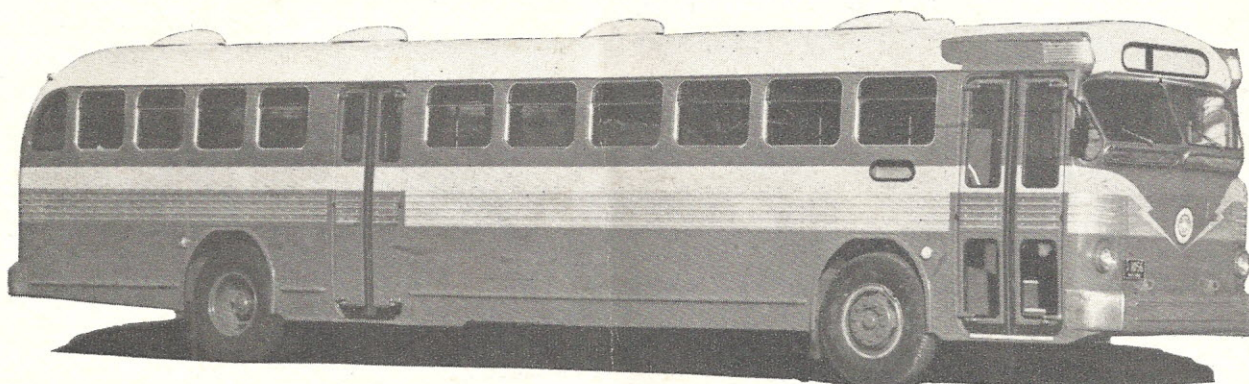




# TRANSIT NEWS

AUGUST - 1950

MORE NEW EQUIPMENT



\*500 PROPANE BUSES



\*200 "L"-SUBWAY CARS

\*MAKING TRANSIT HISTORY (Page 4)



# A NEW THRILL!

## New L-Subway Equipment Scheduled For Delivery

CHICAGO'S transit riders will receive a new thrill when CTA's new L-subway cars are put into regular service. The first of the cars are now being delivered, and the balance will continue to arrive over the next several months, with delivery of the entire 200 new cars to be completed by May 1, 1951. These cars cost about \$39,000 each delivered in Chicago.

In September, 1948, a contract for the construction of 130 cars was let to the St. Louis Car Company. The cars now arriving are part of this original order. Bids were awarded July 27 on the construction of the additional 70 cars.

Arrival of the new cars marks another major step in CTA's efforts to give Chicago modern, efficient local transportation service.

The new rapid transit cars are an entirely new type, incorporating the light weight, rapid acceleration, lighting, ventilation, and other similar features of the modern PCC streetcar.

### HOW A RAPID TRANSIT CAR IS MADE

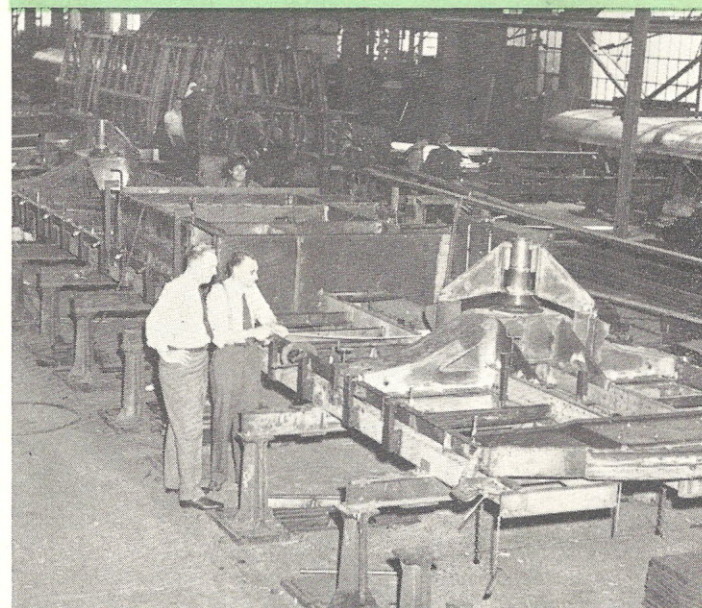
*(Photos courtesy St. Louis Car Company)*



1. Any builder of transit cars is primarily an assembler of parts which he purchases from other manufacturers. In these cases are accelerators, contactors and control panels — all scheduled for installation in CTA's new rapid transit cars.



2. The manufacturer processes the shell of the car in his own plant. He purchases the metal in sheets, structural shapes and castings. The metal is cut, pressed and machined in the shop.



3. Vice-President Wrausmann of St. Louis Car company and Ted Nienaber, CTA resident inspector, check the progress on the construction of an underframe. The individual pieces are assembled in a jig (an accurately aligned, level steel framework) of the proper shape and dimension.



## FACTS ABOUT CTA'S NEW RAPID TRANSIT CARS

### CAR BODY

Dimensions: 48 feet long; 8 feet, 8 inches wide at the floor line, curving out to 9 feet, 4 inches at the window ledges; seats 51 passengers.

All metal construction. Motorman's cab at only one end of each car. Cars are semi-permanently coupled together in two-car units with the cab ends facing outward. Safety-glass in aluminum window frames; tinted safety glass in standee windows. All apparatus and equipment in the cars is electrically operated similar to the PCC streetcars.

### ENTRANCE-EXIT DOORS

Four sets of entrance-exit doors in each car, two on each side, located one-fourth the length of the car from each end; each set provides two door openings of 24 inches each. Doors interlocked with motor circuits so that train cannot start until all doors are closed. Sensitive rubber edges cause doors to open automatically should they come in contact with an object while closing.

### TRUCKS

Each car is carried on two noise-insulated trucks of the PCC type, equipped with third-rail current collection devices. "Resilient" wheels incorporating rubber between steel tire and hub. Combination steel and rubber springs. Five shock absorbers on each truck.

Each truck has two 55 horsepower traction motors, each driving an axle through silent hypoid gears running in an oil bath. Top speed: 45 miles per hour. Maximum acceleration and deceleration: three miles per hour per second.

### BRAKES

Dynamic motor brakes and automotive type drum brakes. In an emergency both braking systems operate simultaneously. Both brakes operate even in event of a line power failure. Brake trip devices shut off power and apply emergency braking if motorman fails to stop for danger signals.

### CONTROL

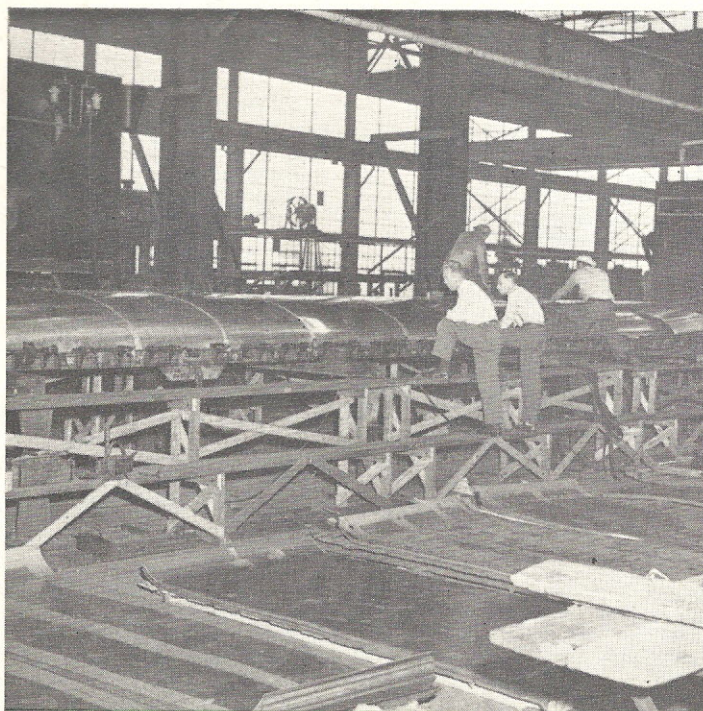
All motors in the train are operated by the controller in the front cab of the train.

Control is arranged with 135 steps to assure smooth acceleration and braking. "Deadman's" control shuts off power and applies brakes if anything happens to the motorman while train is in operation.

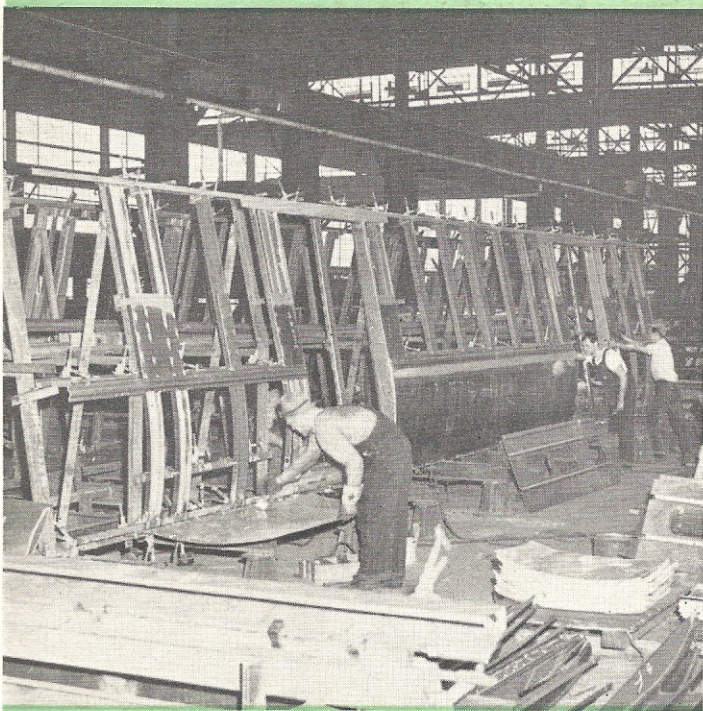
### LIGHTING, HEATING AND VENTILATING

All 600 volt auxiliary circuits (heaters, lights, motor generator) are remotely controlled by low voltage switches on switchboards inside of cars. Any switch on one car operates the same circuits on all cars in train.

Heat and ventilation systems are provided with thermostatic controls. Fresh air is forced through the ventilating duct by motor-driven blowers.



4. In another part of the shop the roof is assembled in another jig. While in the jig the pieces are connected to form a complete unit, by either riveting or welding.



5. Meanwhile, the side frames take shape. The assembled parts are then brought together, combining one under-frame, two side frames, two end frames, and one roof to form a complete car shell. The shell is placed on temporary trucks to facilitate its movement through the plant.



# CTA Makes Transit History

THE Chicago Transit Authority, on Thursday, July 27, established an historical precedent in the nation's transit industry. At that time it:

1. Placed one of the largest equipment orders ever entered at any one time by a transit company,
2. Negotiated a loan of an additional \$4,000,000 for the purchase of more than 200 trolley coaches, and
3. Became the first transit organization to order an entire fleet of propane-fueled motor buses.

The equipment contracts were awarded to the Twin Coach Company of Kent, Ohio, for 500 propane buses at a unit cost of about \$16,200, and to the St. Louis Car company, St. Louis, Missouri, for 70 rapid transit cars at approximately \$39,000 each, which, together with 130 of identical design already being built there, will give Chicago its first fleet of new elevated-subway cars since 1924.

The loan of an additional \$4,000,000 was negotiated through John Nuveen and Company, Chicago investment bankers, who previously had advanced \$11,000,000 for the purchase of new CTA equipment. (CTA TRANSIT NEWS, July, 1950.)

Expenditures for the 700 new vehicles provided for at the Board meeting will take about \$15,700,000 of the \$16,500,000 which was raised through the first Nuveen loan of \$11,000,000, plus an additional \$5,500,000 from CTA modernization funds. These figures will be raised to more than 900 units of modern equipment costing approximately \$20,500,000, as soon as orders can be placed for the 260 trolley coaches to be financed through the new \$4,000,000 loan.

Delivery of all of this equipment is scheduled to be completed during the summer of 1951, and will bring to more than 2,625 the total number of new vehicles acquired since the beginning of the Authority's modernization program.

