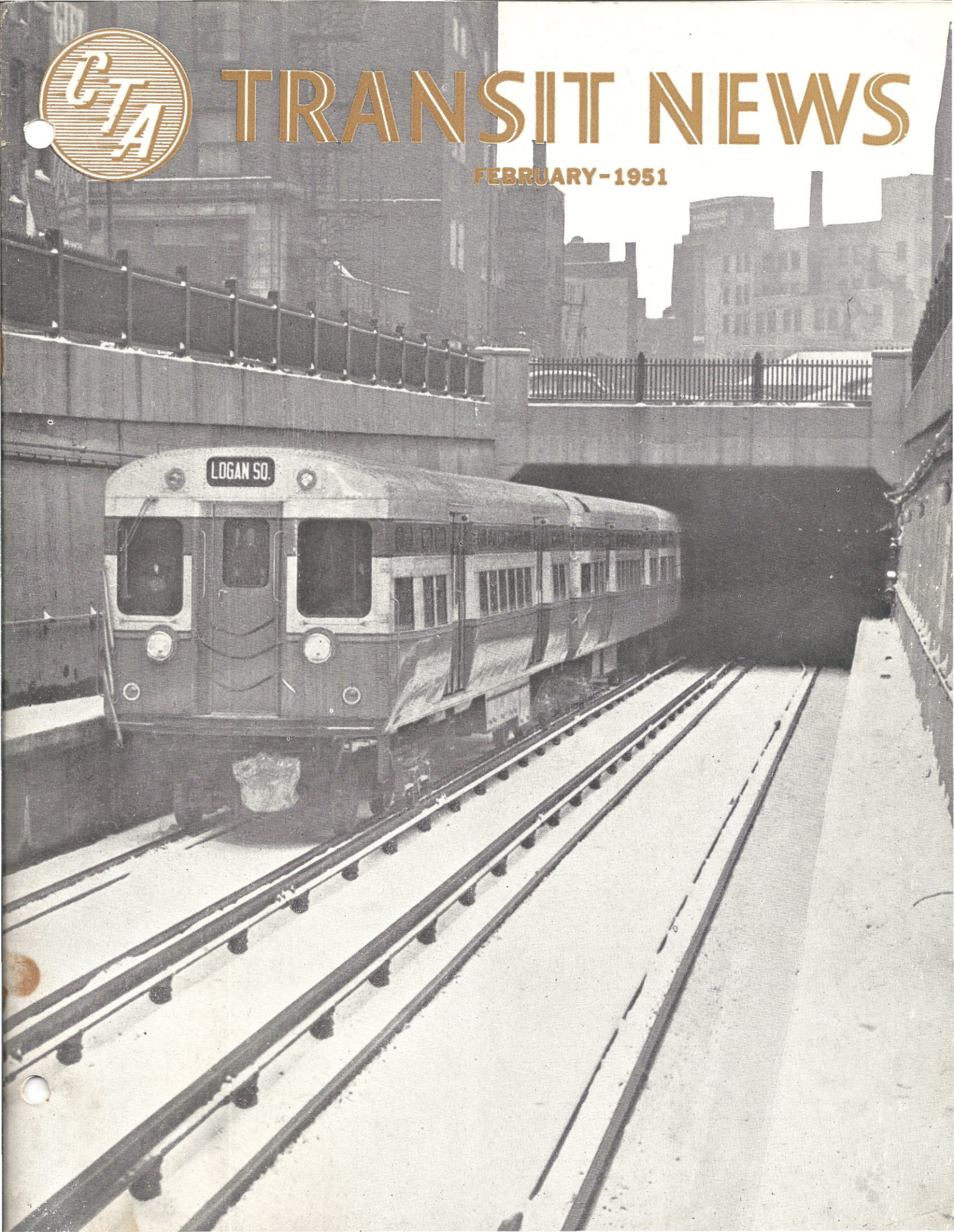




TRANSIT NEWS

FEBRUARY-1951



TIME SAVINGS

These examples graphically show how the new subway service will benefit northwest side transit riders:

FROM:	SCHEDULED TIME (Minutes)
LOGAN SQUARE TO LOOP via:	
Milwaukee Ave. streetcar.....	39
Former "L" route.....	28
NEW SUBWAY	15
KEDZIE-BELMONT TO LOOP via:	
Bus and former "L" route.....	30
Bus and NEW SUBWAY	20
DIVISION-CALIFORNIA TO LOOP via:	
Streetcar and former "L" route.....	27
Bus and NEW SUBWAY	17
CALIFORNIA-ROSCOE TO LOOP via:	
Streetcar and former "L" route.....	32
Streetcar and NEW SUBWAY	23
CHICAGO-WESTERN TO LOOP via:	
Streetcar and former "L" route.....	23
Streetcar and NEW SUBWAY	16
GRAND-HALSTED TO LOOP via:	
Milwaukee streetcar	13
NEW SUBWAY	5
LOGAN SQUARE TO DIVISION-ASHLAND via:	
Milwaukee streetcar	16
NEW SUBWAY	7
DIVISION-ASHLAND TO GRAND-HALSTED via:	
Milwaukee streetcar	10½
NEW SUBWAY	3½
GRAND-HARLEM TO LOOP via:	
Grand and Milwaukee streetcars.....	55
Streetcar, bus and NEW SUBWAY	48

SUBWAY trains enter the tube a short distance from Damen and Milwaukee avenues.

REGULAR SERVICE in the Milwaukee-Dearborn-Congress Subway, Route No. 2 of Chicago's initial system of subways, is scheduled to begin at 12:01 a.m., Sunday, February 25, 1951. Operating between the Logan Square "L" terminal and the Loop, this new subway will provide faster service between Chicago's central business district and the northwest side.

Dedicatory ceremonies will be held on Saturday, February 24, prior to the opening. Special trains carrying invited guests will be operated through the new tube as part of the celebration.

The former Logan Square route to the Loop, via Paulina street and the westside "L" structures, will be discontinued. The Humboldt Park branch of the elevated will continue to operate as shuttle trains, providing a feeder service from which passengers may transfer to the subway.

Here's what this new rapid transit service offers to northwest Chicago:

1. The nation's newest subway, completely equipped with the most modern streamlined rapid transit cars.

CTA TRANSIT NEWS Volume IV — Number 2 Published by and for employes of the Chicago Transit Authority. Address Communications to the Public Information Department, 79 West Monroe Street, Chicago 90, Illinois. H. L. Pollard, Director of Public Information; John H. Fisher, Director of Publications; James J. Kennedy, Editorial Assistant.

OPENING OF

New Subway

2. A straight diagonal run—the shortest distance between Logan Square and downtown Chicago.
3. Only 15 minutes' riding time between Logan Square and the center of the Loop.
4. Time savings of as much as 13 minutes per ride—26 minutes per round trip—between Logan Square and the Loop.
5. Time savings of as much as 5, 10, or 15 minutes for other thousands of local transit riders north of Logan Square and west of Milwaukee avenue, using CTA surface routes as feeders to the new subway.
6. Substantial time savings, too, between the near northwest side and the Loop.

Construction

The Milwaukee Subway extends a distance of 3.99 miles from a connection with the Logan Square elevated structure near Damen and Milwaukee avenues, southeastward under Milwaukee to Lake street, east under Lake to Dearborn, south to Congress, and west under Congress to a downtown terminal at LaSalle street.

A two-track subway, it is ultimately to emerge in the vicinity of Halsted street and continue westward to a point near South Lotus avenue (5432 west) as an "open cut" rapid transit right-of-way in the median strip of the Congress Street Superhighway.

Known as Route No. 2 of Chicago's initial system of subways, the new tubes have been built at a cost of approximately \$39,600,000. This figure represents the total cost of the completed subway, ready for operation. Included are

USE of the Milwaukee Subway assures considerable time saving to riders between Chicago's northwest side and the Loop.



the basic construction of the tubes, stations and structures, architectural finish, lighting, acquisition of right-of-way, engineering, and such operating equipment as track, signals, power, communication and emergency alarm systems. The operating equipment cost about \$4,790,000, for which the CTA is to reimburse the City.

Construction of the Milwaukee Subway was started on March 15, 1939, and continued simultaneously with the

SOME SUBWAY STATISTICS

SUBWAY FINANCING—The total cost of Chicago's initial system of subways (the State street subway and the Milwaukee route) is estimated at about \$75,000,000. Of this amount \$64,000,000 covers basic construction of tubes, stations and structures. The Federal Government contributed \$25,967,000 toward this cost. The remainder is being paid from Chicago's Traction and Transit fund, together with a small amount from the Subway Revenue Bond fund of 1950. No direct property taxes or special assessments have been levied for the construction of these two subways.

MATERIALS—Construction of the initial system of subways required 50,000 tons of steel, 1,250,000 barrels of cement, 1,250,000 cubic yards of stone and sand, 300 miles of conduit, and large quantities of other materials. More than 2,500,000 cubic yards of clay were excavated in the tunnelling process.

ILLUMINATION—Chicago's subways are pioneers in the use of fluorescent lighting. This modern type of illumination is cooler, easier on the eyes, and vastly more efficient than conventional incandescent lighting systems. A second lighting system, operating on direct current, is built into the subways for use in the event of a power failure which might blackout the principal source of light.

SIGNALS—The most modern signal and interlocking system available safeguards the operation of trains in Chicago's subways. Tubes are divided into a series of "blocks" with signals standing guard at the entrance to each block. "Tripping" devices in the track area will automatically stop a train should the motorman proceed against the lights.

PLATFORMS—Two of the longest subway train platforms in the world are located in Chicago's loop area. One extends 3,500 feet under State street, and the second runs continuously for 2,500 feet in the Dearborn street portion of Subway Route Number 2. These continuous platforms are 22 feet wide. Outside the loop area platforms are 18 feet wide.

DRAINAGE—Pumping stations, each containing a large pit, or sump, for the collection of drainage, together with a pair of pumps of large capacity, provide for the disposal to ground level of water that may enter the subways via stair wells, vent shafts, portals or other openings. Float switches automatically start the pumps when water in the sumps rises to a predetermined level. Each pumping station is served by two independent sources of power.

NEW SUBWAY—cont.

State street project until 1942, when work was halted because of material shortages arising out of World War II. Route No. 2 was 80 per cent completed at that time. With the War over, construction activities were resumed on March 25, 1946.

All-Express Service

To assure maximum speed during periods of heaviest travel, all-express service will be operated in the new subway in morning and evening rush hours, Mondays through Fridays. During those periods "A" express trains will serve stations designated as "A" stops and "B" express trains will stop at "B" stations. Both classes of trains will serve "All-Stop" stations.

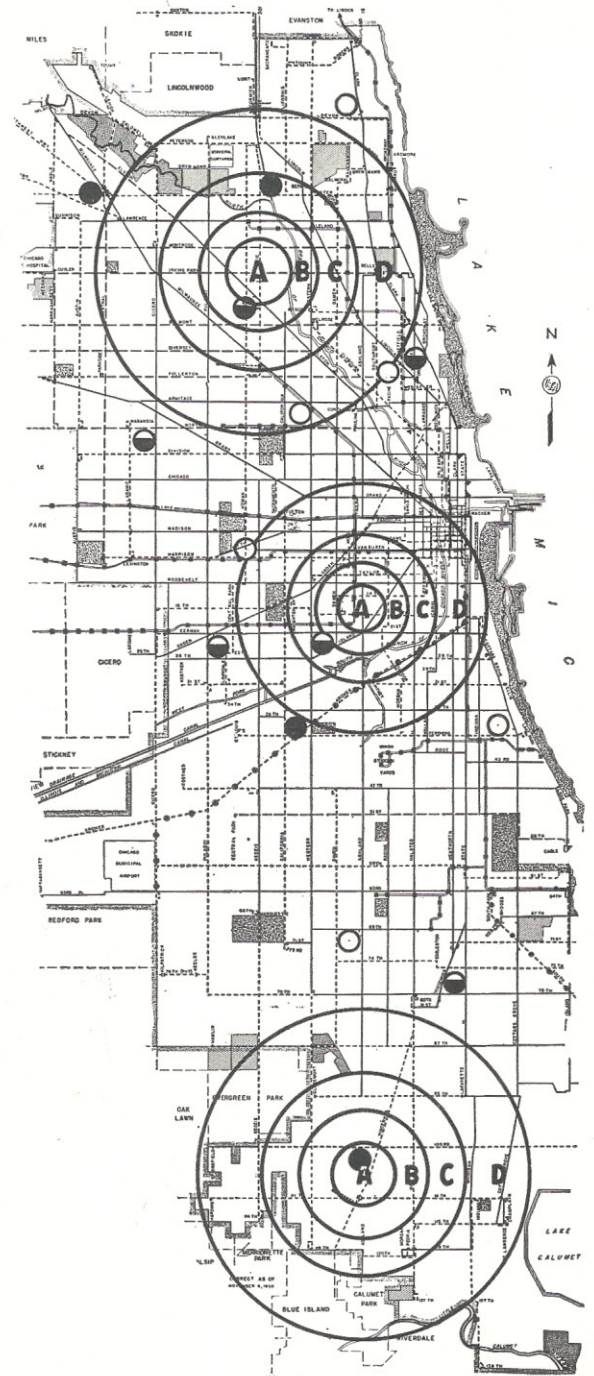
There are a total of twelve mezzanine stations in the new subway, nine in the downtown area and three outside the Loop. They are identified by varying colors:

- "A" Stations
 - California (Elevated)
 - Division-Ashland (Blue)
 - Grand-Halsted (Green)
- "B" Stations
 - Western (Elevated)
 - Chicago-Ogden (Red)
- "All-Stop" Stations
 - Logan Square (Elevated)
 - Damen (Elevated)
 - Lake Street Transfer—entrances on Lake at LaSalle, Wells, Clark (Brown)
 - Washington (Blue)
 - Monroe (Red)
 - Jackson (Green)
 - Congress Street Terminal (Red)

TRAIN operation through this diamond crossover at the Congress street terminal of the Milwaukee Subway is controlled from the booth in the center of the picture.



