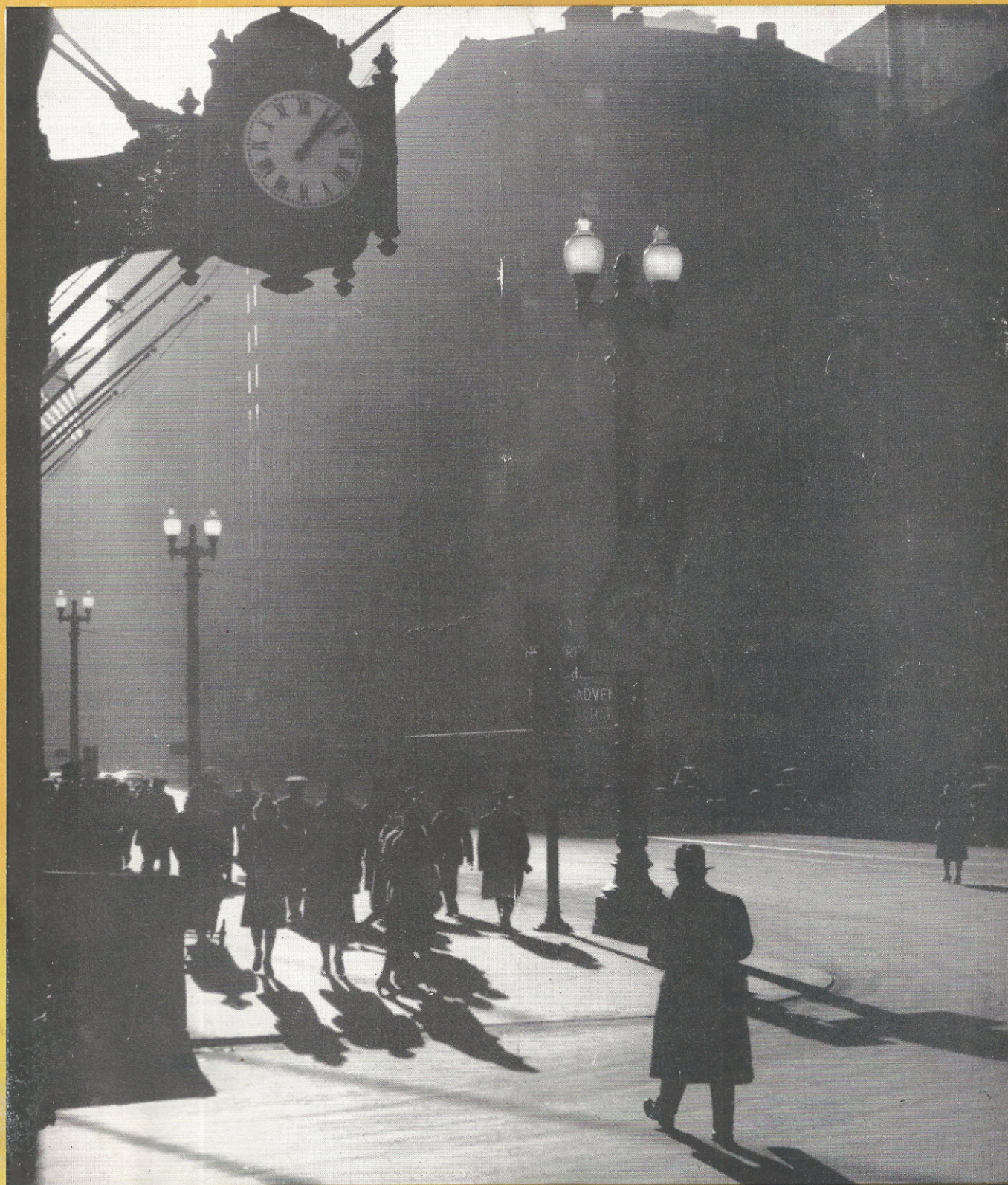


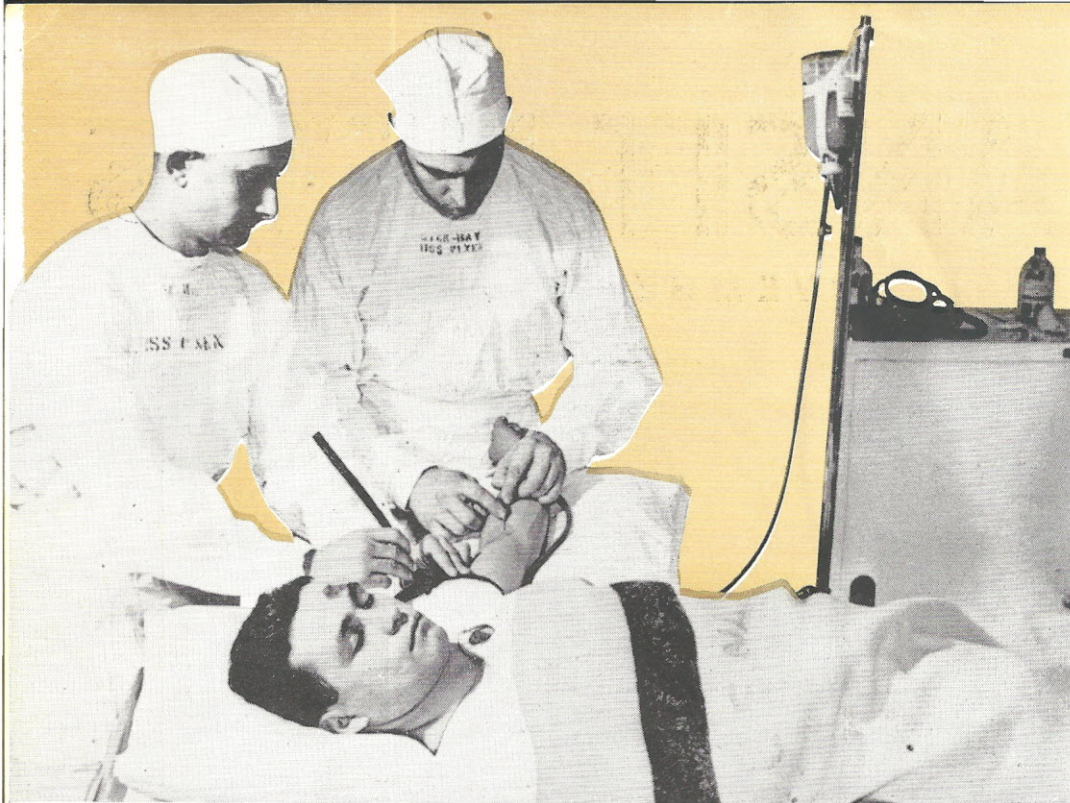


TRANSIT NEWS

NOVEMBER-1951



COVER PHOTO (See Page 2)



To Save a Life . . .

YOUR BLOOD IS NEEDED!

IN June, 1950, Korea became a battleground. Immediately, whole blood and plasma were needed for wounded and hospitalized servicemen. The Department of Defense named the American Red Cross the official coordinating agency to provide blood and blood derivatives for the armed services. Chicago is now gearing itself to help raise 180,000 pints of blood for this purpose.

The National Security Resources Board also requested the Red Cross to plan and coordinate a program to stockpile plasma for civil defense. If our country should be attacked, making the home front a battle front, plasma will be needed—huge stockpiles of it—for

treating burns, shock and radiation sickness.

To have plasma it is necessary to first have whole blood, because plasma is the liquid portion of blood—about 55 percent of its volume. It can be dried

COVER — This unusual photo by *Louis C. Williams*, taken at the corner of State and Randolph Streets, at about 1.07 P.M., illustrates a peculiarity of the Chicago Loop area, where we occasionally have night time darkness during the daytime.

and stored for at least five years, ready to use when needed, and given safely to a patient regardless of his blood group.

YOU, and thousands like you, must give the blood needed to safeguard your own community and the nation. There is no other source.

ACT NOW! To give blood, call Red Cross—Wabash 2-7850—to make an appointment at your nearest hospital blood bank.

BLOOD plasma, provided by the American Red Cross, is being administered aboard USS Piken to a wounded Navy man.

New CTA Additions to the Armed Forces

P. Casey — Way and Structures (North and South)

J. J. Cronin, Jr.—Transportation (Westside)

Richard J. Frenette—Shops and Equipment (West Shops)

J. M. Gaura — Electrical

J. S. Phillips — Transportation (Westside)

E. Puntil—Transportation (North Park)

D. E. Wunnetisch — Shops and Equipment (West Shops)

Returned from Service

J. P. Curran — Shops and Equipment (Lawrence)

R. F. Horning — Transportation (Kedzie)

C. C. Jones — Transportation (Westside)

J. L. Launius — Transportation (Limits)

G. J. Macak — (Staff Engineer's Office)

M. Michalski—Shops and Equipment (Archer)

K. O'Malley—Shops and Equipment (Wilson)

T. F. Rochford — Shops and Equipment (Wilson)

R. J. Russ—Transportation (Devon)

R. J. Wagner—Shops and Equipment (Lawndale)

VOLUME IV CTA TRANSIT NEWS NUMBER 11

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H. L. Polland, Director of Public Information
W. M. Howlett, Editor

James J. Kennedy, Assistant Editor
Joan Peacock, Women's Editor

Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address communications to CTA TRANSIT NEWS, Room A-1125, 175 West Jackson Boulevard, Chicago 90, Illinois.

EXPERIMENTAL use of low-cost weekly passes, good for unlimited riding on CTA surface cars and buses (express buses excluded) operating in the downtown area became effective on October 30, 1951. Reproduced here is a bulletin, issued by Walter J. McCarter, general manager, which was mailed to 25,000 employers in the area affected to promote the sale and use of these passes.

ANNOUNCING A NEW CTA \$1.25 WEEKLY DOWNTOWN ZONE PASS

A convenient, economical weekly downtown zone pass will be effective beginning October 30, 1951 for an indefinite experimental period in the area bounded by Roosevelt Road, Clinton Street, Grand Avenue and Lake Michigan. Good for unlimited riding for a full week on CTA surface routes in the Central Business District (except express buses), the pass will be priced at only \$1.25 each.

Commuters using the North Western and Union Stations, particularly, will find the pass convenient and attractive. Being a bearer pass, it is transferable and can be used during the business hours of the day by others than the purchaser after completion of ride for which it was presented. This low cost pass can mean savings of many dollars each week to your company when used by your salesmen, other representatives or messengers whose duties require them frequently to travel within the downtown area.

Many of your employees will also find the pass a real money saver since it may be used at any time of the day or night in the downtown area for surface rides to and from railroad and bus depots, stores, theatres, restaurants, public and private office buildings and other attractions.

The pass is easy and convenient to use — no fussing with change, no bother with transfers. It may be purchased on any CTA surface vehicle (except express buses) operating in the Central Business District; from CTA cashiers at 175 West Jackson Boulevard and 600 West Washington Street; from the CTA Chief Clerk at 1165 North Clark Street; from the Receiver at any CTA streetcar or bus depot; and from uniformed CTA Collectors at the Union, Northwestern and LaSalle Street Railroad Stations and at Merchandise Mart.

Because the new downtown zone pass is of interest not only to your company but to your employees as well, may we prevail upon you to display the enclosed poster on your bulletin boards? We shall, of course, be happy to supply additional copies. A telephone call to HARRISON 7-4500, Extension 155, will bring you as many as you need . . . promptly. Thank you.

W. J. McCARTER,
General Manager,
Chicago Transit Authority.

Here's Where Passes May Be Purchased

On all CTA Vehicles (except express buses) Operating in the Central Business District

(From 4 a.m. each Tuesday and continuing until 4 a.m. Thursday)

Receivers' windows, CTA streetcar and bus stations

(12 noon to 6 p.m., Mondays; 6 a.m. to 6 p.m. Tuesdays and Wednesdays)

Cashier, Room 518-A, 175 W. Jackson Blvd.

(9 a.m. to 5 p.m., Mondays through Fridays)

Chief Clerk, Room 105, 1165 N. Clark St.

(12 noon to 4 p.m., Mondays; 8 a.m. to 4 p.m. Tuesdays and Wednesdays)

Cashier, 600 W. Washington St.

(12 noon to 4 p.m., Mondays; 8:30 a.m. to 4 p.m. Tuesdays and Wednesdays)

Uniformed CTA Collectors at Union, North Western and LaSalle St. Railroad Stations

(6:30 a.m. to 9:00 a.m. Tuesdays)

Uniformed CTA Collectors at Merchandise Mart

(4 p.m. to 6 p.m. Tuesdays)

Lost...and Found

ALMOST anything imaginable might be on hand in the CTA lost and found sections. In this picture are umbrellas, luggage, brief case, shoes, raincoats, flashlight, pipe wrench, drum sticks, doll, switchman's lantern, lunch box, thermos bottle, eye glasses, wallets, purse, clothing, fountain pen, gloves, hat, books and cat food. These items were taken from the bins, where they are ordinarily kept, so this photo could be made.