## Why Propane?

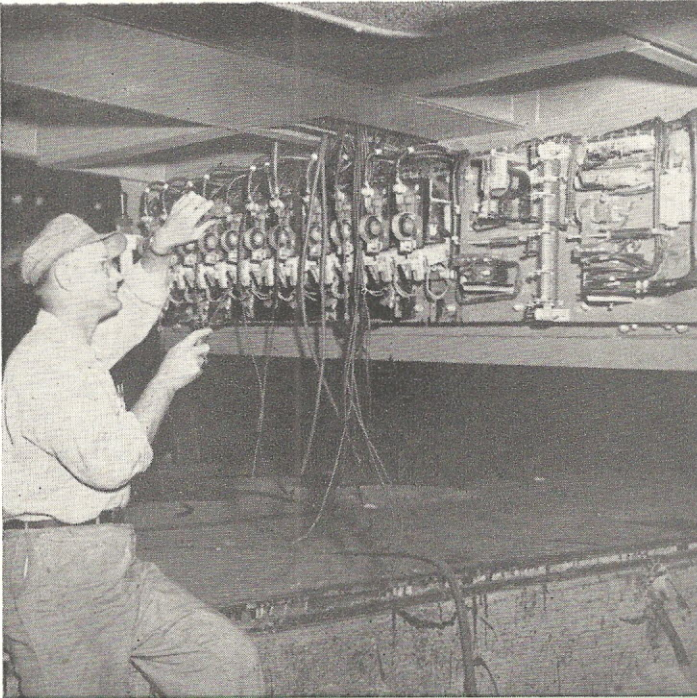
Three major factors influenced the Chicago Transit Authority management and Chicago Transit Board in deciding to purchase propane fueled buses. These factors are:

1. Relative Maintenance Costs
2. Lubricating Costs
3. Price of Fuel and Possibility of Gasoline Rationing

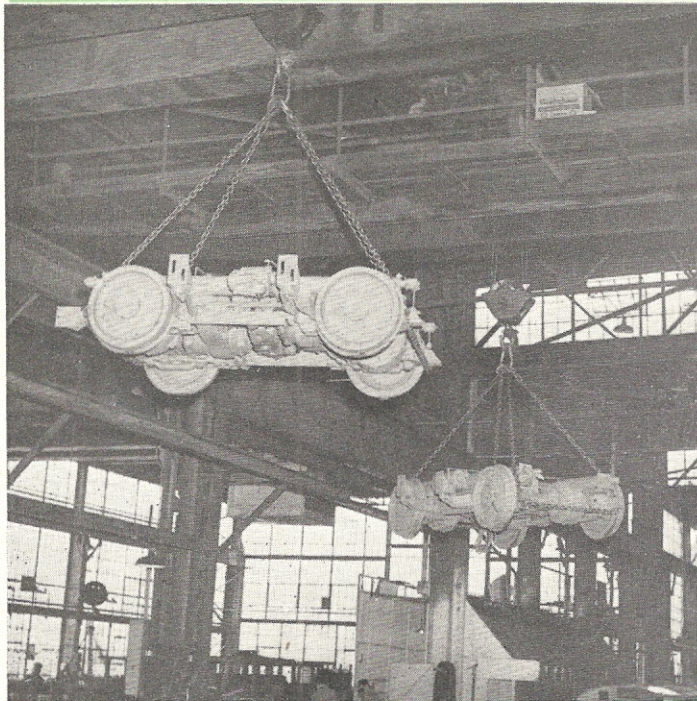
Experience over the past 15 years has demonstrated that propane has these advantages over gasoline, aside from its lower cost, as fuel for internal combustion engines:

- (a) No obnoxious fuel odor or smoke.
- (b) Propane burns clean without hard carbon deposit and without crank case dilution.
- (c) Less frequent oil changes are required.
- (d) Maintenance costs are reduced.
- (e) Being a high octane fuel, approximately 125 octane, horsepower output is higher per specific unit of fuel consumed.
- (f) Propane results in noticeably smoother engine performance.

Because of propane's superior performance and its clean-burning characteristics, some over-the-road truck operators in California, who have had years of experience with the fuel,



6. The shell is then sand-blasted, to remove all dirt and rust, and given a heavy coat of paint. In the equipment building the controls and brake panels are installed, draw-bars are attached to the ends of the shell, and wiring and interior finish are installed.



7. Trucks arrive at the builder's plant already assembled. They are transported by overhead cranes to the car assembly line where they are painted. The shell is then placed on the freshly painted trucks.



# With New Bus Orders

have found that propane propelled vehicles can operate from 5,000 to 7,000 miles between oil changes. Others have found that satisfactory lubrication can be obtained with straight mineral oil, rather than the conventional type of motor lubricating oil.

Although these two factors, relative maintenance costs and lubricating cost of propane fueled engines as compared with gasoline fueled engines, were considered by the management and the Board, its decision was based almost entirely upon the relative cost of propane as compared with gasoline. Extensive investigation by engineers of Chicago Transit Authority disclosed that the cost of propane is from 6 cents to 7 cents a gallon cheaper than the cost of gasoline. In terms of operating costs, this factor alone means a saving of approximately 2 cents per mile.

## Readily Available

Consideration was also given to the possibilities of gasoline rationing in the event that circumstances compel extensive expansion of current military operations. Should this occur, the cost of gasoline undoubtedly would advance materially. So would the cost of fuel oil, because diesel oil is used as a fuel for jet planes. There is little likelihood, however, that the cost of propane will show any material advance. It is a non-strategic by-product of gasoline, and only a small fraction of the available supply is now being used. The remainder is either burned or pumped back into the wells. Should the nation's military operations be expanded, gasoline production inevitably will be increased, and, consequently, the production of propane will go up.

In 1949 an estimated 150,000,000,000 gallons of propane were produced. Total production of 180,000,000,000 gallons per year is forecast in the event of war. Presently the nation is using only 3/15 of the amount of propane produced. If every transit bus in the country could be equipped over-night to use propane fuel, the consumption of this gas would only be 4/15 of the total current production.

It is estimated that 500 propane buses will use approximately 6,000,000 gallons of propane per year.

Recent additions of some propane buses have been made to bus fleets in the following cities: Winnipeg; Fargo, North Dakota; Omaha; Galveston; San Antonio; Fort Wayne; Wichita; Philadelphia; Aberdeen, South Dakota; Rapid City; Orlando, Florida; Vancouver, B. C.; Edmonton, Alberta, and by the American Bus Lines and Continental Trailways, intercity bus companies.

## Another First

Awarding of the contract for a fleet of propane buses to the Twin Coach company revealed an interesting coincidence. Twenty-three years ago, the same company delivered to Chicago Surface Lines, one of CTA's predecessors, five of the then latest type buses which eliminated the protruding motor hood from the front of the vehicle for the first time, setting the pattern for today's modern body design in motor coaches. That same company is now commissioned to build the first fleet of buses, incorporating this new development in the transit industry.

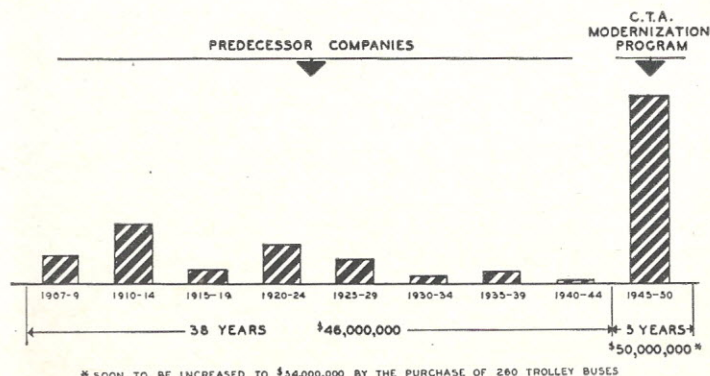


8. In the paint shop, both the interior and exterior surfaces of the shell are smoothed with a putty-like substance and sand-papered. It is then painted in CTA colors. In the finish shop the seats, lighting fixtures, door hardware, etc., are installed.

The propane buses will be constructed of lightweight metal and will be 40 feet in length over-all, 102 inches in width, with an inside height of 78 inches. They will seat 52 passengers. Contributing to the comfort of passengers will be torsilastic rubber springs, latest type ventilation and illumination, and the high compression propane-fueled engine assuring smooth, powerful performance. Hydraulic torque driving will further accentuate smoothness of operation.

Delivery of the 500 propane buses is to start October 1, 1950, at the rate of 10 a week and will continue at that rate until December 1, when it will be stepped up to 20 a week. Delivery of the entire order is to be completed by May 1, 1951.

## PURCHASES OF NEW EQUIPMENT







*We*

CHICAGO, with its many fine buildings, parks, and its lake shore, has frequently been called "the City Beautiful."


But a city can be only as beautiful as its residents keep it. We in the Chicago Transit Authority attempt to do our part.

Part of our program is the landscaping of our terminals so that they are an asset to the neighborhood. Through our modernization program we are putting new, smart-looking vehicles on the streets. Our new buildings are of attractive modern design.

As individuals, we employees can help in this program — by keeping our vehicles clean, and by encouraging the use of trash boxes so that our terminals are not cluttered with old transfers and waste paper.

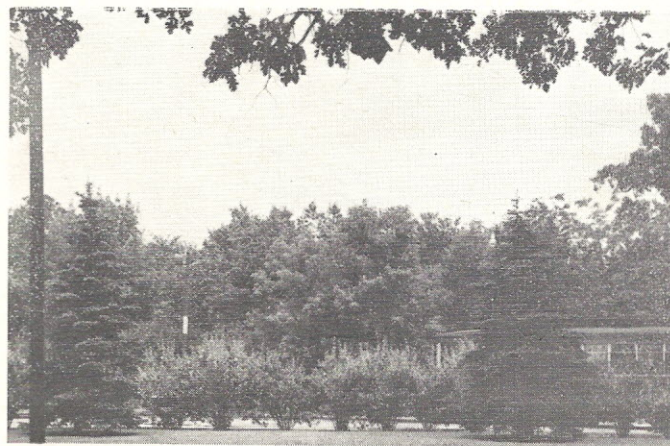
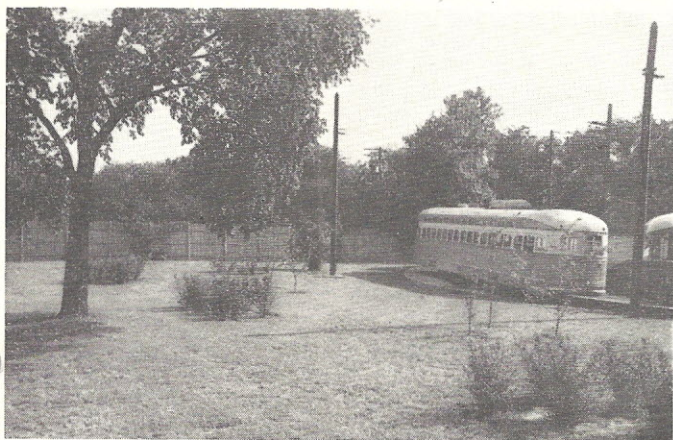
A beautiful city attracts visitors. A clean transit vehicle invites passengers.

We can help keep Chicago "the City Beautiful."





# Can Help

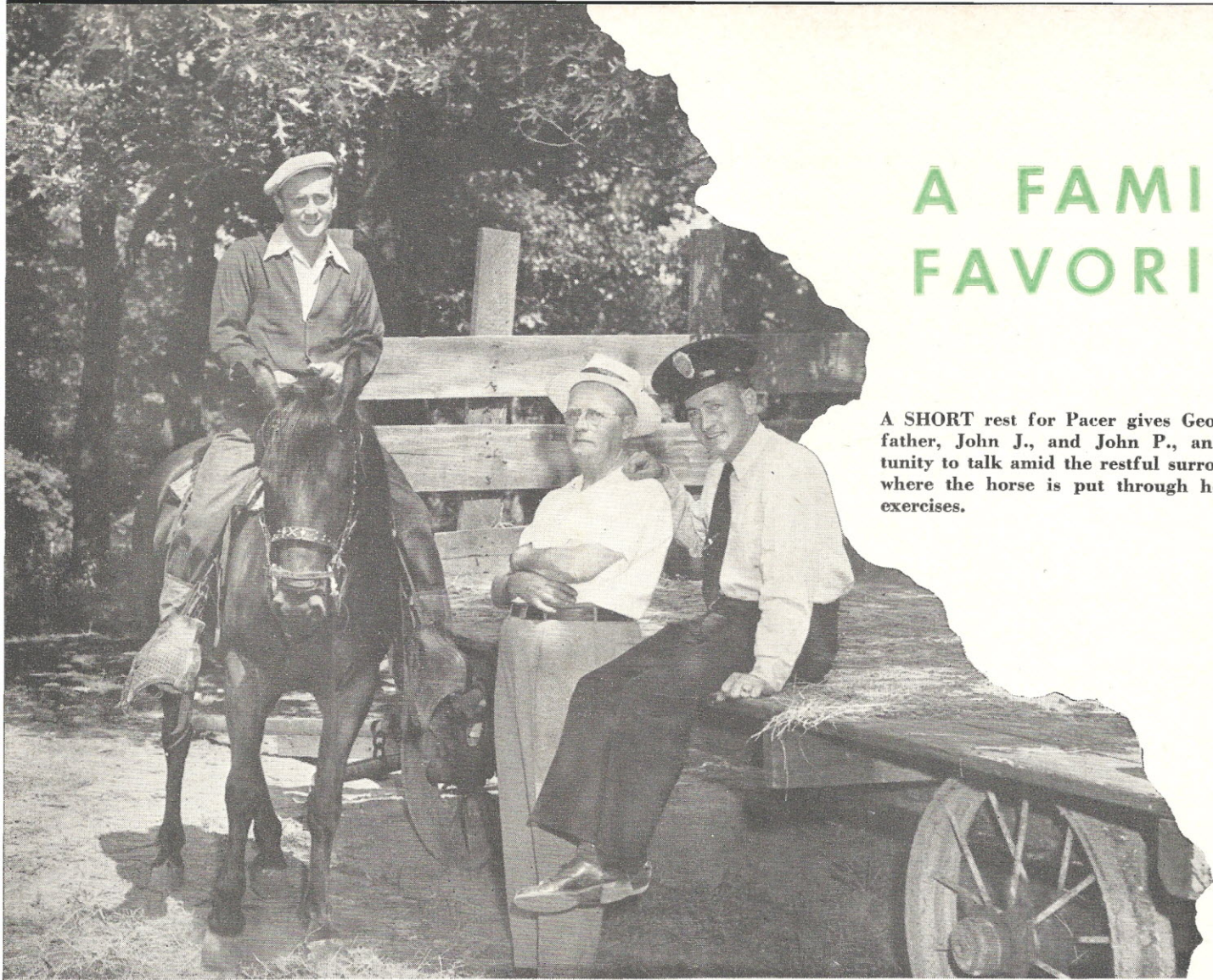


AUGUST, 1950



## A FAMILY FAVORITE

A SHORT rest for Pacer gives George, his father, John J., and John P., an opportunity to talk amid the restful surroundings where the horse is put through her daily exercises.



