*, who hung around Chicago; *Clarence Pipowski*, who went to the reunion of the eleventh armored division at the Congress Hotel here in Chicago, and *Mr. Buckley*, divisional storekeeper, took a trip to various points in Minnesota, Michigan and Wisconsin.

Fourth Son Arrives

Our stock clerk at South Shops, *Martin Flanagan*, and wife are the proud parents of *Lawrence Joseph* born on August 5, 1951, weighing 9 lbs., 1 oz. The Flanagan's now have four sons (no daughters) making a total of nine grandsons in the family.

Our vacationists from Skokie storeroom are *Mr. Bieveer*, who went to Wonder Lake, and *Dave Stetcher*, who vacationed at Grays Lake.

Francis Fallon, stock clerk at Storeroom 43, visited friends in Escanaba, Michigan; and *Tom Chambers*, stock clerk at Storeroom 43, enjoyed sightseeing in Chicago.

A former typist at West Shops, *Mrs. Therese Horan*, is the proud mother of a little girl, *Carol Ann*,

ALTGELD PARK LEAGUE CHAMPIONS



WINNING 13 games out of 14 on the schedule during regular season play placed the CTA WEST Shops team on top of the heap in the Altgeld Park Industrial Softball League, which is composed of eight teams. For winning the title, the team was awarded a large trophy and each member received a smaller individual trophy. As champions of the league, the West Shops team will represent Altgeld Park in the city-wide Championship Industrial Tournament to be held in Grant Park during September. The players in the back row are, left to right, *Bill Rafferty, Pat Drugan, Tom Gilleran, Guy Garro, Emil Rusinak, Pat Burke, and Mike Joyce.* Front row, left to right, *Ed Coleman, Pat Clancy, Miles Coleman (Captain), Ed Cooke, Bill O'Brien (Manager), Bud Sawka, and Dick Mackey. Frank Fiarito was absent when the picture was taken. Ted Hastings and Bill Thompson, who started the season with the team, are now in military service.*

born on August 18, 1951, weighing 6½ lbs.

Mr. E. Bruckner, stock clerk at West Shops, went fishing at Black River Falls, Wisconsin, for wall eyed pike and bass. Have you heard his story of the one 22 inches long that got away?

Other vacationists from West Shops are: *Art Carlson*, assistant divisional storekeeper, touring through the Smokies in Tennessee. He wanted to dip his feet in the Atlantic Ocean, but because of carburetor trouble he had to turn back and head for home. *John Siebert*, stock clerk, cruised on the PCE 902 for the U. S. Navy going to Mackinac Island, Lake Superior, Canada and Milwaukee, Wisconsin. . . . *Joseph Marszalek*, stock clerk, took his family to Miami Beach, the land of oranges, sunshine and sunburn. He enjoyed

swimming, golf and a little dancing. He even went shopping on Lincoln Avenue, the shopping district that is years ahead of the world. He stayed at the Promenade Hotel on Collins Avenue, the street with more hotels than any other. . . . *George Linden*, stock clerk, worked hard landscaping his new home in River Grove, Ill. . . . *Denis Drislane*, stock clerk, vacationed in Egg Harbor, Wisconsin, playing soccer, with a little fishing and swimming. . . . *George Crofoot*, stock clerk, took care of 5,000 chickens at Dover, Delaware. . . . *Walter Miller*, stock clerk, built a two car garage (brick), and painted it. . . . *Joe Thaus*, stock clerk, visited his soldier brother in Atlanta, Georgia.

Our men who vacationed in Michigan are: *George DeMatteo, William Shevchuk, Barney Nimkavage, Emil Derma. . . . Horace*

Decker, stock clerk, took his family to Fox River.

The stay at homes from the West Shops are *Carmen Cardomone, John Vihnanek, E. Jensen* and *Bill Woronowicz. . . . George Loicano* visited his two children in Boston, Massachusetts, while on vacation.

Ray Saiger, stock clerk at West Shops is sporting a new Buick and *John O'Connell*, stock clerk, is sporting a new Chevrolet. . . .

George Sweeney, stock clerk at West Shops, and wife, are the proud parents of a son, *William John*, born on August 8, 1951, weighing 7 lbs., 15 ozs. . . .

James Bittournia, stock clerk at Grand and Leavitt, went fishing near Spooner, Wisconsin, and was lucky enough to bring home fifty pounds of fish. He says he caught every bit of it too. Shall we believe him?

Our new faces this month are *Raymond Brzeczek, Lewis Wiegand, August Moreland, Julius Kudaba* and *June Hukill*. We welcome you to our department.

—JEAN O'NEILL

Vacation Notes

SCHEDULE-TRAFFIC—*Evelyn Kaross* has been waxing enthusiastic about her tour through historic New England. . . . *Phil Leahy* seemed to enjoy his sojourn in Cleveland. . . . *Art Langohr* got in some sunning and swimming in Cory Lake. . . . *Pete Donahue* has changed his address and spent some time fixing up the new abode. . . . *Laura Schrecke* seems to feel that a vacation would be to take driving lessons in Chicago. . . . *Wally Thomas* enjoyed the fresh air at Three Lakes, Wisconsin, and he also says he has reached that eleventh milestone of married life.

Kathryn Batina says Chicago and vicinity appeals to her as a vacation spot. . . . *John Franzen* had one spot which he intended to make, Riverview Park. . . . *John Walsh* has changed his occupation from Traffic Checker to the Chicago Police Department. . . . *Eddie Joyce* celebrated August 21 as his 14th wedding anniversary. — L. C. DUTTON

**RECENT DEATHS
AMONG EMPLOYES**

RUDOLPH BABBE, 71, retired motorman, Cottage Grove. Died 8-6-51. Employed 7-20-21.