AS the streetcar clicked smoothly down the street, a youngster about four years old slept soundly, stretched out in a seat. At one of the regular stops, a young couple seated behind the little girl got up and alighted, totally unaware that their most precious possession was being left on the car.

The crew made the usual inspection of their car on reaching the car-barn and discovered the "sleeping beauty." She was taken to the lost and found department where the clerk on duty knew immediately what to do. A telephone call to the police department revealed that the frantic parents had already notified the police of the incident. While waiting for the mother and father to call for their youngster, the clerk kept her happy with ice cream and milk which had been hurriedly secured from a nearby lunch room.

Seems highly improbable, doesn't it?

AT the end of his run, Dale Peters, North Park bus operator finds a bag nestled in between the seats.



BUS operator Dale Peters, after finding a bag in his vehicle, proceeds to the Lost and Found window. Clerk John Burgman issues a tag to be filled in and attached to the article by the finder.

But things like this do happen. The parents usually left the little girl with a baby sitter when they went out in the evening, but on this occasion had taken the baby with them. Being sound asleep and out of sight, they simply forgot she was along this time.

At the various CTA Lost and Found departments, located at each depot on the Surface division and at designated locations on the Rapid Transit division, are thousands of items which have been found and turned in by CTA employees. False teeth, flashlights, keys, glass eyes, eye glasses, purses, wallets, lunch boxes, clothing of all kinds, watches, jewelry, mechanics tools, tobacco pouches, fur coats, umbrellas, Bibles and books of all types, raincoats, shoe polish, fruit



AN inspection of the bag by Clerk John Burgman discloses its contents as a bottle of baby's formula (complete with nipple) and diapers, but no identification of any kind. The clerk then made an entry in his book and the bag was filed in drawer No. 10, the date of the month on which it was turned in.

juicers, binoculars, knitting and mending kits, tires, bicycles, birth certificates, wedding rings, shoes, electric razors, batteries for hearing aids, perfumes, groceries and dog and cat foods are only a small number of things you might see in the Lost and Found sections. Umbrellas, purses and wallets are the three items most frequently lost by their owners.

When an employee finds an article during his trip or on inspection of his vehicle at the end of the run, he turns it into the clerk on duty at the depot. He is then given a tag to fill in with a description of the article and also the date and time found, his name, badge number, car or bus number, location at which found and the branch or line.

The tag is then attached to the item and the finder retains the stub with a corresponding number as his receipt.

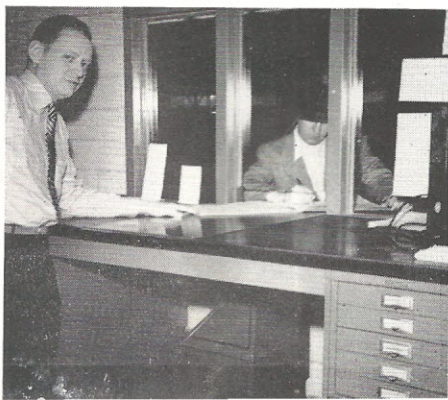
The clerk immediately examines whatever is turned in for identification of any kind. If he is successful, the owner is notified either by telephone or by postcard where he may claim his property. Should it be impossible to locate the owner within thirty days, the finder is entitled to whatever he has turned in, except when considerable value is involved, such as fur coats, large sums of money, etc. In such cases, the items are held for 60 days to allow more time to find the owners.

It is amazing how careless people are with things of value. A lady visitor from Boston left on a streetcar her purse containing several thousand dollars in cash and diamonds. She waited until the car returned to where she had alighted and demanded the purse from the motorman who had picked it up. Under the circumstances, he insisted on holding it until full and complete identification could be made. As a result, the lady summoned a policeman and the three of them returned to the depot where the matter was straightened out with the lady satisfying all concerned that the purse rightfully belonged to her.

Another time two loaves of bread were turned in. As perishable items are destroyed within a short time if the owner is not located, arrangements were proceeding to burn the bread. At the final inspection, a small hole was noticed in the end of one loaf. Further investigation revealed that inside the bread was a roll of bills totalling \$1,800, wrapped in a handkerchief. A few days later a little old lady came into the depot and satisfactorily identified her property, which was returned to her.

Quite a few things, especially large boxes, are often picked up by motormen who observe them lying in the streets. A clerk reporting for duty found on hand a case of 144 dozen sweetrolls

AFTER the owner has satisfactorily identified his property, he must sign a release in the official record book to reclaim it.



RAINY days during a month can be easily determined by a check of the lost and found files. Every shower or rainstorm invariably results in a heavy influx of umbrellas which have been left on CTA vehicles by their owners.

which had just been turned in. He recognized the rolls as being of the type used by a local restaurant chain. A phone call verified the fact that the crate had fallen off one of their trucks. Although the rolls were not soiled nor damaged, the restaurant manager did not wish to have them returned for use in his establishment, but was quite interested in getting back the trays which were hard to obtain. As a result all the men in the station had their fill of sweetrolls for a while.

An example of how property is traced concerns a package containing sterling silver pieces which was found on an elevated train. There was a sales slip from a local department store in the package, but the name and address were not legible. The clerk telephoned the store and through the number on the sales slip was able to secure the owner's name and address.

Sometimes the handling of lost and found items takes a humorous twist. A man came into the Wilson avenue elevated office and inquired about a set of false teeth. The clerk showed him a set which had just been turned in. The man eyed them carefully, put them into his mouth, smacked his lips and said, "Yup, they're mine, all right!" An hour later the same man returned to the lost property office, laid the teeth on the desk and said, "Nope, they ain't mine!"

That CTA riders appreciate the service rendered through the Lost and

Found Department is illustrated by the following excerpt from one of the many letters which are continually being received:

"I accidentally left my handbag, containing \$12 on the streetcar. The conductor's number was 456 (*David R. Harron, 77th*). Due to the efficiency and genuine interest of your employees the bag was returned to me within two hours."

Keeping track of lost and found items is no slight task when it is considered that about 250 articles are turned in each month at most depots. Two or three of the larger depots receive twice that amount in a month, making a total of about 5,000 a month, including both Surface and Rapid Transit divisions.

Most of the things that find their way to the lost and found department carry no identification of any kind. Also, as the larger portion of these items are of small value, they are never claimed. Inquiries usually are received, however, on more valuable items. Overall, owners are located about 25 per cent of the time, although our people do everything possible to try to find them.

Much better results could be obtained and many more people made happy by the return of something they had lost if the traveling public would take the slight precaution of seeing that their names and addresses were inside purses, wallets, eye glass cases, and umbrellas.

"ACCOUNTING" For Everything

PART II

(IN THE October issue of CTA TRANSIT NEWS, we discussed the duties performed by the General Accounting section of the Accounting department. The following article briefly reviews the duties of the Revenue and Payroll sections of this department.)

PAYROLL

AN important division of the Accounting department is the Payroll section under the supervision of *Edward Andrlík*. Here the 46 separate payrolls of CTA are prepared and completed, ranging in size from 35 employees on the north side crossing watchmen payroll, to the 1,170 trainmen on the North avenue depot payroll. These payrolls include all operating and maintenance employees, general office employees, and executive offices of CTA, totaling approximately 18,730 employees.

The Payroll section of the Accounting department is divided into four different units, each having its own specific functions. The groups and their duties are as follows:

PAYROLL—This unit is responsible for the actual preparation of surface and rapid transit trainmen payrolls, as well as the surface division miscellaneous payrolls. While these payrolls are completed in similar fashion, there are differences in the preliminary steps for payrolls of the operating departments and the maintenance department payrolls. These differences are in the way payroll information is sent in from various locations to the payroll section. On the surface division, time worked is reported on a form called "Daily Report of Trainmen's Time." The Rapid Transit division payrolls are posted daily from time slips, while the surface division

EMPLOYEES of the Payroll accounting section who prepare surface trainmen payrolls are supervised by *Mabel Magnuson*, standing, left. Those who prepare Rapid Transit trainmen payrolls are under the supervision of *Felix Palilunas*.



THE assistant general accountant in charge of the Payroll section is *Edward Andrlík*, left. With him is *Chief Clerk Stanley Mailuck*.

miscellaneous payrolls, such as Building, Electrical, Track, Material and Supplies, Utility, Shops, and Carhouses, are posted from various sources, including labor tickets, time cards and foremen's gang sheets.

I.B.M.—After the hours on each payroll are balanced and individual rates entered on the payrolls, they are forwarded to the I.B.M. room. Various types of machines are located in this room that produce approximately 39,000 paychecks every month. They are made by machines that add, multiply, sort, verify, print and do any number of any other operations. Every month there are 11 different pay days, and the paychecks for each must be tabulated by the payroll machines. Four days in advance of each of these pay days the work begins in the machine room, where 15 employees operate 12 different machines. When their work is completed, each paycheck is ready to be signed, cut and distributed by the Treasurer's office. The I.B.M. unit also provides quarterly Social Security reports, employee yearly income tax statements, gives the West Shops a daily record of bus mileage, keeps a record of purchase commitments, and reconciles the payroll account at the end of the month.

DISTRIBUTION—The payroll cost to CTA is approximately \$6,500,000 per month. It is the work of the Distribution section to correctly distribute this money to proper accounts. There are approximately 2,000 sub-accounts to which labor may be charged. The method of distributing the cost of these accounts varies according to how time is reported to





ANOTHER phase of payroll operations is the preparation of miscellaneous payrolls of the surface division. Supervisor of this work is *Arthur Bresin*, standing, right. Standing at the rear is *Arthur Johnson*, who is shown with the employees he supervises as head of the Distribution unit.



THE Materials and Supplies accounting unit is in charge of keeping records of 102,000 stores items. Supervisor is *Thomas McGrath*, standing, center.

the accounting section. In their final form, the accounts show the expense involved in maintaining and operating the Way and Structures, Shops and Equipment, Power, and Transportation departments, general and administrative expenses, cost of material manufactured in the shops, charges to the authority for construction expenditures or retirements of property, and many other charges.

Distribution of material charges is also processed in this unit of Payroll Accounting. Material issued to all departments of CTA amounts to approximately \$550,000 per month.

In addition, the Distribution unit issues transportation tickets to CTA employees. There are about 9,000 tickets issued to active employees, and 3,700 tickets issued to employees now on retirement.



AN important location, particularly to CTA employees, is the I. B. M. room where our checks are made by a variety of machines operated by CTA personnel.

BEFORE our paychecks are prepared, it is the work of the I. B. M. room to make a pay card for each employee, showing the payroll number, rate of pay and hours to be paid. This work is performed by the key punch operators shown here. Seated at the rear is *Herbert Rohde*, supervisor of I. B. M. operations.



MATERIAL AND SUPPLIES—The Material and Supplies accounting unit keeps a record of the quantity and value of 102,000 stores items with a value of approximately \$7,500,000 carried in 34 storerooms located on CTA property.

Material required by departments is secured from the storerooms by filling out a material requisition showing quantity, description of material required and the account to be charged. There are about 2,000 requisitions received daily and these are posted to ledger sheets which contain a brief description of the material, the lot number, quantity on hand and the value thereof, and also the average price of the material. Seven machine operators process these requisitions. On the requisition is listed the number of pieces of material issued, which is multiplied by the average price to get the value of this material. This is automatically printed on the requisition.

Material returned to the storeroom follows very much the same pattern except that the quantity returned and the value thereof is added to the previous balance. New material received by storerooms is reported to M & S accounting and the ledger sheets on this type of material are brought up to date, relative to the new quantity, value and price.

At the end of each month the value of each item in the storerooms is checked for accuracy and the total compared with figures for each storeroom as shown by the general ledger book. Any differences are investigated and proper adjustments are made.

Approximately 250 inventories of individual items in storerooms are received daily from the storekeepers who counted the quantity of material on hand. These are checked with the quantity of material on hand as shown by the ledger sheets. Differences are checked and the necessary adjustments are made and posted to the ledger sheets.

REVENUE

THE Revenue section of the Accounting department functions under the supervision of *H. E. Tannhauser*, assistant general accountant.

One of the main duties of this section is to make a weekly audit of 40,000 conductors' trip sheets and agents' and receivers' reports, and prepare a list showing overages and shortages.

The surface division conductors' reports are first perforated for date and then arranged by street and depot.



HEAD of the Revenue section is *Harry E. Tannhauser*, assistant general accountant, who is shown with his assistant, *Robert L. Hill*, left, and secretary, *Jane Hackett*.



THE auditing of surface division conductors' reports is performed by these bookkeeping machine operators. In the far rear are the ledger clerks who verify bank deposits with ledger postings.