WHEN the weather is right and his work for Chicago Transit Authority is completed, you can often find *George Millette* putting *Pacer* through her daily exercises. Pacer, as George so proudly tells you, is a three year old quarter-horse, a type reputed to run a quarter-mile faster than any other horse.

One of Pacer's rooters is *John J. Millette*, George's father and a conductor for the surface system the past 22 years. John joined the local transportation system at the Archer station, located directly across the street from the home where he was born and reared. He remained at Archer until two years ago when transferred to the 69th street station.

Previous to his employment with the surface system, John worked 15 years for a railroad company as an assistant foreman and general clerk. "That job and my present one are the only two positions I have ever had," he says with justifiable pride. "I like my work with CTA because it offers real security and gives me an opportunity to be outdoors during the day." According to John, these reasons were

instrumental in his two boys following their father's footsteps in transportation work.

The next Millette to become a surface conductor was *John P.*, who started nine years ago after waiting six months to secure the job. He later worked as a bus operator and in 1947 was made a supervisor in the "B" district. John P. is married and the father of two boys, *John, III*, 13 years, and *Edwin*, seven.

Completing this CTA family threesome is *George*, now employed as a bus operator at Blue Island where he began his transit employment nine years ago as a conductor. He lacks one month to be up to his brother in seniority rank as a surface system employee. George, who has owned Pacer for one year, plans to give the horse to his daughter, *Janice*, ten years old, when he believes she has enough confidence to handle the animal. "I always wanted a horse when I was young," George said, "but my folks apparently thought it might be dangerous." Now, George claims, he has satisfied his own desires and also his daughter's.

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



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Sudden Death of Hall Shock to Department

ACCOUNTING — The accidental death of *Bertine A. Hall* on July 11 was a shock to all. After supper that evening he had reclined in a hammock in the yard when a section of the porch railing gave away fracturing his skull. "Bert," as he was familiarly known, started with the Calumet and South Chicago Railway Company on September 25, 1905, working on the general books and performing other duties as cashier, receiver and bank messenger. Continuing on in the office through the various changes that evolved into CTA he held the position of chief statistician at the time of his passing.

### A Neophyte

*Jane Hacket* is the name of the smiling miss who has taken over *Helen Mohan's* job since her leaving to take up housewifely duties on July 14. Jane is just out of school and this is her first job.

*John Cannon* visited Lexington, Kentucky, where he was stationed while in the service, and reminisced with some of his buddies. *Mable Potthast* visited friends and relatives in southern Illinois and wound up her vacation sightseeing in Minneapolis. . . . *Charles Wathier* chose Minneapolis, too, but enjoyed Chicago's attractions upon his return, just being a kid again, going to the circus and ball park. . . . *Phyllis Cusic* and *Carmella Petrella* chose the same locale for their vacations though not at the same time—the Ozarks and Eureka Springs, Arkansas . . . *Therese O'Keefe* visited New Orleans, Biloxi, Miss., and Havana, Cuba, via airways.

*Mildred Murphy* is engaged in comparing her personal budget with vacation literature while planning the yearly "trek."

*Sig Shonts* returned from a concert in Cleveland and is looking forward to preparing for the next.

*Homer McElroy* (budget) and his wife were recent luncheon guests of Governor Stevenson at the executive mansion in Springfield.—HELEN A. LOWE.



## HAPPY BOWLERS

FROM the smiles on these fellows' faces you would think they had all just bowled a perfect game, but that isn't the reason for the big grins. They were merely obliging the CTA cameraman who visited them while they were bowling with the 24-man CTA Morning League at the Conboy Bowling Alleys, 4825 W. Madison street. They are, clockwise, *Conductor Roy Horning*, *Motorman Art Cooper*, *Clerk Jerry Blake, Jr.*, *Clerk Eddie Stack*, all Kedzie employees, and *Larry Foreman*.

## It Pays to be Kind To Old Folks

ARMITAGE — *Motorman Richard (Curley) Klang* is richer by several hundred dollars because his wife remembered him even when she is on a picnic. It seems that *Mrs. Klang* has a habit of helping out at the Swedish old peoples home in Evanston occasionally, especially on tag days and at picnics. Recently she was helping out at their annual picnic when a Buick was given away. Just for fun, she wrote Curley's name on a ticket, and that was the one that won the car. The Klangs took the cash instead.

On the fourth of July the Chicago Gaelic All Star Football team trounced the Cleveland All Star Team by a score of nine to

three, at Rockne Stadium. Six of the Chicago Gaelic's points were made by *Martin Daley*. This particular star happens to be the turntable operator at Armitage Depot.

*Conductor Joe Schultz*, who spent his vacation at "Back Porch", Illinois, this year, says he had a fine time in the old rocking chair. . . . *Supervisor Emil Gagler* says he spent his vacation at the Islands: Blue Island, Goose Island, and Stony Island.

We all offer our sincere sympathy to *O. B. Moore* whose five-year old daughter was seriously injured in a traffic accident in June. . . . *Conductor Josephson* post cards from Chippewa Falls, Wis., that he is having a wonderful time in the Northern Sticks.

*Tom Benson*, a retired motorman from Armitage who has been living in Union City, Michigan, for the past nine years, paid his annual visit to Armitage in July. We don't know if it was a coincident or not, but retired conductor *Charley Riggs* was visiting here at the same time. They had quite a time swapping yarns about the good old days. Both are looking swell and we hope they remain that way.—TED SHUMON.

## Here's a Catch Worth Being Caught With

BEVERLY—*Bus Operator* and *Mrs. Nick Dop* spent their vacation fishing at Remer, Minnesota, with their friend *John Bretsma* from Hebron, Indiana, a former Burnside conductor. What's on the catch? Well, Nick reports there is plenty of Northern pike, walleyes, and large pan fish. All you can eat, and then some.

*Raymond Carson*, son of *Bus Operator* and *Mrs. Deloss N. Carson*, was married to *Miss Mary Margaret Merrill* Saturday, July 15, 1950, at the St. Cyril Church. The bride's gown was of lace with train and illusion veil. Dinner was served for 73 guests at the Mickelberry's restaurant and they honeymooned at the Wisconsin Dells. *Bill Quigley*, uncle of the bride, is working at 38th Street depot as a trainman.

*Bus Operator Oscar Nelson* has found that you don't have to go very far to do your traveling. He went to Niagara Falls by way of a travelogue movie that was shown at Palmer Park recently.

*Bus Operator* and *Mrs. Alfred H. Schreiber* did their vacationing in that new Hudson and went all the way to San Diego to visit friends. On the way back east they stopped at Flagstaff, Arizona, and saw the yearly pow-wow of the Indian tribes. The Yellowstone Geyser was also on the itinerary.

*Bus Operator* and *Mrs. Edward Ricker* traveled through the Ozarks, Missouri, Kentucky and Southern Illinois. A lasting impression of the



## FOREMAN SWANSON RETIRES



THE first West Shops foreman to retire on pension since the Chicago Transit Authority was organized on October 1, 1947, *Swan Swanson*, was recently given a fishing rod and reel, tackle box and traveling bag by fellow supervisory employes when he completed his last day of work as blacksmith foreman. . . . These gifts were given to him in the presence of his co-

workers by the superintendent of West Shops, the late *Edward Horning*. Standing at Mr. Horning's right is *General Superintendent R. J. Ruppe*. . . . Swanson plans to make good use of this equipment when he travels to his home in Lake Geneva, Wisconsin, where, according to him, there is plenty of good fishing.

trip was the beauty of the sparkling crystal caves in the Ozarks.

The daughter of *Bus Mechanic* and *Mrs. Art Provis, Eloise Joyce*, was married to *Domnick Randazzo* July 1, 1950, at the St. Catherine of Genoa Church.

*Bus Cleaner Mike Granger, Jr.* is a member of the organized naval reserve and left Chicago July 1 on a two-week cruise sponsored by the U. S. Navy. He was one of eighteen boys from Chicago. After reaching New Orleans they boarded the *U.S.S. Harlan R. Dickson*, then to Key West, Fort Lauderdale and up the Atlantic coast; then back to New Orleans and home to Chicago.

*Bus Mechanic Glenn Danhour* is back to work after a long illness.

*Tire-changer Tom Mullins* is known to the lads in the garage as "Private Tee" and it's not because he plays golf. They say the reason is he's getting ready for the Army.

Welcome to Beverly *Bus Garage, Eugene Hoval*, bus cleaner. He was transferred here from 69th

street depot. He says, "It sure is a wonderful place to work and a swell bunch of fellows to work with."—DANTE BRUNOD.

## Now You See Them, Now You Don't

GENERAL OFFICE—(Ins. Exch.). They're traveling far, wide and handsome. As for our Chicago vacationers, they're not letting any grass grow under their feet either.

*R. L. Manville* is now in a position to give out any information desired about our coastline to Mexico . . . If it's the Canadian Rockies that might hold your interest, *Agatha Barnsley* didn't miss anything in that direction . . . When it comes to not missing anything, *Helen Metzger* feels that way about her trip to Boston, so she is going there via bus . . . Perhaps it was *Phylis Delaquila's* report of her trip East that decided *Josephine Yercich* to see New York, Washington, etc. for herself . . . *Margaret Kells* found plenty in Chicago to keep her busy her two weeks,

—ditto *Carl Johnson*. *Ralph Yohn* went "fishing."

To travel far is no deterrent to *Joyce Kealy, Astrid Hedberg* or *Nellie Schneider*. Guatemala may not look very large on the map but it will be long remembered in *Joyce's* travelogue. Little Rock, Ark., will claim a portion of *Astrid's* wanderings when she stops off to visit her sister before proceeding to the Gulf and then on to Texas. *Nellie* has discovered the charms of Quebec and the New England States, but her biggest thrill was getting into the wilds of Canada.

*Ray Hynes* is breaking in his Dodge with a trip to the Dells and points thereabouts.

## Return Trips . . .

Farm life once again called *E. J. Burke* to his favorite rendezvous at Sunnybrook Farm to round out his vacation . . . One of *Jean Herberts'* favorite trips is to Minneapolis and there she went to visit her sister . . . Some people have all the luck—The weather, after weeks of rain and cold, decided to sit

back and pour down his bright, sunny disposition just in time for *Bill Howlett's* vacation trek to Detroit, Michigan.

*Doris Williams* has left behind her position in the invoice department to give more time to her housewifely duties . . . A new member is expected in the *Donohue* family, so *Irene* bid us adieu to await its coming. Our best wishes go also to one of our former members, *Ronnie Forest*, on the birth of her second girl, *Kathleen Mary*, on July 5.—CATHY BARRY and MARY GIGER.

## Crew Turns in Alarm

KEDZIE—Picture for yourself: A recent morning at five A.M. — smoke pouring from the second floor window of an apartment building at Laramie and Madison Streets — Number Three Madison rolling up to the corner to a stop. We sincerely hope that some day in some manner or form the crew members, *Matt Larson* and *Dave Kissane*, will receive a just reward for their quick thinking and timely action in arousing all the tenants in the building and thereby preventing a fire that may have resulted in costly property damage and a serious tragedy for many.

## Extra Collection

Courteous and friendly treatment of passengers pays off. And the proof is no less in the fact that *Dave Sax* received over 150 souvenirs from visitors from all over the country who attended the recent "Lions" convention held in Chicago. *Dave* passed many of them on to friends and took the rest home to add to his collection.