FRANK CARUSO, 53, laborer, Way & Structure. Died 8-4-51. Employed 9-19-42.

HUGO DeHEER, 61, retired motorman, 77th. Died 8-8-51. Employed 1-2-25.

HOMER H. DODGE, 62, trainman, Northside. Died 7-28-51. Employed 4-5-24.

JOHN EGAN, 74, retired conductor, Archer. Died 7-14-51. Employed 10-18-99.

MICHAEL FLAHERTY, 78, retired trackman, Road. Died 3-21-51. Employed 3-11-20.

CHARLES HEANEY, 65, retired agent, Westside. Died 7-26-51. Employed 2-26-37.

EDMUND JAZEMBOWSKI, 67, gate-man, Westside. Died 7-22-51. Employed 1-12-25.

PAVE KROKAR, 65, retired watchman, Track. Died 7-22-51. Employed 3-2-21.

LOUIS KUCERA, 48, retired conductor, Blue Island. Died 8-6-51. Employed 10-8-28.

FRANK MACHALINSKI, 66, retired conductor, Northside. Died 8-5-51. Employed 12-14-08.

FRED M. MARSH, 55, motorman, 69th. Died 8-6-51. Employed 11-12-24.

PETER McGUINNESS, 88, retired motorman, Cottage Grove. Died 8-3-51. Employed 5-20-90.

DANIEL McKINNON, 93, retired timekeeper, Accounting. Died 8-3-51. Employed 6-19-08.

EDWARD McLAUGHLIN, 79, retired lampman, Westside. Died 7-15-51. Employed 9-1-95.

HENRY MORRISSEY, 71, retired mailman, Material & Supplies. Died 7-24-51. Employed 12-28-09.

WILLIAM M. MURPHY, 55, motorman, 77th. Died 8-11-51. Employed 1-15-25.

MICHAEL O'CONNOR, 68, retired motorman, Armitage. Died 7-13-51. Employed 8-24-18.

DANIEL PAPPANO, 74, watchman, Southside. Died 8-15-51. Employed 6-17-47.

JOSEPH PICHE, 69, retired car cleaner, Elston. Died 7-23-51. Employed 11-1-23.

JOHN A PODRAZA, 54, conductor, Devon. Died 7-21-51. Employed 4-26-23.

JOHN ROSA, 66, retired carpenter, West Shops. Died 6-24-51. Employed 5-6-27.

CHAUNCEY SHELDON, 48, retired agent, Northside. Died 7-25-51. Employed 11-1-41.

GEORGE H. SWANBERG, 57, motorman, Southside. Died 8-7-51. Employed 5-20-16.

KENNETH TAVERNER, 50, line foreman, Electrical. Died 8-1-51. Employed 4-18-22.

ANTHONY ZOOLOVICH, 78, retired laborer, Track. Died 7-29-51. Employed 6-24-27.

A HOLE IN ONE!



OPERATOR John R. Miller, North, recently achieved an ambition of all golfers by making a hole in one at the Ridge-moor Country Club. This feat was accomplished on the 160-yard 18th hole with a No. 6 iron.

Reported by *Joe Hiebel*

**Pretty Snappy,
We'd Say**

77TH — Supervisor *Jim Kane* showed up in the depot on payday, his day off, dressed in the latest campus sportswear with "cold-fire" colors dashed hither and yon in his socks and sports shirt. Dazzling to say the least.

Speaking of bruises, we wish to apologize to *Mary Stich*, who in some way or another during the process of writing, rewriting, editing, proofreading, and printing for the final copy, got her husband's job at the 77th switchboard. Now we'll try again: *Mary Stich* is *Johnny Stich's* wife. *Mary Stich* had an oral operation and we wanted to proclaim our joy about her recovery and let *Johnny* say hello to her. *Johnny Stich*, as we all know, is the third assistant chief switchboard operator (as he calls himself) having the relief job on the switchboard. As he leaves home, *Mary* is coming home from her position and they wave at each other as they pass.

We hope that by the time *George Grassel*, 77th Board Member, reads this, he'll be out of *Hine's* Hospital and back on the job.

Receiver Rudy Albrecht, who lost many pounds through strict

diet over a long period of time, has recently had to have X-rays and hospitalization due to a stomach ailment. He's really on a diet now and has to stick to it. We're glad to see him back on the job and feeling a little better.

What's the Secret?

Bill Murphy and *Charley Krause* played golf recently and both of them vow that they counted every stroke, but accuse each other of lowering their scores in some secret manner. They both kept a score card and were tie when the eighteen holes gave out.

Owen Duncan and his family spent their vacation in a north woods Michigan resort where *Owen* picked up quite a nice tan for himself.

Tom McGuire is captain of the bowling team which has for its bowlers, besides himself, *John Theis, Jr.*, (who elected *McGuire* captain unanimously for the team), *Bill Murphy*, *Lenny Ryan* and *Pat Gavin*. At this writing the team is unsponsored.

Peter Smith, son of *Joe Smith*, (bottom man on this column) entered *Mater Dolorosa* Seminary early in September to begin study for the Servite Order of Missionaries which are known as the Servants of *Mary*.

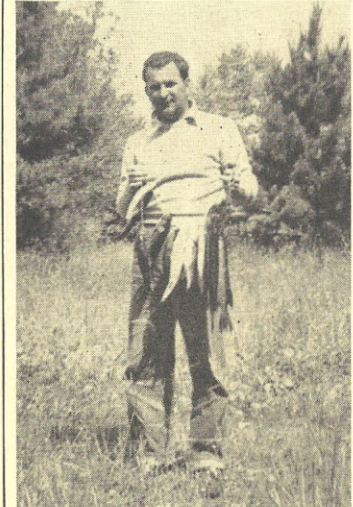
We extend our deep sympathy to the family of *Joe Carroll* who passed away on August 22.