SHOWN here are the balance clerks and comptometer operators of the Revenue section.

Approximately 35,000 surface division trip sheets, per week, representing 125 streets, are audited in five working days on bookkeeping machines. When this work is completed, it is turned over to balance clerks who verify, check and balance all differences that may exist and forward a daily report to depot receivers for collection or refund. Traffic clerks then check the complete depot traffic totals against the bank

deposits and verify any differences recorded by the balance clerks.

This section of the Accounting department also provides a record for each street which shows the number of passengers carried, cash and tokens collected, adjustments that had to be made, the number of cars that operated on the street and the amount of hours they operated.

Every week approximately 5,000 station reports of the Rapid Transit division are processed by the Revenue section. Each of these reports cover one work day for a station. They are checked and balanced, then posted according to the different fare scales and summarized daily. Ledger clerks then verify the ledger reports with bank deposits, making refunds and charges as required. These clerks keep a record of outstanding accounts with agents, conductors and receivers and are responsible for balanced ledgers of traffic and revenue.

The Traffic unit of the Revenue Accounting section provides a daily estimate of traffic to management for the previous day or days before an official count is made. This unit also accumulates monthly and yearly traffic statistics and provides a report on these activities.

The Mileage unit of Revenue Accounting makes a posting of car and bus mileage on schedules of runs, figures mileage of buses traveling between depot and shop, snow plows, sand buses, and chartered buses or cars. A summary of this work shows the daily mileage traveled by gas, trolley and propane buses. At the end of each month, figures are furnished for total mileage traveled by buses and cars, plus the total mileage for each vehicle. This information is forwarded to the Shops department for maintenance purposes.



MEMBERS of the Traffic and Mileage unit of Revenue accounting are responsible for statistics of same for various reports.

THE blue transfers issued by CTA are prepunched in the Revenue section by *Joseph Bochinski*. They are then packaged and delivered to the various "L" sections.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

The Army Changes Things

ACCIDENT INVESTIGATION — A.P.D. received a card from *Bob Christian* in which he informed them of his arising at 4:00 a.m. It seems as if Bob used to retire at that hour . . . *Ben Tausch's* son, *Bill*, was called to the service recently, so to him we extend our best wishes.

Joe Clark, now serving Uncle Sam, left *Tom Reilly* with a problem—one 1939 Plymouth.

Stork news: Two former employees, *Marg Kik* and *Helen Standish* gave birth to *Diane Margaret* and *Sue Ann*, respectively, this past month.

Dr. Ruttenberg is recovering nicely from his illness and we hope by the time this issue reaches you, that he will be back at work.

Walter Krull has returned to work after spending seven glorious weeks in seven countries (England, France, Italy, Holland, Belgium, Germany and Switzerland). Any one desiring information on any of the above countries may make a reservation to see Walter.

We would like to take this opportunity to "Welcome" all the people from the downtown Law division and the Medico-Legal division, who are now making their home with us.

Congratulations to *Howard Clark* and bride on their recent wedding; also to *Mike Curtin* and bride-to-be, we send our best wishes.

—G. & M.

These Plans

Make Us Envious

ACCOUNTING — *Martin P. Joyce*, 75 years young, kissed the girls goodbye and took his retirement from CTA on October 1. As a farewell gift from his co-workers, he received a traveling bag. "Marty" plans to see the country from the Atlantic to the Pacific at his leisure.

Marie Havlik vacationed at Timberline Lodge on Mount Hood and toured Portland and Seattle, Washington, and Victoria, B.C. . . *June*

E. J. McILRAITH RETIRES



EVAN J. McILRAITH, manager of maintenance and planning for Chicago Transit Authority, and a nationally known figure in the local transit industry, retired on pension October 1. Following successful transit careers in Seattle, Washington, and Philadelphia, Mr. McIlraith came to Chicago in 1923 as staff engineer for the Chicago Surface Lines. He continued in that capacity until February, 1945, when he was named general manager. Since October 1, 1947, when the surface lines were acquired by CTA, he has been manager of maintenance and planning. Mr. McIlraith was born in Marlboro, Ontario, Canada, on September 28, 1886. He graduated from the University of North Dakota in 1907 as a mechanical engineer, and was a graduate student and instructor in engineering for three years at Cornell University. He spent several years in general engineering and building construction work before beginning his long transit career.

Noren visited her aunt in Eagle River, Wisconsin, and picked apples amidst the snow . . . *Irma Krown* attended a convention in Springfield, Illinois, and met some "VIP's," among them the mayor and a senator.

Lois Jahnke enjoyed a motor trip to the West. Pasadena and Los Angeles, California, and Tia Juana, Mexico, were stopovers . . . *Joan Fitzgerald* made a tour of the west, also, including San Francisco and Yosemite in her itinerary . . . *Mae Bujnowski* spent her vacation fix-

ing up her new apartment . . . *Dan* and *Vernetta Frusolone* put the finishing touches on their new ranch house in Roselle, Illinois.

Rita Kranz has left CTA to be a full time housewife. *Johanna Bosnak*, former employe, became the mother of a son, *Robert*, on October 3.

Edward Bole has a new job and a new daughter. *Annette Marie* joined *Germaine*, 4, and *Terence*, 2, on September 21. Ed's new title is employment interviewer.

—HELEN A. LOWE

Stork Makes A Grandpa of Croon

ARMITAGE — "Wanted" — a large barrel. *Motorman Roy Croon* is in the market for a large barrel. He wants to stick his head into it and yell, "grandpa," just to hear how it sounds. The old stork stopped at his son's house and instead of smiling, he just laughed right out loud. Roy is now grandpa twice at once. Yep, it's twins!

Cards from *Conductor Joe Schultz* said he was having a fine vacation in southern Texas and Me-hee-co, convoyed by his charming wife.

From the flock of cards which we "did not" receive, we learn that *Motorman Einar Winfeld* spent an enjoyable vacation in California.

Motorman Ray Fisher, serving in Uncle Sam's army as a S/Sgt., was home on furlough recently and paid a visit to Armitage depot. He was looking fine and has gained 30 pounds.

On September 26, *Conductor Stanley Krupa* and his charming wife, together with his brother-in-law and sister-in-law, had a very special dinner at *Irv Benjamin's* place and finished the evening dancing at the Edgewater Beach Hotel. The occasion was the 25th anniversary of their marriage. The Krupa's have two very fine daughters, *Judith Corrine* and *Christine Iris*.

Supervisor Karl Sorensen's son, who was wounded in Korea some time ago, came home on a 30-day furlough. He has now been reassigned.

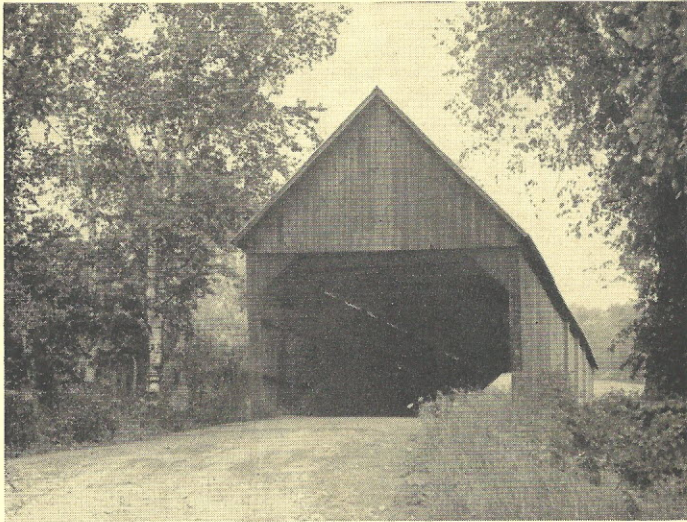
Motorman Willie Wright, figuring that two can live as cheap as one, took unto himself a \$600.00 exemption on October 6.

Our deepest sympathy to *Supervisor Ray Larson*, whose brother died recently, and to *Conductor George Streske* on the recent death of his father.

On October 1, *Conductors Herman Prajke*, *Victor Werner* and *B. Malecke* retired on pensions. Our best wishes go with them.

—TED SHUMON

PICTURE OF THE MONTH



COVERED bridges were once a common sight, but now have almost disappeared from the American scene. **Charlie Keevil**, Office of Car Equipment Engineer, took this picture on a side road approaching U. S. Highway No. 4, near Canaan, New Hampshire.

EACH month CTA TRANSIT NEWS will select the "Picture of the Month" for publication in the Inside News section of the magazine. Selection of the photograph will be made from those submitted by CTA employees. Any type of picture may be submitted, including scenic, action, portrait and still life. Entries should be given to your departmental reporter, or sent direct to the CTA TRANSIT NEWS, attention: Photo Editor, 79 W. Monroe Street, Room 1226, Chicago 90, Illinois. Be sure to include the story relating to the picture and the full names of individuals in the picture.

The Earth Felt Good After This Trip

BEVERLY—*Bus Operator Larry Larson*, Beverly, and *Bus Operator Earl Larson*, Archer, and their wives went on a vacation in their new DeSoto. The theme song going south was the "Tennessee Waltz" for that is where they went. If you want any lessons in southern square dancing, see the Larson couples. On the way back home, after visiting the Smoky Mountain regions, their theme song changed to "Old Smoky."

Bright sayings of children — A 10-year old boy boarded the bus of *Operator Harold Bradshaw* in the vicinity of St. John Baptist, De LaSalle School. He shoved a school bus pass to *Operator Bradshaw* and walked into the bus. *Operator Bradshaw* called him back and asked for his fare. The boy replied, "Sister will pay at the end of the month."

Our night clerk, *Jack W. Saunders*, and *Mary Ann Brunner* were

married September 22, 1951, at the St. Clare of Montefalco Church at 3:00 p.m.

Reception in the evening for 150 guests. The couple honeymooned at Charleston, South Carolina. The groom's father was *Motorman Saunders*, who spent about 36 years at the Cottage Grove depot.

Bus Operator Art Kort took the short way to California, via the airlines, for a visit with his sister and brother-in-law of San Jose, California. There was a storm that had been raging for one hour. The red light went on to stop smoking and fasten all safety belts. "Why sure I wondered what was going to happen," he said. After getting up and over the Rocky Mountain area, the stewardess came back and told the passengers all the excitement was over and that the tip of the wing was only about 200 feet from the mountainside. Relax folks, *Operator Kort* is back.

Have your fare ready, please, is a very familiar phrase, except in special circumstances. *Bus Operators Eric Ericson*, *Joe Gertzen* and *Ralph Bramlet* were going west to

the depot at 4:30 a.m. They thought the driver of a passing automobile was a brother bus driver, so they waved a good right hand. The driver stopped, all got in, but once inside the auto they found out differently. All three looked at each other with amazement when they realized it was a taxi cab.

Bus Operator Fred Rapp and family went to California on their vacation to visit his folks. He brings best regards from *Hugh Chambers* in Monte Bello, a former bus operator from Burnside, 77th and Beverly. They covered 7,000 miles on their trip.

What did you say about a Grandfather contest? *Bus Operator Nick Dop* is a contender for first place and has his hat in the ring. How many have you? Nick Dop's fifth grandchild, a boy, *Duane*, eight pounds, was born to Mr. and Mrs. *Nick Dop, Jr.*, September 16.

Another winner in the Nick Dop family was his daughter, *Mrs. Ann Pott*, who visited the St. Christiana Church, Mt. Greenwood, and won the door prize, which was a 1951 Studebaker club coupe.

—DANTE F. BRUNOD

A CTA ROMANCE



SHOWN on their honeymoon at the Wisconsin Dells are *Agent Mary Jo Fergus*, Loop, and *Motorman George Ohnesorge*, Northside. They were married at Madison, Wisconsin.

Reported by *Edith Edbrooke*

He Should Have Stuck To Baseball

DEVON — *John Kerrigan* spent his vacation at the race track and watched the finish of the baseball season. He came back looking for the next pay-day.

Bill Bubash had a large bill and a 30-day stay at the hospital to correct a nose condition. Now he is waiting for the 1952 Cadillacs to appear in the showrooms. Bill will trade his 1950 Pontiac for the 1952 Cadillac. The next step will be the trek up the middle aisle.

Joe Novak and a few of his friends took a trip down to Mexico City. Joe says that everything down there is very cheap. Food is so much cheaper you have a full course meal for the price of a sandwich and coffee in the States. On the way back they spent several days in New Orleans.

Joe DiGiovanni had a very interesting and exciting vacation. Joe took 250 feet of color movies of historic scenery.