WHEN



WHERE THE BOMBS FELL

- | | |
|--------------------------|---|
| KEY | Small Circle: CTA Carhouse |
| A: Destroyed | Solid Circle: CTA Bus Garage |
| B: Damaged beyond repair | Combination Circle: CTA Carhouse & Garage |
| C: Major Damage | |
| D: Minor Damage | |

"WAR" CAME TO CHICAGO

FOR THE PAST FEW MONTHS the international situation had become increasingly tense. Interest in local and state civil defense planning had been stepped up.

Then, on September 15, the various news services reported certain suspicious activities of enemy naval and air units.

It was about midnight on September 17 that the Governor of Illinois telephoned the Mayor of Chicago that he had received information from intelligence authorities that the northern part of the United States could momentarily expect attack by air borne bombs.

At 5:30 a.m. of September 18 the Mayor of Chicago received an official, confidential yellow air raid alert.

At 6:26 a.m. there was an atomic burst about 2,500 feet in the air, approximately over a point at or near the intersection of North Kedzie and Irving Park.

A few seconds later there was a second atomic burst about 2,500 feet in the air, approximately over a point at or near the intersection of W. 107th street and Prospect avenue.

Approximately 13 hours later there was an atomic ground burst among the railroad facilities near the intersection of W. 16th street and S. Ashland avenue.

* * *

LIKE the residents of Hiroshima, few Chicagoans knew what had happened to them. Unlike the Hiroshimans, Chicagoans suffered no actual casualties. The Chicago attack took place solely on paper.

Together, Chicago Civil Defense officials and Federal officials carried through a test exercise, or "Critique," in September, 1950. It was the first attempt of Chicago's municipal officials and leading citizens to think through what they would do to prepare for an atomic attack—using the resources and equipment immediately available in and about the Chicago area.

The resulting plans were submitted to the scrutiny and criticism of interested observers from the Federal government, 24 states, approximately 200 cities, and a score of foreign visitors. The results of the entire test were recently published under the title "Chicago Alerts," by the Chicago Civil Defense Corps.

The Chicago Civil Defense control has been set up in six divisions: Public Works and Communications; Transporta-

tion, Traffic and Services; Public Safety; Medical; Welfare; and Staff Service.

As would be expected, the function of mass transportation during an emergency is to move the populace from concentrated areas to residential areas. After an attack it is expected to maintain service in the undamaged portion of the city and to aid in moving people from damaged regions.

In a recent address, General Manager Walter J. McCarter mentioned that "CTA is accustomed to handling emergencies — when service is interrupted by snowstorms, accidents, fires or flooded underpasses. While none of these is on the scope of a bomb attack they give us practice in being prepared."

According to the procedure set forth in the "Critique" all mass transportation in Chicago would be placed under a central control. "On the yellow alert all personnel of Chicago Transit Authority and Chicago Motor Coach company will be directed to report to their respective operating depots preparatory to placing in operation of equipment . . . As rapidly as equipment is manned it will be dispatched to its regularly operated route, thus in effect accomplishing the equivalent of 100 per cent rush hour operation."

After a blast it is proposed that "the operation of mass transportation facilities will be modified to discontinue all operation toward the blast area. Switchbacks and rerouting of equipment will be made under field supervisors who will be notified of procedures by telephone or radio, if available, or by dispatch riders using supervisor road cars, who in turn will receive orders from central control."

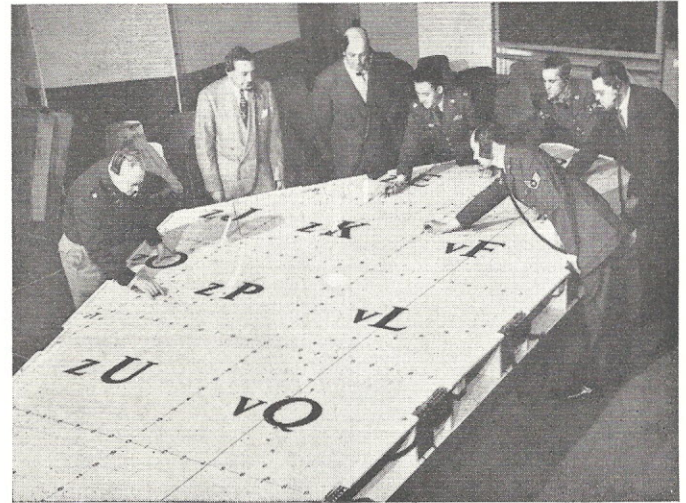
Actual equipment loss during the "paper bombing" was not great because at the time of the initial hit it was anticipated that all vehicles would be in operation and not concentrated in storage areas.

Of necessity, the plans for using mass transportation have to be flexible. Section directors for the public transportation section of Chicago Civil Defense Corps are CTA's General Manager Walter J. McCarter and James W. Jardine, Commissioner of Public Vehicles of the City of Chicago. Merrill B. Knox, consulting engineer, has been appointed Division Chairman for Mass Transportation and is in charge of coordinating all activities in case of a civilian defense emergency.



PUBLIC OFFICIALS and leading citizens took part in Chicago's "paper bombing."

—Illinois Bell Telephone Photo.



ARMY AIR FORCE and Civil Defense officials run through a practice air-raid problem on the plotting board at Chicago's "air defense filter center."

—Acme Photo.

SURVIVAL UNDER ATOMIC ATTACK

ATOMIC Weapons Will Not Destroy The Earth—Atomic bombs hold more death and destruction than man ever before has wrapped up in a single package, but their over-all power still has very definite limits. Not even hydrogen bombs will blow the earth apart or kill us all by radioactivity.

DOUBLING Bomb Power Does Not Double Destruction—Modern A-bombs can cause heavy damage two miles away, but doubling their power would extend that range only to 2½ miles. To stretch the damage range from two to four miles would require a weapon more than eight times the rated power of present models.

RADIOACTIVITY Is Not The Bomb's Greatest Threat—In most atom raids, blast and heat are by far the greatest dangers that people must face. Radioactivity alone would account for only a small percentage of all human deaths and injuries, except in underground or underwater explosions.

RADIATING Sickness Is Not Always Fatal—In small amounts, radioactivity seldom is harmful. Even when serious radiation sickness follows a heavy dosage, there is still a good chance for recovery.

Six Survival Rules For Atomic Attacks

1. *Try To Get Shielded*—If you have time, get down in a basement or subway. Should you unexpectedly be caught out-of-doors, seek shelter alongside a building or jump in any handy ditch or gutter.
2. *Drop Flat On Ground Or Floor*—To keep from being tossed about and to lessen the chances of being struck by falling and flying objects, flatten out at the base of a wall, or at the bottom of a bank.
3. *Bury Your Face In Your Arms*—When you drop flat, hide your eyes in the crook of your elbow. That will protect your face from flash burns, prevent temporary blindness and keep flying objects out of your eyes.

4. *Don't Rush Outside Right After A Bombing*—After an air burst, wait a few minutes then go help to fight fires. After other kinds of bursts wait at least one hour to give lingering radiation some chance to die down.

5. *Don't Take Chances With Food Or Water In Open Containers*—To prevent radioactive poisoning or disease, select your food and water with care. When there is reason to believe they may be contaminated, stick to canned and bottled things if possible.

6. *Don't Start Rumors*—In the confusion that follows a bombing, a single rumor might touch off a panic that could cost your life.

Five Keys To Household Safety

1. *Strive For "Fireproof Housekeeping"*—Don't let trash pile up, and keep waste paper in covered containers. When an alert sounds, do all you can to eliminate sparks by shutting off the oil burner and covering all open flames.
2. *Know Your Own Home*—Know which is the safest part of your cellar, learn how to turn off your oil burner and what to do about utilities.
3. *Have Emergency Equipment And Supplies Handy*—Always have a good flashlight, a radio, first-aid equipment and a supply of canned goods in the house.
4. *Close All Windows And Doors And Draw The Blinds*—If you have time when an alert sounds, close the house up tight in order to keep out fire sparks and radioactive dusts and to lessen the chances of being cut by flying glass. Keep the house closed until all danger is past.
5. *Use The Telephone Only For True Emergencies*—Do not use the phone unless absolutely necessary. Leave the lines open for real emergency traffic.

—From U. S. Government Booklet, "Survival Under Atomic Attack"



THE Elston avenue station, 3604 North Elston, as it appeared a few days before it was closed as an operating station by Chicago Transit Authority.

The End Of The Line

AT 9:45 p.m. on January 20, run number 27, operated by *Motorman John Erickson* pulled out of the Elston station. This is not unusual unless we consider that it marked the closing of another of Chicago's oldest operating streetcar and bus stations by Chicago Transit Authority. Elston is the second surface location to be closed by CTA under its present improvement program. The Burnside station discontinued operations October 12, 1949.

The Elston station was constructed in 1894 by the Chicago Electric Transit Company and was originally built to accommodate cable cars. The south section of the carhouse is a high, two story structure. In the early days, the second floor was used for storing trailer cars which were brought upstairs by an elevator and distributed to the various tracks by a transfer table.

In 1904 the station was remodeled with large steel doors, additional pits and other facilities for servicing the "new" double truck streetcars.

At the time of its closing, only two lines were operating out of Elston — Lawrence and Elston. The Lawrence avenue streetcar line was moved to the Devon station. The Elston avenue streetcar and trolley bus routes, which were consolidated and replaced with modern propane-fueled buses on Sunday, January 21, now operate from North Park bus terminal. The Elston line was the first in Chicago to be completely equipped with the 51-passenger, quiet operating and odorless propane vehicles. All of the 163 trainmen affected by the closing of Elston have been transferred to North Park and Devon.

One of the historic relics which had a long life at the station was the old grandfather's clock in the trainroom. Approximately five feet high and two feet wide, the history of this clock was never fully known but old timers from Elston say it was placed there immediately after the building was opened for use. Although it hadn't been working for the past several years, the clock remained in the trainroom until the station was closed, when it was then "retired" to the rubbish pile.

FEBRUARY, 1951



CLOSING days at Elston meant busy hours of packing the many files and records that accumulated over the years. Among those who pitched in to help get the job done were, left to right, *Janitor Martin Butler*, *Instructor Edward Weh-meyer*, *Clerk Nick Grimaldi*, *Motorman Ray Kenaly* and *Supervisor Arne March*. At the right is *Station Superintendent George Dorgan*.

THE problem of moving car material parts from Elston was solved when a streetcar, which was destined for the scrap pile, was converted into a portable storeroom. It is now being used as a storeroom at the Devon station. Checking the parts before the car was transferred are, left to right, *Repairman Carl Neuhaus* and *Joe Penantkowski*, and *Repair Foreman Frank Stoll*. . . . MOVING some of the heavy car equipment from Elston are these CTA shop repairmen. Standing on the platform is *John Burke*. Others are, left to right, *Joe Arnone*, *Charles Pellegrino*, *Joe Uzandenis*, *Joe Marcis* and *John McMahon*.



WHAT IS YOUR

Favorite Trick For Saving Time?