—WILBUR JENSEN
and JOE SMITH

**Stork Works Over-
Time At Skokie**

SHOPS AND EQUIPMENT (Skokie)—Working overtime here at Skokie, the stork made the following deliveries: A 7 lb., 4 oz. boy for *Tool room man* and *Mrs. Walter Onysio*; a 7 lb., 8 oz. boy for *Truckman* and *Mrs. Sam Glover*; a 7 lb., 6 oz. girl for *Machinist*

HERE'S PROOF



A FISHING trip to Minocqua, Wisconsin, proved to be a success for *Carpenter Foreman Melvin Johnson*, *Skokie Shops*. He returned with 74 pounds of fish. Here he shows part of his catch.

Reported by *Dave Gurwich*

and *Mrs. Sam Cicero*; a 4 lb., 6 oz. girl for *Electrician* and *Mrs. Carl Falk* and a 6 lb., 7 oz. boy for *Car Repairman Edwin* and *Mrs. Mary Kennedy*.

Our deepest sympathy to *Stationery Engineer Patrick O'Neill* whose wife passed away while giving birth to their first child July 17. The baby, a boy, died three days later. Too, our deepest sympathy to the family of *Electrician Ernest Gaiches*, whose mother passed away August 7.

Truck Foreman Henry Hitterman bought a new '51 Plymouth.

Blacksmith helper Martin Soderberg has completely recovered from his illness and is now back on the job.

Painter Foreman Gordon Walters, who has been off sick for

IN ACKNOWLEDGMENT

Mrs. Beatrice Kelly, Del Mar, California, widow of the late *Haven C. Kelly*, retired superintendent of Way and Structures, wishes to express, through these columns, on behalf of herself and her daughter, *Karen*, thanks for the many kind expressions of sympathy received on their recent bereavement from CTA employees.

In her letter, *Mrs. Kelly* stated so many very generous gifts had been received by the Fellowship Settlement House, Chicago, in memory of *Mr. Kelly*, that a fund is being established to perpetuate his name in a special project of the Settlement's rehabilitation program.

CTA WEDDING



A ROMANCE that started in 1947 at the International Convention of the Amalgamated Association of Street and Electric Railway Workers culminated in the marriage of *Agent Mary Scanlon*, Met, to *Bus Operator Edward Winters*, North. The wedding took place May 26 at Resurrection Church. *Agent Catherine Kenny* was the bridesmaid and *Paul Simmons*, bus operator at North was best man. *Thomas Daly*, son of *Agent Catherine Daly* served at the Nuptial Mass.

Reported by *Ruth Hanson*

several months, has completely recovered from his illness and is now back on the job. So that he would be more comfortable while going to work, Walters bought himself a new Pontiac automobile.

Electrician Foreman Alfred Daus and his family are spending their vacation in Case Lake, Minnesota, fishing. . . . *Electrician Louis Kariolich* and his family are vacationing in Mexico. . . . *Machinist Foreman Auggie Feinendegen* and his family are visiting with relatives in St. Louis, Missouri. . . . *Electrician Joseph Perillo* is spending his vacation making improvements on his house in Antioch, Ill. . . . *Machinist Paul Ehmke* and his family traveled to Florida, also visiting with their son who is in the U. S. Air Force and stationed now in New York City. . . . *Electrician Foreman Fred Feinendegen* and his family spent their vacation in Lake Sucker Bay, Minnesota, fishing.

Laborer Foreman Oliver Lang and his family spent their vacation in their summer cottage in upper Michigan. . . . *Machinist Walter Erlanson* is visiting with friends and relatives somewhere in Canada. . . . *Nello Paolicchi*, machinist, is in Hayworth, Wisconsin, fishing. . . . *Machinist Joseph Baro* is fishing somewhere in Michigan. . . . *Carpenter Richard Lyons* was visiting with his sister in Houston, Texas. . . . *Carpenter Casimir Imbur* and his wife are visiting with their son in Cleveland, Ohio. . . . *Carpenter Jack Cook* was visiting with his brother, who is in the U. S. Army, stationed at Fort Banning, Columbus, Georgia. . . . Our sympathy goes out to *Carpenter Edgar Klauck* who spent his vacation serving jury duty. . . . *Carpenter John Degand* was at Lake Barry, Wisconsin, fishing.

Welcome back to Skokie shops to *Carpenter Helper Richard Wilson*, who was recently discharged from the U. S. Army.

I was so sorry to have learned that my old friend *Al Borak*, control man at Laramie Shops, has been off sick for many months. We all hope he will soon recover and come back to work. Anyone who knows Borak, please drop him a line that will cheer him up.

Machinist Edward Galek and his wife are spending their vacation in Denver, Colorado.

—DAVE GURWICH

Fish Story Reversed

SHOPS AND EQUIPMENT (West)—*Joe Hecht, Jr.*, has reversed the usual procedure of vacation fish stories. Instead of telling of his luck, he boasts that his wife, Betty, caught a 4-lb. catfish while on vacation at Lake Chetek, Wisconsin.

It's *Pvt. Stanley Kaminski* now, with Fort Sheridan the new address.

That proud look on the face of *Pat Horan* is due to becoming Grandpa for the second time. Also, it's "Uncle" *Don Rohrer* now since July 31st, the birthday of niece *Karen Anne*.

Wedding bells on August 25 for *John Richerson* and *Ann Kanarski*.

