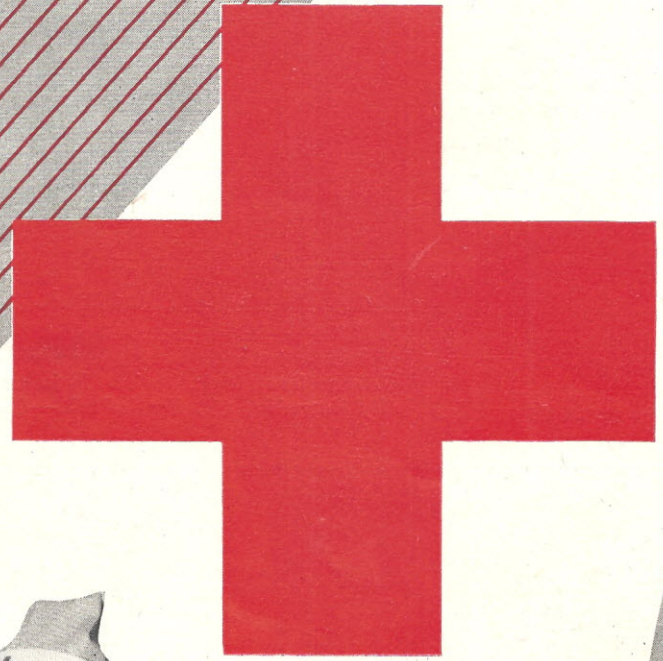


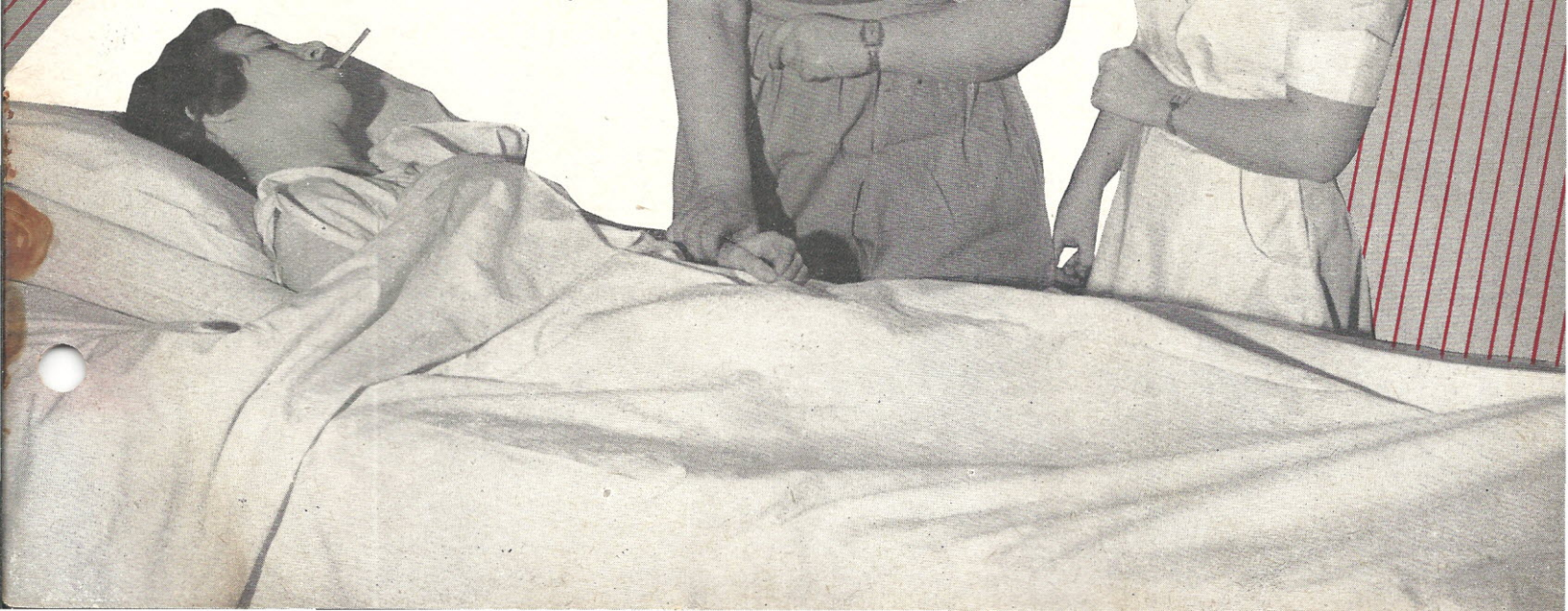


# TRANSIT NEWS

MARCH, 1951



**Give To The Red Cross**





# What's Your Answer?

EACH of the items featured on this page is from a story that appeared in CTA TRANSIT NEWS during the past year. How well do you remember them?



1. CTA employees and their families were guests at the opening of the second all-bus servicing center built by Chicago Transit Authority. It is called: (A) Beverly; (B) Burnside; (C) North Park.—(July, 1950)

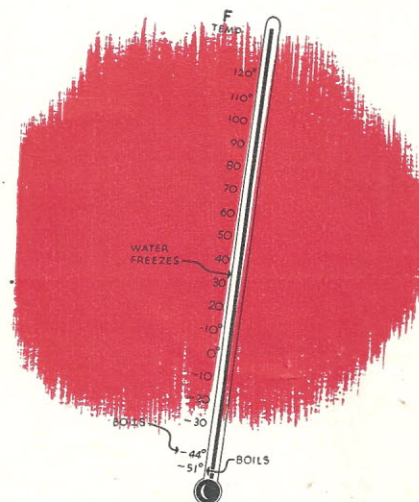


2. Although hundreds of telephones are located throughout the CTA system, this phone is unique because it is: (A) a special telephone for reporting accidents; (B) used to give passengers route information; (C) a portable telephone located in an electrical department gang wagon for emergency purposes.—(June, 1950)

CORRECT ANSWERS: 1-C; 2-C; 3-A; B, C; 4-B; 5-C; 6-B; 7-A; 8-A



3. Since the latter days in November, CTA has been maintaining service under unusually bad weather conditions and traffic tie-ups. The combination of these two factors: (A) emphasized the importance of the City's no-parking regulations; (B) cost the CTA over \$700,000; (C) discouraged motorists from driving their automobiles to work in bad weather.—(January, 1951)



4. Propane fueled buses are now in operation on several CTA surface routes. One of the many unique features of this liquid fuel for transit vehicles is its low boiling point of: (A)  $-10^{\circ}$ ; (B)  $-51^{\circ}$ ; (C)  $+10^{\circ}$ .—(January, 1951)

5. These figures are important to all CTA employees and their families because they represent: (A) the amount of revenue collected by CTA since 1946; (B) the number of complaints from CTA passengers during the past five years; (C) the decline in the number of CTA riders—a trend which can be reversed only by presenting the best in courteous transit service.—(January, 1951)

DO YOU KNOW WHAT THESE FIGURES ARE?

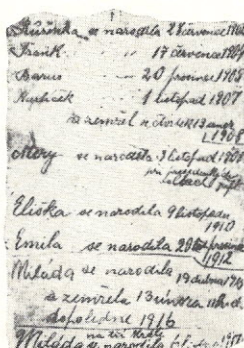
1,075,000,000 (1946)

1,034,500,000, (1947)

963,000,000 (1948)

847,000,000 (1949)

750,500,000 (1950)



6. This is: (A) a courtesy card filled out in connection with a CTA accident; (B) a document submitted to the Insurance department to prove an employee's age and to complete the records of CTA's new retirement plan; (C) the answer to a written examination taken by a prospective employee.—(June, 1950)



7. This man is: (A) a CTA welder wearing one of the many safety devices supplied for the protection of CTA employes on the job; (B) a bee-keeper after a swarm of bees; (C) a visitor from Mars.—(November, 1950)