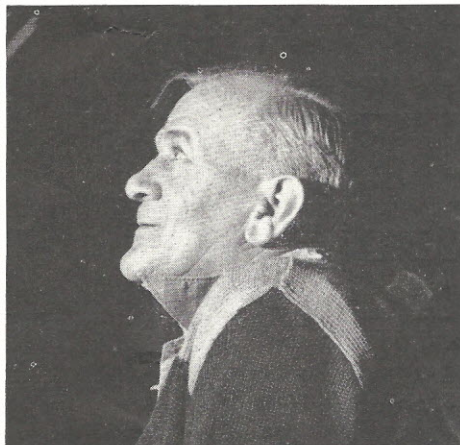
PATRICK QUIGLEY, Clerk: "My favorite trick for saving time is to 'Make Haste Slowly.' When given a job to do, think it over thoroughly before proceeding. If this plan is followed, it most likely will not have to be done over again."



RAYMOND L. DRESSLER, Laborer, is interviewed by **INQUIRING REPORTER GILBERT ANDREWS, (Electrical):** "I have found that by shaving at night just before retiring I save myself time in the morning. By doing this I still look presentable for work. In case I am going out in the evening, I just shave before going out and not again until the following night. This way I don't have to shave twice a day."



ADOLPH A. KUTZ, Estimator: "Working on automobiles is a lot faster and easier if you follow the advice of an experienced alley mechanic: In order to save a great deal of time and avoid bruising of your physical properties, purchase or borrow a good set of tools."



GOLBERT VACHET, Substation Operator: "I made a snow shovel out of sheet iron with a 30 degree angle that sure saves labor and time. I just push the snow off because it works like a snowplow. It makes cleaning the sidewalk a pleasure instead of work."

JAMES STEWART, Testing Engineer: "Realizing I am a somnambulist I have trained myself to wash, shave and do other work while asleep. This gives me six hours a day which most people lose."



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

They Like To Lose When Praiter Wins

ACCIDENT INVESTIGATION—Our secret hope—that *Henry Praiter* wins the check pool again. The candy he passed around to the losers certainly compensated our complaints.

Jim Gallagher took unto himself a wife, namely *Mary Ellen Maren*.

Every time the Alexander G. Bell invention rings, *Joe Roth* hopes it's a U. S. A. representative asking him to take General MacArthur's place.

Our deepest sympathy is extended to *Val Nessinger* on the sudden death of his brother.

Wonderful to see *Dennis Crowley's* smilin' face back at the old grind after his illness.

"Nudder new employe . . . *Eugene Borowczyk* can be seen carrying files in the vault.

Anybody interested in homemade ice-cream, stop in at *Robert Hamlink's* apartment sometime. He's giving his new electric ice-cream maker a thorough workout.

The three sons of *Arthur Racky* were all smiles when mama presented them with sister *Denise Marie*.—JERRY and CAL.

There's Been Some Changes Made Here

ACCOUNTING—*Flora Bland*, M and S, has left to make her home in Maumee, Ohio. *Catherine Cobleigh*, a newcomer, will keep the ball a-rolling in her place. *Virginia Folos* left to be a stay-at-home. *Ann Gusich* and *Aileen Benson* have been transferred to Purchasing.

Mary Sweeney, *Olive Babcock*, *Velma Elaine Cremieux*, *Mary Margaret McLaughlin*, *Michael Madden* and *Barbara Ferenci* are new additions to the CTA family.

John McNeeley received "Greetings" to report for induction on February 2.

Mabel Amsler, Revenue, is having a siege of illness. *Lorraine Falk*, M and S, is much improved and her associates are looking forward to her return to work in the near future.



Taking Life Easy Now

A life of rest and relaxation is now being experienced by these nine CTA employes of West Shops who have retired on pension in recent weeks. The men and their service records are, seated, left to right, *Machinist Peter Stegvalis*, 26½ years; *Laborer Bernard McAlinden*, 24 years; *Machinist Simon Shank*, 30 years; *Laborer John Dolan*, 28 years, and *Watchman Edward Williams*, 22 years. Standing, left to right, are *Painter and Finisher Joseph Riska*, 31 years; *Striper and Letterer Henry Shippers*, 48½ years; *Motor Rebuilder Andrew Prindes*, 30½ years, and "B" *Carpenter Felix Rykaczewski*, 29 years.

Sincere sympathy is extended to *Helen Weisolek* in the loss of her mother.

The lovely diamond ring *Rita Beerntsen*, Treasury, is wearing on her third finger, left hand, was a Christmas gift from *Bill Kranz*. Wedding plans are in the future. *Eileen "Murph" Miller* announces that she is "engaged" (is lovely, uses "soap," etc.) Her diamond engagement ring was a birthday gift from her future husband.

Carl Marinson enjoyed a winter vacation in Tampa, Florida. The Florida sunshine encased in a box of oranges and grapefruit which he sent to the office was a delightful surprise—HELEN A. LOWE.

Here's An Income Tax Suggestion

ARMITAGE—Your scribe is going to have his income tax return done by *Sherlock Holmes*. They say he is good at deductions.

On January 6 the Credit Union held their annual meeting and party at the home of *Bill Uhl*. Those of you who have never attended one of these shindigs don't know what you are missing. Our sincere thanks go to *Mrs. Uhl* for her fine hospitality.

On January 1 the following conductors took their pensions: *Rob-*

ert Pinau, *Otto Staufenbiel*, *John McHale*, *Chas. Holtz* and *Al Mase*. Motormen *Pete Dwyer*, *Tom Donovan* and *Bill Sorge* went along to keep them company.

Congratulations to *Conductor Frank Engelthaler* and his missus on their 21st wedding anniversary January 9.

Some of the men at Armitage have suggested running *Chief Clerk Gene Peterson* for judge, since his recent jury service.—TED SHUMON.

Holidays Brought "Tom and Jerry" Home

BEVERLY—During the holidays you always hear people talk about a Tom and Jerry (drink it down). Well at the home of *Bus Operator and Mrs. Ray Kazel* you'll find it a little different. Their two sons, *Tom and Jerry*, were home for the holidays.

Stork news . . . *Bus Operator and Mrs. Joseph Gertzner* came home from the hospital with a big girl, *Catherine Ann*, nine pounds, 12 ounces, born December 31, 1950. Daddy said "What price deduction." *Bus Operator and Mrs. Tom Daly* brought home a little bus driver named *James*, eight pounds, born December 27, 1950, at the St. Bernard Hospital. Grandfather *Jack Daly* is a former Burnside depot motorman now on pension.

Bus Operator and Mrs. William Madlener are having a house built on West 103rd street. When they move in with their little girl, *Joan Ann*, it will be a home. Born December 21, 1950, at the Little Company of Mary Hospital, *Joan* weighed eight pounds, even.

Bus Operator and Mrs. Anthony Kraus came home from the Little Company of Mary Hospital with *Sharon Mae*, nine pounds, nine ounces, born December 16, 1950.

Christmas dinner with the folks down south . . . *Bus Operator Henry T. Wade* and his wife enjoyed their first Christmas dinner in 28 years at the Wade household located in the heart of the Muscle

Shoals District, Alabama. They also visited his two brothers in Memphis, Tennessee. Touring the south they stopped at Miami, St. Petersburg, and Pensacola, Florida, and Biloxi and Gulfport, Mississippi. Winter in the south Henry says, is just wonderful compared to our Northern winters. We agree with you. Don't we all?—DANTE BRUNOD.

Proud Fathers Are News-of-the-Month

ELECTRICAL—*Eugene Vanella*, testing department, is proud of little *Marilynn*, who arrived recently. This is number four for the *Vanella's*—three boys and one girl . . . *Charles Blakemore* is happy over the arrival of *Linda Susan*. She arrived just in time for Christmas . . . Little *Diane* arrived at the home of *Ronald Drysdale*, apprentice operator, on January 11.

Sam Charleton, apprentice operator, advises that he received a prize package on January 8. "A boy," he says, proudly.

It was just one party after another when four men in the department retired on pension after completing a total of over 133 years of experience:

Dan Mayall, helper, started work as an air brakeman in the Northside shops July 5, 1921. *George Elliott*, power supervisor, started work in Northwestern powerhouse February 5, 1911. *John Schageman*, foreman, started work as a helper on the Northwestern elevated May 1, 1907. *Mike Maroney*, lineman, started work as a helper on the Metropolitan elevated on October 16, 1911.

Patrick McNamara, chief operator of 44th Substation, retired January 1, after completing approximately 40 years of continuous service. Pat will be kept busy with the chores around his home and enjoying his television set.

George Strickland, apprentice operator, left us on January 26, on military leave.

Sympathy is extended to *Clarence Mimmack*, Grand and Leavitt, in the recent death of his brother, and to *Herbert Storey*, maintenance, who sustained the loss of his father.—GILBERT E. ANDREWS.

Christmas Still Lingers Around Here

GENERAL OFFICE (175)—According to eye-witness accounts from the Real Estate department, *W. T. Roser*, who has been wearing a different tie every day since the first of the year, (Christmas presents you know) says he is trying to show newcomer *Jim Baratta*, formerly with Accounting, how the best dressed man in town looks.

Arthur Rudd has recently become associated with the CTA, replacing *Warren Doyle*, as stenographer in the Commercial Engineer's office, Public Information department.

Josephine Yercich of Invoice is practicing up on her piano technique in order to give *Jose Iturbi* a run for his money . . . *Verena Langhammer* and *Florence Butterfield* tell one and all they received a letter from *Carol Teichler* (formerly from Executive) who related in four typed pages how Christmas differs in Louisiana

without snow as with snow in Illinois.

Sympathy is extended to *Mr. Underwood* of Invoice on the loss of his brother.

Mary Ranahan Keenan of Purchasing has just exchanged her riding pass for a book of lullabys.

Helen Blowers, former secretary in job classification, has added another tax deduction to her household. This time it was a boy.

Uncle Sam said to *Matt Cioffe*: "I want you"! Guess what? He got Matt as of January 4 . . . The Purchasing Department will never let it be said that their welcome mat is gathering dust. As we go to press, *Ann Gusick* and *Aileen Benson* (both formerly from Accounting) have just stepped onto that well-tread mat.

Bob Cowsert, one of our student engineers, is having his CTA education sharpened up by the Purchasing Department. — CATHY BARRY and LA VERNE CHWIS-TEK.

Valentine Greetings From His Uncle

GENERAL OFFICE (79)—*Bob Fuqua*, engineering, who has been a member of the air reserves, received instructions to report Valentine's Day at San Bernadino, Calif. . . . So far we have not learned the whereabouts of *Richard Margraff*, who left on military leave a short while ago. *Jo Anne Kennebec* of Specs turned her boyfriend over to the air corps.

Barney Stone is boasting of some wonderful pictures from his own little camera taken at Milwaukee-Division subway station. With two large cameras mounted for commercial pictures, Barney would follow the instructions of the photographers and when the flash bulbs would flash, he would click his own camera. His co-worker, *Bob Marmastone*, is fast becoming a very famous and popular young man. When a TV set flickers out, Bob knows just what to do. *Phil Adelizzi* recently joined the TV owners club.

The Chicago Courts of Law shall shed their gloominess, now that *James K. Miller* is back in the law department from sick bay. *Jane Flood* is at present in Little Company of Mary Hospital. *Frank Korner* and *Richard Gaskey* have joined the ranks of transportation. Frank's parents wanted him to stay in Florida with them, but he is too much interested in winter sports to stay away from the breezy middle west. Richard is fresh from Wilson Jr. College.

Good Deed Reward

Woe is *Larry Stephens*, who, when doing his good deed for the day, escorting his youngster to church, broke his ankle. *George May* and *Geo. Evans* are both celebrating wedding anniversaries. It's another grandson for *Walter S. Helmer*, whose daughter presented him with *David W. DeHelder, Jr.* Recent poll on the Helmer grandchildren show two boys and two girls.

BAD WEATHER and NEW FRIENDS



**WHEN THE WEATHER'S BAD WE GET THEM!
AFTER WE GET THEM LET'S KEEP THEM!**

Let's make them feel welcome!

TRANSITAD

WANTED!—Unfurnished apartment on north or northwest side. Two adults and 4-year old son. *Ed Hess*, AR mitage 6-4114.

Looks like *Rose Fahey* may follow in the footsteps of her sister, *Anne Cyr*. She's engaged, and for proof has a lovely diamond ring. *Lillian Rolnik* has finally decided to announce to all her curious co-workers she will be married soon. In order to have more room for little *Susie*, the *Joe Jollief* family has moved into a new house.

Entertainment Plus

On the occasion of a party at Terminal restaurant to honor several "L" employes going on pension, *Jack Jobaris* entertained on his accordian, accompanied by *J. D. Cannady* on the marimba. The reason *Lee DeSutter* has the appearance of a Lux girl these days is that Lee's latest possession is an automatic washer. *Anne Schleiter's* daughter, *Jerry Zelibor* and her husband drove to Chicago from Alexandria, Virginia, in a non-stop drive, in order to be home for New Year's.—*JULIE PRINDERVILLE* and *MARY CLARKE*.