Theresa Tortorello recently left us to take up her duties as house-

wife and has been replaced by *Dorothy Moran* of the Stores department.

Our sympathy to *Roy Reinhardt* on the death of his dad.

Best of wishes and good luck to *Peter O'Shea*, *Sylvester Villiger* and *Antoneo Cardamone* who retired on pension September 1.

The former *Arlene Mangiantini* works in Bus Overhaul, West Shops, and not her new husband, *John Sarno*, as was reported in the last issue of TRANSIT NEWS.

—CATHERINE HOLTON

Attend Son's Wedding In Nebraska

WAY AND STRUCTURES—*Jonathan Wolfe* and his wife took a trip to Omaha, Nebraska, by plane to attend the wedding of their son, *Jonathan, Jr.*, who is a pilot for the United Air Lines, to *Miss Arlene Sconce* of Omaha. The wedding took place August 28 at the Presbyterian Church and a reception followed at the Omaha Country Club.

Many happy returns are expressed for *Vince Shubat*, foreman on the Northern Division, and his bride, who were married July 28. They spent their honeymoon in Canada.

Cornelius McGinley, grinder operator, North Division, was quite lucky when he was awarded a "Henry J." automobile at a raffle which was held by St. Boneventure Church.

We welcome *Henrietta Zander*, stenographer, who has been transferred to the Way & Structures department (RTD).

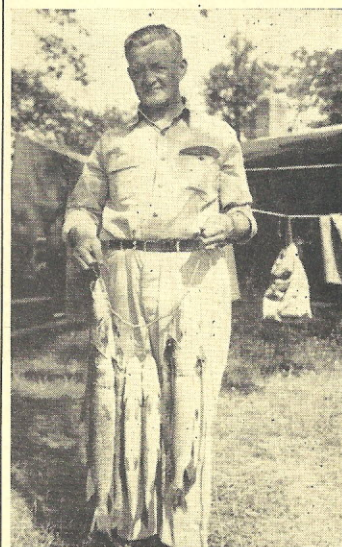
Mrs. Alyce Friedl returned from her vacation which she spent near Oshkosh in Wautoma, Wisconsin. She enjoyed the swimming, aquaplaning and water skiing for which this resort is noted.

Our sincerest sympathy goes out to *Tom Giovenco*, North Side employe, and his family, in the recent death of his wife.

Your contributor to this column returned to this job after having spent a pleasant and educational visit in Los Angeles. We people living in Chicago have much to be thankful for on comparing conditions in California with local.

—VIOLET CARNES

A DAY'S CATCH



CATCHING fish wasn't hard for *Scotty Brownlow*, bus operator, 77th, who vacationed at Land O' Lakes, Wisconsin, 60 miles northwest of Hayward. The nice string of fish he displays was taken in one day.

Reported by *Wilbur Jensen* and *Joe Smith*

Convention Line Forms to the Right

WESTSIDE (MET.) — The second bride resulting from the 1949 Convention is *Agent Mollie Coyne* of the Met who married *Thomas Shields* of the West Towns. The San Antonio convention is the beginning of their honeymoon and then going on to California. *Agent Mary Scanlon*, who was our delegate to the convention in 1947, met *Ed Winters* of North Ave., and on last May 26 she became his bride. Our new delegate, *Catherine Rice*, had better watch out for that guy called Cupid.

Agents Helen Kiniry, *Beulah Fields*, *Goldie Gunderson*, *Mary Creighton*, *Joe Donahue* and *Walter Gorz* are all back as well as the better half of this team, *Kitty Keegan*. She has been at the Dells in Wisconsin enjoying herself. *Agent Mildred Leppla* arrived back from Europe and *Agent Frieda Lambertz* is on her way.

We welcome *Jean Gendusa* and *Frank Zima*, new agents.

—KITTY KEEGAN and RUTH HANSON

BLONDIE
by CHIC YOUNG

OH, BOY -- THE HOUSE IS QUIET--WHAT A LOVELY CHANCE TO TAKE A NAP!

A NAP IS A BEAUTIFUL THING... RIP VAN WINKLE WASN'T DUMB. HE KNEW WHAT HE WAS DOING WHEN HE TOOK HIS BIG NAP

DAGWOOD - WAKE UP! I JUST NOTICED THE U.S. SAVINGS BOND WE BOUGHT TEN YEARS AGO COMES DUE TODAY

OH, MY GOODNESS!

IF WE DON'T GET IN THE BANK BEFORE IT CLOSES WE'LL LOSE EVERY CENT WE INVESTED

BANK
HOURS 10 A.M. TO 3 P.M.

RELAX, FOLKS --- U.S. SAVINGS BONDS DON'T HAVE TO BE CASHED THE DAY THEY COME DUE

THANK GOODNESS

AS A MATTER OF FACT, YOU CAN HOLD THEM TEN YEARS AFTER THEY COME DUE AND THE TREASURY DEPARTMENT WILL CONTINUE TO PAY YOU GOOD INTEREST ON THEM