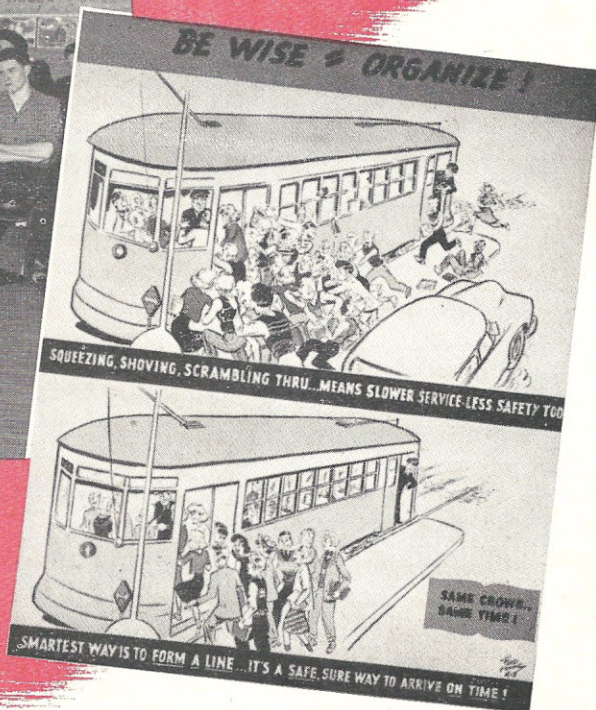
8. Aluminum panels were placed on CTA vehicles to: (A) display exterior traveling commercial advertising; (B) cover up holes in the vehicles; (C) place destination signs on the vehicles.—(September, 1950)





REGULAR meetings of the Senn High School Key Club are held in one of the school rooms. Addressing the members here is the club president, *Gerson Ecker*, a senior student.

CTA'S program aimed at students who ride CTA vehicles includes the distribution of posters to public and parochial high schools, and the placing of display cards in all CTA vehicles urging students to practice safety and not to destroy public property.



## Training Tomorrow's Citizens

IS there a need for better safety practices and conduct among students who ride public transit vehicles?

As a motorman, conductor or bus operator of CTA transportation equipment, your answer to this question would probably be a resounding "YES." If it is, then don't consider yourself the only individual with this feeling.

Out at Senn High School, on Chicago's North Side, the students themselves feel that their general conduct on public transit vehicles could stand some improvement and they have decided to do something about it. They are quick to add they are not entirely at fault, but do assume a major portion of the blame. What they have done and are doing is noteworthy because it is a program initiated and promoted by the students, with no outside assistance.

The campaign to improve safety practices and courtesy of student riders was originated by members of the Senn Key Club, a high school organization sponsored by the Kiwanis International and in existence in hundreds of schools throughout the country. In the Chicago area, there are nine high schools represented by Key Clubs.

Primary objectives of a Key Club are to help prepare tomorrow's citizens for more useful citizenship, develop their initiative and leadership and provide them with practical experience in living and working together. The membership of the club consists of young men qualified scholastically from the upper classes of the school and certified by the school principal to be of good character and possessing leadership ability.

First step in the Senn Key Club program was to organize a Courtesy Committee of six members who adopted the slogan: "Courtesy Breeds Safety." The members then staged assembly programs on the theme. Large posters were displayed in the corridors and classrooms illustrating,

through the use of photographs taken by a committee member, some of the incorrect riding practices of students. Similar material prepared by art department students has also been on display in the school.

In addition, a news story has appeared in the school paper encouraging support of the program, and a letter has been read to all students requesting their cooperation in creating better relations between students and operators of public transit vehicles.

The Chicago Transit Authority, through its own school poster program, has done much to encourage proper conduct of school students while riding CTA vehicles. However, programs such as the one undertaken by Senn's Key Club will do much to make our efforts more successful.

A poster prepared by the Senn Key Club is shown to *Charles M. Smith*, Supervisor of Accident Prevention for CTA, by Committee Chairman *Charles Williams*. In a letter to the high school, Mr. Smith expressed the appreciation of CTA in recognition of the fine work being accomplished by members of the Senn Key Club.





# ARE YOU OBEYING THE LAW?

## *Do You Know How Chicago's Revised Traffic Regulations Affect You— When You Operate a CTA Vehicle? . . . When You Drive Your Car? . . . When You Just Walk Down the Street?*

ON DECEMBER 22, 1950 the City Council of Chicago passed a set of revised traffic regulations. Most CTA surface operators are familiar with the provisions of the old traffic code through the CTA booklet "Know the Law." However, now is a good time for them to brush up on their knowledge.

The traffic regulations outline definite responsibilities for transit operators, pedestrians, and motorists.

For instance, bus operators are required, by law, to pull up within 18 inches of the curb when loading or unloading

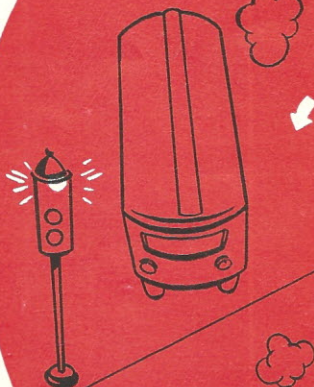
passengers. Pedestrians are now required to obey all traffic control signals and are forbidden to cross streets in mid-block in a business district. Motorists are forbidden to "stop, stand or park" in bus stops. Streetcar operators are warned against stopping on a crosswalk or within an intersection for the purpose of discharging passengers.

Reprinted on these pages are some of the more pertinent features of the City's traffic regulations with which all CTA personnel should be familiar.

One of Sam's regular passengers hails him to be let on. (27-139b)



A group of people are waiting to board at the bus stop. (27-139c)



The traffic signal is flashing red. (27-31)



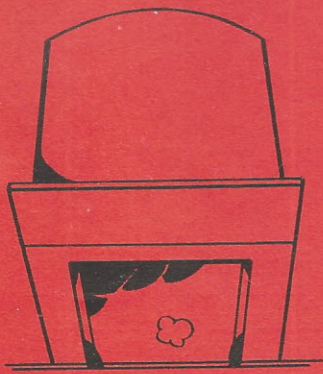
Traffic has backed up the vehicles in the next block. (27-58)

In order to get back on schedule, Sam speeds up. (27-40)

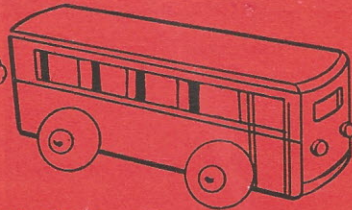


## MAKE A TRIP WITH SAFETY SAM, THE TRANSIT MAN

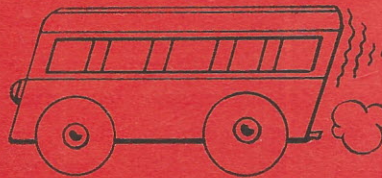
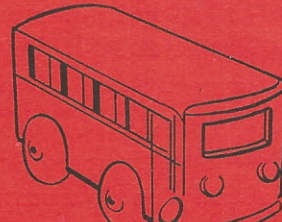
AS SAFETY SAM makes his regular run he meets with a number of situations covered by the new Traffic Regulations. Once or twice Sam is not sure just what he should do. Sometimes he sees another person violating the law. . . . Follow Sam on his trip and see if you can spot the traffic regulation which applies in each instance. Check your answers against the paragraphs bearing the code numbers on page 6.