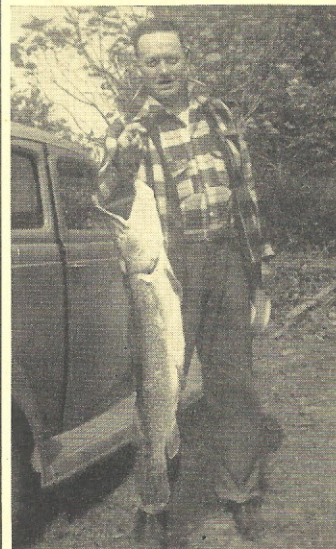
Joe and his wife in four weeks covered 5500 miles in 15 states and with their movie shots they have something to remember it with. Now all he needs is a projector.

Jack Russ has returned to us after being an MP for over a year.

Sterling Simmons, Jr., now has an auto to take him back and forth from Midlothian, Illinois.

—JOE KLEIN

PROUD ANGLER



THE pleased look on the face of *Trainman Howard Houston*, Northside, can be well understood after viewing the 18 1/2-pound northern pike he caught on a recent vacation at *Wabedo Lake* near *Longville, Minnesota*.

Visits Ozarks On Vacation Trip

ELECTRICAL — *Florian Czanstowski*, operator at Robey substation, motored some 2500 miles. Enjoyed his stay at "The Lake of Ozarks" where every sport associated with water is to be found. Also visited the "Great Smoky Mountains."

Howard Lodding, operator's apprentice, is the proud daddy of a little girl, "Gayle Ann," who arrived on September 28.

Sympathy is extended to *Chief Operator William Hart* of Milwaukee substation who sustained the loss of his mother on October 3.

Edgar Jewell, operator's apprentice, underwent an operation for acute appendicitis on October 15.

George Nelson, supervisor of personnel, motored to "The Deep South." Visited some historical points of interest in New Orleans.

Arvin Wilmont, operator at Fullerton substation, motored east to Watertown, Massachusetts. On his return, he visited places of interest in New York, Niagara Falls, and Washington, D.C. Odometer registered some 2500 miles.

A card received from *Operator James Haydon* of Homer substation indicated he enjoyed his stay at Turkey Run State Park, Indiana.

—GILBERT E. ANDREWS

VACATION SNAPSHOT



A RECENT vacation to sunny Florida made *Clerk Nora Cronin*, Accident Investigation, camera-conscious. The result was this view of her son, *Pat*, and daughter, *Mary Ellen*.

Reported by G. & M.

Back Home — Bag and Baggage

GENERAL OFFICE (175) — The invoice section has once again returned "Home," bag and baggage, to A-640 from A-610. Perhaps the remarkable decline in shoe repair bills lately is what has helped to launch a new enterprise. Now it's elbow patches.

It has a dynamic, new, soft texture, elegant design, so distinguished looking, so definitely fashioned. This highly praised object is *Shirley Guertin's* new red leather chair.

LaVerne Chwistek, when transferred from 175 West Jackson to West Shops, was sent off in grand style with a new piece of luggage and a merry luncheon given by the girls who sure did not like to see her leave.

The giant size problem of *Mildred Humes'* new domicile was not how to, but just where to nip and tuck the short curtains for the long windows, and the long curtains for the short windows.

Ivan Miller, our perennial vacationer, took another few days last week and made a flying trip down to Cumberland, Kentucky. He reported that the scenery was beautiful, but his stay was too short.

George J. Seiler, supervisor of Real Estate, was so proud of his gardening that he invited the employees from his office to his home in Downers Grove to see his accomplishments.

Dolores Zotto and Jean Herbert improved their education on gardening this fine Sunday and were unanimous as to Mr. Seiler's talents. The visit ended with an excellent dinner served by Mr. and Mrs. Seiler.

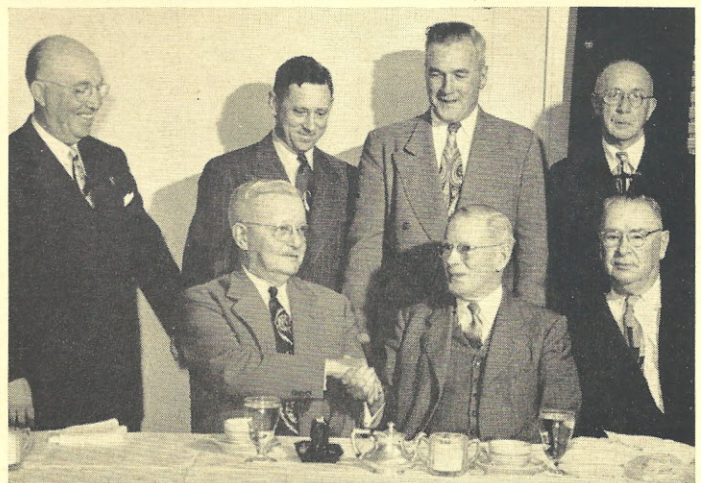
John E. Blare, our executive assistant, has been noted for his bright ties. Could it be that he is getting conservative or did the rainy weather prompt him to buy a maroon pleated nylon tie?

Before *Matt Cioffe* headed for his new assignment in Korea, he stopped at home just long enough to become engaged to *Rosemary Ramano*.

—CATHY BARRY

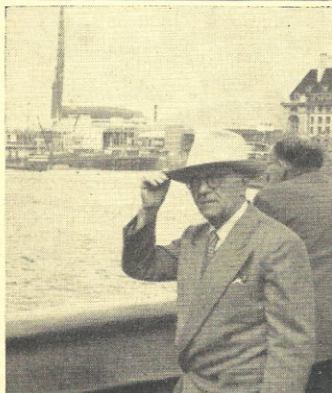
—VERNA RAYNOR

HONOR BRIDGES AT LUNCHEON



A TESTIMONIAL luncheon, attended by 35 fellow employees, was held for *Melvin W. Bridges*, who retired October 1, as assistant to the supervisor of Job Classification. He was presented with a luggage set by those who attended the luncheon, which was held at the Illinois Athletic Club. Bridges began his local transit career in 1909 as an elevated trainman and held various positions before being assigned to the post he held at the time of his retirement. Seated with Bridges is, center, *Harley A. Johnson*, former general manager of the rapid transit, now retired, and *H. G. Hardin*, retired general superintendent of transportation, rapid transit. Standing, left to right, are *James Carney*, supervisor of job classification; *C. E. Keiser*, executive assistant; *E. A. Imhoff*, management assistant; and *H. M. Lytle*, former public relations officer for the rapid transit.

VISITS ENGLAND



WITH the River Thames providing the background, *Claude W. Bridge*, retired southside "L" trainman, posed for this photo during a three-week vacation trip to his native England. It was his first visit to England in 30 years, during which time he saw many relatives and returned to view the town where he was born, Ipswich. Bridge retired from CTA in 1949, after completing 35 years of service.

The Seventy-Niners On the March

GENERAL OFFICE (79) — When the notice to vacate was received the seventy-niners fled hither and yon. Their caravans were moving vans and leading the parade was the law department, which pitched camp at 600 Washington. Next followed Public Information, whose "at home" cards read Room A-1125, Insurance Exchange. Transportation and Insurance settled for Limits; Electrical Department, Wilson Avenue; Staff Engineer, Kedzie; Chief Engineer and all the Specs at Clark and Division.

Our attorney, *James K. Miller*, who went on pension November 1, has departed for Arizona with his son, *Jim*, Information service. If Mr. Miller likes the climate, he may again help balance the scales of justice in the Arizona courts of law. The best wishes of all his friends and co-workers accompany him.

SOFTBALL CHAMPIONS



THE awarding of jackets and trophy to Kedzie Depot climaxed CTA's softball season. The jackets feature CTA's colors and emblems. Assistant Superintendent of Transportation Dave Flynn is pictured presenting the championship trophy to Manager "Red" Staton. Others in the picture are Tom Moore, Assistant Superintendent of Transportation, Clint Sonders, Superintendent of Kedzie Depot and Ted Heffernan, union board member. Additional softball trophies were presented to the second, third and fourth place teams. 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.

John W. Stephenson, unaware of the eviction of the electrical department while vacationing in the Smoky Mountains, figured as how there was still "smoke" in his eyes upon his return, as he wandered aimlessly thru the empty corridors of the 79 building, trying to find his offices.

Ann Schleiter's daughter, Dorothy, following in the footsteps of her sister, Jerry, married Ed Korajczyk, at present a member of Uncle Sam's army stationed at Fort Knox.

Helen Doherty, recently returned from a vacation in New Orleans, has amused her co-workers with a humorous account of her tour of the French night clubs. Tom Mulvey and his wife chose to travel by Greyhound bus enroute to New York, to better see the trees and countryside following the first nip of fall.

The beaches of Florida lured another daughter of the CTA, Jane Flood, whose fall coat of tan blends with the autumn leaves . . . Ronny Gibbs, son of Carl Gibbs, radio, after waiting ten years, now has a

baby sister, Shirley Anne . . . Joe Blaa, the Mrs., also his son, Jim, and family have left via Cadillac for Miami where they plan to enjoy their vacations to the last minute—then take to the air.

Howard Perry, borrowed from Armitage, has taken over some of the duties in transportation . . . John Philpott, central district superintendent's office, another evictee from the 79 Building, has transferred his transportation problems to Loop office, Randolph and Wells, where he shall sit in judgment with Cornelius Loughery.

Comes the fall of the year, and Mr. and Mrs. Louis Bohlin are again on the road, Arizona bound. Best wishes to Wanda Mallon, telephone operator, who recently returned from a trip to the hospital. . . 'Twas difficult to realize that the bronzed young lady in Public Information was none other than Joan (To The Ladies . . . from Joan) Peacock, back from a trip to Mexico. By car, train and plane, Joan spent a happy time basking in the sunshine at Acapulco.

—JULIE PRINDERVILLE

Early Christmas For Fred Burtis

GENERAL OFFICE (1165)—This was actually the case when Fred Burtis of A.P.D. received a surprise telephone call from his dad. Burtis, Sr., a retired Rapid Transit CTA'er, who said to Fred—"COME ON-A MY HOUSE and I'll give you a nice, new 1951 Plymouth." Another welcome surprise came for Fred a few days later when he was notified by the National Football League that he had been named a field official at all Chicago Bears and Cardinals home games. From now on, every Sunday will find Fred handling the line markers at Wrigley Field or Comiskey Park.

The goblins didn't get Bill Murbach, Training, on Hallowe'en 25 years ago, but a pretty girl did. To celebrate this silver anniversary, Bill and his wife took off on a vacation down in the Ozark Country.

The "red carpet" was rolled out and the banisters polished as 1165 greeted the new tenants—the X-79ers, Chief Engineer's and Specifications departments.

Other newcomers joining the CTA family are Lottie A. Panek in Job Classification and Joan A. Lemieux in Employment. John Howe, formerly of West Shops, is the newly appointed assistant supervisor of Job Classification.

—MARY E. CLARKE

A Daughter Ends His "Crosby Complex"

KEDZIE — Conductor Adlis White is very proud of his three sons, but when baby Audrey Kay arrived recently, the buttons on his vest began to pop. Adlis says he was beginning to have a Crosby complex.

Edward Nolan spent his vacation in New York and, while there, was on a coast to coast TV program. Perhaps you saw him. He was the one waving from right field bleachers, right after Thomson hit that famous home run. He reports the Stork Club serves the best spareribs.

Friends gathered at the home of Mr. and Mrs. W. P. Tajdus on September 20 to help them celebrate their 21st wedding anniversary. Walter and Betty have what it takes to make real friends.

Through an error, we reported last month that Carl Gustavson had retired. It should have been Fredrick Glawe. Sorry fellows . . . Conductor Daniel Sullivan and Motorman William Peterson should also have been included in last month's retiring list.

Raoul Gravell is enjoying Florida's sunshine and hospitality.

Grady "Red" Dildine is an authority on square dancing. If anyone wants to cut a rug, I'm sure Grady will be glad to help, providing you furnish the fiddler.

The pensioners this month are Conductors John Connelly, Walter Sponholz and Clarence Gustafson, and Motormen Charles Kreiger, John Ryan, Michael Meegan, Fred King and Otto Carlson.

The stork has been busy passing out girls and the homes of Alvin Nichols and David Watson were included.

After attending college in Canada the past year, Betty Miles, daughter of Motorman William Miles, has transferred to Emmanuel College in Berrien Springs, Michigan. Bill is very happy to have her so near home.

Let us remind you that this is Christmas seal time. No card or gift is quite complete unless it carries a seal. By the way, have

RETIREMENT DAYS



SPENDING happy retirement days at her new home in Bradenton, Florida, is Jo Kelly, former telephone operator at the CTA Accident Investigation department. She is shown with her husband, Clarence.

Reported by G. & M.

PRESENTED GIFT



BIDDING farewell to **State-mentman Nicholas Deutsch**, right, Accident Investigation, who retired after 40 years of service, is **James O. Dwight**, chief attorney. Fellow employ-ees held a dinner for Deutsch prior to his retirement, at which time he was presented a wrist watch.