THAT'S GOOD TO KNOW

ON THE OTHER HAND, IF YOU WANT TO CASH THE BOND IN, WE WILL GIVE YOU THE MONEY FOR IT

LET'S THINK IT OVER

IF WE HAD ALL THAT MONEY WE COULD GO ON A BIG SPENDING SPREE

YEH

WANT TO HELP YOUR COUNTRY AND YOURSELF? BUY DEFENSE BONDS WHERE YOU WORK OR WHERE YOU BANK

WE REALLY DON'T NEED THE MONEY

IT WOULD BE SILLY TO BUY THINGS WE DON'T NEED

WE DECIDED TO HOLD ON TO OUR U.S. DEFENSE BOND AND BUY ANOTHER

GOOD FOR YOU

WE DID THE SENSIBLE THING AND IT WAS PATRIOTIC TOO

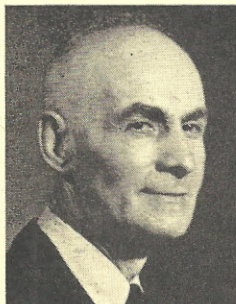
NOW I CAN GET BACK TO MY NAP

RIP VAN WINKLE WAS DUMB! IF HE'D INVESTED \$75 IN A U.S. DEFENSE BOND BEFORE HE TOOK HIS BIG NAP, IT WOULD'VE BEEN WORTH \$133.33 WHEN HE WOKE UP

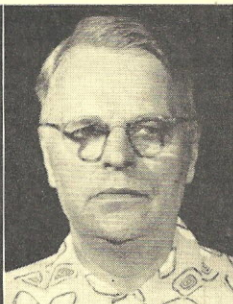
CHIC YOUNG

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RECENT RETIREMENTS



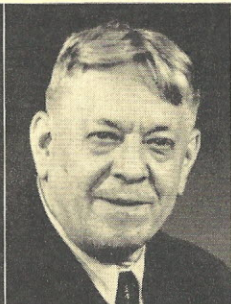
Simon Machenberg, conductor, Southside. "Plan to see how living conditions are out in the west."



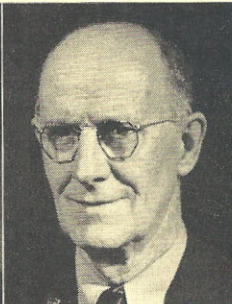
Petrie Elverson, conductor, 77th. "Going to California this fall to live in my new home."



Patrick Mellugh, motorman, Southside. "Going to west coast for a short trip to visit my sister."



Joseph F. Witt, conductor, Armitage. "My job has been enjoyable. I've had good health and raised a fine family."



John G. Geary, trainman, Southside. "Taking it easy for awhile is something I've looked forward to for a long time."

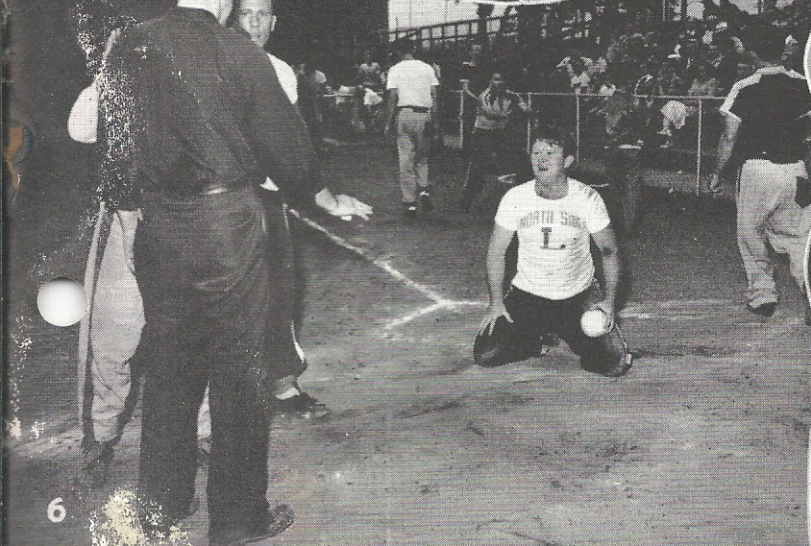


Charles W. Kamin, conductor, 77th. "It'll be a pleasure not having to get up at 3:00 a.m. anymore"

KEDZIE WINS TITLE

A NEW CTA softball champion was crowned a few weeks ago when Kedzie scored a convincing 16 to 8 victory over North avenue depot to win the title. . . . In the battle for third place honors, Blue Island, last year's champions with Lawndale depot, managed to outlast a fighting Northside "L" team, winning by a score of 13 to 11. The games were played Sunday, August 12, at Thillens' Northtown stadium, Devon and Kedzie avenues. . . . Shown here are members of the four competing teams, some of the action that took place on the diamond, and part of the estimated 600 fans who attended the two contests.

1. The Kedzie team—new softball champions of CTA.
2. Members of the North avenue team that lost the championship game to Kedzie.
3. Enthusiasm ran high among fans who witnessed the games.
4. A belly slide into home plate upsets catcher and scores an important run.
5. Third place winner was the team representing Blue Island.
6. The umpire yelled "Safe," then the argument started.
7. Loser of a hard-fought battle for third place honors was the Northside "L" team.



THE 1950 ACCIDENT EXPERIENCE

DURING the year 1950, a total of 39,805 accident reports were received for the entire CTA system as against a total of 39,708 reports for the year 1949, an increase of 0.3 per cent.

Shown here is a breakdown of the various CTA departments and their accident experience for the year 1950.

TRANSPORTATION



An increase of 0.8 per cent in the total number of accidents, of both Surface and Rapid Transit divisions, occurred in 1950.

The decrease of approximately 6 per cent in miles operated and 10.4 per cent in passengers carried should, with all other factors remaining equal, have resulted in a decrease in total number of accidents.

The replacement of old equipment with new always seems to result in slight increases in the number of accidents until the line has a tendency to "settle down." The traffic engineers tell us that an 11 per cent increase in traffic on the streets has increased the chances for collision accidents. It is also interesting to note that despite the above changes, there was a decrease of 833 accidents up to November 23, which was wiped out by snow storms which started that day and continued through the balance of the year with as much as 11 inches of snow at one time (compared to only six days of never more than 2 inches of snow in 1949).