While fishing seems to highlight the summer vacation season, all you hunters may get a hint on the prospects for big game this fall by talking to *Clerk Bob Healy* who is back from a nice vacation in the moose country of Maine.

*Station Superintendent Clinton Sonders* is having a hard time trying to describe the indescribable wonders of the scenic west, since he and his family returned from a tour that included stop-offs at such famous places as the "Bad Lands" of South Dakota, Yellowstone National Park and The Great Salt Lake in Utah.

*Sam Cinquegrani's* cross country tour to California may have es-



established some kind of a record. With his wife and four sons along to aid in the driving, they had additional time for visits to Los Angeles, San Diego, and San Jose before making the return trip.

*Tim O'Donnell Sr.* and wife are back from a visit to Quebec, Canada, where they visited a famous shrine. With a tour of the east and a stop-over at Niagara Falls before proceeding on to Quebec.

*Mike McDonough* is back from a three week vacation spent at Paw Paw Lake, Michigan. The only change in Mike is that he looks as red as an Indian and now smokes a corncob pipe.

*Henry Kopp* is spending his vacation at Amery, Wisconsin... *Supervisor Dan O'Brien* is spending 10 days at Portage, Wisconsin, and hopes to land a few big ones at the lake while he is there... *Pat Foley* has been taming the fish at William's Bay, Wisconsin, during the past few weekends and now intends to go after them in

## WORTH THE TRIP



**BUS OPERATOR** *Harry J. Louis*, above, and his brother-in-law, *John O'Connor*, left Chicago with fishing on their minds and were very serious about it. They traveled all the way up to Heyworth, Wisconsin, to fish in Ghost Lake. The first five days netted only a few strikes but the sixth day produced the scene we have here. Louis was glad to have the help of his brother-in-law to carry them home.

Reported by *Dante Brunod*

## ALL READY FOR PERMANENT VACATION



THE WHOLE South Shops blacksmith shop was present to witness the presentation of gifts to two of their co-workers as they began their retirement. *Bill Ehr-*

*man*, eighth from left in top row, presents the department gifts to *Axel Anderson*, on Bill's left, and to *Frank Morrell*, on the right.

Reported by *Anne McCrea*

earnest by spending two weeks of his vacation at the resort.

Speaking of fishing. It seems that you don't have to go to the north woods to get a big catch. *Pat* and *Martin Kehoe*, sons of *Martin Kehoe, Sr.*, pulled 22 fish out of nearby Crystal Lake, while *Dad* looked on without getting a bite himself.

Their many friends will miss Conductors *Henry Eding*, *Patrick Fallon*, *William Schocker* and Motormen *Carl Carlson*, *George Hoff-erth* and *Patrick O'Meara*, who are all taking their pensions August 1. Drop around to the depot or drop us a card and let us know where you intend to go and what your plans are, fellows.—R. D. KNOX.

## Big Fishing Trip Marred by Mishap

LINCOLN—*Motorman Pete Cunningham*, *Motorman Al Seidel* and Conductor *Joe Slattery* took their wives on a fishing trip. Bad luck struck *Motorman Pete Cunningham* when another motorboat hit their boat and turned it over. Pete was taken to a hospital with broken ribs and injured back. He has returned to work after his mishap.

It was overheard in the depot that *Motorman Mike Kozol* is going to hear wedding bells ring

sometime in August. We are glad to see Conductor *Tom McShea* back on the job again after a siege of illness.—WM. GEHRKE.

## Reporter's Restraint Removes Jinx

LAWNDALE—In previous years, we have never failed to note with pride when our baseball team won their first games of the season. Whereupon the team immediately began losing. This year, we deliberately avoided mentioning them, hoping to fool the jinx. The team proceeded to win 18 straight games without a loss in the season's play. The team, headed by manager *Bob Thezan*, distinguished itself with team play and courage, and on five different occasions, came from behind in the late innings to score a victory.

The four sons of *Nickey Rossille* greeted a sister born on July 15. The newcomer has been named *Linda*.

*Howard Fertig, Jr.*, son of the assistant Credit Union treasurer, had his picture in the Daily News while being sworn into the U. S. Coast Guard.

*Mike Stopka* took a 200 mile vacation trip through the west and had a wonderful time except for the tornado they ran into in Omaha.

*Motorman Paul Gunther* and his wife, *Jeanette*, celebrated their 25th wedding anniversary on June 28.—BILL FEILER.

## Giving Them Something To Keep Up With

LAWRENCE—*Hank Koziarz* spent his three weeks making his neighbors envious. He spent all of his time putting his home in tip-top shape. He wore out his right arm and two paint-brushes on the outside, and one paint brush on the inside. He says that the house looks better now than it did when it was new. The bill at the paint store? Why mention that?

*Walter Cubycheck* and *Harry Kalish* took a trip to Peer Lake for a week. They both think that this is the only place that the fish will bite off a hook... *Al Johnson* will take his family with their new car, on a tour through the original 13 colonies. Their first stop will be Boston, and then branch out in different directions to cover the eastern seaboard... *Frank Osterberger* and his family are bound for Kansas City and points west. We expect more details of this trip later.

*Joe Bellamy* spent the first of his three weeks at home. The week of The Fourth Joe decided to take a trip to Detroit to visit his in-



## CTA SOFTBALL LEAGUE HOLDS DANCE



THE room was full of baseball talk when approximately 150 CTA softball players, their wives and friends attended the dance held by the CTA Softball League at the Northwest Hall on Saturday, July 8. . . . Proceeds from the dance will be used to purchase prizes for the teams finishing the season in the top four positions. . . . Some of the league officials and managers who attended the dance were: *Secretary William Lembachner*, claim department; *Bus Operator Bob Thezan*, Blue Island-Lawndale team manager; *President Charles Clark*, Limits; *Treasurer Paul Rosenstrater*, Kedzie; *Bus Operator Bill Hodgson*, team manager at Lawrence; and *Dispatcher Harvey Nicklas*, manager of the Northside "L" ball club. The four teams that won playoff berths to compete for the league championship are Lawrence, Blue Island-Lawndale, Kedzie and Northside "L."

laws. Joe timed himself to arrive there on The Fourth. After he shot off the third firecracker he was in the hands of the law. The police magistrate gave him the choice of ten dollars or ten days. Joe had ten dollars. That's all for Detroit — relatives, or no relatives.

*Al Glueckert* and family took a 15-day trip through nine states. They visited the Colorado Springs and the Black Hills. Covering all points of interest on the way. Al used five rolls of colored 8mm. film on his trip to keep among his souvenirs.

*Joe Murphy* has been living under a strain for the past 18 months. The Murphys received a notice to vacate. Joe tried hard to find a new apartment. Having two daughters it was quite difficult. So he finally bought a home. Open house very shortly.

The "Polish Count" is a new Chicago taxpayer out at "Mortgage Heights." Ed is going to put in a work bench in the garage and take on all auto repair work, to help pay for the deed.—JOE KLEIN.

## Future Ballplayer Makes His Debut

LIMITS — *Wally Dinse*, softball player, started a team of his own when *Mrs. Dinse*, on July 7, presented him with a baby boy, weighing six pounds, naming him *Walter Jr.*

On July 2, *Russel Erwin Sack* was born to *Mrs. Sack*, wife of *Bus Operator Erwin Sack*, weighing ten pounds, eight ounces. They also have three daughters, *Linda*, seven years, *Sharon* four years, and *Thomas*, two years old.

*Bus Operator Bernard Nelson* was presented with a bouncing baby boy, *Dennis Bernard*, at Lying-In-Hospital, July 3, weighing five pounds, three ounces. The proud parents have a daughter, *Margaret Ann*, age three years.

On Saturday, July 8, Limits Credit Union held their first annual basket picnic at Nomack's Grove. On entering the gate each child received a bag consisting of Cracker Jack, balloons, and tickets for ice cream, chocolate milk, and pop. In the afternoon there were

races for all. Prizes were given for winners of each race.

After the races, two teams were formed for a softball game, the scrubs against the dubs, which came to a very exciting end, the dubs winning 15 to 14. A very good time was had by all from beginning to end.

On July 1, wedding bells rang out for *Thomas McIntyre Jr.*, son of *Motorman Thomas McIntyre*, at St. Alphonsus church.

Glad to see *Conductor Harry Henry* back to work after a long siege of illness. Sorry to hear *Bob Kirby* of Bus Garage had an injury recently and hope for a speedy recovery.

The Limits softball team has won 4 out of their last 7 games played. One game recently played against Archer Avenue was very exciting, Limits coming out on top 28 to 22. Keep up that fighting spirit, boys.—HAROLD SEDIN.

## Cupid Keeps Them Busy at Both Shops

MATERIAL AND SUPPLIES — Those wedding bells are ringing at both our West and South Shops. *Grace Rubey*, typist, and *John Kurgan*, assistant stock clerk, both at our South Shops, became Mr. and Mrs. on June 17, 1950. *William Nessler*, laborer at our West Shops, became a happy groom at 11 A.M., July 22, 1950, at St. Edwards Church. It was a formal affair with about 200 people attending the reception, which was held at 6 P.M. at

Cicero and Peterson Avenue. A buffet luncheon was served and there was dancing for entertainment in the evening. The couple supposedly went Wisconsin way on their honeymoon.

Our vacationists from West Shops this time include *Ed Olsberg*, who took a 2,000 mile trip in his new 1950 Buick through the Ozarks; *Stanley Tadevic* enjoyed the beautiful scenery at Pikes Peak, Denver, and Yellowstone and Grand Teton national parks; and *John Toman*, laborer, enjoyed the sights of Chicago. *William Shevchuk*, laborer, traveled to New York.

Out South Shops way, we find that *Otto Hoger* and wife enjoyed a fishing trip at Maple Island, located in Mommence, Ill.

*Earl Montgomery* has enlisted in the Marines, so we will be saluting Earl in the near future. He is one of our South Shops men.

## New Grandson

*Earl Wilcox*, storeroom 50, is on his way to see his new little grandson, who was born on July 13, 1950, and his name is *John Stephen III*.

We welcome to our department: *John Mulligan*, laborer at Grand and Leavitt, and *George Frailey*, craneman at our 63rd Street Yard.

*Ralph Burns*, laborer at Grand and Leavitt, is sporting a new, two-tone green Pontiac.

*Richard Daly*, laborer at Grand and Leavitt, could be seen on television on June 27, 1950. He discussed the art of gaelic football. Next time we would like to know ahead of time so we can catch the act.

*William Gilleran*, assistant stock clerk at Grand and Leavitt, just graduated from DePaul University. Bill has his Bachelor of Science Degree now.

*Dorothy Schleiter*, typist in general office, was godmother to her new little niece on July 23, 1950. Little *Janet Anne* was born on July 7, 1950, weighing in at eight pounds, three ounces.

*Lois Knobloch*, typist at West Shops, spent her vacation getting her and her husband settled in their new little home. They have just recently adopted "Fuzzy," a little kitten.—JEAN HARTLEY.

## TRAFFIC TIPS AND QUIPS



A LOOSE NUT AT THE WHEEL  
ISN'T AS BAD AS  
A TIGHT ONE!

NATIONAL SAFETY COUNCIL



## WEST SHOPS WINS BOWLING TITLE



WINNER of the annual bowling match game between the South and West Shops was the west side team, which won by picking up 2390 pins as compared to the South Shops total of 2351 pins. . . . Shown accepting the R. J. Ruppe trophy from *General Superintendent Ruppe* and *Edward Horning*, superintendent of West Shops at the time of his recent death, are four members of the winning team. They are, front, left to right, *Welders Joe Kereszturi*, and *Daniel Scully*. In the rear are *Truck Repairman Stanley Plis* and *Armature Winder Al Dorociak*. *Machinist Edward Van Wiele*, the fifth member of the team, was unable to participate in the presentation of the trophy. . . . Members of both teams were selected as a result of leading their leagues in individual averages during the past season.

## Some Stayed Home And Others Traveled

NORTH—Many of our vacationers relaxed in and around Chicago but there were a few trips taken as well. *Motorman Andrew Nelson* reports a pleasant trip which took him to Little Rock, Ark., and to the Gulf of Mexico.

*Supervisor Louis Sandusky* gave his new Chevy a workout when he motored to New York, Washington, and Michigan.

*Motorman Frank Haubold's* trip took him to the caves of Mexico and to Los Angeles, California. While bathing in California, Frank saved the life of a small boy who was going down for the third time and probably saved the life of the mother who was rushing to rescue her boy. Haubold, the hero he is, pushed the excited mother aside and saved the boy.

*Motorman Douglas Halberg* took his fish poles to Minnesota and Wisconsin and reports a pleasant vacation. *Motorman Joe Padour* went to Crivitz, Wisconsin, to see if the fish were still biting and to visit his brother. *Conductor Pat Hester* spent his vacation in complete relaxation at Wonder Lake.