Reported by *G. and M.*

you ever had your chest X-rayed? This service in convenient and costs nothing.

In the world today, it is very easy to find fault with everything and everybody. We should all stop for a moment and count our many blessings for which we should be thankful. A Happy Thanksgiving to you all.

—C. JACK WILLIAMS

Hot On Trail Of Cushion Culprit

LAWRENCE — Ed "The Polish Count" Kaczmarek is hot on the trail of the cushion switcher of the buses in Avondale yard. He says he will have the gendarmes pick up the culprit any day now.

The next time "Ziggy" Winkowski decides to paint the outside of his house he probably will hire somebody to do it. "Zig" was up on the ladder painting and dropped his paint brush. That was all right, only "Zig" tried to beat the brush down when the bucket of paint came after him. Lucky he wasn't hurt.

Mr. and Mrs. Jimmy Lynch just got back from a vacation trip to Florida. The trip was marred by some local resident who pulled out of a side road and dented the grill-work of Jim's car.

Wally Ahern had some bad luck. He just had his car all fixed and polished, spending quite a bit of money on it. He parked it in the Belmont-Central business district. Somebody came along and hit the car, doing a lot of damage to it. Wally feels bad because he only had the car for one week.

Mr. and Mrs. Henry Bruton just got back from their vacation. They had a very enjoyable time. Hank was so exhausted from enjoying himself that he fell asleep and couldn't wake up to go bowling. . . . Frank Carpino is spending his vacation at home. He would rather put up storm windows and get his new home snug for the coming winter.

—CHESTER D. PAWLAK

A Country Girl Relives Her Youth

LOOP — "You can take the girl out of the country but not the country out of the girl." This old saying applies to **Genevieve Harding** after her vacation on a farm way down in Indiana.

Ira Lee, porter, had a sad trip to Shreveport, Louisiana — the

death of his 74-year old father.

When the **Herbert Templeman's**, towerman, go vacationing in the Ozarks, they believe in leaving the urban habits behind and really becoming natives—"a sittin' and a rockin'."

Harold Johnson, interlocking maintainer, planned his vacation so he and his wife, former **Agent Collette Harrington**, could drive down to meet his old buddies and enjoy the entertainment and antics of the Legion Convention in Miami. We are wondering which is done the most, eating or talking, when the sextet of **Johanna Christenson**, **Norah Hayes**, **Pearl Waite**, **Ruby Pierson**, **Mary Avalon** and **Mary Rezab** has its get-together luncheon every second Tuesday.

The hospital has claimed two agents, **Theresa Strain** and **Nellie Kerns**. Hope their stay is short and they will soon be back in their old stamping grounds.

Bertha Doyle Hand and the **Mister** are spending their vacation in Florida with a double purpose—to give the place a look, for if and when they decide to retire, and also for a belated honeymoon.

There will be good eating in the homes of **Robert Kubieck**, **Joseph**

CUTTING THE CAKE



NOW Mr. and Mrs. are **Alice Mae Munch** and **William J. Trentlage**, who exhibit bright smiles as they cut their wedding cake. Alice is the daughter of **Bus Operator Robert Munch**, Beverly. The wedding was held at the **Community Center Foundation Chapel**, Palos Park, Illinois.

Reported by *Dante Brunod*

Vargo, Towerman **Bill Baker** and **Pensioner Harold Heldt** if their aim is good and the shots connect with the ducks at Grass Lake. The same gang goes to Hennepin, Illinois.

"Oh! If I were only twins" is **Josephine Giblin's** wish so she could be here to help her sister, **Johanna**, move into their new apartment and also be on the farm in Wisconsin with her parents.

—EDITH EDBROOKE

Death Takes John J. Woodzick

MATERIALS AND SUPPLIES—Our department greatly misses one of our old time employees, **John J. Woodzick**, who passed away very suddenly on September 22. John was with the company 25 years, starting with the old Chicago Rapid Transit Company as a typist on January 6, 1926. He was a material clerk in this department at the time of his death.

He was born on July 11, 1902, and leaves his wife, **Charlotte**, and two daughters, **Toni** and **Helen Mary**.

We are now located in our new home, room 912, 111 West Jackson Boulevard.

WEST SHOPS JANITOR RETIRES



A RECORD that will be hard to beat is that achieved by **Janitor Peter Gradisek**, West Shops, who retired October 1, after 31 years of service. During this time, Gradisek never missed a day of work, due to illness or injury. He is shown with **R. J. Ruppe**, Superintendent of Shops and Equipment, who presented him with a wrist watch as a going-away present from co-workers, some of whom are shown here. Retirement plans for Gradisek include moving to Jacksonville Beach, Florida, where he has built a new home.

Reported by *Catherine Holton*

VACATION CATCH



NO ONE will believe this, but **Gertrude Figge**, Schedule-Traffic, actually pulled this 10 foot, 97-pound sailfish out of the beautiful blue waters of the Bay of Acapulco. This fisherman's (or should we say fisherwoman's) paradise is located in the southern part of Mexico where Gertrude vacationed.

Reported by **L. C. Dutton**

Francis Murphy, stock clerk at West Shops, enjoyed a plane trip to Florida, and says that is the ideal spot for a vacation. **Thomas Madigan**, stock clerk at West Shops, picked San Antonio, Texas, as his vacation spot this year.

We extend our sympathy to **Ed Bruckner**, stock clerk at West Shops, in the loss of his father on October 8. **John Vihnanek**, stock clerk at West Shops, and wife, are the proud parents of a little girl, **Mary Christine**, born on October 24, weighing 7 pounds. This is the first girl in the Vihnanek family.

Lot of luck to **George Sweeney** and **Peter Cawley**, who resigned at West Shops recently to venture into a new business field.

Our South Shops vacationists were **Tony Subert**, stock clerk, who took a trip to Springfield, Illinois, and the New Salem State Park; and **John Jankus**, stock clerk, who worked around his home.

Harold Stedman, watchman at South Shops, and wife, are the lucky parents of a baby girl, **Diane Patricia**, born on October 13, Weighing 7½ pounds . . . We wish a speedy recovery to **John Sokolosky**, laborer at South Shops, who is convalescing from a broken heel.

Herbert Mittel, watchman at Grand and Leavitt, likes being a night watchman because it gives him more time to go fishing at the lake. He says he is doing pretty good at catching them, too.

We are introducing **John Leonard** and **John Bosacki**, our new mail clerks, and **William Cummane**, **Richard Grannan** and **James Keane** our new laborers. We welcome them to our department.

Nick LaCorcia, stock clerk at West Shops, and wife, proudly present their son, **Bernard**, born on October 15, weighing six pounds, nine ounces.

—**JEAN O'NEILL**

Softball Team Sees "South Pacific"

NORTH—The North avenue softball team had a good time when they and their wives saw "South Pacific" and had dinner together.

Congratulations to **Operator F. Braman** on his 33rd wedding anniversary, which was celebrated October 9 . . . Our congratulations to **R. P. Jones** who was presented with

NEW HOME



NOW residing at the Servants of Mary Home in Wheeling, Illinois, is former Westside agent **Nellie McElligott**, pictured with one of the nuns at the home. Nellie was recently visited by **Agents Rose Daniels**, **Catherine Mahoney** and **Irene Whitlock**, Westside, all of whom spent part of their vacation with her. They report that she would like to hear from all of her old "L" friends.

Reported by **Kitty Keegan** and **Ruth Hanson**

a fine baby boy, who was named **Jimmy**.

On November 16, our popular clerk, **Joe Dillon**, celebrated his 21st wedding anniversary. Just four more years and it will be "Ho Ho Silver." . . . No matter what the date is, **Owen Calt** always celebrates his wedding anniversary on Thanksgiving Day. So, happy anniversary to the Calts.

J. Harrison is doing nicely after his recent operation.

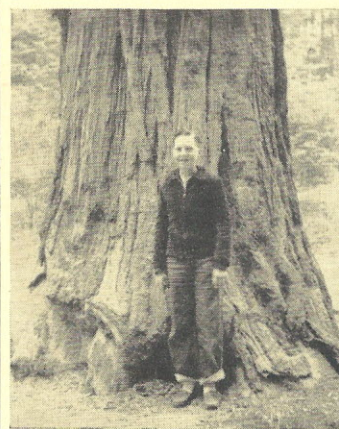
Walter "Major Bowes" Krueger drove all around northern Wisconsin hunting for his favorite food, mushrooms. He had taken two bushels along to fill and he did—only he filled them with fish.

Bill Miedema, **Al Nehls** and **Bob Crammer** have returned from a successful hunting trip which took them to the Dakota's. In our next issue we will have some pictures of this trip.

The RAH RAH boys, consisting of **Charley Conroy**, **Jack Hester**, "Dapper Dan" **McFaddon**, **Harold (Red) Forster**, **Louie Chappette**, **Andy Miedema** and **William Miedema**, enjoyed their trip to South Bend, the home of the fighting Irish, with the Steuart Arrows Club.

—**JOE HIEBEL**

TREE CLIMBER?



A picture in front of a tree can be taken most anywhere, but in this case, **Fred Rapp, Jr.**, had to travel with his folks, **Bus Operator** and **Mrs. Fred Rapp**, Beverly, to the Sequoia National Park. If **Fred, Jr.**, has ambitions to be a tree climber, it's a good place to learn since some of the trees there are 15 feet in diameter and over 300 feet tall.

Reported by **Dante Brunod**

DR. FISHER RETIRES



HART E. FISHER, Insurance department, retired November 1, after completing 38 years service with CTA and predecessor companies. Dr. Fisher is a nationally known figure in the medical field, particularly for his pioneer work in teaching mass groups of laymen the essentials of first aid. He joined the Chicago Surface Lines in 1913 as surgeon, and on October 15 of that year was named chief surgeon. He also served in this capacity for the North Shore, South Shore and Aurora and Elgin railroads, and the Public Service Company of Northern Illinois. At present he is assistant surgeon at St. Luke's hospital, and was formerly on the medical staff or consulting surgeon at the Henrotin, West Side, Provident and Rogers Park hospitals.

Surprise Party for Retiring Carpenter

SKOKIE — A surprise party was given by the men of Skokie and Throop shops to retiring Carpenter **Louis Janca** on September 29. About 35 friends attended this affair. Many gifts were presented to Louis, including a brand new \$50 bill. Louis was employed by the "L" since 1922.

Congratulations and best wishes to Electrician and **Mrs. Frank Capadona**, to whom the Stork delivered a six pound, 4 ounce baby girl, named **Maria**, at St. Anne's hospital.

Our deepest sympathy to *Machinist* and *Mrs. Ted Wolski* whose baby died a short time after he was born, September 22. We were happy, however, to learn that *Mrs. Wolski* has completely recovered.

Carpenter Edgar Klauck has completely recovered from his illness and is now back at work.

Retired from service as of November 1, was *Painter Evert Walker*, who was employed since 1929. He intends to spend most of his time with his son in California.

Also retired this November, was *Machinist Michael Pfeffer*, who plans to live with his daughter in Pontiac, Illinois. He was employed here since 1926.

Mrs. Tallon, wife of *Carpenter Frank Tallon*, recently became very ill. We hope that by the time this goes to press that she has completely recovered.

—DAVE GURWICH

Brother of Agent Named Pastor

WESTSIDE (Met.— *Agent Margaret R. Sheehan's* brother, the *Rev. Patrick J. Ronayne*, was made Pastor of a new parish, Our Lady of Loretta in Hometown, Illinois. Margaret is very elated over it.

Agent Florence Todd spent her vacation in Florida and Cuba . . . *Lill O'Connell* and her daughter visited California . . . *Augusta Standard* enjoyed a trip to Washington . . . *Catherine Quinlan* spent her vacation in Chicago.

The following agents are on the sick list: *Margaret Vershure*, *Dorothy (Dolly) Considine* and *Thomas Ennis*.

Agent Mary Z. Brown went on pension October 1. Her co-workers wish her many years of happiness.

Porter Louis Thomas spent his vacation in Cleveland, Ohio.

The welcome mat is out again for new agents *Edward Durkin* and *Gordon Kelly*.

Agent Margaret Leighton will be married November 24, to *Fred Jurgens*. We wish them lots of luck and many years of happiness.

Agents Madeline Hayes and *Sarah Simmons* spent their vacations in New Orleans and the Smoky Mountains.

—KITTY KEEGAN
and RUTH HANSON

FISHING WAS GOOD



IF *Conductor William C. Austin*, *Limits*, recommends *Acapulco, Mexico*, as a fisherman's paradise, it will pay to listen closely to him. While he and his family were vacationing there recently, they landed these two 115-pound sailfish, both measuring nine feet. Shown are, left to right, *Mrs. Jack Harker* (the former *June Austin*, who worked at one time in the Accident Prevention department), her son, *Shawn*; *Jack Harker*, *Ray Harker, Sr.*, *Conductor Austin* and *Mrs. Austin*.