Another factor was the unusual increase in right angle collisions, passing and automobiles running into the rear of our streetcars and buses.

On the Rapid Transit division, the slight increase in boarding injuries and falls to passengers was off-set by a decrease in the number of alighting accidents.

The number of employe injuries for both the Surface and Rapid Transit divisions decreased 14.6 per cent.

SHOPS AND EQUIPMENT



A reduction of 8.6 per cent in the total number of employes injured was made by this department for the year 1950.

Individually, the West Motor Bus Overhaul had an increase in the number of eye injuries and hand injuries, indicating the need for emphasizing the importance of wearing safety goggles and in the proper handling of tools. The South Motor Bus Overhaul also showed an increase in these two types of accidents.

The West Shops decreased its lost-time accidents by 25 per cent. A major portion of this decrease resulted from fewer injuries due to strains while lifting, pushing and pulling materials. The South Shops showed a decrease in the number of lost-time accidents, the greatest reduction

being made in the "fall" type due to fewer tripping accidents.

The Carhouses reduced all types of injuries, both in total number and in lost-time cases.

The Garages showed increases in both the frequency and severity rates, despite the decrease made by 77th, Archer, North Gas, Ardmore and Lawrence. Lawndale Automotive has not had a lost-time accident for the past two years. An increase in the number of "fall" type accidents was the contributing factor toward the poorer showing over the previous year from the Garages as a whole.

WAY AND STRUCTURES



The total number of employes injured in the Surface division decreased 19 per cent, yet the severity of the injured was considerably greater than in the previous year. The use of goggles to protect eyes while hammering cannot be over-emphasized. With more traffic on the streets it is also of great importance to take care while walking from the open track to the curb so as not to be struck by autos.

Employe injuries in the Rapid Transit division decreased 25 per cent. This was due to a lesser number of employes having eye injuries and a small number of accidents caused by falling pieces of materials or tools.

ELECTRICAL



Nearly two-thirds of the accident reports involving Electrical department equipment resulted from automobiles striking line poles, laterals, and underground cables. Trolley wires and span wires were also torn down by trucks or shovels. This type of accident increased 6.5 per cent over

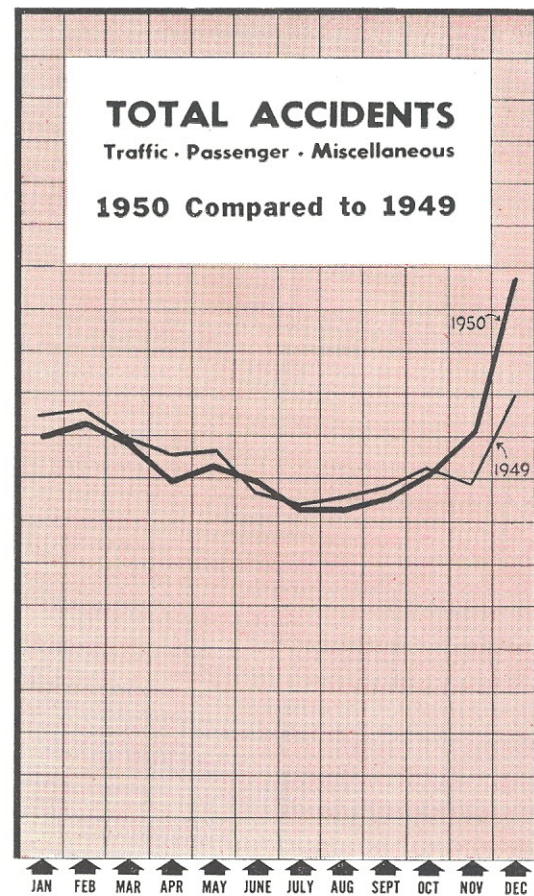
the previous year. Although there was a slight increase in the number of employes injured, there was a decrease in the number of lost-time accidents.

It was gratifying to note that the number of eye injuries had decreased through the emphasis placed by the department on the importance of wearing safety goggles.

MATERIAL AND SUPPLIES



Employe accidents decreased from 38 in 1949 to 35 in 1950. There were less accidents due to strains and cuts to the hands, which is believed to result from the emphasis placed during the year on the proper method of handling materials.



TRANSIT IN THE NEWS



PROPANE BUS SCHOOL

EXPLAINING to a group of CTA Bus Operators how the carburetor operates on a propane bus is *Instructor Thomas Stiglic* of the CTA instruction force. The men represent a part of the 400 Transportation Department employees who recently attended a refresher course at Lawndale Station on the correct operating procedures of CTA's new propane vehicles. The course covered correct engine starting, fire safety and what to do in case of fire. The refresher course has also been attended by over 1100 Bus Operators at the North Park and North Avenue Stations and by 132 North and West side supervisory force employees. The refresher course supplements the original course of instruction given to Bus Operators when the new propane buses were first received by CTA during the latter months of 1950.



FROM A RETIRED EMPLOYEE

EACH CTA employee, on retirement, receives a letter from *Walter J. McCarter*, general manager, thanking him for his loyal service and wishing him health and happiness in the years ahead.

In acknowledgment of such a letter, C. K. Kloster, who now resides in Rosemead, California, wrote the following to Mr. McCarter:

"I wish to thank you for your letter and your kind thoughts of me in remembering me at my retirement. I want to say in my behalf that all the years I worked for the transit lines have been very enjoyable."



Acme Photo

NEW BUS SERVICE ON ROOSEVELT ROAD

FIRST passenger to be given a preview ride on the new propane buses placed in service on Roosevelt road was *Sharon Skora*, 17, who was recently crowned "Miss Roosevelt Road." She is being assisted by Bus Operator Herb Callahan, Lawndale. CTA modernized this route recently when approximately 50 new buses were substituted for streetcars. The new vehicles seat 51 passengers and are part of a fleet of 551 purchased by CTA in 1950.