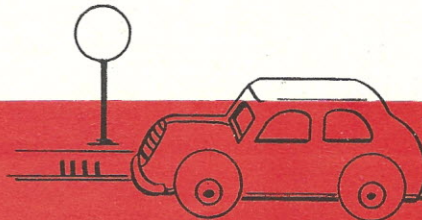
Sam drives his bus out of the bus garage. (27-57)



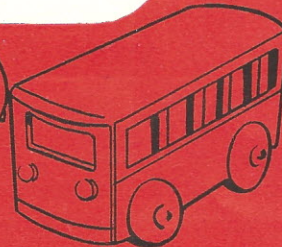
Pedestrians are crossing the street as Sam makes a right turn. (27-42a, 27-99)



A pedestrian cuts across the street in front of the bus. (27-103, 27-106)



An auto is parked in the bus stop. (27-140)



A double-parked auto blocks the street. (27-71, 27-119)



He stops on the crosswalk and lets off the rest of his passengers. (27-122)



# Are You Obeying The Law? - continued

- 27-31 (1) A flashing red light indicates a full stop is required before proceeding by the operators of all vehicles and streetcars.
- (2) A flashing yellow light indicates the operator of any vehicle or streetcar can proceed only with caution.
- 27-40 (UART—Sec. 49) Speed limits when not otherwise posted: Business district, 20 MPH; Residential district, 25 MPH; Suburban district, 35 MPH.
- 27-42 (a) Right Turns — Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway.
- 27-57 Vehicles emerging from alleys, driveways or a building shall stop before crossing the sidewalk, yielding the right-of-way to any pedestrian and all vehicles approaching on the roadway.
- 27-58 *It is unlawful for the operator of a vehicle or streetcar to proceed across an intersection unless there exists sufficient space on the opposite side to accommodate the vehicle or streetcar without blocking the intersection.*
- 27-71 When passing, no vehicle shall be driven to the left of the center line unless the left side of the roadway is clearly visible and free of oncoming traffic. The overtaking vehicle must return to the right before coming within 100 feet of an oncoming vehicle.
- 27-99 (a) *Pedestrians in a crosswalk not controlled by signals or a police officer have the right-of-way, and vehicles shall yield the right-of-way to these pedestrians. (b) However, no pedestrian shall suddenly leave the curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. (c) When a vehicle has stopped at a crosswalk to lawfully let a pedestrian cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake or pass such stopped vehicle.*
- 27-103 Pedestrians are prohibited from crossing roadways: (1) Between adjacent intersections where traffic signals are in operation; (2) Anywhere but at a crosswalk in a business district.
- 27-106 However, nothing in the law shall relieve an operator or pedestrian of exercising due care to avoid a collision.
- 27-119 Double-parking is illegal at any time or location.
- 27-122 **PARKING RESTRICTIONS.** Stopping, standing, or parking of any vehicle is prohibited in any of the following places, except when necessary to avoid conflict with other traffic, or in compliance with directions of a police officer or official traffic sign or signal: (1) Within an intersection; (2) On a crosswalk; (6) Within 20 feet of a crosswalk; (10) On any sidewalk; (15) Along the curb for 60 feet opposite an official streetcar stop, and for a distance of a minimum of 85 feet at an official bus stop.
- 27-139 (a) *The driver of a bus shall not stand or park such vehicle upon any street at any place other than at a designated bus stand or bus terminal. (b) The driver of a bus shall not stop such vehicle upon any street at any place for the purpose of loading or unloading passengers other than at a designated bus stop, bus stand, passenger loading zone, or bus terminal except in case of an emergency. (c) The driver of a bus shall enter a bus stop or passenger loading zone on a public street in such a manner that the bus when stopped to load or unload passengers shall be in a position with the right front wheel of such bus not further than eighteen inches from the curb and the bus approximately parallel to the curb so as not to unduly impede the movement of other vehicular traffic.*
- 27-140 No person shall stop, stand or park a vehicle other than a bus in a bus stop, bus stand or bus terminal, except a passenger vehicle may load or unload passengers when such stopping does not interfere with any bus about to enter such zones.

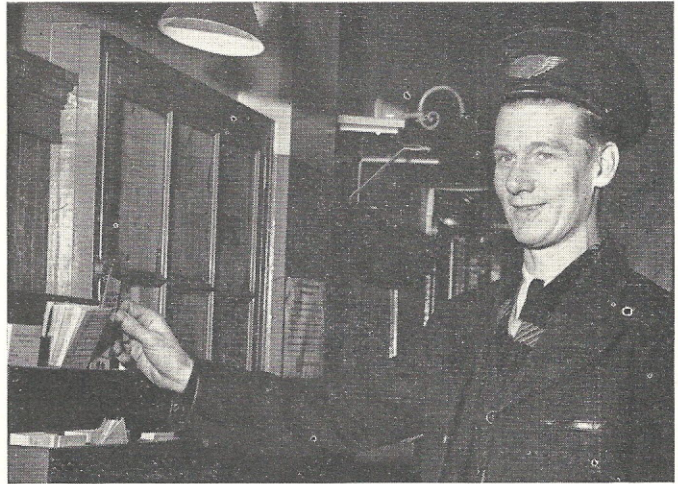


*In view of the continued increase in city automobile traffic, Inquiring Reporter Harold Sedin asked his fellow operators at Limits:*

## DO YOU THINK EXAMINATIONS SHOULD BE MORE STRICT FOR A DRIVER'S LICENSE?



**IRWIN ECKERT, Motorman:** "With the increasing rate of traffic fatalities in the State of Illinois, the license law should be reviewed. The law should require each individual to pass a rigid driving test and physical examination. This, in my opinion, would cut down the rate of accidents."



**HAROLD P. HANSEN, Conductor:** "Yes, because there are more cars on the streets than ever before, and half of the drivers don't know the rules and laws of driving a vehicle. I also believe that the age limit should be 21 instead of the present limit of 18."



**GEORGE G. DILLAS, Bus Operator,** tells **REPORTER SEDIN:** "Examinations for a driver's license should be more difficult. Applicants should be submitted to a written quiz concerning the motor vehicle code. They should also be thoroughly tested for visual accuracy and reflex reaction. Individuals not meeting these set standards should be denied a driver's license. This same procedure should be followed on a renewal of a driver's license."

**CHARLES CLARK, Motorman.** "No, I do not. I think the examination is strict enough but after getting possession of the driver's license, the average driver forgets everything he learned. More accidents are caused by careless drivers who know the 'Rules of the Road,' rather than by incompetent drivers."



**HENRY W. BOLDT, Bus Operator:** "Yes, I believe that the examinations should be made more strict. Every applicant for a license should be required to pass not only a physical examination but also an oral test of his knowledge of safe operating practices. This should be supplemented by a "road test" during which the examiner would intentionally put the driver in a bad position to test his speed of reaction to emergencies. And every time a driver's license expires he should be required to go through the tests again, just like a new driver."





## NO HOUSING SHORTAGE HERE



ON display in the dining room of Motorman Presser's home are many of the model buildings he has made in recent years. An ardent admirer of his skilled work is granddaughter *Mary Jo Billmeier*, two years old.

THERE'S a serious housing problem existing today, but not in the type of homes built by *Motorman John Presser*, Lincoln. When it comes to building a new home, all Motorman Presser does is think up an idea and then proceeds to build it—a model home, that is.

Model home building has long been a popular hobby and after viewing some of the finished products as designed by Presser, you understand why such popularity has existed so many years.

John, a surface employe for 31 years, first became interested in building model homes when he was a student at the Audubon Elementary School way back in 1907. "I was in a manual training class," he says, "and we had to learn how to make such things as foot stools and book ends from pieces of wood." This didn't enthuse him too much so he began to build a model house in his spare time.

"It wasn't much to look at and took four weeks to complete," John commented, "but I found real enjoyment in completing that first house, so much so, that I'm still enjoying the same hobby today."

Since constructing his first model home, John has built over thirty miniature buildings, including house dwellings,

doll houses, banks and a church. Although his present designs are more detailed than when he first began this hobby, John has cut his working time to about two and one-half weeks to complete a model.

Almost all of the models John builds are designed from his own imagination and constructed with either wood or plaster. He usually gets his wood material from the scraps left over at a neighborhood lumber yard and fashions his models with a hand saw, pocket knife, lathe, and jig saw, plus two very important items, glue and paint.

During the past Christmas season, several of Motorman Presser's model homes were on display in a Lincoln Avenue floral shop as part of a window decoration. However, the model John is particularly proud of is the replica he made of a home for orphaned children of war veterans, located in Eaton Rapids, Michigan. The model, on display at a local Veterans of Foreign Wars Post in Chicago, has a small chimney through which members are able to deposit cash donations. All of the funds collected from this unique arrangement are to be donated to the orphans home during the first week in June. At the same time, Motorman Presser will present his miniature of the home to the children.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

## Did They Fall For Each Other?

ACCIDENT INVESTIGATION — Two other people who will be more than delighted to see the ice disappear are *Dennis J. Crowley* and *Josephine Kelly*. They each had the thrill of falling on one of our icy days. A bit of advice for our next winter—wear spiked shoes!

A sure sign that the warmer weather is almost with us . . . *Pauline Roberts* busily getting data on Colorado for her first vacation with her new husband.

The moving vans will be busy this spring . . . *Dan McNamara* and *Mary Clark* intend to be in their new homes about the same time the first crocus is in bloom.