Reported by *Mary Clarke*

A Last Note On The Golf Season

SCHEDULE-TRAFFIC—The last general office golf tournament turned up a prize winner in "*Lucky*" *Pat McBride*, with a low net score of 57. *Al Pisors* won second prize with a low gross score of 77. The committee wants every one to start sharpening their clubs for next year.

Ray Noakes and *Patricia Reasoner* exchanged wedding vows on September 29.

Robert Boal announced that *Mildred* presented him with another daughter on October 16 . . . *Ray Primeau* spent his vacation with his eyes on TV. He claims he really enjoyed the world series that way . . . *Gertrude Figge* spent her vacation in Mexico City, Taxco, San Jose and Acapulco, Mexico.

—L. C. DUTTON

The New Shirts Made a Difference

77TH—At a recent bowling match between the 77th G-Rhoes, having as members, *Pat Gavin*, *Tom McGuire*, *Lenny Ryan*, *John Stich* and *John Theis, Jr.* and the 77th Credit Union team, with *Trainmen Allen*, *Bauerley*, *Kubiak*, *Look*, and *O'Bert*, the G-Rhoes team had their new shirts on and won two out of

three games. *Gavin* bowled a high score of 186.

Paul Munson recently bought a summer home in Cedar Lake, Indiana, and decided the trees there needed trimming. Whereupon, *Paul* proceeded to do so by sitting on the end of the limbs and sawing between himself and the trunk of the tree. *Paul* has a technique that has him jumping from the falling limb to another and thereby avoiding more than one ascent and descent of the ladder.

Marcelline Pennington, daughter of *Supervisor John Crossen*, was recently confined in the hospital. On the morning after surgery one of the Sister nurses came into her room and remarked cheerfully: "I have forty-one happy surgical cases!" To which *Marcelline* replied: "Beg pardon, Sister, forty."

Tom McGuire will not paint another room in his new house with the doors and windows closed. Seems that *Tom* had a tough time breathing for a few days and it made him quite weak.

When the City Fire department decided to clean the hydrants in the vicinity of *George Hitterman's* residence, the *Hitterman* automobile was parked in front of one of said hydrants. It happened that the brakes had locked when *George*

had parked it there, and the tow truck that pulled it out of the way just beat a ticket from the local constabulary by seconds.

On a recent three-day trip to West Allis, Wisconsin, *Harry Rons* and family spent some time with members of *Mrs. Rons* family. While there, *Harry* helped bury a 400-gallon fuel tank.

The readheaded youngster, *Supervisor Ray Walsh*, and *Mrs. Walsh* recently celebrated their 20th wedding anniversary.

After 40 years of service at Archer depot and two years at 77th, *Bill Bennett* retired last month. *Bill* is a fellow who didn't stand by and see another fellow in the weeds with his work without trying to give him a helping hand. We wish him loads of luck and good resting.

To sum up this whole column: If *John "Muscles" Curry* doesn't give us more cooperation, this column is going to get shorter and shorter. Or maybe some of you fellows would like to hand items about yourselves to *Wilbur Jensen* or *Switchboard Operator Joe Smith*. We like pictures, too.

A happy Thanksgiving to all.

—WILBUR JENSEN
AND JOE SMITH

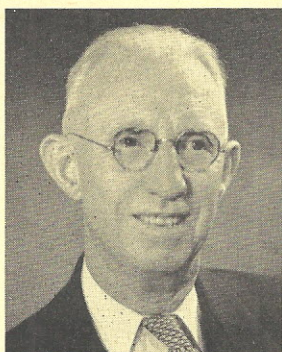
RAINY FISHERMEN



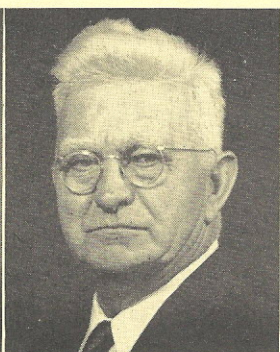
A SEVEN-DAY fishing trip that included five days of rain still didn't hamper the spirit and skill of *Conductor Art Sepke*, left, and *Clerk Bill Pinasco*, both of Devon station. They traveled to Roberts Lake, Wisconsin, where they caught a total of 34 wall eyes and northern pike.

Reported by *Joe Klein*

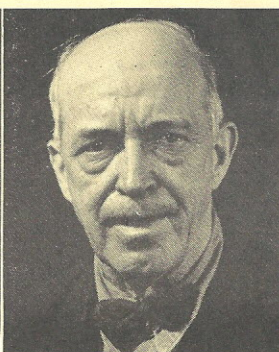
RECENT RETIREMENTS



William Fennell, conductor, Southside, 44 years service. "Going to make Hudson Lake, Indiana, my permanent home."



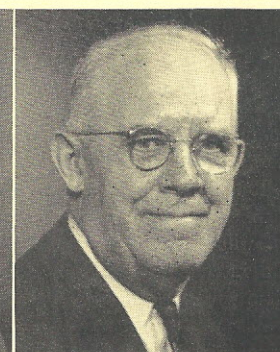
Charles Zander, motorman, Lawndale, 41 years service. "Plan to buy a home near where I can do all the fishing and hunting I want."



Alfred C. Oliver, conductor, Kedzie, 44 years service. "Making the West Coast my first stop to see my grandson."



William E. Bennett, doorman, 77th, 42 years service. "I'm spending all my winters in Florida from now on."



James J. Naughton, conductor, Lawndale, 40 years service. "Taking it easy is my main ambition now."

Uncle Sam Prefers The West Shops

WEST SHOPS — These past weeks our Uncle Sam seems to have had a preference for our West Shop boys — *Richard Frenette* in the Navy and *Richard Mackey*, *Jack Chunowitz* and *Steve Kudelka* in the Army.

We are very happy to greet *Laverne Chwistek*, *Jim Sullivan* and *Claude Worland*, who joined us recently . . . Also greetings to *Edward Schuth*, *Neil Cotter*, *Carmen Russo*, *F. Fiorito*, *John Kosmack* and *William Rafferty*.

Pat Clancy has left us in the office to take up carpentry . . . *Ed Hendrickson*, carpenter, left the

company to take over his brother's farm down in Tennessee.

With the usual luck o' the Irish, *Joseph* (Gaelic spelling) *Hecht* and *Sean Burke*, on their return from a fishing trip to Shawano, Wisconsin, boasted of their mor (Gaelic for "big") catch . . . *Joseph* is now sporting a new Plymouth.

Harold Tait of Throop street shop recently passed the "It's a girl" cigars.

Bruno Borucki and *Aloysius Bykowski* recently returned after being off due to illness . . . Our sympathy to *Dick Sailer* on the death of his mother . . . Also to *Tom Skahill* on the death of his daughter.

—CATHERINE HOLTON

AVERTS TRAGEDY



WHILE driving his bus past an apartment house located at 4957 Fullerton avenue, *Bus*

Operator James Hurt, North, noticed a fire in the building. It was early in the morning and apparently all of the occupants were sleeping. Hurt stopped his bus, aroused those in the building and then continued on his regular run, returning later to the scene to see that the fire had been brought under control. No one knew the identity of Hurt until an occupant of the building telephoned the CTA and was given the number of the driver. In remarking on his heroic action, the occupant said: "We did not want him to go unthanked. He hammered on our door, yelling 'get up and call the fire department. Your building is on fire.' He saved our lives."

RECENT DEATHS AMONG EMPLOYEES

PHILLIP ALAIMO, 56, retired watchman, Track. Died 9-19-51. Employed 9-11-29.

AUGUST L. ALSTAD, 78, retired motorman, North Avenue. Died 10-1-51. Employed 3-29-95.

JOHN ANDREJEWSKI, 63, Road. Died 10-7-51. Employed 1911.

JAMES BOYCE, 63, motorman, Utility. Died 10-9-51. Employed 3-16-08.

PATRICK BRENNAN, 78, retired motorman, Division. Died 10-1-51. Employed 7-27-05.

JOHN CIBULA, 65, car cleaner, Armistage. Died 9-29-51. Employed 1-30-22.

GEORGE CLEGG, 79, retired service inspector, Southside. Died 9-29-51. Employed 6-16-93.

GEORGE J. CONNELLY, 79, retired motorman, Metropolitan. Died 10-8-51. Employed 1-10-05.

SAMUEL COSTANZO, 68, retired car placer, North Avenue Shops. Died 10-11-51. Employed 6-4-25.

VALENTIN CUCI, 78, retired truck helper, Utility. Died 9-17-51. Employed 7-1-07.

WILLIAM DELORT, 59, trainman, Northside. Died 10-6-51. Employed 8-9-24.

LAWRENCE FONFEREK, 76, retired motorman, Cottage Grove. Died 9-20-51. Employed 2-21-11.

JOHN HURLEY, 69, retired conductor, Lawndale. Died 9-25-51. Employed 8-3-10.

JOHN F. JOHNSON, 84, retired motorman, Utility. Died 9-30-51. Employed 4-1894.

EDWARD KIESOW, 65, retired trainman, Westside. Died 9-21-51. Employed 5-3-10.

WILLIAM H. KOPPING, 69, retired motorman, Archer. Died 9-21-51. Employed 11-25-11.

ANTON MACAS, 68, retired car cleaner, Kedzie Shops. Died 9-16-51. Employed 3-15-22.

WILLIAM McCANN, 47, watchman, Track. Died 10-16-51. Employed 6-2-41.

PATRICK McHUGH, 85, retired flagman, Burnside. Died 10-7-51. Employed 3-5-04.

JOHN J. O'KEEFE, 25, trainman, Westside. Died 9-22-51. Employed 1-11-49.

ANTHONY J. PERRY, 47, conductor, Devon. Died 10-11-51. Employed 11-24-43.

GEORGE REESE, 77, retired agent, Loop. Died 9-15-51. Employed 5-7-28.

HENRY W. REICHARDT, 77, retired conductor, Kedzie. Died 10-3-51. Employed 10-20-05.

CHARLES SANDERS, 83, retired motorman, Kedzie. Died 9-21-51. Employed 11-24-00.

PAUL TADEJA, 51, trainman, Westside. Died 9-22-51. Employed 9-20-43.

WILLIAM P. TAYLOR, 68, retired motorman, 77th. Died 9-18-51. Employed 1-22-20.

ERNEST THREDE, 57, retired motorman, 77th. Died 9-24-51. Employed 4-5-26.

FRANK VIOLA, 85, retired doorman, Division. Died 9-11-51. Employed 6-5-03.

CHARLES A. WALLQUIST, 69, retired trainman, Northside. Died 10-6-51. Employed 2-15-07.

CHARLES WASKIELIS, 68, retired bus cleaner, Archer Shops. Died 9-26-51. Employed 4-6-29.

JOHN J. WOODZICK, 49, general office, Material & Supplies. Died 9-22-51. Employed 1-6-26.

JOHN W. ZIELKE, 62, motorman, Southside. Died 10-4-51. Employed 1910.

SHE HAS DANCING FEET



AT her weekly dancing lesson, *Maureen Doyle*, right, practices with others in the class under the direction of instructor *Mary Shevlin*.

WINNING one dancing contest before you are 11 years old is generally considered quite an accomplishment. But to compete in six contests and emerge the winner in four and in second place for the other two is rare, indeed.

Yet, *Maureen Doyle*, who will be 11 years old this month, is the proud holder of such a record and has six medals to prove it.

The daughter of *James Doyle*, a car placer for Chicago Transit Authority at the Devon station, Maureen's specialty is Irish dancing. She began taking lessons three years ago and entered her first dancing contest at the age of nine. It was sponsored by the United Irish Societies of Chicago at Riverview Park and Maureen, dancing the Irish Jig, went home with the first prize medal. A year later, she and two partners won second place in a "three-hand reel" dancing contest.

Maureen's big day came on August 5 of this year when she competed in three dancing contests, winning first place in the horn pipe and Irish jig contests and second in the three-hand reel. Her most recent winning effort was on August 15 at an Irish celebration held at Riverview Park. Once again Maureen won first place for her efforts at performing the horn pipe dance.

A sixth grade student at St. Mathias School, Maureen's dancing ability evidently stems from her mother, *Mary*, who, like her husband, was born and raised in Ireland. Mrs. Doyle was an amateur performer of Irish dances in her native country, but her husband claims that he sat on the sidelines when the music began. Unlike their father are the two boys of the family, Richard, 19, a former vault clerk for CTA at 600 Washington and now in the Navy, and Jack, 22, stationed with the Army in Korea since last

May. Both the boys, says Mrs. Doyle, are quite talented when it comes to doing Irish dances, although she is quick to say they probably have very little opportunity to try their hand at it now.