PROTECT YOUR HOME AGAINST FIRE



National Board of Fire Underwriters Photo

HERE is one of the 300,000 home fires that strike American households each year. Not all are severe losses as this one, but each has the potentiality of a family disaster. Fire losses in America are on the rise, according to recognized officials, yet nearly every disastrous fire starts as a small blaze that can be controlled and put out in the early stages. Fire Prevention Week, October 7-13, is the time when every householder should take the necessary precautions to prevent a fire from destroying his home.

INSTALL SUBWAY MAPS

THE first of 84 new directional maps to be installed in the State street and Dearborn street subways is studied here by *Randall Cooper*, president of the State Street Council, and two regular State street shoppers, left, *Mrs. Emil Schreiber*, and *Mrs. Glen Sutliff*. The new maps, sponsored jointly by Chicago Transit Authority and State Street Council, show direct connections with subway stations and Loop stores.

They are expected to be of considerable assistance in aiding subway riders learn Loop store locations and entrances, and assist them in avoiding street traffic and bad weather if necessary.



CHICAGO TRANSIT AUTHORITY CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF JULY 1951 AND 1950, SEVEN MONTHS AND TWELVE MONTHS ENDED JULY 31, 1951

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

	Month of July		Period Ended July 31, 1951	
	1951	1950	7 Months	12 Months
Revenues	\$ 8,557,441	\$ 8,982,848	\$64,482,946	\$112,580,183
Operation and Maintenance Expenses	7,671,100	7,952,443	58,184,613	100,906,637
	886,341	1,030,405	6,298,333	11,673,546
Debt Service Requirements:				
Interest Charges	318,003	318,003	2,226,233	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	107,000	107,000	749,000	1,284,000
	425,003	425,003	2,975,233	5,100,250
Balance before Depreciation	461,338	605,402	3,323,100	6,573,296
Provision for Depreciation—Current Period	625,000	541,667	4,375,000	7,083,333
Balance (Deficit) (Note 2)	\$ 163,662	\$ 63,735	\$ 1,051,900	\$ 510,037

NOTES:

- (1) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.
- (2) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative. Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits to the Depreciation Reserve Fund and Operating Expense Reserve Fund.

* Red Figures

PASSENGER STATISTICS

Originating Revenue Passengers	54,527,222	57,673,032	417,785,040	729,062,850
Transfer Revenue Passengers	3,037,963	2,848,968	23,011,691	39,046,512
Total Revenue Passengers	57,565,185	60,522,000	440,796,731	768,109,362

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

August 20, 1951

1950 Orders—	Delivered To Date	Remaining To Be Delivered
Propane Buses	551	—
Trolley Buses	104	245
El-Subway Cars	130	70
	785	315
Delivered under previous order	1,714	—
	2,499	—

What Was the Most Unusual Item Found on Your Vehicle?

Inquiring Reporter:
Chester Pawlak

Location:
Lawrence Bus Garage



Ray Pfeiffer, Bus Operator, left:

"Some time back a passenger on my bus gave me a big surprise when he turned in some false teeth to me. He

was very perturbed, too. It seems he sat down in the seat, but got up in a hurry, saying he had been bitten."



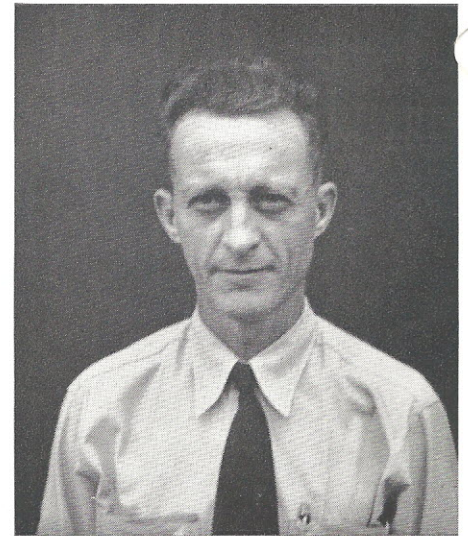
Robert Schefke, Bus Operator:

"I found a purse about 20 inches long and 10 inches wide. In it was a wallet with about \$35. There was also a woman's blouse and several pairs of stockings. I received a reward for turning it in, but often wondered whether it was a purse or a suitcase."



Herman Schlenkrich, Bus Operator:

"I found a purse belonging to a school girl at the end of the line. Before I left for the return trip, a girl came up to the bus in tears. She lived in the suburbs and had no way of getting home because her money was in the purse. She couldn't thank me enough."



George Meyers, Bus Operator:

"I once found something very tasty on my bus. It was a sliced baked ham and a coffee pot. Before I could stop drooling over the ham, the woman came running to the bus and claimed her lost items."



Edward Konkey, Bus Operator:

"My most unusual experience in finding something on my bus occurred several years ago. When I came to the end of the line, a boy about six years old came up to me and said he was lost. He said he lived somewhere at the other end of the line. When I got back to that area, the mother was there to claim her child. She said she left him on the bus while she did some shopping."

TO THE Ladies

... from JOAN

COOKIES are grand snacks for the children, along with mugs of milk.



STILL relaxing after a summer of rest and fun? Or are you now prepared to begin warm-up operations for a busy fall season?

To the lady of the house, this time of the year usually means new menus for the family, particularly the children; the necessary housecleaning chores that must be done, and, personally, an opportunity to sew, knit or crotchet some of the new ideas in the fall fashion parade.