Hometown Snowfall Keeps Him Happy

KEDZIE — The main reason why *Marv Clement* was able to take the abnormal amount of snow this year in stride was that he carried around a picture of his old hometown, Houghton, Mich., which he constantly referred to. The picture showed the city buried under 121 inches of snow.

Seem' is believin' for *Madison Street Motorman Bob Nugent*. Even though several people told him about the recent big fire in the Loop before he arrived there, he still was a doubting Thomas. He admitted at Pulaski road that he thought it was getting a little smoky and at Kedzie avenue he decided it was getting a good deal warmer, but he wasn't convinced till he arrived downtown.

Honors for the first babies of the new year go to *Mr. and Mrs. Lawrence Laurie* who are proudly announcing the arrival of a baby boy, and *Supervisor and Mrs. William Moser*, who received a darling little daughter named *Catherine Ann*.

Richard Valloni, son of *Sam Valloni*, graduated from Austin High School on January 27, after

Presented Gifts On Retirement



TWO veteran surface employes who retired recently from South Shops were presented a wallet and cash gift by their co-workers in recognition of their long service records. Their shop foreman, *Peter Mirkovich*, is shown presenting the gifts to *Truck Repairman Leonard Amendola*, left, employed 28 years, and *Machinist Thomas Spasojevich*, retiring after 42 years service.

—Reported by *Anne McCrea* and *Betty Byrne*.

attaining the rank of Captain in the school R.O.T.C. unit. Special honors, including reserve commissions in the R.O.T.C. and National Guard, were also bestowed upon him by the governor.

Two grand old men, *Bill Stegge* and *Peter Lawlor* visited the depot recently for a pleasant chat with their friends. They will both celebrate their fifth pension anniversary this month.

William Moore and *Carl Scherenberg*, who took their pensions February 1, will be missed by their many friends who wish them the best in health and happiness while enjoying a well earned rest.

With a successful "March of Dimes" campaign behind us and "The Ides of March" just around the corner, we can all look forward to the ushering in shortly of a new season, after an extra severe winter.

Casting a glance of reflection upon the past winter and the period of the big snow, we cannot help but feel some measure of thankfulness and appreciation toward those men or those things that have made it a little easier for us during such a trying period. One typical example is the supply box to the right of the call windows, which holds witness cards,

delay cards, switching slips, extra trip slips, lost and found tickets, etc., and which has been a convenience to the trainmen as well as a time saver for the clerks.—*R. D. KNOX*.

Home-Grown Talent Makes Dance A Hit

LAWDALE — The Credit Union Dance was a highly successful affair for the second straight year. The crowd was jovial and well pleased in spite of the lack of heat on the first floor, due to a fire the previous Monday.

Our home-grown talent was of a professional quality. *Lois Whited* sang several numbers to enthusiastic applause and little *Sandra Hrdina* sang and danced with adult sang-froid.

John "Bookie" Halvey belied his age with an exposition of the tap-dancing grace that won him a prize on the Morris B. Sachs Hour.

Bill Bourke, the young fellow from the Ould Sod, was prevailed upon to sing some Irish numbers, which he did capably.

Bill McAvoy and *Mrs. Paddy O'Toole* remembered their birthplace with a spirited Irish jig.

Eddie Kulpit, master dia'lectician, circulated through the crowd, followed by waves of laughter as he told some of his inimitable stories.

The music department was handled in fine fashion by "*Breeze*" and his Blue Island depot orchestra.

The carhouse department has been hard hit by retirements in the last month, eight men having been granted their pensions. The men and their years of service are: *Charley Simpson*, carhouse foreman, 42; *J. Urbitus*, 42; *J. Woods*, 31; *K. Saunor*, 30; *S. Kerdulis*, 27; *J. Bruski*, 26; *W. Costello*, 25, and *O. Finlay*, 21.

Len Lohn, after a long and valiant struggle, finally managed to quit smoking entirely, and wishes to thank the donors who gave him cigarettes when the urge became too great.

Joe Bartos' daughter displayed the courage of the Bartos family by being married on the 13th of the month, January 13, to be exact. She is the last of Joe's daughters to be wed.—*BILL FEILER*.

Trainman Takes Wife



RECENT newlyweds are *Virginia Powers*, Loop agent, and *Walter J. Gauger*, Logan Square trainman, who were married at St. Odilo's Church in Berwyn. They have returned to Chicago after a honeymoon trip through the south.

—Reported by *Edith Edbrooke*.

RECENT RETIREMENTS



Robert Pinneau, Conductor, Armitage. "Keeping my grandchildren amused will keep me busy."



Thomas Donovan, Motorman, Armitage. "Plan to catch up on my reading and sleeping in retirement."



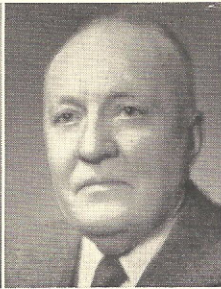
Francis M. Perry, Conductor, 69th. "Meeting the public isn't so bad when you meet them half way."



John H. Johnsen, Air-brake foreman, Throop Street Shops. "Will keep busy around the house."



Jacob Claus, Motorman, Northside. "Will visit friends in Texas and Indiana in the spring."



Charles W. Simpson, Foreman, Lawndale Repair. "I intend to take it easy this winter and see as many baseball games as I can next summer."

Thursday and Payday Had Him Confused

LAWRENCE — *Ralph Kane* came down to the depot one Thursday morning about 9 a.m. Ralph works a PM, and had to get up in order to be on hand. He sat and then he stood. Then he stood and he sat. Smoked one cigarette and then another. Finally the clock on the wall showed it was 9:40 a. m. He finally went to the clerk and asked him when the paymaster would be in. The clerk told him every other Thursday, that this was the wrong Thursday to stand in line. Ralph wondered why he didn't have more company.

Bill Schiestel had vision trouble for a few days. Bill will raise his right hand and tell this story. He was down in the basement, chopping some wood. The second piece flew up and hit the clothes line,

coming down and hitting him in the eye. We will always take your story for your circled looking eye.

John Bukowski took two weeks off to visit his brother-in-law on duty with the Navy on a carrier that was coming into the Norfolk, Va., docks. They received permission from the officer of the day for an inspection trip. It took the best part of the day to complete the tour, which took them from the top to the bottom and from one end to the other.

Mr. and Mrs. John Rubey celebrated their 20th wedding anniversary on January 27. With a few friends they went to a theatre and after that to a restaurant in their new car.

Carl Pearson is the new father of a seven pound baby boy. *Mrs. Pearson* is doing very well.

Stanley Bergren is following the

parade with his chest sticking out. He is a new grandfather.

Art Granatelli completed his new home in Arlington Heights. After looking at it he realized he could sell for a profit. He sold it to the first prospect for one third more than the original investment. Comes March 15th!—**JOE KLEIN.**

Surprise! Hunting Trip Was a Success

LIMITS—A successful day of hunting was enjoyed by *Bus Operators Dave Anderson, Don Junius, Eddie Ozelewske* and *John Pocius* at Wauconda. Their catch for the day was ten rabbits.

Limits "B" team of the morning bowling league lost two games to Limits "A" team. *Captain Joe (Grandma) Prindes* was handed a towel as his eyes were very watery.

The Limits Credit Union had their annual meeting and dance on January 13, at 909 W. Armitage, when the election and installation of officers and directors was held. There was a fine turnout and a good time was had by all.

Our deepest sympathy is extended to *Bus Garage Clerk Harold Enright* on the loss of his sister recently.

Bus Operator Stan Rogers and family motored to Punta Gorda, Florida, for three weeks' vacation, doing some fishing, swimming, and teaching his son golf. *Bus Operator and Mrs. Mel Curtis* spent two weeks down at Tampa and St. Petersburg, Florida. Came back with a nice suntan. — **HAROLD SEDIN.**

No Name Change In This Marriage

METROPOLITAN (Loop)—In *Katherine Hennigan's* case, a former Loop agent, it was not "Off with the old and on with the new," as she married *Michael Hennigan*, January 23 at Mayo Erie . . . Congratulations to *Harriet Tupper* in changing her working abode to Accident Prevention department.

Paul Grant increased his family by two when he brought his orphaned nieces, *Dolores* and *Sandra* from Detroit.

EDDIE AND ROY



A return visit to Hollywood, California, was made by *Motorman Eddie Wunnetisch, North*, to visit his old acquaintance, *Roy Rogers* of cowboy and movie fame. Eddie and Roy have been close friends for several years.

—Reported by Joe Hiebel.

Loretta Sullivan had a grand time visiting the French Quarter and the restaurants noted for their cuisine on her trip to New Orleans.

Johanna Christianson also headed for warmer climate to visit her son attending school there and who has now been called by Uncle Sam. —**EDITH EDBROOKE.**

Retirement Comes— Alarm Clock Goes

METROPOLITAN (WEST) — *Agent Anthony Florian* lost very little time after his retirement. He packed his bag and shuffled off to St. Petersburg, Florida. The alarm clock was tossed out the window on the way.

Bert Linne, receiver at Pulaski station, Douglas Park branch, is convalescing at home after a serious accident. We hope it won't be long before he is back on the job again.

The agents that have taken their pensions the first of the year are *Millie Brice, James Hulan, Elizabeth McElevy, Laura Hickman, James Schejbal* and *Anthony Florian.*—**KITTY KEEGAN & RUTH HANSON.**

Uncle Sam and CTA Spread Welcome Mat

MATERIAL AND SUPPLIES—The boys are really marching now. *Maurice Angland*, laborer at 63rd street yard; *Richard Daly*, laborer at Grand and Leavitt, and *Patrick McCanney*, laborer at South Shops, are the boys that Uncle Sam welcomed into service during the month of January. During the same time, CTA said hello to *Bart Rafferty*, new laborer at West Shops.

New faces in the department are *P. G. McDonald*, assistant stock clerk at South Shops, who was transferred from the Road department, and *William Kosek*, laborer at South Shops, transferred from Shops and Equipment department.

Dorothy Stembridge, M and S clerk at West Shops, enjoyed her vacation during the holidays, being hostess to her daughter-in-law and two little granddaughters from Texas—**JEAN O'NEILL**.

Elect New Officers Of Credit Union

NORTH—The annual membership meeting of the North Avenue Depot Federal Credit Union was held Friday, January 19. Election of officers was held and a 3% dividend was voted on. The following men were elected: Credit committee—*P. Simon, W. Schwarzer and E. Froehlig*; Board of directors—*A. Johnson, J. Hill, B. Mathy, H. King, F. Cozza, W. Moran*; Supervisory committee—*E. Miller, E. Blaskey and R. Craig*. The officers of your credit union would like your opinion: Are you in favor of a party or dance each year? We are open for suggestions. Let us hear from you.

The first baby of the new year was credited to *Motorman Harold Jensen*. On January 3 the stork delivered a darling baby girl to the Jensen's. She was named *Christine Ann*, and is Harold proud.

Motorman Eddie Eltman is convalescing at home after having suffered injuries from a fall.

Congratulations to *Conductor Sam Tamburino* on his 23rd wedding anniversary, which was celebrated February 12. Sam surprised his Frau with a 17 inch television set.

WARM WELCOME



THE first new rapid transit unit at the Ravenswood branch was given a cheerful reception by this group of employes. Motorman Carl Gesbeck happened to be around with his camera when Motormen Lawrence Elder and William Mescher, just returned from making a trip, stopped to get some information from Instructor John Kane. Al Rumberg, service inspector and acting trainmaster in the Loop, was visiting some friends at Kimball and took advantage of the chance to look the cars over.

—Reported by *Walter J. Reich*.

Bus Operator Harold Hightower is looking forward to spring and the nice weather so he can give his new Chevie a workout.

The wife of *Operator Arthur Wernet* was amazed, delighted and surprised when she answered the phone and was informed that she would receive a large birthday cake, a certificate from a photographer, and, best of all, a \$25.00 cash prize. The Wernet name was among those that had been chosen at random from the telephone directory by a group of advertisers.

Congratulations to *Instructor Bob Christian* on his 23rd wedding anniversary, which was celebrated January 26. Do not park within 50 feet of that new baby blue Pontiac parked across the street from the depot as this is *Operator Joe Cochrane's* Sunday car.

Conductor William Dier is doing nicely after his recent operation. Congratulations to *Operator George Tyrriver* on his 31st wedding anniversary which was celebrated February 17.—**JOE HIEBEL**.

North Park Welcomes Men From Elston

NORTH PARK—To all the Elston Avenue men we take this opportunity to welcome you to North Park garage. If you haven't already found out, you are now working with the swellest bunch of guys in the system. If you don't get acquainted and make them all your friends it is your own fault, as they are all willing to be part of a great big happy family. Don't forget your news items are more than welcome, also. Either give them to the clerk or put them on Tag No. 8.