At present, Maureen is continuing her dancing lessons, taking a two-hour course every Monday evening. There are no dancing contests scheduled for the near future, but when they do come up, more than likely you'll find Maureen Doyle walking off with first prize, whether it be a solo number of the Irish jig or horn pipe dance, or the three-hand reel with two partners.



REHEARSING one of her favorite dances with two members of the class, *Maureen* performs under the watchful eye of teacher *Mary Shevlin*.

BRIGHT green (of course) is the color of *Maureen's* dancing costume, and her mother, *Mary*, makes sure it fits perfectly before she makes a public appearance. Pinned to Maureen's dress are the six medals she has won in dancing contests.



A moment away from her dancing chores allows *Maureen* to pose for a family portrait with her mother and father.

TRANSIT IN THE NEWS



SAFETY AND OPERATING MEETINGS

A SERIES of accident prevention and operating meetings were recently held for CTA transportation personnel at various stations around the system. Two meetings, the first in the afternoon and another in the evening, were held during the one day visit to each station. Shown speaking to employes of Kedzie station is *Willis Goodall*, district superintendent of transportation assigned to the Accident Prevention department. Seated immediately to the right of him, first row, are, left to right, *Superintendent C. Sonders*, Kedzie; *T. F. Moore*, Transportation department, who was also a speaker at all meetings; and *George Roesing*, assistant superintendent of operating stations, surface.

RECENT SERVICE CHANGES

EFFECTIVE September 30, Stony Island buses began operating to a new north terminal at the 47th street "L" station. This line had been operating to a connection with the the South Side "L" at 51st street, four blocks south of the new terminal.

These buses now operate north from 93rd street and Stony Island to 56th street, west to Lake Park avenue, north to 47th and west to the "L" station at 47th and Calumet avenue. For the return trip east and south the buses will circle the block via Prairie avenue, 46th street and Indiana avenue and return to 93rd-Stoney Island over the same route as the northbound service.

LIMITED stop buses in Milwaukee avenue began operating on October 29. These buses supplement the regular streetcar service between Logan Square and Milwaukee Avenue and Central avenue during rush hours on weekdays.

No extra charge is being made for this limited stop bus service, with stops being made only at ten locations — intersecting surface routes and at street intersections controlled by traffic signals.

Included in the schedule for the limited stop, supplementary bus service during weekday rush hours was the complete replacement of Milwaukee avenue streetcars with buses on week-ends, effective October 28. The week-end buses follow the same route as the streetcars, except in the Loop area.

WEEKDAY rush hour service on the Logan Square-Milwaukee avenue subway route was expanded, effective October 1, to provide better service for the steadily increasing numbers of riders. Trains were increased from four cars to six cars in length during the peak morning and afternoon traffic periods.

RECENT APPOINTMENTS

IN a bulletin issued by *Charles E. Keiser*, executive assistant, and approved by *General Manager Walter J. McCarter*, it was announced that *Arthur F. Stahl* has been appointed supervisor of the Employment department. He replaces *E. D. Ehrlich*, who was named sales manager of CTA Charter Service.

IN a bulletin issued by *Walter J. McCarter*, general manager, it was announced that *John J. Howe* has been appointed assistant supervisor of the Job Classification department. Mr. Howe was formerly assistant to the industrial engineer at West Shops.

TRAFFIC JAMS ARE NOTHING NEW

TO those who think that traffic jams are a part of a modern day living, observe the tie-up shown here, which occurred on May 25, 1909, at Dearborn and Randolph streets. Although old dobbin has been removed from the scene, the automobile and truck have replaced him to help keep this scene as up-to-date as it was in 1909.

Acme Photo

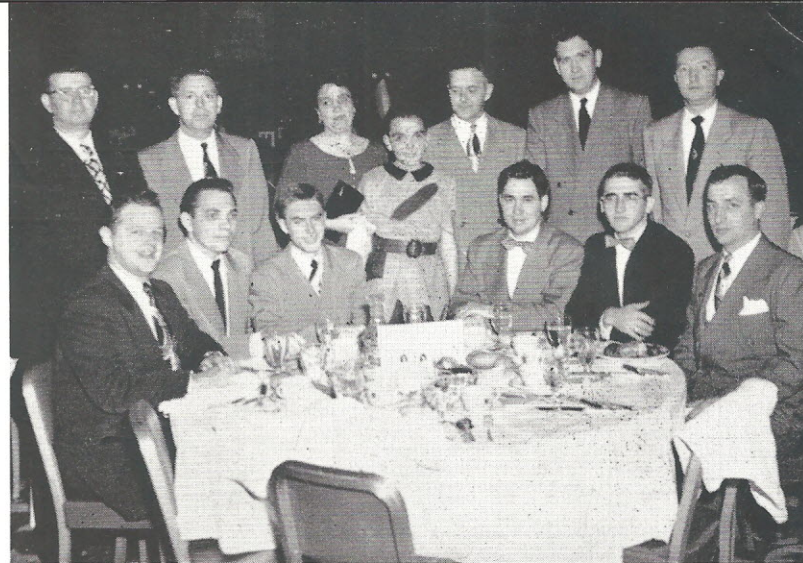


Give...

TO HELP OTHERS

THE 1951 Community Fund drive is now in full swing. It was officially opened on Thursday, October 17, at a kick-off dinner held at the Stevens hotel, which was attended by this group of CTA employees and CTA's Red Feather Kid of 1951, *Eugene McClaughry*, who is shown standing between his mother, and father, *Bus Operator George W. McClaughry*, North Park.

The Community Fund drive is our way of helping others who are in need. It is a combined appeal from 189 local welfare agencies and the USO who look to us for financial support. This year CTA employees have a choice of two separate plans for contributing to the Community Fund. You may make a cash contribution or pledge your share on payroll deductions, based on earnings for a half-minute-a-day, spread over a 12-month period. This plan, applied to monthly or hourly rates shown here, will produce contributions shown in the last two columns of the following chart:



Hourly Rate Between	Monthly Rate Between	Monthly Deduction	Total Pledge
Under \$1.20	\$205	\$.30	\$3.60
\$1.20- 1.40	\$200- 240	.35	4.20
1.40- 1.60	240- 275	.40	4.80
1.60- 1.80	275- 310	.45	5.40
1.80- 2.00	310- 345	.50	6.00
2.00- 2.20	345- 380	.55	6.60
2.20- 2.40	380- 415	.60	7.20

By contributing generously, all of us will be doing our part to make the Community Fund drive a financial success.

WAGE AND SALARY INCREASES FOR CTA EMPLOYEES

IN accordance with a cost-of-living formula in recently negotiated labor contracts, CTA employees covered by these contracts are now receiving a one cent an hour increase which became effective with the first pay periods in October.

The cost-of-living formula, based on Consumers' Price Index for Chicago, applies to transit operating employees, shop employees, clerical and supervisory employees.

Transit operating employees constitute the major group of CTA workers covered by this increase. For one-man operators, the new rate is \$1.78 an hour; two-man operators now receive \$1.68 per hour.

The increase will amount to \$40,000 during the present quarter.

NOVEMBER, 1951

CHICAGO TRANSIT AUTHORITY CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF SEPTEMBER 1951 AND 1950, NINE MONTHS AND TWELVE MONTHS ENDED SEPTEMBER 30, 1951

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

	Month of September 1951	1950	Period Ended Sept. 30, 1951 9 Months	12 Months
Revenues	\$ 9,129,859	\$ 9,285,259	\$83,085,425	\$112,367,283
Operation and Maintenance Expenses.....	7,783,396	8,238,888	74,062,739	100,439,213
	1,346,463	1,046,371	9,022,686	11,928,070
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
	425,003	425,003	3,825,240	5,100,250
Balance before Depreciation.....	921,460	621,368	5,197,446	6,827,820
Provision for Depreciation—Current Period.....	625,000	541,667	5,625,000	7,250,000
Balance (Deficit) (Note 2).....	\$ 296,460	\$ 79,701	\$ 427,551*	\$ 422,180*

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) 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 in the Depreciation Reserve Fund and Operating Expense Reserve Fund.

* Red Figures

PASSENGER STATISTICS

Originating Revenue Passengers.....	52,899,031	60,187,313	524,892,970	714,653,442
Transfer Revenue Passengers.....	3,007,431	2,974,559	29,219,321	39,127,484
Total Revenue Passengers.....	55,906,462	63,161,872	554,112,291	753,780,926

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

October 15, 1951

1950 Orders—	Delivered To Date	Remaining To Be Delivered
Propane Buses	351	211
Trolley Buses	138	24
El-Subway Cars	176	24
	865	235
Delivered under previous orders.....	1,714	
	2,579	

OUR PUBLIC SPEAKS

*Based on Actual Letters
Received Recently by CTA

The GOOD



The BAD



Refreshingly Helpful

"These days when even the most pleasant people are having a hard time staying that way, I think one of your streetcar conductors deserves a pat on the back. This man (*Joseph A. Kalchbrenner*, Cottage Grove) was refreshingly helpful and cooperative with an elderly man who got on ahead of me. And when I got off, carrying a sample case and brief case, he was especially solicitous and held my arm as I got down."

Excellent Service

"I hope you will commend one of your bus operators (*William Bennis*, Beverly) for excellent service. I was a passenger on his bus recently and he helped a blind lady who stood on the corner, bewildered and helpless. This act won the admiration of all passengers."

Utmost Courtesy

"Myself, and a number of my neighbors would like to take this opportunity to commend your bus operator on run 141 (*Bernard Mylen*, Devon) for his courteous manner and all around good nature and efficiency. We have small children who attend kindergarten and must come home at noon by themselves. The above driver takes care of these small ones as though they might be his own. Each mother meets her children at a designated corner and is always greeted with the utmost courtesy. This courtesy is by no means limited to the school children, or shopping hours. This man greets every passenger with a pleasant 'good morning' or whatever time of day it might be."

Everlasting Gratitude

"Since October, 1950, up to about two months ago, I was forced to use crutches. I traveled the State streetcar to downtown and the Broadway-Devon back north every day, to and from my office. I want to highly commend your motormen and conductors who were exceedingly helpful and considerate all the time I was incapacitated. Their personal attention and kindness shown me I shall never forget. To me they are a host of helpful friends. God bless them, everyone. They will have my everlasting gratitude."

"On the above date I was a passenger on a CTA bus driven by the most discourteous person I ever hope to meet. A male passenger was suddenly taken ill and appeared to be trying to reach the rear exit door when he collapsed. The shouts of women passengers stirred the male riders to carry the stricken man off the bus. The driver made no effort to arise or go to this man's aid or assist him in any way. Instead, he continued to sit in his seat and stare off at the traffic on the street. This was noticed by several passengers who commented on his brutal display of indifference."

COMMENT: When passengers on a CTA vehicle are taken ill, the trainman or bus operator should make every effort to comfort and assist the stricken person in whatever possible way. He should, also, secure his name and address, if possible, as well as have courtesy cards filled in by witnesses.

"I boarded a CTA bus with only four paper dollars and six pennies. I thus had to pay my fare with a dollar bill. In change I received six dimes, four nickels, and three pennies. Normal change for such a transaction would have been three quarters, one nickel and three pennies. The coin dispenser was half full of quarters at the time and I called your driver's attention to this fact in complaining about receiving a hand full of change in a spite method of dealing with customers who do not have the correct amount of change when boarding a bus. This is a common practice with most CTA drivers and is one of the minor grievances all riders voice. To add insult to injury, he stopped his bus, requested two other riders to witness that he had given correct change, and argued in a belligerent manner about this being the first time in his transit work that a customer had ever complained about receiving that kind of change for a dollar."

COMMENT: Whenever possible, change should be returned to patrons in more desirable denominations.



HOW CAN EMPLOYEES MORE EFFICIENTLY USE THEIR TELEPHONES?

Inquiring Reporters: Cathy Barry and Verna Raynor.

Answers by: General Office Switchboard Operators.



CATHY BARRY, left, interviews EMILY HALL:
"To be sure to dial or ask for all units with the right prefix would improve efficient use of telephones quite a bit. Guessing games do not help your popularity."

VERNA RAYNOR, right, interviews MENETTA CONNORS:
"It is best to flash slowly when signaling the operator. A rapid flash does not appear on the switchboard."



ADA GUSTAFSON:

"A distinct way to improve telephone operation is to give a definite disconnect signal before making a second call. This will eliminate repeating the same call."



MARILYN NEFFAS:

"If you want your call to be completed on the first try, be sure to hear dial tone before placing call. It will save both time and patience."



MARGARET DOLAN:

"Knowing whom you are calling and what you want when the operator answers saves many a minute, and minutes, when multiplied, mean hours, and time is very important to all of us."