It appears that one month of marriage was enough for *Jim Gallagher*. Seems Uncle Sam thought he would enjoy his company more so than his bride, so away he went. A sorrowful goodbye from all of us.

*Doris Kutzer* is all aglow at discovering her hidden talent. We just hope her beaux will wear those plaid socks when she finishes knitting them.

Our sympathy is extended to *Jeanne Ludmann* on the death of her grandmother. — JERRY and CAL.

## Wedding Bells Heard From Accounting

ACCOUNTING — *Eleanor Botansky*, M.&S., and *Ben Horivitz* exchanged marriage vows at the Covenant Club on February 25. After a honeymoon in New Orleans they will make their home in San Antonio, Texas, where they met while Eleanor was vacationing at her brother's home a couple of years ago. For the ceremony the bride wore a beige lace dress with a matching hat. Only members of the immediate family were present. Her co-workers gave Eleanor a toaster and madeira pillow cases when she left C.T.A.

*Eileen "Murph" Miller's* "engagement" ring created quite a stir in the department. It was a belated gift from her husband of three and one-half years.

*Ann O'Connor*, M.&S., is convalescing after surgery . . . *Mabel G. Amsler*, Revenue, succumbed after a long illness on February 8. Heartfelt sympathy is extended to Mabel's family and to *Betty Suhr* whose mother passed away.—HELEN A. LOWE.

## "Grand Old Man of Archer" Dies

ARCHER—All the fellows here at Archer and those all over the system who knew, or worked under *Daniel F. Bowles* will keenly feel his passing. Known as the "Grand Old Man of Archer," he was one of the finest men it has been my privilege to be associated with . . . He fell in his apartment on December 3 and broke his hip. He was confined to the Illinois Masonic hospital until his death, in January . . . He worked for the surface system for 51 years. For 37 years he was superintendent of Archer

. . . A year ago he celebrated his 86th birthday at an open house staged by his many friends and neighbors. (CTA TRANSIT NEWS, February, 1950)

Operator *Wm. Moore* has been on the sick list for several months.—PAUL GADE.

## Vacations in Sunny(?) South

ARMITAGE—*Motorman John Scharnach* spent a January vacation in Florida and *Motorman Roy Harnish* spent a February vacation at the same place. According to radio reports its hard to tell which place was the warmer Miami or Chicago.

The stork delivers a swan. *Conductor Virgil Swan* is now the proud papa of a baby girl. Mother and cygnet are all doing fine and daddy is slowly recovering.

We were all glad to see *Motorman Roy Felton* back after a six week battle with "Arthur Ritus."

We all offer our sincere sympathy to *Conductor Krupa* who lost his father recently.—TED SHUMON.

## The Show Must Go On—It Did, Too

BEVERLY — *Miss Jean Valiquet*, daughter of *Bus Operator* and *Mrs. Tom Valiquet*, does acting as a hobby, as do all the other actors affiliated with the Beverly Theatre Guild. She was to play a lead part in the play "*Uncle Tom's Cabin*" but came down with such a severe cold she could not be present at curtain time.

*Bus Operator* and *Mrs. Howard Serena* are home with a new daughter, *Sue Ellen*, nine pounds, three ounces, born February 3 at the Illinois Central Hospital. At home waiting for the arrival was a big sister, *Loralei*, and two brothers, *Robert* and *Howard*.

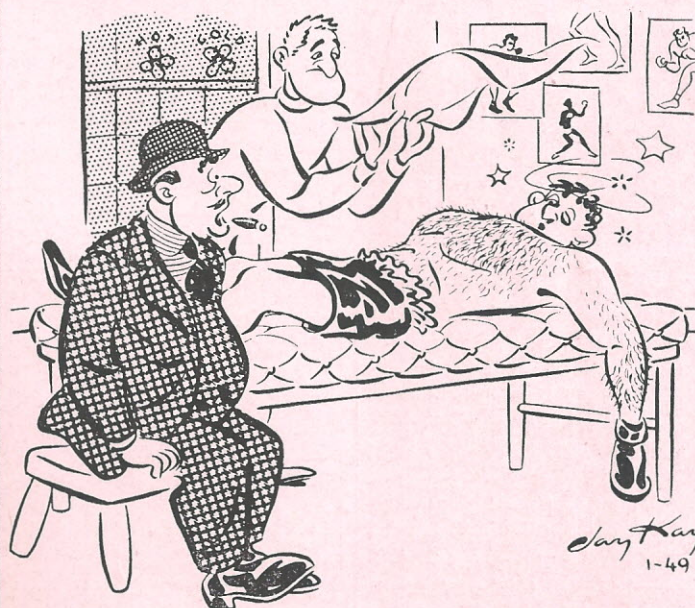
*Bus Operator* and *Mrs. John Borvan* announced the arrival of their first child *Susan Elizabeth*, seven pounds, five ounces, January 21, at the Englewood Hospital.

## Right Time to Leave

*Bus Operator Alonzo Martin* sure knows the best time to take his vacation. While we had to suffer the cold spell, he was enjoying himself in the warmer climate of Nashville, Tennessee. He visited some of his old schoolmates at the Tennessee State College. He said, "I wouldn't miss Saturday night at the Grand Ole Opry, and I didn't."

Contests come and go — and that's just what happened in this contest that affected *Bus Operators Don King, Bill Dillon, Bert Sine (Red)* and *Ed Bennett*. Which man could raise the best mustache? They were all so disappointed in the results they called it a draw.

Listening to the pros and cons about parakeets as pets, *Bus Operators Bud Godding* and *Jack Johnson* got into what you would call a heated debate. Bud Godding was winning when someone standing by asked Jack Johnson what kind of a pet he had. His answer was "a cocker spaniel." That did it — Bud Godding slipped on his coat and said smilingly "I'll make my



"Oh hello there, Jake . . . er, by the way did I win?"



## HONORED AT RETIREMENT DINNER



A familiar member of the CTA Signal department closed out a 42-year career in mass transit work when *Interlocking Maintainer Henry West, Sr.*, retired on pension January 1. . . . At a dinner held in his honor at the Hamilton Hotel, Mr. West, standing, left, was presented a cash gift and billfold by his co-workers. . . . Present at this affair were his two sons, *Peter* and *Henry, Jr.*, both of whom are following in their father's footsteps as interlocking maintainers. . . . Peter joined the rapid transit system in 1926, and Henry, Jr., in 1927. . . . Present retirement plans for Henry, Sr., and his wife, *Margaret*, include a two month vacation in St. Petersburg, Florida, beginning March 1, and putting a lot of miles on a new car recently delivered to him.

relief now, goodbye, Johnson."

Best of luck to *Bus Operator John P. Meade* who has left for service.

*Bus Cleaner Robert G. Koppers*, who also left for the Army took with him the Beverly humor. We'll keep watching the U.S.O. headlines. Army talent scouts, keep your eyes open for Koppers. Could be another *Sid Caesar*, but you will have to furnish him with an *Imogene*. —DANTE F. BRUNOD.

### Tired of Riding Streetcars?

GENERAL OFFICE (175)—The deep thoughts of *Marianne Walsh*, Purchasing, are:

"Did I get a guarantee?"

"Will it still be strong next year?"

"Did I get a bargain?"

You see, *Marianne* purchased a seven year old horse.

The invoice section of Purchasing now has a full house with the additions of *Virginia Rzeznick*, who transferred from Accounting, and *Ann O'Brien*, from Clark and Division.

Have you heard of *Barbara Linton's* (Purchasing) newest adven-

ture which she is about to embark upon? Yep! It's golf.

Name: *Emily Helfert*; Department: Purchasing; Date of Retirement: February 16th; Reason: To take up a full-time career of household duties and to await the arrival of the stork.

Sympathy is extended to *Willis Helfrich*, Executive, on the loss of his father.

*James Bittourn*, Executive, has joined the fireside brigade. Reason: a nice new television set. —CATHY BARRY & LA VERNE CHWISTEK.

### We Knew It Would Happen One Day

GENERAL OFFICE (79) — *Joan Glover* and *Frank Thompson*, telephone, were surprised with an unexpected "shower" one Sunday evening — while at work, that is. The roof of the building fell in, depositing a winter's supply of slush, water and dirt.