Operator Frank Lombardo's son, *Sebastian*, joined the heroes' ranks a few weeks ago. As he was passing a burning building he rushed in to warn the residents. Finding a man lying in a bed in a coma, he carried him to safety. The back of his head was slightly burned and his hair was singed.

Operator Ed O'Keefe has returned to the army as a first lieutenant and, after four months of hard study, will become a captain

in the anti-aircraft. He will be stationed at Fort Bliss, El Paso, Texas. He promises to send a definite address so all of his buddies may write to him.

Operator Bill Silverman has returned to the Navy and at present is stationed on the West Coast. Will inform you of his new address as soon as we receive it.

After a slow start in the A.M. Bowling League, the representatives of North Park Garage are beginning to make their presence felt. At one time they had a very poor record of 12 won and 18 lost and were in 13th place, but now they have a good record of 33 won and 26 lost making 21 wins out of the last 24 games, which has tied them for fourth place. Consistent bowling by the wirey *Pat Higgins* and *Hank Prague* has been the leading factors. As you know, this team is under the leadership of our operator and utility man, *Herbie Schmidt*.—**LARRY HIPPERT**.

Soft Wood Means High Bowling Scores

NORTHSIDE—From all indications, the Morning Glory Bowling League is just as strong as ever. The wood must be soft because the averages are really up. For example, take the high game of 247 which Thomas Conoboy had just a few weeks ago and *T. Nadrowski* who shot 276.

The boys at Kimball avenue will miss our loyal friend, *Jim Colyer*, who bought a farm about a year ago, and has decided to work it. *William S. Rahn* started a course at school, out of town, which made it necessary for him to leave our organization. . . . *Joe Field* left us to enjoy the wide open spaces. . . . *Gilbert Wilson* was the proud owner of a turkey the other day, and when *Ed Schlage* noticed him holding it by the neck, he tried to take it away from Gilbert, but failed.

Mr. and Mrs. Wayne Nimphie are very proud to announce the arrival of a baby daughter, *Sandra*, born to them recently. . . . *Mr. and Mrs. Jim Golden* also have a daughter, *Nancy Kathleen*, whose appearance was made November 28. . . . Our P.M. trainmaster, *Terry McGovern*, is also the proud father of a baby daughter, *Maureen*, born December 8. This makes

BEHIND THE BY-LINES



THIS scholarly looking gent behind the spectacles is none other than *Joe Smith*, who with *Wilbur Jensen*, reports the new arrivals, weddings, vacations and any other news items of interest from the 77th street depot . . . Although Joe started his working career as a legal investigator, he believes it was always in his mind that some day he would go into the mass transportation field . . . "I guess that idea was born when I was nine years old," he says . . . "I remember when I was that age I would sit for hours and enjoy watching the

streetcars go by our house on North avenue . . ." Joe finally got around to fulfilling his childhood ambition in March, 1942, when he joined the surface system as a conductor from Kedzie station . . . Discovering that caring for his job, his wife, *Ruth*; and their three lively youngsters, *Patricia*, *Peter* and *Mary Ann*, was not enough to keep him busy, Joe volunteered to become the magazine correspondent for Kedzie in July, 1945 . . . Apparently the task of meeting deadlines and writing copy became a part of him for when he was transferred to 77th as a switchboard operator in February, 1948, he continued his reporting duties at that depot . . . A typical married man, Joe is quick to answer that the Smith family is his favorite hobby, with reading good books a close second. (Maybe this accounts for Joe's distinguished looking eye-glasses.)

the score four boys and two girls at the McGovern's. These proud daddies brighten up when they give out the good news.

George Hummel and *Frank Bohat*, both retired motormen, paid a visit to the boys at Kimball avenue recently.—WALTER REICH.

This Is The "Name" Band of The Future

77TH—Here's a perfect set-up for a famous name band of the future: *Bob Hayes*, *John Kugler* and *Frank Kocolowski* on the blowing end of three saxophones, *Al Fook* with a slide trombone, *Fred Riggins* tooting the trumpet, *Adolphus Bell* blending in the clarinet, *Brick Barnes* booming the drums, *Ted Marshall* working hard on the ac-

cordion, *Jack Walters* strumming the guitar, a violin propped on the chin of *Randy Vaughn*, a piano of ancient vintage dancing under the fingers of *Jim Nelson*, and, last but not least, a big brass tuba being "umpahed" by *Felix Sorkis*. With all of them playing their own arrangements at the same time in a vacant store located in a stretch of prairie on the far south side, the la's must really make wonderful music. If we mention the name of the location someone will surely insist they are not going to have a band practicing in their neighborhood, even though no one lives in the neighborhood.

Arnold Hillstrom, who has been sojourning in the deep south, Beverly station that is, has returned to 77th as night receiver. His first night, Sunday, January

21, ended with *Marty Grady* shoving Arnold's Packard auto, the battery of which was weakened by a sudden cold snap, to and fro on Vincennes. The effort to start the auto finally failed and resulted in Marty taking Arnold home.

Roy Wilker is on the Blind Case Clerk effort after roaming from station to station on a relief miscellaneous clerk job. He is glad to come to rest for awhile.

Lenny Ryan is working the conductor's window at night instead of working both day and night.

To *John McKenna* we say goodbye and hope it's only a temporary absence. John has the combination clerk's job at 69th. Just before he left for 69th it got around that John will take the Fourth Degree in the Knights of Columbus in the very near future. That means tails and top hat, John.

This is not the commendation hour, but it becomes necessary to mention *Motorman Ed Eanger*, who works a night car on Clark-Wentworth every now and then. While the conductor takes care of letting the back of the car know the streets, Ed sings 'em out as he operates the car and rolls up to them. In bad weather he goes out of his way to make things convenient for his riders.

Bus Operator Tom Dwyer's son, *Stanley*, was wounded recently while fighting with the U.N. Forces in Korea. We hope Stan heals in a hurry.

Mr. and Mrs. Bob Crossen recently received their new son, *James Patrick*, into the family. Bob's father, *Supervisor Johnny Crossen*, is looking even rosier than he did before the arrival of James Patrick.

Whenever any of the bus garage personnel in the repair division becomes a father, it seems they are testing brakes and get the call that the baby has arrived just as they are about to stop the bus. So it was when *Andy Rizzuto* attained the status of a father. Young *Andrew* was born around Christmas time and weighed in at eight pounds, ten ounces.

WILBUR JENSEN & JOE SMITH.

There's No "Male" In This Group

SCHEDULE-TRAFFIC — Three traffic checkers have announced the birth of daughters. Belatedly we report the *Tim O'Rourke* family increase which occurred December 20. *Leonard Hartowicz* announced the arrival of his first born, *Patricia Antoinette*, on January 17. *Joe Billis* announced the birth of his second daughter and number three child, *Linda Louise*, on January 19.

We welcome three traffic checkers—*Warren Littrel*, *John Newell* and *Sam Soll*—recently transferred to this department. *Frank Johnson*, traffic checker, has started the student engineering course and will be seen all over the system from now on. *Traffic Clerk Gene Lukes* is again enjoying the hospitality of Miami, in an effort to improve his health.

Our sympathy is exten'ed to *Ray Primeau*, whose sister passed away after a lingering illness.—L. C. DUTTON.

Army Romance



WEDDING bells rang out for former *Lieutenant Emil Rukavina*, Skokie Shops, and *Captain Mary Nephsa* at Indiana, Pennsylvania, the day before 1951 arrived. Upon their return to Chicago from a honeymoon trip, *Captain Rukavina*, a registered nurse, received her orders from the Army and left January 6 for duty in the Orient. *Emil*, who is a CTA motor rebuilder, met his wife while recuperating at Fort Dix Hospital, New Jersey, in 1947.

—Reported by *Dave Gurwich*.

Bird Goes To Little Egypt For Holidays

SHOPS AND EQUIPMENT (Skokie)—*J. William Bird*, assistant paint foreman at Skokie shops, and husband of the late *Bessie Raymond*—for many years nurse and assistant to *Dr. H. E. Fisher*—took a couple of weeks off to spend the Christmas and New Year holidays with his daughter-in-law and son *John* at Mount Vernon, Ill. (Little Egypt). While in Mount Vernon, Bill was also entertained by the American Legion there, and a good time was had by both father and son.

Congratulations and best wishes to *Auggie Feinendegen*, machinist foreman at Skokie shops, who has recently bought and moved into his new home at Skokie, Illinois.

Retired on pension from Skokie shops as of January 1st, 1951, were: *Gustav G. Hyde*, foreman electrical department, employed with the C.T.A. rapid transit division since 1904; and *Frank Randolph*, truckman foreman, employed since 1898.

While shoveling snow off the sidewalk in front of his home, *Martin Soderberg*, blacksmith helper at Skokie shops, fell and broke a leg.

Our deepest sympathy to *Bruno Druke* who's brother, *Paul C. Druke*, passed away December 30. *Bruno Druke* is employed as carpenter helper at Skokie shops.

Stanley Dudek, seat mender at Skokie shops, has been off sick for quite some time now.

Back home from the hospital and slowly recovering from a serious illness are: The wife of *Electrician Louis Kariolich*, and the wife of *Machinist Fred West*.

Our deepest sympathy to the familys of *Edgar Klauck* whose father passed away January 4, and to *Edward Tomlin* whose father-in-law passed away January 3. Both men are employed at Skokie Shops. *Edgar* as carpenter and *Edward* as carpenter helper. . . . New automobile owners at Skokie Shops are: *Specialist Otto Link*, new Ford; *Blacksmith Helper Clarence Randall*, new Chrysler. . . . Congratulations to *Fred Feinendegen* who as of January 1 was promoted to assistant electrician foreman and to *Frank Olszewski* who was

Meet Met Credit Union Officers



THE annual meeting and dinner of the Metropolitan "L" Federal Credit Union was attended by over 400 employes who were served a delicious turkey dinner . . . *Johnny Jones* and his orchestra entertained with the help of some talented employes who were called from the audience . . . The officers elected to direct Union activities for 1951, were, front, left to right, *Catherine Hill*, *President Ralph E. Danielson*, *Anthony Odrowski*, *Mildred Small*, *James Crowley* and *Raymond Catanese* . . . Rear, left to right, are *Samuel McCarthy*, *Vice-President Cornelius Van Dyke*, *Elizabeth Hill*, *Treasurer Charles R. Cannon* and *Wilhelm Lavander*.

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

promoted to truckman foreman at Skokie shops.

A brand new Oldsmobile was presented as a gift to *Joseph Persak* by his wife on Christmas day. *Joe* is employed as a painter at Skokie shops. . . . Congratulations to *Robert G. Binnie*, electrician at Skokie shops, who on December 14, was installed as Worshipful Master in the Comfort Lodge No. 1103, A. F. & A. M. . . . *Michael Fabian*, truckman helper at Skokie Shops, has enlisted in the United States Army Air Corps. — DAVE GURWICH.

One Way To Get Different Title

SHOPS AND EQUIPMENT (South)—It's *PRIVATE Daniel Proffitt* now. *Dan* left our office force to become a member of the U.S. Air Force. *Dan* received a lovely Parker pen and pencil set and cash from his fellow workers as a going away gift.

Ted Wahlberg came back to Chicago on January 12, after being away on company business since last August. Nice to have you

here again *Ted*. The welcome mat has been laid out for *Betty Byrne*, formerly of the Purchasing department.

At this writing, the four top bowling teams are: *Beverly Bus*, *Auto Repair*, *Rockets* and *East House*, in that order. Our ten top bowlers are: *M. Hanrahan*, *C. Hall*, *Wolske*, *J. Lamont*, *R. Jestic*, *C. Welin*, *F. May*, *R. Bulak*, *P. Mirkovich* and *M. Doljanin*.

We sincerely hope the following men enjoy their leisure very much after working for a long time and will be able to take life easy: *J. Erickson*, *V. Rekaszi*, *A. Barich*, *A. Andrulis*, *S. Yurchis*, *L. Amendola*, *K. Rimkus*, *J. Satkos*, *J. Norbut*, *J. Normant*, *C. Larson*, *E. Pierce* and *T. Spasojevich*.

Nice to see *Stella Klimas*, *Miyo Condich* and *Walter Savickis* back into the fold after being on the sick list.—ANNE McCREA & BETTY BYRNE.

Winter Weather No Bother To This Bird

SHOPS AND EQUIPMENT (West Shops)—The West Shops must hold a certain attraction for "Old

Doc Stork" as he was very busy visiting the homes of our employes during the past month. A boy, *William Joseph*, to *Mr. and Mrs. John Straka*. *Mrs. Straka* was a former scribe for West Shops. A boy, *Ronald*, was born to *Mr. and Mrs. John Marszalek*; a girl, *Pamela*, to *Mr. and Mrs. J. Wardzalo*, and a girl, *Deborah Rose*, to *Mr. and Mrs. A. K. Haas*.