With the children running in from school once again, cookies are a definite must to satisfy their appetites. Bakers tell us that cookies are an all year favorite, but that preferences for different types of cookies are seasonal. Fruited, spiced cookies are attractive, cool weather items that children generally like. Such are the Apple Cookies that particularly appeal to boys because

they are big and easy to pick up. Here is the recipe for making them:

- 2 cups sifted flour
- 3 tsp. baking powder
- 1 tsp. salt
- ½ cup shortening
- 1 cup sugar
- 2 eggs, beaten
- 1 tsp. grated lemon rind
- 1 tsp. vanilla extract
- 1 cup ground unpeeled apples

Sift together flour, baking powder and salt. Cream together shortening and sugar until light and fluffy. Add eggs. Beat well. Add lemon rind, vanilla extract and apples. Add flour mixture to creamed mixture. Blend well. Drop by teaspoonfuls on greased baking sheet. Bake in moderate oven (350° F.) 15 minutes. Makes about 5 dozen cookies.

New Pattern For Knitters

WE all have the pleasant sensation of getting a new start each fall when summer clothes are put away and we emerge in something new and different for autumn. To make sure you'll have something really brand new to pull out of the closet in addition to last year's fall clothes, CTA TRANSIT NEWS is offering, free of charge, a direction leaflet for knitting the sweater blouse shown on this page. It is made of soft baby wool in a style that's sure to please — and flatter. Short, raglan sleeves worked in moss stitch are set into the plain stockinette fronts and back and the joinings are covered over with crotcheted welting. The sweater is front-buttoned with little pearl globules and finished with a small pointed collar. For knitting directions write to: Women's Editor, CTA TRANSIT NEWS, 79 W. Monroe street.



PINK icing for a dark suit or skirt.



FALL house cleaning is a necessary evil, but it doesn't have to make you dread what must be done to keep your house neat and tidy. Here are some tips that will save you many minutes of household work: A wastebasket in every room and a clothes hamper in the bedrooms and the bath are wonderful time-savers for any time of the year. These will save you many extra trips. And you won't have to grumble at the family to keep paper and clothes picked up.

Another idea is to carry your cleaning supplies in a lightweight basket as you make your rounds of the house. Include a paper sack for ashes and such, dustcloths, and paper tissue to clean ash trays.

Use a long-handled mop to slick up the kitchen linoleum. There's no need for you to get down on your hands and knees. And remember, this way of doing the floor keeps your hands dry and your nails neat.

Women Should Hold Purse Strings

MAYBE you suspected it all along, but now it's been proven that women are budget buyers and men the free spenders.

A recent survey showed that while two-thirds of all grocery shoppers buy on impulse, men are the freer spenders.

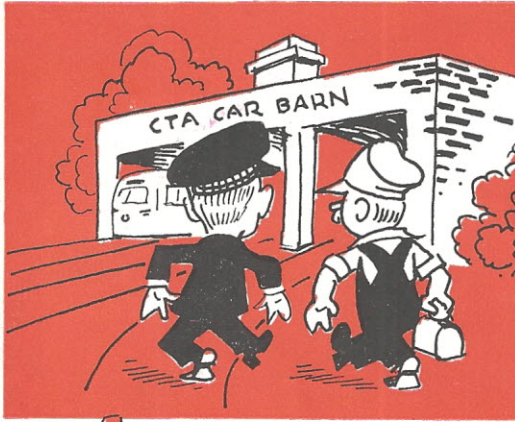
So, girls, if you have to keep a tight hold on the budget, don't send your husband to the grocery store. These are some of the bad habits he's likely to have: He'll buy the items on your list, but he's likely to pick higher priced items, and he's very prone to double the amount you've written down. A man seldom leaves a grocery store without lingering at the luxury food counter, and, sure enough, he's likely to purchase a few of these items. Women, on the other hand, exercise much greater restraint.



"JOB SECURITY"

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

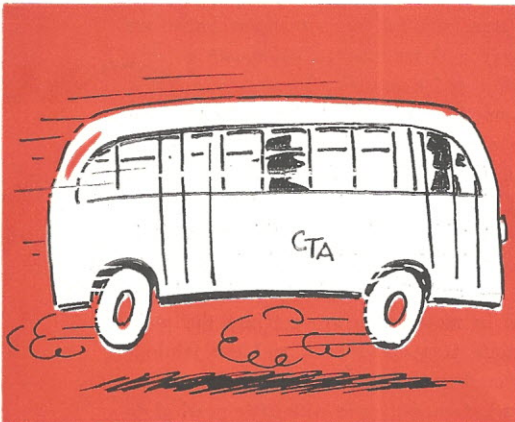
Form 3547 Requested.



A "JOB" MEANS WORKING TO PROVIDE SOMETHING A CUSTOMER WANTS. ... NO CUSTOMERS-NO JOBS!



IF THE CUSTOMER BECOMES DISSATISFIED, HE STOPS BUYING... JOBS DISAPPEAR.



THEN IT'S TOO LATE TO REALIZE THAT THE CUSTOMER IS THE REAL EMPLOYER OF MANAGEMENT AND EMPLOYEES, TOO...



MANAGEMENT MAY DECIDE WHO MAY HAVE THE JOBS, BUT NOT HOW MANY...



EMPLOYEES CAN GET "JOB SECURITY" ONLY BY HELPING MANAGEMENT GET "CUSTOMER SECURITY"...



IF WE HAVE CUSTOMER SECURITY WE HAVE JOB SECURITY-SO MANAGEMENT AND EMPLOYEES ARE ON THE SAME TEAM - TO WIN, OR LOSE!

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