*Operator Tom Fitzgerald* tried his luck fishing at Kilbourn, Wisconsin. Our board members, *Augie Johnson* and *Joe Hill*, returned from their vacations nicely tanned. *Buck Bennie Mathy*, who has been on the sick list, is back to work.

*Motorman Henry Honings* did his fishing along the Maxwell. He claims he caught several carp and used plain dough to catch them. P. S. The Maxwell is located at Maxwell and Halsted streets.

*Motorman Dominic Clement* was a pleasant visitor to our depot, crutches and all. Clement is laid

up with a broken leg which he received while playing with our softball team. *Conductor Jack McLoughlin* was a patient at Norwegian American Hospital. *Motorman Willard Kenn*, who was a patient at Hines hospital, is now at home. A visit from the fellows would be cheering.

The following men recently celebrated their wedding anniversaries: *Operator Harold Hightower*, 22nd; *Operator James Straka*, 26th; *Operator Joe Martin*, 30th; *James Lahey*, 3rd. Newlywed *Conductor Roy Gaess* celebrated his first.

We are happy to report that many have expressed appreciation for the new parking lot located at Lemoyne and Cicero ave.

According to Webster, the definition of the word Endurance is (1) State or capability of lasting; (2) Act of suffering; a continuing or the power of continuing under pain, hardship, or distress without being overcome. (3) Rare. A hardship. According to *Motorman Harold (Red) Forster* and his golf partner, *Conductor Roy Gaess*, Webster is nuts because they enjoyed every hole of the 45 they played. Endurance ? ? ? ? —JOE HIEBEL.

## The Hard Way to Learn Correct Time

NORTH PARK—*Operator Frank Hess* was a very tired looking individual recently when he was standing on the corner one sunny morning, begging and wishing for a bus to come along. He was asked why he was so anxious to get to work. Frank answered that he was to check in at 7:06 A.M. So after looking at our watch and his, he was much relieved to find he was exactly one hour ahead of time.

In the past few months there have been quite a few new cars showing up in our parking lot. The most recent one has a little story attached to it. The story is told by *Operator Ed (Junior) Gottert* about *Operator Eddie (Dapper) Dappen's* new "Coronet" Dodge. It seems Dappen dashed into Gottert's house one night at 10:00 P.M. and told Gottert he would drive him to work the next morning, but not until Junior promised he would put on clean trousers and polish his shoes. Here's wishing Dappen lots of luck with his new show piece.

—LARRY HIPPERT.

## VARIETY IN TRANSIT

WE ARE NOT in the baby sitting business, but sometimes it becomes forced upon us. Such was the experience of "L" *Motorman Louis Herman* and *Conductor Arthur Joost*, North-South section.

They were operating a loopbound Ravenswood train one evening when their attention was called to a young boy who was making loud comments and seemed extremely interested in train operation. Herman learned from the boy that he had been riding trains since 2:30 that afternoon. It was then approaching 9 P.M. Further questioning revealed that the boy's parents did not know his whereabouts.

Herman and Joost had the boy sit down where they could keep an eye on him. When they reached Chicago Avenue station, they contacted the Loop office and arranged to have the boy taken off the train. Needless to say, worried parents were very thankful when notified of his whereabouts.

An experience such as this is but one of the many different situations encountered by CTA'ers while performing the job of transporting people. And it is another proof that CTA is in the business of rendering service — even baby sitting.



## Back to the Farm — For Vacation

**SCHEDULE-TRAFFIC**—Schedule makers like the farm life with *Bob Sedlack* inspecting the North Dakota wheat crop and *Michael B. O'Neill* looking over the corn crop around Champaign, Illinois.

**Wedding Notes:** On May 20, *Traffic Checker Roy Williams* and *Doris Last*, Purchasing department, exchanged wedding vows. *Traffic Checker Kenneth Kaiser* selected June 17 as the date on which he and *Evelyn Pergander* were joined by the bonds of matrimony. *Traffic Clerk Maurice Connors* and *Mrs. Connors* proudly announced the arrival, on July 7, of five pound, nine ounce *Michael*.

**Vacation Notes:** The vacation season finds *Typist Evelyn Kaross* on a motor trip around Lake Michigan. *Traffic Clerk John Bernbom* enjoyed a week at Williams Bay, Wis. *Schedule Clerks* were widely scattered, with *Phil Leahy* at Whitehall, Michigan; *Avid Brandt* at Nashville, Tenn.; *Arvin Kreutzer* in California and *Pat McBride* at Delavan, Wis. — L. C. DUTTON.

## "Orders Is Orders," They Say

**77TH**—*John Burgeson* was reading about the hostilities in a newspaper when his wife called him from home and told him his orders had come. John's first thought was: "Here we go again!" But the orders were for two weeks reserve officer's camp in South Carolina.

*Bus Supt. Terry McMahon* and *Mrs. McMahon* vacationed in Colorado. In Terry's own words, the Grand Canyon is quite a crack... *Michael O'Connell* and *John Goyke* are at the Edward Sanatorium, Naperville, Illinois. If you are out that way, drop in and visit them, or drop them a card.

*Bob Leiber* got his officer's commission of Major in the army reserves and, according to report, will be assigned to active duty some time in September... *John McKenna* spent part of his vacation showing his children how they looked on television at the exhibit in the Museum of Science and Industry.

*Rudy Albrecht* put in a driveway at his home and took short trips to

several lakes... *Ed Henry* is back from a vacation with his family at Twin Lakes, Wisconsin.

*Mrs. Dorothy Theis*, wife of *Superintendent John Theis* and mother of *Clerk John Theis*, passed away on July 14. We extend our deepest sympathy... *Edward Roche*, twenty-seven year old son of *Tom Roche*, died of a heart attack. Our condolences to Tom and his family. Tom just recently returned from sick leave of several months... *Dick Vaughan* vacationed in Ruddington, Michigan. — WILBUR JENSEN & JOE SMITH. BUR JENSEN & JOE SMITH.

## This Vacation Was A Flighty Affair

**SHOPS AND EQUIPMENT (Met.)** — *Mr. and Mrs. John J. Dwyer* and their daughter, *Mary Agnes*, recently flew to Whitehall, Michigan, where they enjoyed a wonderful vacation. John is chief clerk at Throop Street shop.

A surprise party was given on July 2 for *Mr. and Mrs. David Gurwich*, by their son from Detroit, Michigan, in honor of their 35th wedding anniversary. Among the many gifts received was a beautiful 52 piece set of silver that was given to them by their children, *Morris* and *Mrs. R. Vickman*.

*Joseph Feinendegen* has been ill for quite some time now. Joe is a repairman at Logan Square shop.

Congratulations to *Mr. and Mrs. David Guereca*, to whom the stork delivered a beautiful six pound, three ounce baby girl. The blessed event took place on July 6 at the Lewis Memorial hospital. Mother and baby are doing very nicely and so is Dave, who named his first daughter *Maria*. David is working at Throop Street shop as truckman helper.

Our deepest sympathy to the family of *Johnny Siska*, whose mother recently passed away. Siska is a wireman at the West Shops. — DAVE GURWICH.

## Ex-reporter Has New Son and New Home

**SHOPS AND EQUIPMENT (South)** — On July 19, an eight and a half-pound boy named *David* made his debut at the home of *Tillie* and *Ray Monte*. *David's* mother was a scribe for this column until she

## THEY CUT THE CAKE



**THE SMILING** bride about to cut the wedding cake is the former *Miss Dolores M. Belgarbo*, real estate, with her happy groom, *Carmen J. Zotto*. After the wedding ceremony, which took place at St. Mary Incoronata Church, and following festivities, the couple motored to Paw Paw Lake, Michigan, where they spent their honeymoon.

left to become a homemaker. *David* is going home to a nice new bungalow which his parents recently purchased... On June 30, *Mr. and Mrs. Joseph Kalwasinski* laid out the welcome mat for their little newcomer *Stanley Joseph*. His mother formerly worked in the printing department.

July 1 was a big day for *Axel Anderson*, *John Jonkus*, *John Malmgren* and *John Zalis*, for it was their first day on pension after many years of faithful service... A new resident of Oak Lawn is *LeRoy Goering* who has just purchased a lovely home there.

**Vacation Notes:** *Jim Marron* spent his leisure giving his home a nice paint job; *George Simless* saw the sights of New York; *Bill Rohe* caught a lot of fish in Eli, Minn.; *Evelyn Clark* saw the sights of our fair city; *Don Anderson* went south to Florida; *John Rainis* did his swimming and fishing at Round Lake, Ill.; *Frank Rothman* visited friends in Princeton, Ill., and helped them with their chores of running a farm; *Joe Bolech* chose Wisconsin as his favorite fishing spot; *Faulkner McCrea* and yours truly did their fishing in Canada, while *Ted Wahlberg* caught his fish in Minnesota; *Bill Ehrman* had a wonderful time in California; *Minnie Stoffle* went to her home town of Muskegon to

visit her family, and *Thyra Foster* did the same in various parts of Illinois.

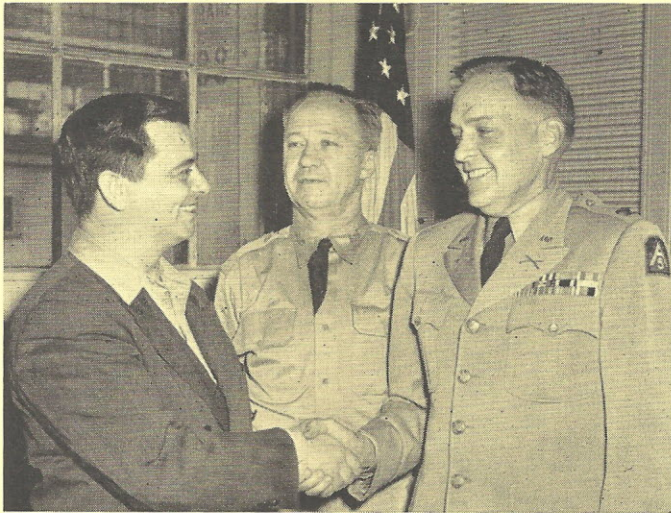
*Ed Fitzgerald* stayed home and visited many interesting places in Chicago. *Tony Koncel* rented a cottage in Shawno and enjoyed the fishing there. *Jack Purcell* visited his mother in New York; *John Kehoe* had a nice time in Michigan; *Ray Klaub* had a delightful time in California, while *Ed Pierce* viewed the sights of Chicago. *Frank Coonan* took a seven day cruise around the lakes and spent his second week in St. Louis visiting his brother. — ANNE MCCREA.

## Shops Vacationers Cover the Country

**SHOPS AND EQUIPMENT (West)** — This month's notes of news will be mainly about the vacations that have been looked forward to for so long. We hear that *John Danloe*, foreman of the paint shop, spent his vacation in Canada, visiting his mother... *Jack Chunowitz*, of the office, traveled around Lake Michigan, and reports that he enjoyed his trip very much. *Peter Gradišek*, janitor, spent part of his long-awaited vacation in Florida, visiting his daughter and her family... *Fred Simon* of the office, took his vacation with the National Guard at Camp McCoy. A trip to



## CTA'ER IS FIRST TO BE CALLED



THE FIRST Chicago reservist to be called to active duty is none other than *Robert C. Sims*, left, conductor at 77th. Sims began with CTA in March, 1947, just after his discharge from the Army, where he was a radio carrier repeater man carrying the rank of corporal. After his visit to Navy Pier, where he is shown with recruiting officers, Sims reported to Fort Sheridan. His brother, *Milo Sims*, keeps their family name active with CTA, where he is a supervisor.

Reported by *Wilbur Jensen* and *Joe Smith*

the West Coast seemed to please *Tom Gibson*, foreman of the brake dept. in the bus overhaul.

Not everyone's vacation is mentioned in this column because it is quite impossible to find out where all of the employees spent their leisure time. To all who have had their vacations, we hope they were very pleasant, and to those who are waiting to go on theirs, we hope that each vacation is well spent and enjoyed to the fullest.

*Fred Potenza* has left us to take up duties with the Engineering Dept. at 79 W. Monroe and *Eleanor Drogoz* has left to assume household duties. *James Stuvee*, carpenter shop, and *James O'Leary*, motor line, retired on pension the first of July.—HELEN STRAKA.

## Peck Re-called to Armed Forces

WAY AND STRUCTURES—*Laverne H. Peck*, ass't. structural engineer in the building division, is one of the first men in our Department who has received a call to report for duty in the armed services. La-

verne is a Lieutenant with the Naval Air Reserves, served 22 months in the South Pacific, and was shot down once.

We want to wish *John Leonard* and *John Neely*, trolley tenders, in the utility division, a pleasant life ahead in their retirement which took place July 1. John Neely has been with the company for over 25 years and John Leonard has put in over 30 years of service.