Therese Tortorello is now convalescing at her home after a short stay at the hospital. Best wishes for a quick return to the office. Our sympathy to *Lester Fitzpatrick* in the recent death of his father.

At a meeting Friday, January 19, of the West Shop Credit Union, *Andy Tyson* was elected President. With an additional 105 new members this year, they now have a total membership of 671.

Henry Schippers, with 50 years of service, and *Joseph Riska*, with over 43 years of service, were recently presented with Bulova watches by their fellow employes in the Paint shop. Presentation of the watches was made by *Art Scheck*.

Lots of good luck to *J. McGrail* who recently left for the armed

Santa's Helpers



PRACTICALLY everyone in the Real Estate Department, including *George Boehm, left*, and *Steve Vukso*, took a hand in decorating the office Christmas tree. The finished product, as shown here, was photographed for CTA TRANSIT NEWS by Real Estater *Verena Langhammer*.

services. *Bill Bolger* recently visited us while on his furlough. Looks like Uncle Sam is treating our Bill O.K.

On February 1 three of our carpenters — *Andrew Fojtik, John Rosa* and *Vincent Chilla* — retired on pension.—CATHERINE HOLT-TON.

A Cub Fan Profits From White Sox

WAY & STRUCTURES (*West Side*)—*Tony Spak*, tinner, and anti-White Sox better, ran his earnings into a spanking new 1950 Chevrolet. He can be seen any night driving Cub fans all over town. We offer our condolences to *James R. McDonnell*, pensioned superintendent, Maintenance of Way, and to his family in the recent loss of *Mrs. McDonnell*, who passed away January 18. Also to *Mrs. Bill Veasman* and family in the loss of our good friend, *Bill Veasman*, pensioned truck driver for the night welding gang, who died January 17.

The welcome mat is spread for our new laborers, *Sam Fields, James Smith* and *Ben Beal*, who joined our department in January. *Pete Russo*, tinner, stoled the show at his son's wedding on January 20. He outshone the groom, *Frank*

Russo, in the morning with his double-breasted tuxedo and carried off dancing honors in the evening by dancing them all into the floor—JACK O'REILLY.

Here's Hoping The Fish Are Biting

WAYS & STRUCTURES—*H. G. Petersen*, acting engineer of Structures & Buildings, retired in January after 32 years of service. He is planning to stay in Chicago for six months, getting things shipshape at home, whereupon he will take a trip to Minnesota to do some fishing and to relax. A farewell party was given in his honor, with cash and gifts from fellow workers. His enthusiasm and appreciation was shown as he promised to keep in touch with us and to give the highlights on the various trips he intends to make.

Mention is also given to three track employees who retired in January—*Dominic Lima*, paver—41 years of service; *Tony Dugo*, construction foreman—49 years of service, and *Paul Lazzara*, assistant section foreman, over 43 years of service.

Welcome to *Nevis Bradicich*, a newcomer, who is working in our Track department office as a stenographer.

We hope many will recall the good old days when horses were quite prominent and the only means of transportation, and at the same time visualize *Tony Buglio*, chauffeur, as a teamster driving a pair of these horses on the job. *Tony* recently retired from the Utility division after 40 years of service. He intends to take life easy and just work around the house. Whenever there was furniture to move *Tony* was always on the job and, he says, if he ever gets lonesome for moving jobs he will pick on his own furniture at home, just pushing a chair from one corner to another.

Mrs. Margaret Hansen, our telephone operator, who has been ill at home for over a month, is recuperating and will soon be back on the job. Condolences are expressed by all to *Joe Mulree*, superintendent of utility and emergency, service division, in the death of his wife, *Anna*, mother of six children, who succumbed in the hospital after a long illness.—VIOLET CARNES.

After 28 Years



SHOWN celebrating their 28th wedding anniversary are *John Moore*, an armature winder at West Shops, and his wife, *Agnes*. The day's activities were climaxed with a family dinner at their home. *John* has been a surface system employe since 1925.—Reported by *Catherine Holton*.

Recent Deaths Among Employes

- GEORGE ANDREWS, 63, motorman, Lawndale. died 12-30-50. Employed 9-14-18.
- ALFRED BOOMGARS, 75, retired motorman, Burnside. Died 12-15-50. Employed 2-19-97.
- FRANK CLARK, 64, doorman, Devon. Died 1-15-51. Employed 3-2-23.
- HAROLD B. CLEMONS, 66, retired conductor, Burnside. Died 12-8-50. Employed 1-19-05.
- DANIEL COLLINS, 78, retired motorman, 69th. Died 12-19-50. Employed 10-29-09.
- ROBERT J. CONNELLY, 60, retired flagman, Burnside. Died 12-10-50. Employed 8-2-18.
- EDWARD FALLS, 61, motorman, Limits. Died 12-29-50. Employed 12-30-19.
- WILLIAM GIEDE, 69, retired motorman, Lincoln. Died 1-1-51. Employed 10-6-20.
- ALFRED GIMPEL, 68, retired conductor, Cottage Grove. Died 12-23-50. Employed 1-14-09.
- MAX GRADOWS, 76, retired motorman, North. Died 1-10-51. Employed 9-2-08.
- FRED H. GRICE, 62, motorman, Kedzie. Died 1-6-51. Employed 6-22-12.
- DAVID HENNESSY, 75, retired car cleaner, Kedzie. Died 1-1-51. Employed 5-12-16.
- WALTER JACKSON, 59, porter, Loop. Died 1-1-51. Employed 12-6-43.
- FRANK N. JOHNSON, 82, retired motorman, North. Died 12-21-50. Employed 6-18-96.
- DON LANE, 41, conductor, North. Died 12-28-50. Employed 3-24-42.
- EDWARD W. LILL, 57, conductor, Southside. Died 1-21-51. Employed 6-17-12.
- FREDERICK MAAS, 70, conductor, Cottage Grove. Died 1-8-51. Employed 9-24-43.
- OTTO MAIRE, 77, retired motorman, Lawndale. Died 1-10-51. Employed 4-23-13.
- CASIMER MALINSKI, 72, retired motorman, Division. Died 1-5-51. Employed 10-25-07.
- MICHAEL J. MASTERTSON, 58, conductor, North. Died 1-15-51. Employed 4-16-24.
- THOMAS J. MURPHY, 54, retired trolley tender, Utility. Died 12-29-50. Employed 6-15-18.
- JAMES O'SHAUGHNESSY, 52, assistant division supervisor. Died 12-15-50. Employed 6-23-20.
- ALFRED PETERSON, 81, retired motorman, Burnside. Died 12-2-50. Employed 3-6-95.
- NICKOLAS PODLECKI, 56, carpenter, South Shops. Died 1-4-51. Employed 11-10-19.
- ANTHONY SPATA, 56, laborer, Track. Died 1-2-51. Employed 4-27-29.
- JOHN STADLER, 78, retired carpenter, carhouse. Died 12-16-50. Employed 2-5-08.
- BENJAMIN E. SUMMERS, 60, extra guard, Northside. Died 1-12-51. Employed 10-20-43.
- WILLIAM C. TOOMEY, 61, motorman, Kedzie. Died 1-7-51. Employed 3-27-13.
- WILLIAM P. VEASMAN, 62, retired laborer, Road. Died 1-17-51. Employed 5-19-26.
- REINHOLD L. WANDREY, 50, conductor, Limits. Died 1-3-51. Employed 3-14-23.
- ROY E. WEMETTE, 52, conductor, Devon. Died 1-3-51. Employed 1-4-28.
- FRED J. WOLF, 78, retired car repairman, 77th. Died 12-23-50. Employed 1-1-96.

Abraham Lincoln

IN CHICAGO

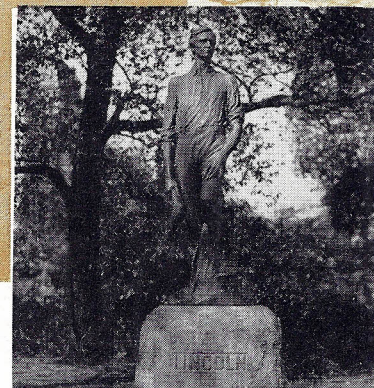
ABRAHAM LINCOLN, born February 12, 1809; died April 15, 1865.

During the month of February Illinois pays special tribute to the birthdays of former presidents George Washington and Abraham Lincoln. Particular interest is given Lincoln in Illinois for it was our state which he claimed as home.

Although he was born in Kentucky, Lincoln came to Illinois when 21 years old and resided with his parents near Decatur. During his lifetime he was a frequent visitor to Chicago, both as lawyer and politician. He came to know the city well and made many new and lasting friendships in this growing midwestern town of the middle 1800's.

It was in Chicago and Springfield that he acquired fame as a brilliant young lawyer. In later years, he gained one of

▲ THE famous statue of "The Seated Lincoln" in Grant Park is the work of the noted sculptor, Augustus St. Gaudens. It was unveiled May 31, 1926.



▲ "LINCOLN, the Rail-splitter," standing in Garfield Park is the work of Charles Mulligan. It was erected in 1911 and depicts Lincoln as a young man at New Salem, Illinois.



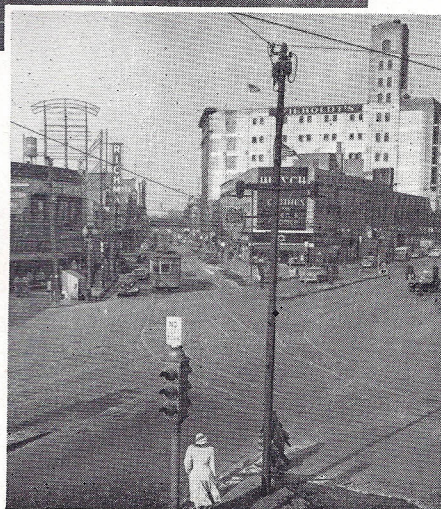
▲ THIS bronze statue of Lincoln was erected by the now extinct Lincoln Post, No. 91, G.A.R., on June 14, 1905, in Oakwood cemetery on Chicago's south side.



MANY people remember Stephen A. Douglas only as the opponent of Lincoln in many famous debates and in the presidential race of 1860, but he was also a great political leader. When Douglas died in 1861, his body was placed in a tomb at 35th and the Lake Front, the area in which he lived.



AT the corner of Lake and Market streets a frame structure to hold 10,000 people, was put up in 1860 and named the "Wigwam." Here Lincoln received the Republican party nomination for president. . . . LINCOLN avenue (right), known as late as 1867 as Little Fort Road, was renamed in honor of Abraham Lincoln. In those days it served as a pioneers' highway to Little Fort, now Waukegan.





THE pride of Chicago's northside is Lincoln Park, created and named in 1865—the year of Lincoln's assassination. It has three beaches, picnic grounds, a golf course, museum, aquarium, zoo and the famous Lincoln Park Conservatory—which is being admired here by *Conductor Gerald Bordes, Lincoln, and two of his children, Thomas and Kathleen.*

ABRAHAM LINCOLN—cont.



MAJOR attraction at Lincoln Park Conservatory during late February and early March is the annual Azalea and Camellia show. Conductor Bordes and his entire family were among the first to view this show and obliging posed for their first "family portrait." Standing in front of *Mr. and Mrs. Bordes* are *James and Thomas.* To their left are *Donald, Kathleen, Gerald and Kenneth.*



his greatest political victories—the Republican nomination for president—here in Chicago.

The lasting impression Lincoln made on Chicago is shown in the many memorials dedicated to him throughout the city. Reproduced on these two pages are a few of these memorials that pay special tribute to Abraham Lincoln, the 16th president of the United States.

THE G.A.R. Exhibition Hall in Chicago's main Library branch contains many mementos of the life of Lincoln, from his early youth until the period immediately following his assassination.

IN the Chicago Historical Society Museum, home of the famous Lincoln Dioramas and many of his memoirs, is an exact reproduction of the room where Lincoln died in Washington. All of the furnishings in this room are originals.



ONE of the first known visits made by Lincoln to Chicago was from October 5 to 7, 1848, when he and his wife stayed at the old Sherman House on his return from Congress and an eastern speaking tour. Today, on this location, stands the renowned Sherman Hotel.



TO THE Ladies

from Joan

HOOK A RUG FOR A HOBBY



EVEN A beginner can make a hooked rug like this one. Made in Lusterspun, a thick all-rayon yarn, it is worked on plain canvas without a pattern. Mark off the squares and hook squares in different colors, like a patch-work quilt.

IF YOU can't take a winter vacation, you can take up a relaxing hobby. Needlework experts recommend hooked rug making for both its soothing effect upon nerves and disposition and for the worthwhile results you can achieve. Hooked rugs are considered to be among the most beautiful of all homecraft rugs—and a woman—or man—can produce a rug to be proud of with little or no previous experience.