A very interesting article was recently published in the Daily News on the merits of universal military training. Our literary friend is *George Adams*, of "Specks" . . . *F. N. Graham* is accepting congratulations in reaching the thirty-sixth

milestone in his marital marathon . . . *Dick Torp* of Public Information, traveling at the expense of his *Uncle Sam*, is located at Fort Leonard, Mo., and has graduated out of basic training. When *Dick* returns he will find a new employee in his department — *Bob Meiners*, who hails from Wilson Jr. college, and can dribble along with the cream of the crop when it comes to basketball.

After keeping the correspondents for *Union Leader* and *Transit News* in a dither for months, *Lillian Rolnik* was married February 17 to *Francis Courtney* at Visitation Church, Chicago. May the Bell Savings bell affixed to the 79 Monroe Building always predict fair weather for the happy couple . . . February 12 from now on will mean more than Abe's birthday to *Charles Pfarr*, because on that date his first and only child, *Connie*, made her world debut . . . *Bob Marmorstone* intends to contact Karl, the Car Wash King, mentioned in *Dick Tracy's* strip. He needs some of those stolen diapers to keep the lint off his brand new automobile.

We welcome *Ed Hanson* back to the radio room after a sick bay session . . . *Kay Wynn* has recently

returned from Florida, where she acquired a beautiful sun tan . . . *Ruth Monahan* is also spending her vacation in Florida.

*Robert Fuqua* is now "Major Fuqua" in San Bernadino, California. At a farewell party given in his honor at the University Club, Bob was presented with a pen and pencil set. — JULIE PRINDERVILLE and MARY CLARKE.

### The Travels and Trials of Mel and Jim

KEDZIE—After enduring what the local weather man had to offer all winter, *Mel Scheiner* and *Jim Craney* headed southward on their vacation to escape the wintry blasts of Chicago and visit the Mardi Gras at New Orleans. However, they had to travel through a foot of snow between Memphis, Tennessee and Natchez, Mississippi, one of the biggest snow falls in that locality in history. But in spite of this handicap they arrived in time to spend about four days at the Mardi Gras celebration. Mel will tell you that "Mardi Gras" means fat Tuesday and comes from the French custom of parading a fat ox in celebration of this day, the day preceding Lent. The festivities and carnival spirit which prevailed during this week were enjoyed immensely, especially the visits to the "Vieux Carre," "Two Sisters" and other well known restaurants, serving the finest food obtainable anywhere.

### Lucky People

*James Caron* and *Michael Mulcahy* are both back after soaking up all the sunshine possible during their vacations down at St. Petersburg and other points of interest in Florida.

*Motorman Frank Vesely* or Doctor Vesely as he could be called, (doctor of automobile mechanical deficiencies), is not only a mechanical expert in his own right but freely and willingly gives his technical advice to fellow workers who may be confronted with carburetor, ignition or other intricate mechanical problems in their autos. Frank owes his knowledge and skill to the fact that he was an auto mechanic for several years and also served as chief of the motor pool and as an instructor of mechanics



for the 32nd Division during the last war.

Mr. and Mrs. Frank Kenny proudly announce the arrival of Michael Francis at 8 lb., 2 oz. That evens the score in the Kenny household now with two boys and two girls.

Mr. and Mrs. Ray Fellows were made very happy recently by the arrival of Janice Marie who tipped the scales at a bouncing ten pounds. The girls have the edge at Ray's house now, two to one.

Their many friends will miss and sincerely hope for a long enduring and well earned rest for Conductors Dennis Hurley, John Johnson, and Max Naftilan and Motorman William Staunton, Sr., who took their pensions on March 1. — R. D. KNOX.

## The Notice Came A Little Too Late

LAWDALE—Ben "Broncho" Bruhnke's son enlisted in the Army eighteen months ago and is at present fighting in Korea. A short time ago the son received notice from his draft board that he was classified 1A. Broncho refused to accept the advice offered that he should write "Nuts to you. I ain't goin'," on the card and return it to the draft board.

Dave Daly invested in a new car recently but, because he had not yet learned how to drive, had Mike Burke chauffeur it home for him.

Frank Zima is going to the dogs. We mean this literally and actually. Any time you see Frank he is going to the dogs or coming from the dogs, because Frank is a dog-fancier from way back. Breeding and selling pedigreed dogs is his avocation and he would rather go to a dog show than to a burlesque.

Johnny Maguire joined the ranks of the hill-billies by moving out to Forest Park. — BILL FEILER.

## One CTA'er Glad of Cold Weather

LAWRENCE — Tom Sweeney will settle for a place to live. His landlord decided to convert their apartment into sleeping rooms. The only thing that kept the Sweeneys from being evicted through a court order was the extreme weather we had this season.

Ed Halicki has been finishing the interior of his shell brick home for the past three months, with the help of George Sporleder, between their swings and days off. Ed boasts of a nine foot fireplace in the parlor and another one in the rumpus room in the basement. To celebrate their anniversary Ed took his wife to the Chez Paree for the evening.

Mr. and Mrs. Charles Parker are out looking at homes. Trying to find what they want and can afford.

Mel MacDonald attended the mechanics school at the old Division Street depot. So if there is anything wrong with your bus, be very sure you know what you are talking about, because Mac came thru with flying colors.

Dale Morrison is home recuperating from high blood pressure . . . Norge Anderson is enjoying the seventy-five degrees at Phoenix, Arizona during his vacation . . . Mr. and Mrs. Frank Allen are down in Florida enjoying a belated honeymoon. Their trip will take in the State.

### Back at Work

Anybody wonder who that new face is that knows his way around so well? That is Ziggy Winkowski (also known as the mad Russian), back after a sick leave and another year on the high line. Ziggy is working a run on Central extension between picks to get his right foot in condition for the main line.

Judy Lou Scheele, six years old, made a debut at the Civic Opera House on November 5. Judy did a toe solo to the music of "The Merry Widow Waltz" and was featured in four tap numbers. She is going to dance for the veterans at Hines hospital and also at the Shriners. Judy is the daughter of Bus Operator Edward Scheele and granddaughter of Leo Jankowsky of West Shops.

Edward Walsh, formerly of Lawrence and also the "L" is recuperating in the American hospital.

During one of his regular visits at the garage early in February he collapsed with a heart attack and was taken to the hospital by a pulmotor squad. — JOE KLEIN.

### TRANSITAD

WANTED—Army sleeping bag. Telephone C. Derrick, TRian-gle 4-8768.

## LATEST FEMININE FASHIONS



WOMEN'S fashions, including hair ribbons, jewelry and dust caps, were the target of some good natured fun at a recent masquerade party attended by this group of men from Lawndale depot. . . . There was no prize for the most original costume but this didn't stop the boys from modeling some items from milady's wardrobe. . . . Among those who participated in the "Style show" were, front, left to right, Conductor Bill Feiler, Motorman Dan McCarthy, and Bus Operator Bob Thezan. Standing are, left to right, Bus Operators Jim Gallagher, Les Nalevac, Irv Birnbaum and Jack Kalka.

Reported by Bill Feiler

## THREE WHO RETIRED



HONORED at a testimonial dinner recently were three retiring shop men who have completed a total of 136 years of service. They are, left to right, Johan Jahnsen, air-brake foreman, Herman C. Poggendorf, master mechanic, both from Throop St. Shops, and Gustav G. Hyde, electrician foreman, Skokie Shops. Presenting them with luggage and a 50 dollar savings bond is Theodore Niehaber, Throop St. Shops. . . . The dinner, which was attended by 68 men who for many years worked with the retiring men, was held at the Terminal banquet room at Logan Square. Entertaining the crowd was John Jobaris, playing the accordion, and John Cannady, playing the xylophone. Both are from the Specification department. Master of ceremonies was Chief Clerk John J. Dwyer of the Throop St. Shops.