*Robert Gilmore* is the boy who likes the great outdoors. For quite a number of years now he has always enjoyed his vacation trips to the northern peninsula in Michigan to settle near the Menominee river where he does a lot of fishing and relaxing. There are no facilities for lights or modern stoves, and he uses candlelight and makes his own fire for cooking and for warmth. He is taking one of his sons along for companionship and to help swat the mosquitos. This is certainly no place for women, says Bob, but a wonderful country for a man who loves to rough it.

*Tom Blakeley*, recently retired, is in excellent health and happy. He stated that he considered he is very fortunate in having worked for CTA and receiving the compensation that is making his life so content. He extended good wishes to all his fellow workers.

A rainy vacation season was enjoyed by many of our employees who were vacationing the latter part of July. *Joe Mulree*, sup't. of Utility & Emergency, and wife, were at their summer home in Benton Harbor, Michigan, just to rest and relax. *Harry M. Schlachter*, chief clerk, was also vacationing quite peacefully at home. *John Flynn* of centralized control also intends to stay home and work around the house and in the garden.—VIOLET CARNES.

## RECENT DEATHS AMONG EMPLOYEES

HENRY O. AST, 68, retired "B" agent, North Side. Died 6-10-50. Employed 12-16-05.

EARL BEABER, 60, motorman, Devon. Died 6-19-50. Employed 2-27-27.

THOMAS BELL, 80, retired motorman, 69th. Died 6-23-50. Employed 8-2-95.

LOUIS J. BLESCH, 71, retired investigator, Department of Accident Investigation. Died 4-30-50. Employed 5-15-10.

GEORGE BRANDSTATTER, 75, retired fireman, Shops & Equipment. Died 6-1-50. Employed 10-27-18.

HENRY BRINDLE, 62, retired laborer, Track. Died 6-15-50. Employed 3-7-27.

WILLIAM BURZLAFF, 63, conductor, 69th. Died 6-13-50. Employed 3-20-13.

ANTHONY CHRISTIE, 63, conductor, Limits. Died 6-19-50. Employed 6-16-13.

THOMAS CONWAY, 60, motorman, 77th. Died 6-29-50. Employed 3-13-18.

HERBERT B. DOWIE, 59, "B" agent, Loop. Died 6-7-50. Employed 9-9-47.

FRED H. GERBER, 60, retired conductor, 77th. Died 6-13-50. Employed 10-26-11.

JOHN O. GLASS, 71, retired motorman, 77th. Died 6-18-50. Employed 3-14-11.

NELS FRED HANSEN, 51, conductor, Lawrence. Died 6-23-50. Employed 2-21-23.

CHARLES F. HOLMBERG, 69, retired motorman, Elston. Died 6-23-50. Employed 10-8-17.

WALTER JEZIORSKI, 47, motorman, Kedzie. Died 6-1-50. Employed 1-9-43.

WILLIAM KENNEDY, 56, watchman, Track. Died 6-3-50. Employed 12-19-29.

FRANK KOZARITZ, 65, retired watchman, Track. Died 6-26-50. Employed 12-12-18.

DOMENIK MAUTINO, 76, retired car cleaner, Armitage. Died 6-9-50. Employed 8-15-27.

SUSAN M. McLAUGHLIN, 76, retired agent, North Side. Died 6-19-50. Employed 10-9-18.

HERMAN MENCONS, 65, retired laborer, Track. Died 6-17-50. Employed 4-18-21.

ANTON MOHORICH, 59, loader mixer, Track. Died 6-8-50. Employed 4-4-21.

FRANK MUSIL, 79, retired blacksmith, Shops & Equipment. Died 6-3-50. Employed 4-8-05.

PHILIP PROESEL, 80, retired motorman, Devon. Died 5-4-50. Employed 10-29-00.

ARTHUR J. RICE, 37, laborer, Track. Died 6-4-50. Employed 10-1-43.

WILLIAM SCHACHTSCHNEIDER, 63, flagman, Beverly. Died 6-11-50. Employed 3-23-09.

LOUIS G. SOYER, 60, ironworker, Road Department. Died 6-1-50. Employed 12-16-05.

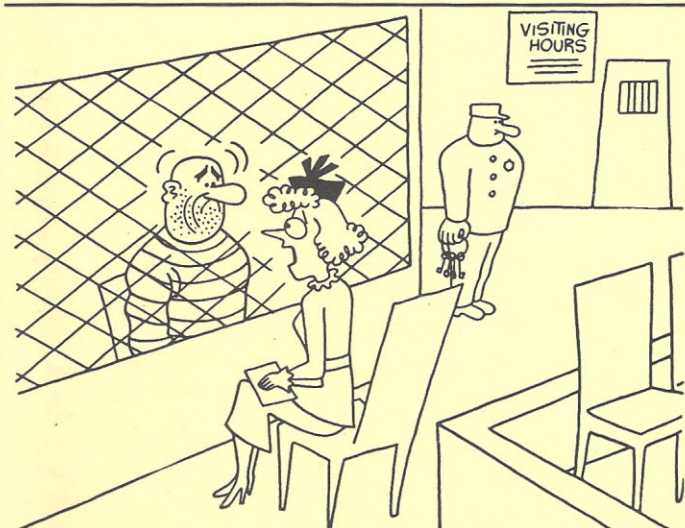
WALTER SWANSON, 47, retired motorman, Devon. Died 6-27-50. Employed 11-22-26.

JOSEPH SZCZERKOWSKI, 74, retired motorman, Noble. Died 4-26-50. Employed 11-9-07.

ANTON SZEWERIAK, 69, retired laborer, Track. Died 6-5-50. Employed 2-7-22.

WILLIAM F. TIMMERHOFF, retired conductor, Metropolitan Section. Died 6-30-50. Employed 4-8-07.

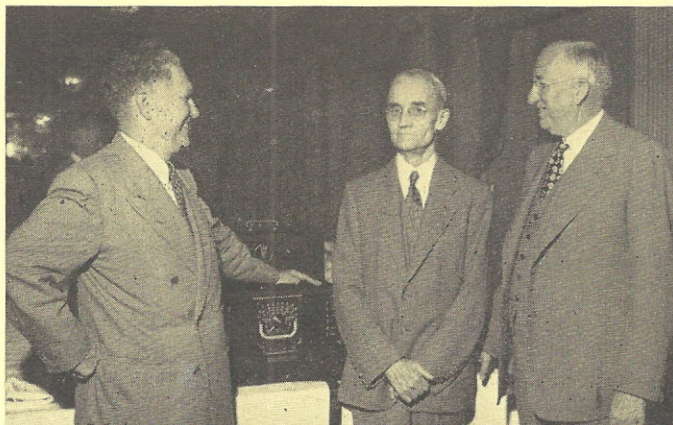
FLOYD TURKINGTON, 65, retired conductor, Limits. Died 6-20-50. Employed 7-10-20.



"I think it's a shame crime doesn't pay.  
You were so interested in it!"



## CELEBRATE HUPP RETIREMENT



Walter J. McCarter, Gift, Frank Hupp, and Ralph Budd

FRANK L. HUPP, assistant secretary of the Chicago Transit Board, retired on August 1, at which time he lacked only one month of having completed 48 years of service in an administrative capacity for Chicago's mass transportation.

Prior to his retirement, a dinner was staged for him by a group of friends and business acquaintances. The dinner was held at the Union League Club, where, some 53 years ago, Mr. Hupp obtained his first job.

Born in Long Point, Illinois, on June 9, 1878, Mr. Hupp is another example of the country boy who "made good" in the city. He came to Chicago immediately after completing his schooling and took a secretarial course. In February, 1897, he got a job as stenographer in the secretary's office of the Union League Club. He was the first stenographer they had ever had and was assigned to work for club members. His salary, Mr. Hupp recalls, amounted to eleven dollars a week, plus meals.

### Tried Lumber Business

Because this work brought him in close contact with a great many prominent individuals, Mr. Hupp found it very interesting. But in March, 1901, he became intrigued by the thought of a career in real estate and lumber. He went to Eau Claire, Wisconsin, but by September of 1902 he was back in Chicago. He not only found the call of the big city irresistible, but he had made up his mind to obtain a law degree. He enrolled in night school at the Chicago Kent College, and passed the bar in 1905.

It was during this period that he "became married" to the transportation business—and also to Miss Bertha Moll, whom he had met during his previous stay in Chicago.

### Made Secretary

In 1902 he became stenographer for the General Counsel of the Chicago Union Traction company, which operated on the north and west sides of the city. When the company went into receivership in 1903, he was made secretary to the receivers. This was the first of a continuous line of positions as secretary that he has held with each succeeding administration of Chicago's surface transportation system.

When the Chicago Railways company acquired the property in 1907, he was appointed secretary. In 1914 he became

assistant secretary of the Board of Operation of the Chicago Surface Lines. He was made secretary in 1920.

When the Board of Management and Operation became responsible for the operation of CSL in 1941, Mr. Hupp was again appointed secretary. So it was only natural that he carry on as assistant secretary under the Chicago Transit Board.

Through all the years Mr. Hupp has seen the inside working of Chicago's mass transit operations. His one regret, he says, is that he will not be an eye-witness to the "final" unification of the Chicago Transit Authority when all the executive and administrative offices are assembled under one roof.

His plans for retirement are very flexible. Over the years he and Mrs. Hupp have accumulated a great number of "the most precious things in life"—friends. Their plans include travel, so that they can take advantage of comfortable climates and weather, and so that at the same time they can indulge in Mr. Hupp's favorite hobby of scenic color photography.

## PASSENGERS, TOO, SHOULD BE COURTEOUS, SAYS EDITORIAL

*(Reprinted from Passenger Transport)*

IN ITS inimitable style, "The Daily News" (New York) published an editorial recently calling on the bus-riding public to show some courtesy and cooperation "on its own" toward bus drivers.

The "News" editorial, entitled "A Brawl On A Bus," follows:

"This customer climbs aboard a Madison Avenue bus Wednesday at 85th St., and gets into an argument with the driver, name of James Coyne, about the guy's fare.

"For four blocks he stands there and yells every kind of abuse he can think of at Coyne. Coyne finally gets fed up and stops the wagon.

"Everybody out, he yells, or words to that effect. I don't have to take this, and I'm going back to the garage.

"He gives 'em all transfers as they dismount. Then he drives a few blocks, thinks better of slamming home to the garage, and finishes his regular run.

"We realize that in commenting on this incident we're sticking the neck out in all directions. Everyone has strong feelings about bus drivers, but they are feelings of only two kinds. You either admire them as long-suffering workers at a nerve-racking job or you hate them as surly, sassy whatnots whose motto is: The public be damned.

"Ourselves, we'll have to confess to some sympathy for Mr. Coyne. When a guy howls at you for four blocks over a few pennies' fare, the strain is bound to be horrible.

"Far be it from us to condone any bus driver who goes out of his way to insult and bully passengers. Hell should be his destination, and we trust it is.

"But how about the bus-riding public showing some courtesy and cooperation on its own—say in such matters as having the exact fare ready, moving back in the bus instead of gluing up near the doors, and so on? Not all the bus miseries are the driver's fault."



# THE DOWNS (and ups) IN ACCIDENTS

## (A Report by the Accident Prevention Department on 1949 Accident Experience)

IN 1949, for the second consecutive year, there was a decrease in the combined total of all types of accidents reported by the departments of the CTA.

HERE'S THE two-year record:

1949 down 13.3 per cent from 1948

1948 down 11.1 per cent from 1947

UNQUESTIONABLY these results do reflect to some extent the steady drop in rider volume and the resulting decrease in total miles operated by CTA vehicles.

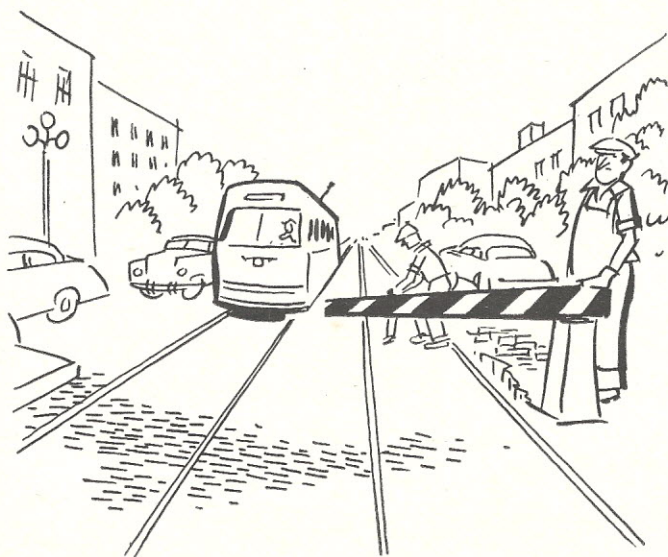
NEVERTHELESS, there is reason for being gratified by 1949's overall results of accident prevention because there also existed other factors unfavorable to maintaining through the years the percentage rate of decline recorded for 1948.