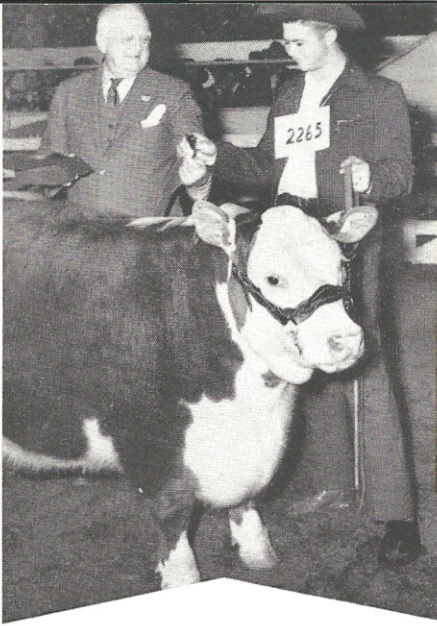


MILLIE BLOOM:

"A word for the wise comes under the title of 'promptness.' Promptness is being alert. Being alert in answering all telephone calls is very important. If an employee is away from his desk, one of his co-workers should answer the phone promptly and take the message, if any."

FARM LIFE

Comes To Chicago



THE grand champion steer of 1950, "Big Spring Special," is shown with its owner **Lloyd Robinson**, who is being presented the winning purple ribbon by **Jess Andrew**, President of the International Live Stock Exposition.

IT'S hard to believe that cattle, sheep and swine could take over the celebrity spotlight in a city like Chicago but that's exactly what's happening right now.

From all sections of rural America, leading farmers and stockmen are arriving in Chicago for the 52nd International Live Stock Exposition, which opens November 24 for an eight-day run at the International Amphitheatre, 42nd and Halsted street.

Acclaimed as the world's greatest exposition of live stock, plans have been made to make this show the largest in the history of the Exposition. Over \$100,000 in cash prizes will be awarded to winning exhibitors, with more than 200,000 rural people invading our city in hopes of taking home part of the prize money.

The high spot of the annual Exposition is selection of the grand champion steer, to be made on Tuesday, November 27. Winner of this event is usually accorded more comment and publicity than any Hollywood or Broadway celebrity. The sale of this champion steer is also another high point of interest. The champion of the 1950 Exposition, "Big Spring Special," was auctioned for the record price of \$12.00 per pound, bringing its owner a total of \$12,300. The animal was later sold to a local hotel for exhibit in the hotel lobby and eventual slaughter for company banquets.

Another top event of the animal Exposition is the International Horse

Show. Known as the top horse show in the land, this phase of the program will have eight evening and five matinee performances in the arena of the Amphitheatre. A sheep-dog act and cutting horse contest, when quarter horses "cut" a calf out of a cattle drove just as they do on western ranges, will be featured attractions.

Also in Chicago for the Exposition are 1500 boy and girl delegates from throughout the world, representing the National 4-H Club Congress. They were chosen from 300,000 youngsters enrolled in 4-H club work on farms. Their visit will be climaxed with a parade under banners at one of the evening horse shows.

Other features of the Exposition include the International Grain and Hay show, which is the continent's top crop competition with displays from most of the 48 states and all the provinces of Canada. The National Live Stock and

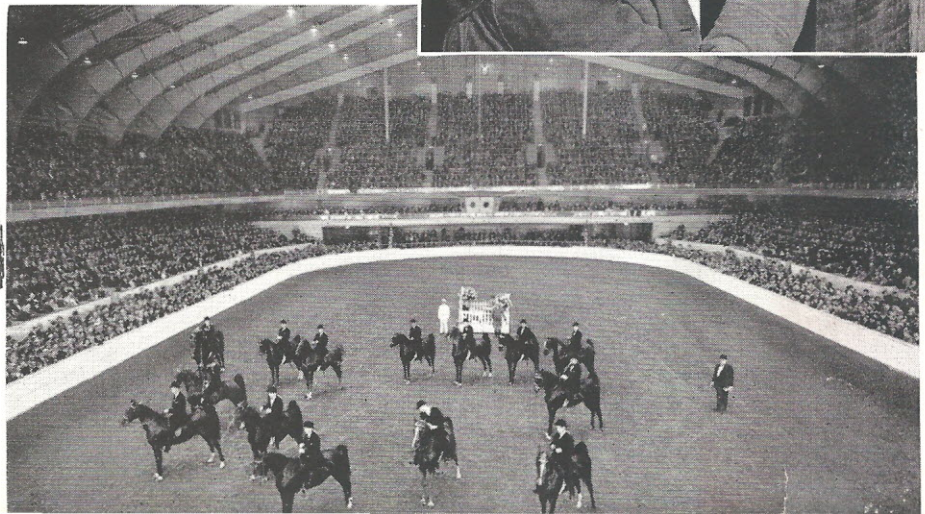
Meat Board is again having its meat show to display the final phase of the industry in the form of meat for the consumer's table.

Chicago is famous for the hospitality it extends visitors and this occasion will be no exception. CTA transportation personnel will be in direct contact with many of the guests attending the Exposition. They will be visiting interesting locations in our city and much of their traveling will be via CTA vehicles. Courteous, polite answers to their questions will maintain Chicago's reputation for friendliness, as well as gain new friends for our organization.

CTA provides direct service to the International Amphitheatre on both the elevated and surface divisions. Transportation employees should familiarize themselves with these routings so that they may be able to provide accurate directions to those wishing to attend the Exposition.

EVERYONE must look his best at the Live Stock Exposition, particularly the animals. About to get a "beauty" treatment is this chubby lamb, who doesn't seem to mind it at all.

BEAUTIFULLY groomed horses and coated riders make the horse show an interesting part of the Live Stock Exposition. Shown is the judging of a class of five-gaited horses at one of the evening performances.



TO THE Ladies ... from JOAN

Brighten a Thanksgiving Dessert

THE coming of November initiates the gay holiday season and there are many traditions that go with the holidays we hope never go out of style — like pumpkin pie on the Thanksgiving table.

Some cooks make the pumpkin pie filling with egg whites or gelatin; others vary the taste by addition of a little cider to the custard. Cream is sometimes substituted for milk. But when it comes to the pastry shell, every cook has the same standard. The crust must be flaky and light; delicately browned and subtly flavored.

This is where your home-made pie crust will be more advantageous than the packaged variety . . . Try the suggested crust and you'll find it has a nut-like flavor of its own that will form a contrast with the honey pumpkin filling given on this page.

Reserve a little of the pie crust for the autumn leaf decoration. Roll out separately and cut with a cookie cutter. If you can't locate a cutter in leaf-shape, outline a leaf on a stiff piece of cardboard; cut with a sharp knife and use as a model.



Honey Pumpkin Pie

- 1 unbaked Bran Pastry Shell
- 2 eggs
- 1½ cups milk
- 1½ cups pumpkin
- ½ cup honey
- ½ teaspoon salt
- 1 teaspoon cinnamon
- ½ teaspoon ginger

Prepare bran pastry shell

Beat eggs slightly; add remaining ingredients and mix thoroughly. Pour into bran pastry shell. Bake in moderately hot oven (425°F.) about 45 minutes. Yield: One 9-inch pie.

Bran Pastry Shell

- 2 tablespoons ready-to-eat bran
- ¾ cup sifted flour
- 2 tablespoons cold water (more or less)
- ¼ teaspoon salt
- ¼ cup shortening

Crush bran into fine crumbs; mix with flour and salt. Cut in shortening. Add water, a little at a time, mixing until dough is just moist enough to hold together. Roll out lightly on floured board to about one-eighth inch thickness: Fit into pie pan; trim edges.



FOR Christmas gift suggestions, we've selected designs which are easy to make. Doll's clothes for the knitting-beginner, gift ideas for crocheters, and a man's plaid-trimmed robe. These are Christmas gifts that are fun to make and will keep you within your Christmas-giving budget. Direction leaflets for making these gifts can be obtained free of charge by writing to WOMEN'S EDITOR, CTA TRANSIT NEWS, P. O. Box 1151, Chicago 90, Illinois.



PLAID makes the headline in fashions for every member of the family. Here it trims a man's robe, gives the otherwise plain, serviceable style a dash of color and pattern interest. Because this lounge fashion has easy-to-cut pattern pieces and simple seams, it can be made successfully even by the beginner-sewer. Wouldn't the man in the family like this for Christmas?

Turkeys are Stupid, But . . .

TODAY'S turkey isn't the same bird our good Pilgrim ancestors gorged on. Ours is a domesticated breed derived from the wild turkey of Southern Mexico. Theirs was the common wild turkey, once the most abundant game bird in America . . . now rapidly approaching extinction. Still good eating though . . . ask any hunter. Egg laying is a once-a-year event with Ma Turkey. She can also count, for she always puts out around a dozen. However, if the first setting is destroyed, she'll lay another to make up for it.

But these gobblers are goofy! Yes, they're the craziest birds alive! And we're not kidding when we tell you that:

They're stupid beyond belief. They'll stand in the rain and drown. Incubator-born poultz have to be

taught to eat. Often, hundreds starve with food set right before them.

Airplanes literally scare them to death. Frightened by a plane above, turkeys have been known to stampede pell-mell until, caught in a corner, they'll pile up into a monstrous mound and suffocate. For this reason, several airlines chart their routes to avoid going over turkey farms.

Seeing a lighted candle, a feathered Tom will decide his posterior is chilly and roost . . . result: a screaming, clacking bird who'll do it all over again if he sees another burning candle.

We could go on and on with the stupidities of this honored bird . . . but, despite its low IQ, we think you'll still agree there's nothing finer for a good old-fashioned Thanksgiving Dinner than a good old-fashioned roast turkey!

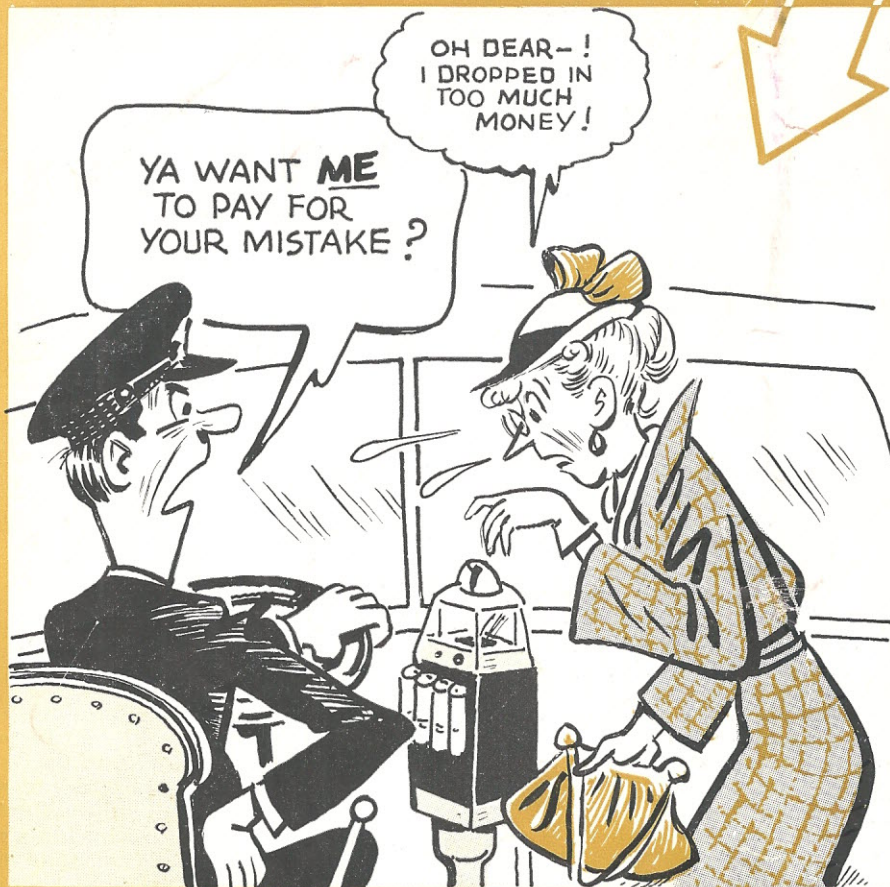
TO most little girls, clothes for their dolls are as important as their own wardrobes. That puts an outfit for a favorite doll way up on the list of favorite gifts for young doll-fanciers. 19-inch Penny is completely dressed in a knitted ensemble of green and yellow: sweater and skirt, panties and vest, shortie coat and beret.



HERE are four designs for crocheters. The lace flower basket in chartreuse is starched and beribboned with pink satin. A plain satin boudoir pillow is covered with light blue crocheted lace and edged with a ruffle. The same pattern is adapted for frilly pin-cushion. The 8-inch doll becomes a cowgirl with red jacket, sombrero and boots and a black skirt.



There's a *WRONG* way to do a Job....



...and a *RIGHT* way!



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