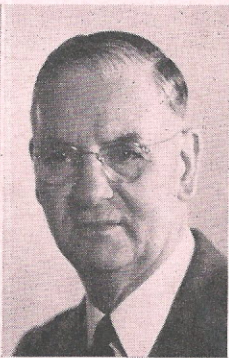
Reported by Dave Gurwich



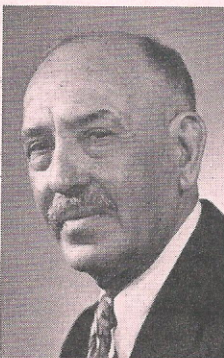
## RECENT RETIREMENTS



**Jovan R. Ljubenko, Paver, Track.** "Retiring after 44 years on the job."



**George W. Trout, Conductor, Westside.** "I completed 46 years with the elevated."



**Tony Dugo, Foreman, Track.** "I always liked my job."



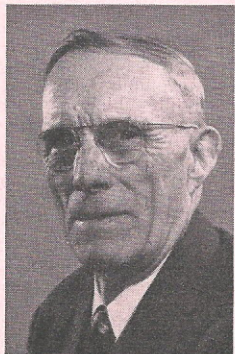
**Dominic Lima, Paver, Track.** "Plan to go to Florida with my son."



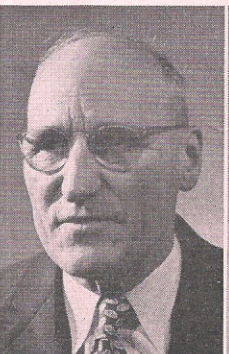
**Paul Lazzara, Laborer, Track.** "I'm going to start traveling next spring."



**Joseph Craig, Conductor, North.** "I feel as good as the day I started."



**John Clarke, Motorman, Cottage Grove.** "Would like to take a trip back to Ireland."



**George G. Storm, Conductor, Devon.** "The new cars were a pleasure to work."



**Henry C. Meyer, Motorman, Elston.** "I'm taking a long rest first and then travel to Northern Wisconsin."

## Hard Time Party A Success

**LIMITS**—The P. M. Bowling League had a Hard Times Party Saturday, February 3. Limits had a good turnout. *Head Pin Hansen, Harold Enright, Art Hamelin* and wives looked as though they had seen better times. *Paul Cerotzke, Bill Kuggleberg, and Pete Colucci* and wives must have taken the wrong switch, because instead of looking like hard times, they looked like they were representing the well-dressed streetcar families. Ex-Limits men who attended were *Rudy and Tom Kerrigan. President Charlie Clark*, who was in charge of the party, reports a good time was had by all.

We wish a quick and safe return to *Motorman Frank Wischler* and *Conductor John Launius* who were called into Service recently.

New men who have started recently are *Motormen Frank Hillstern, Howard Payne, Richard Johnson, Paul Carter* and *Earl Meditz* and *Conductors Joseph Domino* and *Michael Rausch*.

Congratulations to *Tommy Madden*, who recently was elected as Executive Board Member. — HAROLD SEDIN.

## There Must Be Something In It

**METROPOLITAN (Loop)** — *Albert Rumberg* thinks there is nothing like Florida sunshine to build one up after a serious illness.

*Lewis Boyd* has come through an attack of double pneumonia with flying colors.

*Belle Anderson*, who has been in the hospital with a foot ailment, is progressing nicely.

*Cornelius Van Der Pleag* is recuperating from a serious operation.

Condolences are extended to *Constantine Contos* in the death of his wife. — EDITH EDBROOKE.

## TRANSITAD

**WANTED — 3 or 4 room furnished apartment. North or northwest side. Telephone Larry Hippert, Pensacola 6-6772.**

## Kilroy Is Here!

**MATERIAL AND SUPPLIES**—*Charlene Kilroy* is our new typist at the West Shops. We also welcome our new laborers — *Dalton Gilliland, Eugene Kane, Peter Duffy* at our South Shops; and *Edward Wisner, Kevin Doohan* and *Albert Kuntz* at our Grand and Leavitt location.

*Edward DeStefano*, craneman at South Shops, spent his vacation getting used to his new son, *Robert James*, born on January 23, weighing six pounds, fifteen ounces.

The ground hog didn't see his shadow since there wasn't any sun, but the sun was shining for *Joseph O'Reilly*, travelling storekeeper at Skokie Storeroom who became a grandfather for the second time. His daughter and son-in-law from Kankakee, Illinois, presented him with a lovely little granddaughter *Jean Marie* on February 2, weighing six pounds, ten ounces.

Another grandpa in our midst is *Herbert Hoyer*, assistant general storekeeper, General Office. The little fellow's name is *Michael Warren Hoyer* born on February 7, weighing nine pounds, twelve ounces.—JEAN O'NEILL.

## CTA Pensioners Do Enjoy Themselves

**METROPOLITAN (West)** — Our pensioners are sure enjoying Florida sunshine. We received cards from *Pearl Walsh, Augusta Kearns, Mary McGuire, August Hecklinger, Mary Burke* and *Winslow Townsend*. Pensioner *Mary B. Tracy* is spending her time in Hot Springs, Arkansas.

*Agent Margaret Verschure's* son, *Reverend Mark C. Verschure, O.P.*, is preaching the Novena to St. Jude for the month of March at St. Pius Church. He attended school there and was one of the first altar boys to serve the St. Jude's Novena Services in 1930.

A couple of roller derby fans are *Agents Sadie Rowe* and *Minnie Reirdon*. They just can't make up their minds whether they should go in for that sport or not.

The Rainbow Division of the Subway is now open and it is very beautiful. How about a ride some day, gals. It is worthwhile seeing. — KITTY KEEGAN and RUTH HANSON.



## BEHIND THE BY-LINES



WHEN Joe Hiebel isn't working his daily run as a motorman out of North Avenue, you more than likely will find him ambling around the station digging up items for his column in CTA TRANSIT NEWS. . . . Proof that he consistently does this is shown by the interesting bits of information that appear each month under the heading: "North . . . ." Joe, a surface motorman since 1942, began his reporting duties in September,

1948. . . . Previous to his start in mass transit work, he was employed 15 years as a salesman. . . . "I guess my father, Joseph, Sr., had a lot to do with my change of jobs," Joe remarked about his switch from salesman to motorman. . . . "Dad was a motorman 30 years at the Kedzie station and liked it so much that I decided to try it, too. . . ." A resident of the "great west side" all of his life, Joe and his wife, Catherine, are the parents of Joseph, Jr., 19, a pre-medical student at Loyola University, and William 15, now studying at St. Ignatius High School. . . . Keeping track of his two boys these days, according to Joe, isn't going to take half as much time as getting the flowers, grass and hedges to grow around the Hiebel domain during the summer months. . . . What's his hobby? You guessed it—gardening.

## Looks Like There Will Be Competition

NORTH — In the spring a young man's fancy turns to thoughts of . . . among other things, baseball. The Softball tourney which has been so popular here in the past is once again upon us. Although we didn't win the title last year we are serving notice to our challengers to watch out for North Avenue this season as we expect to swipe the championship. We have team strength and plenty of what it takes to win. So on to victory. Congratulations to our Janitor August J. Keslinke on his 35th wedding anniversary which was celebrated March 1 . . . . Congratulations are also due Conductor Jerry Vanek who will celebrate his 14th wedding anniversary, March 27.

You can't keep a good man down so we welcome Operator Chester J. Biegalski back to work. Biegalski has been laid up due to injuries he received when he fell on the icy pavement.

Received a nice letter from Walter Mootz who is stationed at Camp Gordon, Georgia. He sends his regards to all.

Clerk Bob Stach has his eye on the new Nash . . . might just as well buy one pay day.

Congratulations to Jerry Blake who was appointed to fill the vacancy of board member February 1. Blake who is very popular here at North is a natural for this post and with the cooperation of all should prove a valuable man to have around.

Our congratulations to James "Joe" Hill on his new position with Division 241. Hill has replaced Dave Reed who is now enjoying his pension.

Motorman Larry Keating who was rushed off for an appendectomy recently is back at work and as fit as a fiddle . . . Supervisor Joe Borg was a patient at American hospital where he underwent surgery. By now Joe is probably flying a kite with the kids in the March winds.

Operator Russ "Red" Babbitt re-

ally gave his new Ford a workout when he drove 7,328 miles. His trip took him to California and Old Mexico.

Many laughs are registered when the four Naughton boys get together and exchange stories of their experiences during their day's work. At North we have Bill and Jack and at Kedzie they have Pete and Tom. Splendid boys, these Naughtons.