For free directions on how to make a hooked rug and for the hand-knit dress, write to **WOMEN'S EDITOR, CTA TRANSIT NEWS, 79 W. Monroe**

All you need in the way of equipment is a frame and a rug needle. Both of these items are inexpensive, last for years, and can be purchased in most art needlework departments.

For each rug you make, you need a rug foundation and rug yarn. A new all-rayon yarn, called Lusterspun, just recently introduced has special appeal for hooked rugs because of its brilliant color and soft luster. Seven skeins of this yarn, will be sufficient for a 24 x 30 inch scatter rug. Rug foundations come already stamped with attractive designs, both simple and elaborate. You can also buy plain rug canvas and create designs of your own, as you become more experienced.

Simple Meals For Lent Can Still Have Flair

THOUGH the forty days of Lent mean a simpler and more restricted menu than at other times of the year, Lenten meals can still have flair. Familiar dishes can be given that slight variation which brings them to the table at their very best.

Tuna and seafood, stand-bys at this season, are particularly delicious served in an aspic. Time was when aspics meant fuss, but now this gelatine favorite is easy: Soften one envelope of unflavored gelatine in $\frac{1}{2}$ cup of cold canned mixed vegetable juice. Add $1\frac{1}{4}$ cups hot canned mixed vegetable juice and stir until dissolved. Pour into molds and chill until firm.

For a vegetable casserole treat, combine canned corn and canned tomatoes and bake them with minced onion and bread cubes. In these days of high living costs, the value received when you use canned foods shows up to great advantage. Keep them always avail-

AN ASPIC ring circles tuna salad for an attractive Lenten dish. This pretty and popular aspic is made in the simplest way, merely by combining an envelope of unflavored gelatine with canned mixed vegetable juice. It can be varied endlessly by adding new combinations of seafood and vegetables.



YOU TOO, can look gracious in a hand-knit dress if you wear sizes 38 to 44. We will send you free directions for this knitted dress upon request.

able and add your own personal touch with interesting spices and food combinations.

Corn and Tomato Casserole

- 3 tablespoons butter or margarine
- 3 cups $\frac{1}{2}$ inch bread cubes
- 1 No. 2 can whole kernel corn
- 1 No. 2 can tomatoes
- 1 small onion, minced or sliced
- 1 teaspoon salt
- $\frac{1}{8}$ teaspoon pepper
- $\frac{1}{2}$ cup grated American cheese (optional)

Melt butter, add bread cubes and toss lightly; reserve. In a $1\frac{1}{2}$ quart casserole place alternate layers of corn and tomatoes with 2 cups of the bread cubes, season with onion, salt and pepper. Add cheese, (if desired) to the remaining 1 cup bread cubes, and sprinkle over the top of the mixture. Bake in a moderate oven (375°F.) for 30 minutes. **YIELD: 6 servings.**

CALLED BY THEIR COUNTRY

EVERYONE is particularly aware of the tense situation which faces our country at the present time.

To build our national defenses against this threat of another world war, the United States Government has stepped up its military program for more manpower, materials and weapons. Each month an increasing number of men are recalled to active duty, and draftees and volunteers are enlisting in various branches of our armed forces. Many Chicago Transit Authority employes are among these men.

Several months ago, when it was evident that more men would be needed for our armed forces, the CTA Personnel Department prepared individual draft questionnaires which were sent to all male employes. Through this questionnaire, the CTA determined the employes essential to its operations and how to fill their positions should they be called for military duty. Discussing the benefits of this questionnaire, the Chicago Journal of Commerce wrote: "A number of companies might do what the Chicago Transit Authority has done to find out where the draft is going to hit them, and what to do about it when the time comes." Up to January 15, 1951, approximately 211 CTA employes had entered the service of their country because of the Korean situation.

During the period of time CTA employes are on active military duty, they will retain the following employment privileges:

Vacations: Any employe called into the armed forces who is eligible for a vacation and has not yet taken it, will be paid for the amount of vacation time due him. If the employe wishes, and the department head approves, he may take his vacation prior to the time of his induction.

Seniority: An employe will receive employment credit for time spent in the armed forces and the time intervening between separation from military service and re-employment.

Pension Plan: Time spent in the armed forces of the United States or her allies during a period of emergency, or because of compulsory military service, will be designated as "continuous employment," provided the employe returns to CTA after his honorable discharge within the time prescribed by law.

Re-Employment: At the time of release from military service, a CTA employe will be re-employed in his former position or another of like seniority and pay, insofar as is practical.

Insurance: An employe going on active military duty is allowed coverage under the Travelers Life Insurance Company's Life Policy for 31 days from the date he applies for a leave of absence. If he desires, the employe may exercise the conversion privilege granted by the policy.

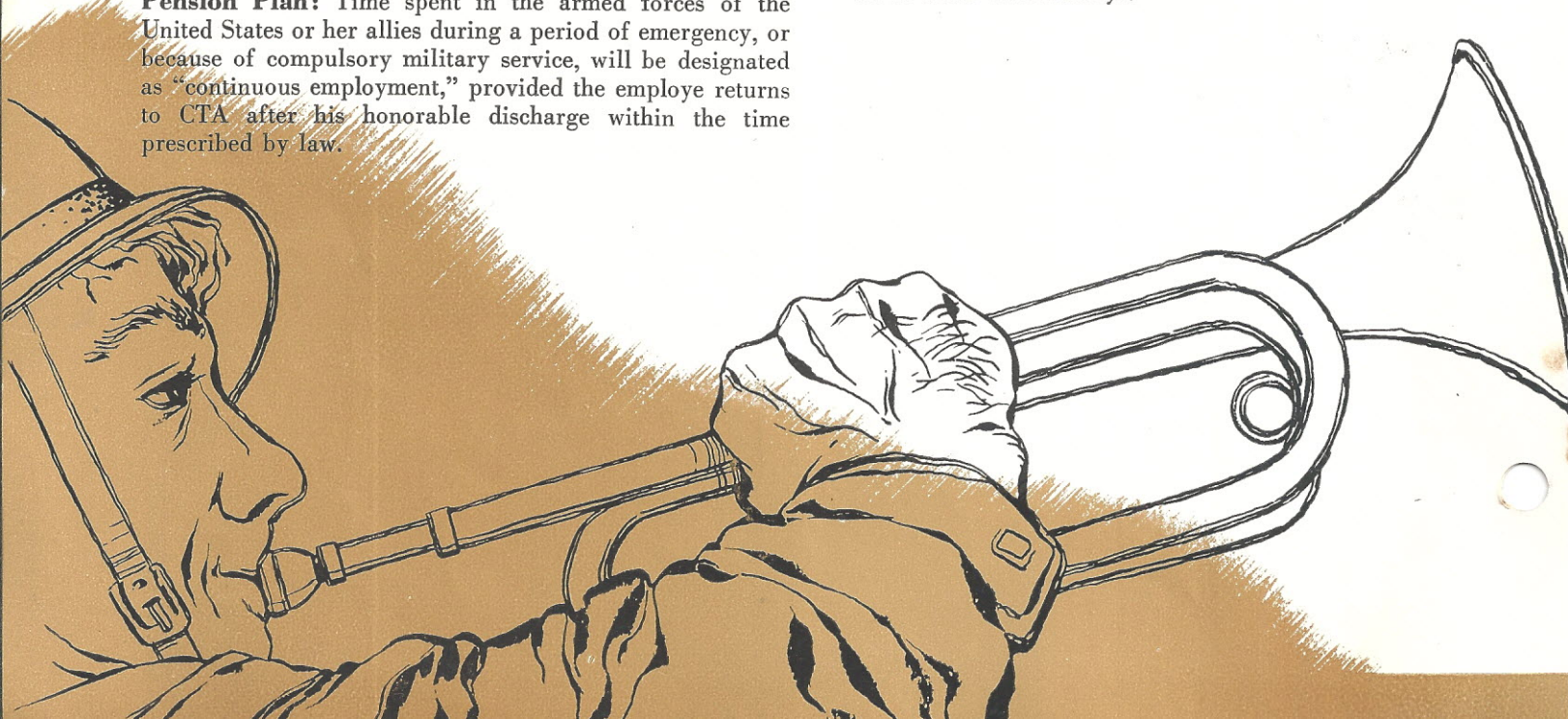
As a result of men going into the service and the large number of old time employes retiring, CTA is now faced with a serious manpower problem of its own. Our efforts to continue providing the best in local transportation service require a sufficient number of motormen, bus operators and conductors to operate our vehicles during rush hour periods when the riding demand is greatest.

During the past several weeks, a concentrated help wanted campaign has been undertaken by CTA. Car cards and daily newspaper advertisements have brought this problem to the attention of thousands of Chicagoans and suburbanites. CTA employes can do their part in this campaign by encouraging their friends and relatives to apply for work in the Transportation department.

Among the many advantages available to CTA employes: job security, pensions, and wages that rank among the highest in the transit industry. These points are best illustrated by the long service records of most surface and rapid transit system employes.

Other CTA employment advantages include free insurance benefits, vacations with pay, hospitalization, an outstanding retirement program and free local transportation.

The Employment department is located at 1165 North Clark street, where applicants are interviewed from 8:30 a.m. to 5:00 p.m. during weekdays, and from 8:30 a.m. to 12:00 noon on Saturdays.



CHICAGO TRANSIT AUTHORITY

Employees in Armed Services

Abraham, Marshall—W&S—RTD
 Agnew, John D.—Transp. RTD
 Alsing, Martin C.—Transp. SD
 Ames, R. J.—Transp. RTD
 Amundson, Edwin M.—Transp. SD
 Andrews, Eugene L.—S&E—Skokie
 Angland, Maurice—M&S—63rd St.
 Apperwhite, U. L.—Transp. SD
 Babb, W. W.—Transp. RTD
 Baker, Brownell E., Jr.—Transp. SD
 Bienasz, Raymond J.—M&S
 Bilek, Bruno J.—S&E—Archer
 Blazak, Gerald F.—S&E—West
 Bock, Robt. G.—S&E—West
 Bolger, W. M.—S&E—West
 Brady, J.—Transp. SD
 Brennan, Eugene M.—Transp. SD
 Brieschke, G. W.—Transp. SD
 Brodie, J. L.—Acc. Inv.
 Burnitz, Clarence H.—Transp. SD
 Burns, R. S.—S&E—Carhouse
 Butler, David H., Jr.—Transp. SD
 Butler, H. M.—Transp. RTD
 Byrne, Sarsfield, Jr.—Transp. RTD
 Cacioppo, F.—Transp. SD
 Cannon, D. C.—Schedule—Trf.
 Capadona, Frank P.—S&E—Skokie
 Carolan, John F.—Transp. RTD
 Carroll, P. J.—S&E—Carhouse
 Casey, L. J., Jr.—Transp. SD
 Catalinotto, J. J.—Transp. RTD
 Chinovsky, J.—Transp. SD
 Christensen, F.—Transp. SD
 Chwistek, J. E.—Electrical
 Cioffe, Matthew F.—Transit Engr.
 Clemens, E. N.—Transp. SD
 Collins, Wm.—S&E—West
 Conley, Warren W.—Transp. RTD
 Coverick, John M.—M&S—South
 Crowe, S. E.—Transp. RTD
 Cummane, W. J.—Transp. RTD
 Curran, John P.—S&E—Carhouse
 Cutrara, A. S.—Transp. SD
 Daly, Richard—M & S
 DeSande, F. B., Jr.—S&E—Carhouse
 Dinter, B. P., Jr.—Prop. Acctg.
 Dixon, Arthur J.—Transp. SD
 Dobersch, Wm. G.—S&E—Carhouse
 Dolan, Francis D.—Transp. RTD
 Donohue, R. M.—Transp. RTD
 Dudek, Louis M.—Transp. SD
 Fabricius, Harold E.—S&E—South
 Fahey, Michael J.—S&E—RTD
 Fallon, P. J.—S&E—Carhouse
 Fidanze, Mitchell M.—Transp. SD
 Filpovich, J. C.—S&E—Carhouse
 Finnegan, J. F.—Electrical
 Fisher, R. J.—Transp. SD
 Fregeau, Harvey E.—Electrical
 Friedman, John N.—Transp. RTD
 Galvin, J. C.—Road RTD
 Gariti, Biagio—S&E—Carhouse