FOR EXAMPLE, there was an increase of 13.8 percent in the number of automobiles registered in Chicago in 1949 over 1948, and probably at least a corresponding increase in their use of the city's streets. Yet there was a decrease of 13.5 per cent in the frequency rate of collision type accidents involving CTA streetcars and buses, and private automobiles and trucks.

IN THE passenger-type accident category for surface cars and buses, however, the frequency rate declined only 1.6 per cent.

SIMILAR comparisons of collision-type and passenger-type accidents in rapid transit operations cannot be made because statistics for 1949 and 1948 were not compiled on the same basis.

WE HAVE given you, briefly, the accident record for 1949. Now let's consider what each operating department and their major operating units, contributed to the making of it:



### Way & Structures Department

Increased attention to setting up barriers, and providing lanterns and torches to warn automobiles was worthwhile for surface Way and Structures employees. Less accidents were reported of autos running into open track or construction work. Fewer employees were injured while using hand tools, but more were injured using power tools. Five more persons suffered eye injuries than in the previous year, which meant a total of 174 days of pain for 50 employees who did not use the safety goggles provided for use in certain work.

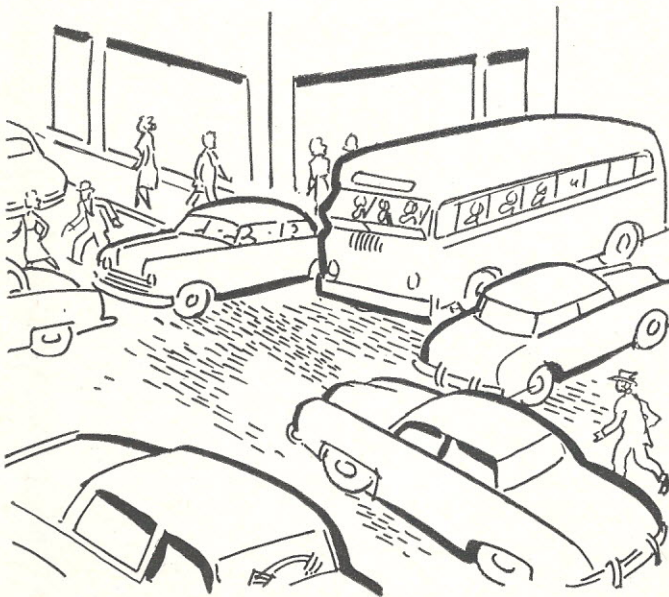
The rapid transit Way and Structure workers had an increase of two accidents over the previous year. Principal accident causes were foreign objects in eyes, injuries while using hammers and wrenches, and falls.

### Transportation Department

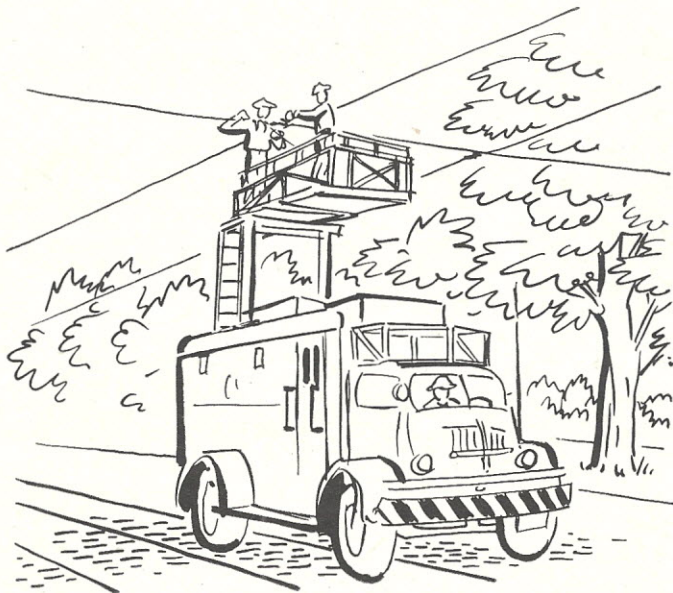
A departmental reduction of 14.1% in all types of accidents indicates a general improvement in operating methods.

Accidents usually result from failing to anticipate an automobile driver's intentions, or a passenger's actions. Therefore, this decrease in accidents means you are doing a better job.

The number of employees injured decreased 22.1%. This was because more care was used in alighting from moving vehicles, in lowering windows, and in operating doors and lifting steps.



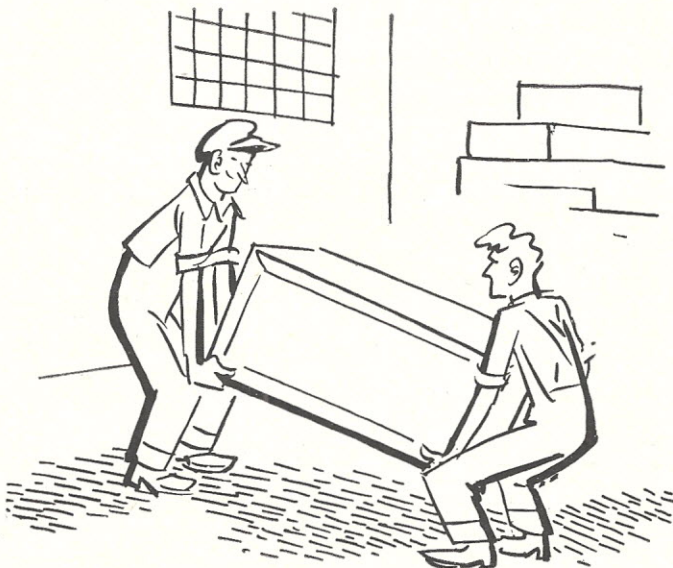




### Electrical Department

Although the year's totals increased 4.2%, we are inclined to believe that the increase in property damage accidents was not the fault of the department. There was a decrease in the number of accidents involving objects falling from tower wagons, or damage to personal property. But this decrease was offset by an increase in the number of line poles struck by automobiles.

The efforts of the group toward safety paid dividends in that less employees suffered from eye injuries during the last half of the year.



### Shops & Equipment Department

There was a reduction of 18.6% in the total number of employees injured in the entire Shops and Equipment department during the year.

Individually, the West Shops had a reduction of 28.7%, or a decrease of 101 accidents for the year.

The South Shops had an increase of 2.4% in the number of accidents, which was due largely to an increase in the number of persons reporting foreign objects in their eyes. In both shops there was a substantial reduction in the number of employees injured while handling materials during loading and unloading operations.

The car-houses and garages had a 15.0% decrease in the number of employees injured during the year. The decrease appears to have resulted from more care used in the handling of materials. However, there was an increase in the number of foreign objects in eyes. This emphasizes the need of using your safety goggles while working under cars or buses.

Accidents to employees in the rapid transit shops were reduced 15.5%. This reduction accounted for a considerable reduction in days lost from injuries. The "Met" Shops had the best record.

### Material & Supplies Department

The 26.9% decrease in the number of accidents in Material and Supplies is the result of a decrease in eye injuries and injuries from falling materials. The number of employees injured from strains was twice that of the previous year.



# Courtesy Pays Off

*BEING CONSIDERATE and helpful is a habit. It is not a way of conduct that can be turned on and off like a faucet. If you are considerate and helpful, you are courteous, too, and you have the respect of everyone—your friends, your fellow workers, and your passengers. You are courteous because you like people, and because being so makes life more pleasant. That's your reward—you don't expect any other. But sometimes, unexpectedly, an added benefit comes your way. As in the case of Conductor Walter Schwarzer, of Devon Station.*



Margaret and Walter Schwarzer have tangible proof.

LATE one recent Saturday night a well-dressed man boarded Conductor Walter Schwarzer's streetcar, told a plausible story of having lost all of his money, and asked for carfare to his northside office. Because the man seemed sincere, and because Schwarzer is a naturally helpful individual, Schwarzer paid the stranger's fare. The man promised to repay Schwarzer, thanked him profusely and took a seat.

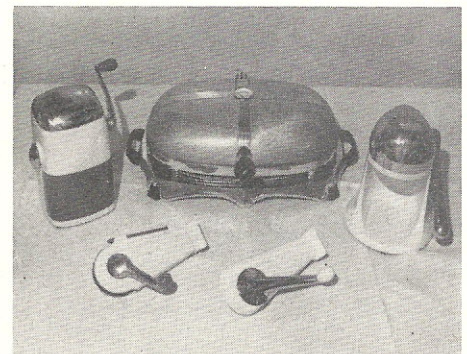
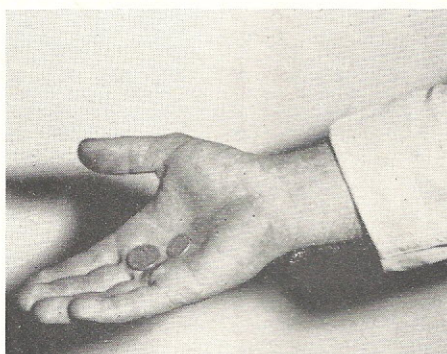
It was only after the fare had been rung up that Schwarzer realized that the

man and his seat companion were watching him. They both came back and explained that it was all part of a television program over Station WBKB. They asked for Schwarzer's address and told him that because he had responded so considerately and courteously to the problem of a fellow-human in distress, he would receive a present from the program's sponsor.

The men then reimbursed Schwarzer and got off the streetcar. He thought possibly it was just a gag and dismissed it from his mind. However, his wife, on

the following Monday, (it happened to be her birthday) received a telephone call from the TV station verifying that she would soon receive a number of pieces of kitchen equipment as prizes.

On the following week's TV broadcast, Mrs. Schwarzer was presented with a beautiful table "Broil-o-mat," a large ice crusher, a "Juice-o-mat," a wall-model streamlined can opener and a knife sharpener. The Schwarzers agree that these gifts are tangible proof that being courteous pays off—all ways.



A Courteous Smile . . . PLUS . . . A Helping Hand . . . EQUALLED . . . This

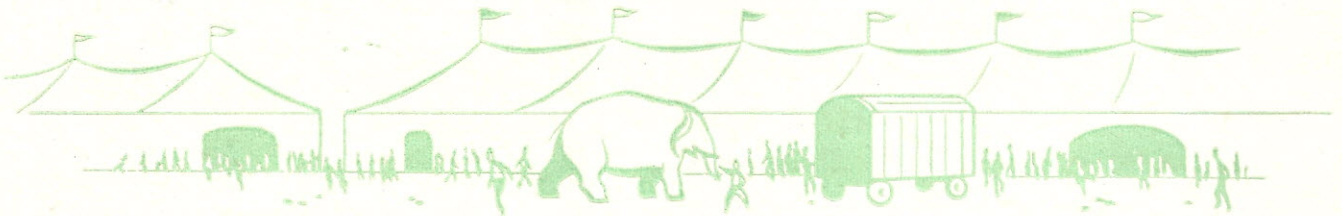




## LEATHER WORKER DELUXE

### *That's Former Circus Man Cliff Becker*

DAYS from years gone by are relived by *Cliff Becker*, when he and his wife visit his long-time circus friend, "Whitey," at the Chicago Fair, where "Whitey" is employed as a harness maker.



*During that period of youth when dreams are many and varied, perhaps you wished you could join the circus that visited your hometown. To you, and to every boy, this was probably the greatest thing that could ever happen—to be a regular member of the circus where you could talk to the clowns, ride the ponies and elephants, swing on the trapeze and meet an honest-to-goodness cowboy. . . . Not many of us can say that we realize those dreams, but there have been some. And one of them is Yard Foreman Cliff Becker, Southside, a rapid transit employe for five years.*

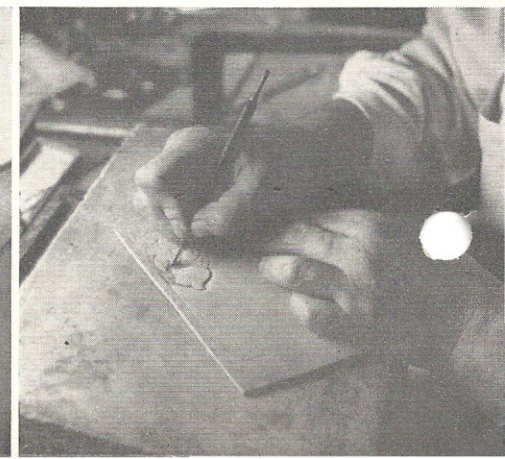
CLIFF BECKER became a member of a circus the same way that ninety per cent of the circus people find their way into that kind of life. "When I was 15 years old the circus came to my hometown of Grand Rapids, Minnesota," Cliff said. "The circus had been there before, but that's when I decided to get a job with it. It wasn't until it reached the next town that I left home and joined."

The name of that first circus was "The Sun Brothers." Cliff worked for them one year as a camel-boy. In the years

MANY of the CTA service inspectors on the southside have service cases that were made by Cliff Becker. When making a case, Cliff selects a good piece of Cowhide leather and cuts it to size with a "rocker knife."