Conductor Lawrence "Larry" Burns is recuperating at home from a heart ailment . . . Operator Frank Coleman was a patient at Saint Anne's hospital . . . Operator Joe Martin was a patient at Hines hospital. We hope this issue of the Transit News will find these fine fellows well on the road to recovery. A visit with them would be cheering.

Our best wishes for a speedy recovery to Mrs. Ben Mathy, wife of our Board Member "Buck Bennie" Mathy, who was operated on recently. — JOE HIEBEL.

## Look Out For North Park Softball Team

NORTH PARK — It seems the old welcome mat is getting a great deal of use these days. But speaking for all of us we are glad to have the new faces from Lincoln. To some of us there are not too many new ones, as we have had the pleasure of working with them before.

Along with our good fortune in receiving these men from Lincoln we look forward to having one of the best softball teams in the system. Here's hoping Heinie Schauler and Herbie Schmidt will get together and make use of this opportunity to have a champion team. As we all know, Lincoln has some star players, as well as we have. So when a notice is put up for practice don't any of you players hesitate to come out. And of course no ball team is a success without rooters, so each and every one of you are asked to come out to each game.

Seeing that Bill Gehrke, the former scribe from Lincoln, is now one of us, you can give your news items to him. You can be sure they will be seen in each issue.

We understand Eddie Dappen was the latest casualty on snow equipment, but glad he wasn't on the disabled list too long.

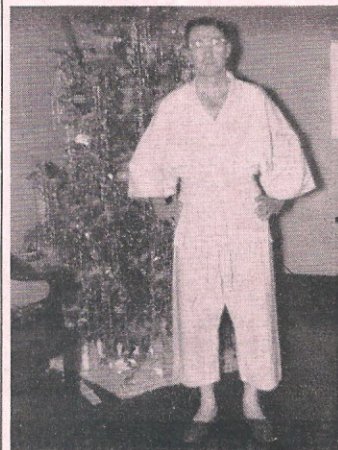
Bernie Kerpen, formerly of Lincoln, is trying to drum up shuttle service for the men living in his territory, so if any of you men are interested and can supply a little bailing wire to hold his wreck together, maybe you can strike up a deal with him to get a lift to and from work.—LARRY HIPPERT.

## Schedule Clerk Evens Things Up

SCHEDULE TRAFFIC—Schedule Clerk Wm. Worcester proudly announced with candy and cigars the arrival of eight pound, four ounce, William Fulton on January 29, which evens the family up with a boy and a girl.

The sick list has included Michael Shanahan, traffic checker, with a bent ankle, Traffic Checker

## DEMONSTRATES GENTLE ART



A feature event on the Christmas program at CTA offices in the Insurance Exchange building was a demonstration of several methods of Jiu-Jitsu (translated "gentle art") by Willis W. Helfrich, assistant secretary of the Chicago Transit Board. Helfrich began his study of Jiu-Jitsu about two years ago under the direction of Professor Masato Tamura. His main purpose in learning this art of unarmed defense was to teach his wife and daughters the basic principles of Jiu-Jitsu for their own protection.

Reported by Laverne Chwistek and Cathy Barry



## RESULTS OF TWISTER



PROVING that you never know what's going to happen next, here is *Pensioner Henry Burt*, who is now living in Sunnyvale, California, standing where his garage stood the night before. A twister, that did a million dollars damage to the town of 10,000, threw two garages and a shed into the side of his house and demolished his garage. Burt, who retired in 1944, formerly worked at North Avenue.

*Geo. Spray* and *Schedule Maker Geo. Bryan*, but we are glad to report they are all back at their accustomed positions on the team . . . *Gene Lukes*, traffic clerk has sent a barrage of postcards from the sunny shores in Miami, Florida.

If you see a flash going by it will be *Schedule Clerk Clark Johnson* and his new Studebaker . . . *Schedule Clerk Phil Leahy* is in the market for a new garage to replace the one behind his house which was burned to the ground recently.

Congratulations to *Schedule Maker* and *Mrs. Norman Johnson*, who celebrated their Silver Wedding Anniversary in the middle of February. — L. C. DUTTON.

## It Couldn't Happen Again—But It Did

SHOPS AND EQUIPMENT (Skokie)—Imitating *Eddie Cantor*, *Machinist Patrick McVerry*, who already had four daughters, was on February 3 at St. Anne's hospital presented with his fifth daughter. The new arrival weighed in at nine pounds and seven ounces and was named *Colleen Theresa*. Mother and baby are doing fine, not so for Pat, who

was sure that this time it would be a son.

*Machinist Nello Paolicchi*, who has been off sick for quite some time, recently underwent a major operation at St. Mary's hospital and is now slowly recovering from his illness.

Laid up with the flu and pneumonia are: *Carpenter Matthew Mascari*, *Seat Mender Stanley Dudek* and *Electrician Frank Kramer* . . . Completely recovered from their illness and back on the job are: *Machinist Ed Galek* and *Carpenter Foreman George Deltova*.

New car owners at Skokie are: *Clerk J. William Bird*—Ford, *Carpenter Foreman Clarence Golz*—Chevrolet and *Electrician Foreman Alfred Daus*—Cadillac.

Congratulations and best wishes to *Electrician Foreman Fred Feinendegen*, who recently bought and moved into his brand new home at Skokie, Illinois . . . *Carpenter and Body Repairman Edgar Klauck* is the newly elected shop steward at Skokie.

Welcome to Skokie from the West Shops: *Earl Dilla*, *Lawrence King*, *Harold Tate*, *Carl Falk* and *Joseph Bora*.

Congratulations and best wishes to *Carpenter Foreman George Deltova*, who is retiring from service March 1. George has been employed with the C.T.A. rapid transit division since May 12, 1920.

Our deepest sympathy to *Carpenter Helper William Massion*, whose father passed away Friday, February 16.—DAVE GURWICH.

## Here's A Case of Beauty Plus Brawn

77TH — Nineteen year old *Betty Cagney*, daughter of Mr. and Mrs. *Thomas J. Cagney*, holds five beauty titles: National Queen of Auto Wreckers; Midwest Auto Queen; "Miss Motive Power"; Chicago Queen of Roller Skaters and "Miss Tavern Pale of the Week"; and the local title of "Miss Southtown." Betty has been on about twenty-five television programs for interviews and modeling, she was "Cover Girl" on a national magazine, and has been featured in a newsreel throwing a two hundred and twenty pound man with a chokehold and a judo twist accomplished with one arm. She is now working on a movie for the steel industry, goes to Wilson City College majoring in mathematics, and plans to go into statistical work when graduated. This is all done in her spare time. Most of her time is spent in professional modeling.

## New Grandfather

*Motorman Pat Folliard* is grandfather for the fifth time. *Thomas Patrick Lyons* was born to Pat's daughter, *Mrs. John Lyons* the last of January.

*Bus Operator Ed Dunn* became the proud grandfather of a baby girl on January 28.

*Miss Lorraine Jensen*, daughter of Mr. and Mrs. *Wilbur Jensen*, was married at a Solemn High Nuptial Mass in St. Willibrord's Church, to *Frank Kremm* on January 26. A festive dinner and reception was the order of the evening following the wedding.

*Jerry Gleason* has noticed and brings to our attention (not that we could have missed them), the wave of unusual ties in the office. *Roy Wilker* with a dubonnet colored ribbon dotted with sequins and shirt to match without sequins, smacking of an evening under the

blue star studded sky of a tropical paradise; *Lyman Goss* with a yellow tie in which a garden of rhododendrons and peonies had blossomed into full bloom, and yellow sunlight backing them up; *Tom McGuire* with a design that blew up in the face and left radio activity trailing behind him as if it was a combination of an H-bomb and A-bomb and giant firecracker all in one being touched off. Good thing they were worn on different days, there's enough noise as it is.

The Seabees put the stinger on *Eugene Brennan* in January. Good luck, E. B.

We wish to extend our deep sympathy to *Clerk Bill Murphy*, whose father, retired motorman *William Murphy*, passed away during the first part of February. In forty-five years on the cars, Will worked out of three depots, 77th, the Grove and Burnside.