Gass, W. G.—Transp. RTD
 Gavin, Thos. Francis—Acc. Inv.
 Gluchman, N., Jr.—S&E—Carhouse
 Granger, M. J., Jr.—S&E—Carhouse
 Green, Stanley A.—Transp. SD
 Greene, Eric J.—Transp. (Yard)
 Harriss, John J.—S&E—Carhouse
 Hastings, Theodore J.—S&E—West
 Henderson, A. R.—Electrical
 Horning, R. F.—Transp. SD
 Hoskins, E. L.—Acc. Inv.
 Huizenga, Geo. R.—S&E—West
 Jackson, John H.—Transp. SD
 Jankowski, Richard T.—Transp. SD
 Jenkins, J. D.—Transp. SD
 Joe, A. J.—Transp. SD
 Johnson, A. E.—Transp. RTD
 Johnson, Verne J.—Transp. RTD
 Jones, C. J.—Transp. RTD
 Joseph, A.—Transp. SD
 Joseph, A. A.—Transp. SD
 Kaiser, Kenneth J.—Sched.—Trf.
 Keating, G. M.—Electrical
 Kelly, J. P.—Transp. RTD
 Kerrigan, T. B.—W&S—Bldg.
 Koch, Lawrence W.—S&E—South
 Kohler, John C.—Transp. SD
 Kriha, E. J.—S&E—Carhouse
 Launius, J. L.—Transp. SD
 Laurencell, Ronald J.—S&E—Carhouse
 Loughlin, David—S&E—South
 McCarthy, J. E., Jr.—SE—Carhouse
 McCarthy, Robt. W.—M&S—West
 McGill, J. P.—S&E—Carhouse
 McGready, J. A.—S&E—Carhouse
 McGuinness, Michael—Transp. SD
 McHugh, E. J.—S&E—Carhouse
 McIntosh, J.—Transp. RTD
 McIntyre, Daniel—Transp. RTD
 McStay, Patrick J.—Sched.—Trf.
 McSwain, G. J.—Acc. Inv.
 Macak, G. J.—Purchasing
 Macuras, H.—S&E—Carhouse
 Majewski, L. A.—Transp. SD
 Majkut, W. A.—Transp. SD
 Maniscalco, M.—Transp. SD
 Marren, J. M.—S&E—South
 Meyer, B. R.—Transp. SD
 Michaels, John F.—S&E—Kimball
 Michalski, R.—S&E—Carhouse
 Miller, A.—Transp. SD
 Miller, A.—S&E—Carhouse
 Miller, Geo.—S&E—Carhouse
 Mohre, F. F., Jr.—S&E—Carhouse
 Monaghan, J. F.—Transp. SD
 Montgomery, E. E.—M & S
 Moots, W. A.—Transp. SD
 Moriarity, Mortimer—S&E—Carhouse
 Mostyn, John F.—Transp. SD
 Mueller, Raymond C.—Transp. SD
 Mulligan, Michael J.—S&E—Carhouse
 Nehls, Chester F.—Transp. SD

Newell, M. P.—S&E—Carhouse
 Niesman, R. P.—S&E—Carhouse
 Norris, Chas. H.—Transp. SD
 Nugent, J. R.—Transp. SD
 O'Keeffe, Edw. J.—Transp. SD
 O'Malley, Kevin—S&E—RTD
 O'Meara, Thos. M.—Transp. RTD
 Onorato, R. H.—S&E—Carhouse
 Patino, G. J.—Transp. SD
 Payne, L. D.—Transp. SD
 Peck, L. H.—W&S—Bldg.
 Perkovich, Daniel R.—W&S—Bldg.
 Peterson, Geo. J.—Transp. RTD
 Petraircius, V.—S&E—RTD
 Piorunski, L. L.—Transp. SD
 Porcelius, Wm. J.—S&E—West
 Price, Donald Edw.—M & S
 Proffitt, Daniel J.—S&E—South
 Rage, Lester R.—Transp. SD
 Ralph, J. L.—S&E—RTD
 Reed, Duane E.—Electrical
 Richter, Albert J.—Chief Engr.
 Rochford, T. F.—S&E—West
 Rogers, R. R.—Road RTD
 Rothgery, Howard L.—Transp. SD
 Rudy, L. T.—S&E—Carhouse
 Russ, J. J.—Transp. SD
 Schmidt, R. J.—Transp. SD
 Scollard, P. J.—S&E—West
 Sheehan, D. J.—Sched.—Trf.
 Silverman, Wm.—Transp. SD
 Simms, R. C.—Transp. SD
 Skau, Edw. T.—Transp. SD
 Slesick, Stanley G.—Inspection
 Sluzinski, S. A.—S&E—Carhouse
 Stack, Edw.—Transp. SD
 Stephens, Milford—Transp. RTD
 Stewart, C. J.—Transp. SD
 Strickland, Geo. D.—Electrical
 Stumpf, J. R.—Transp. RTD
 Sturm, A. P., Jr.—Transp. SD
 Sullivan, E. F.—S&E—South
 Sullivan, J. J.—S&E—West
 Sullivan, M. E.—Transp. SD
 Sumner, K. L.—Transp. SD
 Tedeschi, Albert J.—Transp. SD
 Togher, Thos.—S&E—RTD
 Torp, Richard H.—Pub. Inform.
 Truschke, Norman—S&E—Carhouse
 Tyk, John R.—Transp. RTD
 Valerious, R. J.—S&E—Carhouse
 Ventrella, Frank M.—Transp. SD
 Vorsatz, W.—S&E—South
 Wagner, R. J.—S&E—Carhouse
 Walsh, J. H.—Transp. SD
 Wau chop, H. H.—Transp. SD
 White, C. W., Jr.—M & S
 Wickman, G. H.—S&E—Carhouse
 Wilson, Richard E.—S&E—RTD
 Wingard, Andrew—Transp. SD
 Wischler, Frank J.—Transp. SD
 Worker, Darrell L.—Transp. RTD

TRANSIT IN THE

News



Through Fire and Water

CTA rapid transit service during the height of the tragic Loop fire of January 12 operated on schedule despite reports to the contrary. The blaze, which destroyed a large warehouse at 320 North LaSalle street and resulted in the death of four city firemen, caused an estimated \$1,500,000 loss. Street traffic in the vicinity of the fire was tied up for hours. Although the blaze was relatively close to the CTA elevated structure, it threatened only our Market street emergency stub. The regular northside rapid transit trains were able to move without delay.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF DECEMBER 1950 AND 1949, TWELVE MONTHS ENDED DECEMBER 31, 1950 AND 1949

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

This statement is subject to such changes, if any, which may be disclosed by final year end audit.

	Month of December		12 Months Ended Dec. 31	
	1950	1949	1950	1949
Revenues	\$10,003,617	\$10,398,640	\$115,812,984	\$116,239,238
Operation and Maintenance Expenses	9,121,553	9,108,739	101,843,010	105,495,146
	882,064	1,289,901	13,969,974	10,744,092
Debt Service Requirements:				
Interest Charges	318,003	318,003	3,816,250	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	107,000	107,000	1,284,000	1,284,000
	425,003	425,003	5,100,250	5,100,250
Balance before Depreciation	457,061	864,898	8,869,724	5,643,842
Provision for Depreciation—Current Period.....	541,667	541,667	6,500,000	6,500,000
Balance available (A) for Reserves for Operating Expense and Municipal Compensation; and (B) for Modernization. (Note 2).....	\$ 84,606	\$ 328,231	\$ 2,369,724	\$ 856,158

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 1947 Revenue Bonds.
- (2) Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor, before any deposits shall be made to Municipal Compensation Reserve Fund or set aside for Modernization; \$856,158 of the balance available for the twelve months ended December 31, 1950 were applied to cover prior period deficiencies in deposits to the Depreciation Reserve Fund.

PASSENGER STATISTICS

Originating Revenue Passengers.....	64,396,072	67,745,349	752,200,968	847,111,142
Transfer Revenue Passengers	3,422,342	3,289,646	38,030,013	39,310,443
Total Revenue Passengers	67,818,414	71,034,995	790,230,981	886,421,585

CTA Buys 50 More Propane Buses

THE purchase of an additional 50 propane-fueled motor buses was recently authorized by Chicago Transit Authority at a cost of \$856,742.50. Originally these 50 buses were ordered from ACF Brill by another transit company but it was compelled to cancel the order after production had started. The buses were then offered to CTA, with delivery promised within 90 days. *General Manager Walter J. McCarter* recommended the purchase as a hedge against further delays in deliveries of other buses recently purchased by CTA.

Recent Appointments

In a bulletin issued by *P. J. Meinardi*, comptroller, and approved by *General Manager Walter J. McCarter*, it was announced that, effective January 1, 1951, *John H. Finch* had been appointed assistant comptroller of Chicago Transit Authority.

Mr. Finch was born in Chicago and attended Lewis Institute and Northwestern and De Paul universities. He began his transportation career in 1921 as a student guard for the Chicago Rapid Transit Company, later advancing to the positions of junior accounting clerk, auditor and general auditor. In January, 1948, he was named general accountant for CTA, the position he held until his recent appointment.

Other appointments made in the Comptroller's department, effective January 1, were as follows: *Albert C. Jann*, general accountant; *A. J. Fitzsimmons*, assistant general accountant, and *William B. Folta*, assistant budget supervisor.

Recent Service Changes

ROUND-THE-CLOCK transit service was made available to residents of the LeClaire Courts housing project on January 14, when the Chicago Transit Board authorized an extension of the 47th street bus line to a new west terminal at Cicero avenue and 46th street.

ELSTON avenue streetcars were replaced by modern propane-fueled buses and new routings were established on the line January 24. This was the first CTA route to be completely equipped with these quiet operating, odorless vehicles.

THE SECOND CTA line to be equipped with propane gas bus service was Division street when these 51-passenger vehicles were substituted for streetcars on February 4. Conversion of the Division street line to propane bus operation eliminates a transfer which formerly had to be made between streetcars and buses at California avenue.

SCHEDULED to be converted to propane operation on February 18 was Lincoln avenue where 70 of these vehicles were substituted for streetcars.

It Happened On A Bus

A WASHINGTON University student became indignant when a mover asked ten dollars to move all his books and belongings to another lodging place.

"I'll do it myself," he told the mover.

Piece by piece, and package by package, twelve round trips later on a Public Service bus, the student had moved everything he owned! It cost him \$2.80.—*Reprinted from the St. Louis Globe-Democrat.*

Our Error

IN CASE you didn't notice it yourself, we'll tell you: The picture entitled "Christmastime at Limits" in the January issue of CTA TRANSIT NEWS was taken at Lincoln. Our thanks to the irate Lincolnites who called it to our attention.



Why Transit Men Get Jitters

THE transit man's dream of Utopia is a city with no traffic problems. In a recent series of stories calling attention to Chicago's traffic problem, the *Chicago Daily News* carried these three pictures . . . The first shows five parking violations at the intersection of Morgan and Randolph streets. Three vehicles are double-parked (one in the wrong direction) and two others block the crosswalk. . . . The second shows the result of double-parking on Chicago's narrow, congested near-northside streets. . . . And the third shows that public transit also has a responsibility in speeding the flow of traffic. In spite of a clear bus loading zone, this vehicle has stopped



a full nine feet from the curb, blocking all traffic behind it. This is in violation of the new traffic code, which provides that buses must pull into the curb unless the way is obstructed.

IT'S TIME TO PAY YOUR INCOME TAX

WHO? You have to file a personal income tax return if you are a citizen or resident of the United States and had a gross income of \$600 for the year. Your age does not matter. You also have to file if you earned less than \$600 but had taxes withheld from your wages and want to get the withholdings back.

WHEN? The deadline for filing your 1950 return is March 15, 1951.

You also have to file a Declaration of Estimated Income for 1951 by March 15 if:

- (1) you will have an income of over \$100 from any source other than wages on which your employer with-

holds tax, and your total income is \$600 or more, or

- (2) your wages on which taxes are withheld amount to more than the total of \$4500 plus \$600 for each exemption.

HOW? You can get blank forms and instruction booklets from the office of any Collector of Internal Revenue, any post office, and most banks.

WHERE? File your return with the Collector of Internal Revenue for the district in which you live. The post office will tell you the address of the Collector for your district.

COURTESY

COURTESY

A tiny thing, is Courtesy,
yet bigger than the sky,
A thing that you can give
but money cannot buy.

COURTESY

It's like a fragile flower to the
desert breeze unfurled,
And warms the coldest places in
this cold and thoughtless world.

COURTESY

It's Joe, the bus-man, waiting
for a lady, old and gray.
It's Jones, the banker, helping
a blind beggar on his way.

COURTESY

It's guiding strangers, though it
takes you off your course a mile.
It's thanking folks in lowly jobs
for service with a smile.

COURTESY

It's asking—not commanding,
and it's sharing someone's load.
It's going back to move a rock
that blocks another's road.

COURTESY

A priceless endless treasure
that's been here since life began,
Courtesy is the link that binds
the Brotherhood of Man.

—Author Unknown.

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