THE leather is softened by dampening the reverse side with a wet sponge. The pattern is then traced onto the right side of the leather with a pointed tool. Carbon paper is not used because the marks would remain.

HEAVY lines of the design are carved in, after which the leather is tooled by depressing with a "deer foot." This gives the design a flowing effect, which is desirable in the decorative portion of leather work.





that followed he was a pony-boy, elephant-boy and eventually a harness maker with some fourteen circuses.

But it was during that first year of circus life that he became associated with a veteran circus cowboy, who was to teach him the trade of harness maker. This man was *George Warner*, better known to circus circles as "Whitey." "Whitey" figures that he has been working with the Big Top for some fifty years. He is at present employed as a harness maker at the Chicago Fair of 1950 in the "Frontiers of Freedom" pageant.

After that first year of circus life, Cliff worked with "Whitey" on several different occasions, and they developed a warm friendship. Whenever there was time between shows, "Whitey" would give Cliff some lessons on how to make a harness. After a few years, Cliff became quite talented at this work, and in 1925 he was hired by "The 101 Ranch Circus" as a harness maker. In later years he was employed by the Hagenback-Wallace circus in the same capacity.

### Russian Cossacks Taught Him

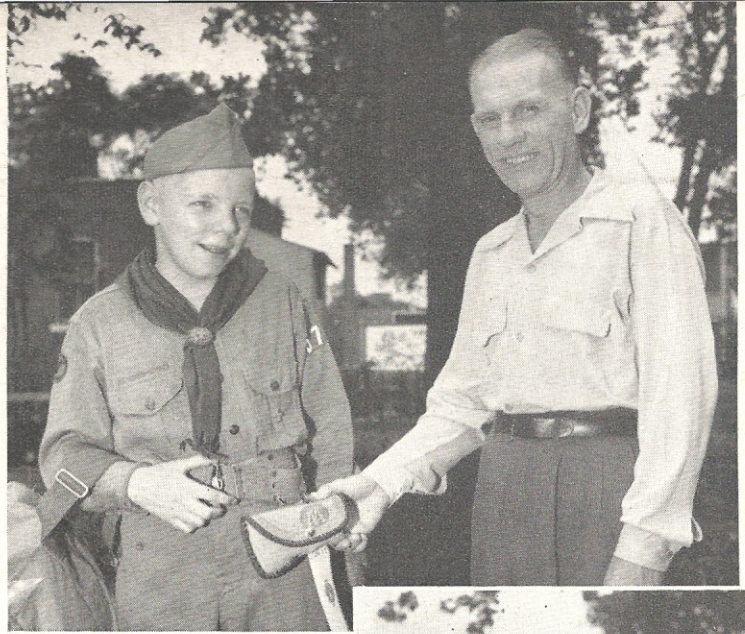
Among other circus performers who helped Cliff learn leather work was a group of Russian Cossacks who appeared in the 101 Ranch circus. "The Cossacks were famous horseback riders," Cliff says, "and they also knew the decorative phase of making harness."

Since he has been a CTA employe, Cliff has had the hobby of making a variety of leather goods, such as women's purses, belts, service cases, holsters and wallets. "It's a nice way to pass the time," he says, "and it gives me an opportunity to see if I can still do this type of work."

During his thirty years of circus work, Becker visited each of the forty-eight states at least once and also toured Canada and Mexico. "I enjoyed the life a lot, but it was always hard work and very little glamour. If I had another chance, I'm not sure I'd become a circus man again."

FINAL phase of the job is the lacing, which is done on a stitching horse (a type of work bench which enables the worker to use both hands for lacing). Cliff is shown making a double-loop stitch, which completely covers and binds the edges.

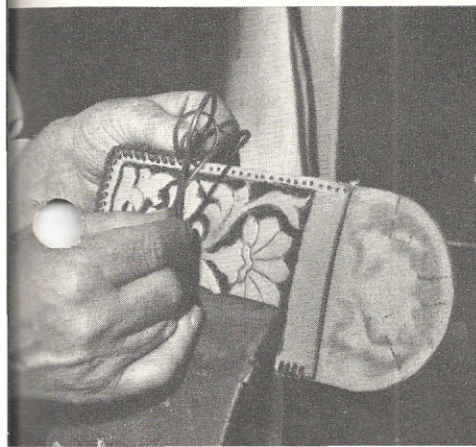
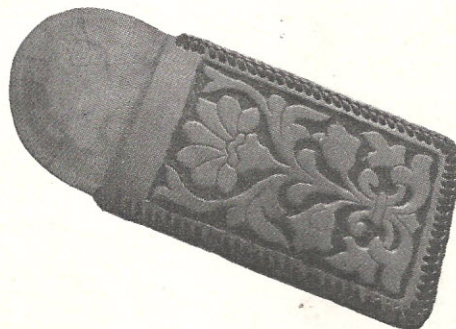
THIS attractive service case was made for *Inspector Robert Brown (Loomis)* to hold his air brake handle, controller, or other small tools.



ASSISTANT Trainmaster *Arthur G. Anderson* (Southside) and his Boy Scout son drew up the design for this leather hatchet holder.



MRS. ANDERSON is justly proud of this handbag, which is lined and complete with a leather change purse and bill fold.





# TO THE Ladies

## ... from JOAN

A WIFE who likes to cook, and a family that loves to eat her cooking, is a happy combination. And that's what we found in the CTA household of *George Williams*, bus operator at Lawrence Garage.

Cooking since her marriage five years ago, and liking it, too, his wife, *Toni*, makes sure that she includes her family's favorites in the menu as often as she can. A sure way of staying popular with her husband and daughter, *Judy*, she says, is to make their favorite dessert—Ice Box Cake. It's a dessert she doesn't mind making in the summer because it's easy and doesn't require any baking. That's important, because with a six-room apartment, which she keeps spotless, and a lively little girl almost four years old to take care of, she is kept quite busy.



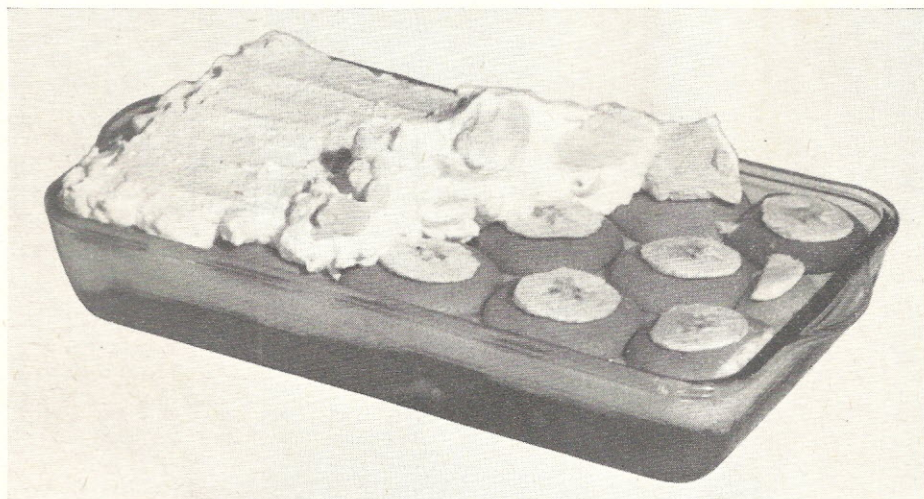
The Williams family and their favorite dessert.

Getting her family to eat in the hot weather is no problem according to Mrs. Williams. Here is her favorite summer menu which would make anyone hungry, we think:

Barbecued Hamburger  
Hamburger Buns (Hot)  
French Fries, Tossed Garden Salad  
Dressed Eggs, Olives  
Ice-Box Cake, Coffee

### Barbecued Hamburger

1 lb. hamburger  
1 pt. jar chili sauce (homemade is best)  
Brown hamburger in frying pan just a little, then add the whole jar of chili sauce and let it simmer for about a half hour.



### ICE BOX CAKE

1 package vanilla pudding    1 or 2 bananas    Whipping cream  
1 package chocolate pudding    Vanilla cookies

Line an oblong pan (or pyrex dish) with vanilla cookies, then top each cookie with a slice of banana. Cook the chocolate pudding as directed on package then pour it over the vanilla cookies. Put another layer of vanilla cookies over the chocolate pudding and a slice

of banana on each cookie again. Let cool. Now, cook the vanilla pudding as directed, then pour it right over the chocolate pudding and cookies. Repeat layers of cookies and banana. Let it stand for awhile until cool, then put it in the refrigerator over night. When ready to serve, top with whipped cream.

### HERE'S A HINT...

NO DOUBT you've been using a thermos bottle in packing picnic lunches. In order to keep your thermos sweet and fresh smelling, wash it daily in a soda-water solution: three tablespoons of baking soda to a quart of water. Clean and sweeten the corks by rubbing with moist baking soda.

\* \* \*

Perk and bubble! Perk and bubble!  
Coffee can be grounds for trouble.  
Clinging film inside the pot  
Stales the brew of each new lot.  
Try these simple cleansing hints:  
Sprinkle soda . . . rub . . . and rinse!



## CHANGE WAVE LENGTH OF CTA RADIO SYSTEM

A CHANGE in wave length of this company's radio-telephone system from 7.5 meters, approximately, to 6.75 meters, approximately, was completed recently without any interruption to the use of the service. This alteration necessitated the rebuilding of a considerable number of the mobile and fixed units and the readjustments of the remaining units. The shift of wave length was ordered by the Federal Communications Commission, the licensing authority for all radio services. Call letters of CTA's station were changed from WAYH to KSA-977. This Commission recently completed a reassignment of all non-government mobile radio systems in order to alleviate the existing interference between those systems already in use and to provide additional channels to meet the rapid growth in the use of mobile radio by police and fire departments, private utility companies, public service organizations, such as taxicabs, ambulance, inter-city and local transit companies, and industrial firms.

Previous to its change in wave length, the CTA was experiencing a considerable amount of harmful interference from nearby fixed radio-telephone stations on the same wave length assignment. Since the completion of the change, this interference has disappeared and the efficiency of the system has increased materially over what it had been for the past four years when the interference became a serious hinderance.

CTA's radio-telephone communication's system during the eight years of its use has been invaluable in helping to maintain transit service. Instant communication between headquarters and CTA radio-telephone equipped mobile units, such as wreck trucks, electric line trucks, transportation department supervisors' automobiles, and various officials and superintendents' automobiles has minimized delays to service resulting from blockades due to collisions, fires, broken power wires, flooded subways and other emergency situations. The CTA also uses the radio-telephone system to cooperate effectively with the police and fire departments on occasions requiring their services.

### CHICAGO TRANSIT AUTHORITY

#### CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF JUNE 1950 AND 1949, SIX MONTHS AND TWELVE MONTHS ENDED JUNE 30, 1950 (Revenues applied in order of precedence required by Trust Agreement)

	Month of June		Period Ended June 30, 1950	
	1950	1949	6 Months	12 Months
Revenues .....	\$ 9,630,307	\$ 9,563,573	\$58,732,898	\$116,092,494
Operation and Maintenance Expenses.....	8,440,710	8,907,430	51,381,044	102,956,053
	<u>1,189,597</u>	<u>656,143</u>	<u>7,351,854</u>	<u>13,136,441</u>
Debt Service Requirements:				
Interest Charges .....	318,038	318,038	1,908,230	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1) .....	107,000	107,000	642,000	1,284,000
	<u>425,038</u>	<u>425,038</u>	<u>2,550,230</u>	<u>5,100,250</u>
Balance before Depreciation.....	764,559	231,105	4,801,624	8,036,191
Provision for Depreciation—Current Period.....	<u>541,667</u>	<u>541,667</u>	<u>3,250,000</u>	<u>6,500,000</u>
Balance available (A) for Reserves for Operating Expense and Municipal Compensation; and (B) for Modernization. (Note 2) .....	<u>\$ 222,892</u>	<u>\$ 310,562*</u>	<u>\$ 1,551,625</u>	<u>\$ 1,536,191</u>

#### NOTES:

(1) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purpose are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.

(2) Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor, before any deposits shall be made to Municipal Compensation Fund or set aside for Modernization; \$856,158 of the balance available for the six months and \$840,724 for the twelve months ended June 30, 1950 were applied to cover prior deficiencies in deposits to the Depreciation Reserve Fund.

\*Red figure.

#### PASSENGER STATISTICS

Originating Revenue Passengers.....	62,579,241	71,605,872	383,250,126	787,167,837
Transfer Revenue Passengers .....	<u>3,116,722</u>	<u>3,249,345</u>	<u>19,146,224</u>	<u>37,124,072</u>
Total Revenue Passengers.....	<u>65,695,963</u>	<u>74,855,217</u>	<u>402,396,350</u>	<u>825,291,909</u>



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

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# A Transit Tale

## HE WHO PASSES UP GETS PASSED UP..



**MORAL:** PASSENGERS' FARES PAY OUR WAGES...  
SO WHY PREVENT THEM?