It has come to our attention that *Pat* and *Mrs. Gavin* have a new baby boy. Pat was a clerk at 77th and is now at 69th.—WILBUR JENSEN and JOE SMITH.

## Favorite Sport



A third place winner in one of the qualifying heats of the recent Silver Skates Derby was *Marilyn Nicklas*, 17-year-old daughter of *Dispatcher Harvey Nicklas*, Northside . . . Like her sisters, *Bonnie* and *Carol*, and brother *Clark*, Marilyn has been ice skating since her early childhood and has won several medals in skating races.

Reported by *Walter Reich*



## CTA Wife Joins Jackpot Club

SHOPS AND EQUIPMENT (West Shops) — It was Christmas in January for the *Bill Novotny* family. Mrs. Novotny hit the jackpot on the January 31 Ladies Fair program when she won many valuable prizes, including a pedigreed cocker spaniel, washing machine, electric iron, woolen blankets, etc.

Congratulations to Mr. and Mrs. *R. J. Ruppe* on the birth of a daughter, *Christine* . . . Congratulations also to Mr. and Mrs. *John Burke*, grandparents of *Dennis Joseph Ryan*.

*Fred Simon* is attending National Guard School at Ft. Riley, Kansas for nine weeks.

*Louis Scalise* left us on February 23 to take a position at "600" . . . *Harold Rowbottom* has returned to his old stand — West Shops — in place of *Pat Porcelius*.

*Jimmie Durr* has been confined to his home for some time due to illness.

*Edward Johnston*, wireman, retired on pension March 1.—CATH-ERINE HOLTON.

## Maybe A Letter Would Help

WAY AND STRUCTURES (Westside) — *Bill Adam*, ironworker foreman, is on the sick list with back trouble and figures to be laid up for quite some time. We wish him a speedy return to work; meanwhile he would appreciate hearing from the boys at his home, 932 S. Grove Ave., Oak Park.

*Fred Buckman*, pensioned carpenter foreman, stopped in at Lafflin Street to see the boys while on his way back to Wisconsin after taking in the auto show. He says to say hello to all his old friends. He looks and feels fine.

Congratulations to *Frank Prickett* on his promotion from laborer to ironworker helper and *Louis Franklin* and *Jesse Overall* from tiemen to trackmen.

We extend a welcome to our new Laborers *McKinley Jackson*, *Scottie Reggs*, *Frank Gall*, *Ira Sussewell* and *Walter Harrell* . . . Are you taking advantage of your column? The news comes in awful slow. Let's hear from you, good news makes good copy. — JACK O'REILLY.

## CORRESPONDENTS NIGHT OUT



DURING the year your "Inside News" reporter spends a great deal of time and effort—on his own—digging up news items and writing his column so that your department, or station, can be represented in the magazine. All this extra work was forgotten, however, the night that the staff met for its third annual dinner and theatre party. . . . Following dinner there was a short discussion of the various types of news items of interest to all CTA employees. The evening was then climaxed at the Harris theatre when the group attended the stage performance of "Angel in the Pawnshop."

## DINNER CLIMAXES 51-YEAR TRANSIT CAREER



MANY veteran transit employees were present at a farewell dinner to *Truck Shop Foreman John Sake*, South Shops, who retired recently after completing 51 years of service. Foreman Sake is shown at the main dinner table, fourth from the right. The event, held at the Martinique Restaurant, was climaxed when *Superintendent C. D. Mack* presented Sake with a plaque made by South Shop employees and a wrist watch as tokens of remembrance from co-workers. Foreman Sake's transit career dates back to the days of the horse car. He started in 1899 as a tow boy for the old Chicago City Railway Company, working at what was then the main location at 20th and Dearborn. He later worked as a repairman gang foreman, legal investigator and utility foreman before being named to the position he held at the time of his retirement. Future plans for Sake and his wife, *Violet*, include a trip to Canada or Hot Springs, Arkansas, during the coming summer months.

Reported by *Anne McCrea*  
and *Betty Byrne*



## VETERAN FROM HORSE ERA RETIRES



AN old timer from the horse wagon era, *Watchman Maurice Griffin*, 20th and Dearborn, retired recently from CTA after 46 years employment. . . . Maurice started in mass transit work in 1905 as a horse wagon driver, delivering supplies to sub-stations around the city. . . . When horses gave way to trucks, he continued as a wreck wagon chauffeur until a few years ago when he became watchman and car washer at 20th and Dearborn. . . . Two of Maurice's seven children, all of whom are boys, are CTA employees. . . . *Francis* is a sub-station operator and *Dennis* is a laborer with the Line Department. . . . Among the gifts he received from co-workers at the time of his retirement were a pair of house slippers, sweater and a pipe and tobacco. . . . Members of the wreck wagon who gathered at midnight for the presentation were, left to right, *Larry Heise, Allen Milham, Mr. Griffin, Joe Haas, Walter Brogan, William Vincek, Robert Casey, William Kerns, Les Kerner, Walter Johnson and Rudy Staska.*

## ADDRESS CHANGE

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

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

Name.....

Home Address.....  
(Street and Number)

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address.....  
(Street and Number)

(City) (Zone) (State)

## He Can't Get Away From Those Uniforms

METROPOLITAN (Douglas) — *John Tyk*, short run trainman, returned for a brief visit with C.T.A. buddies after getting a uniform from Uncle Sam and being sent to Fort Leonard Wood, Missouri. (36th Engineer Parts Supply Co.)

Blood donors were needed for *Motorman John Barth*, who underwent a serious tumor operation at St. Mary's of Nazareth hospital.

After twenty-four years, *Gateman John Wlezin* is going on pension and heading for California, as he often dreamed of doing when the gates froze and snow banked up near the rail tops.

*Extra Trainman George Linhart* was made a full-fledged member of the Loyal Order of Bottle Warmers, when his wife, *Eleanor*, gave birth to a six pound girl, *Gail Marie*.

As soon as the zero weather left, *John Krusiana* came out of hibernation to tell pals at Pulaski that he is not sorry he went on pension Jan. 1.

*Joseph F. Hrody*, former trainman and now a gateman, has been ill at home since Labor Day, 1950. His wife, *Josephine*, wrote a beautiful

letter acknowledging the purse given him by his friends on the "Garfield." — ROY WHITE and ARTHUR DICKSON.

## Another CTA'er Off to Service

SHOPS AND EQUIPMENT (*South Shops*) — *Ralph Roter*, in a big hurry to join fellow worker, *Pvt. Dan Proffitt*, in the service of his country, has passed his physical with flying colors and expects to leave in the near future. . . . Cheerful smiles of welcome extended to *Ed Fitzgerald*, who has returned to the fold after a brief stay at the West Shops.

*John MacDonald* (Tin Shop) popped a few buttons around here January 28, the reason — a beautiful eight pound baby boy. Congratulations!

Glad to hear that *Alphonse Skrobutanas'* wife is well on the road to recovery after an operation that had her hospitalized for several weeks.

*Ed Thacker* placed a lovely diamond sparkler on that certain finger of *Margaret O'Brien*. Our best wishes to the newly engaged couple. — BETTY BYRNE & ANNE MCCREA.

## RECENT DEATHS AMONG EMPLOYES

MABLE ANSLER, 65, clerk, Auditing. Died 2-8-51. Employed 8-21-45.

DANIEL F. BOWLES, 87, retired station-master, Archer. Died 12-26-50. Employed 10-1892.

EMORY E. BRADFORD, 42, motorman, Elston. Died 2-20-51. Employed 8-12-43.

EDGAR L. CORY, 65, retired motorman, Elston. Died 1-20-51. Employed 8-10-14.

JOHN COUTRE, 61, chauffeur, Utility. Died 2-19-51. Employed 6-10-13.

JAMES DOLAN, 66, retired motorman, Kedzie. Died 1-30-51. Employed 9-22-11.

JAMES DURKIN, 49, car repairman, North. Died 2-2-51. Employed 10-11-23.

JAY ELLITHORPE, 77, retired doorman, Division. Died 2-13-51. Employed 6-24-99.

DENNIS FORD, 74, retired motorman, Kedzie. Died 1-21-51. Employed 6-11-12.

EDWARD GIBBONS, 62, motorman, Devon. Died 2-10-51. Employed 9-18-19.

LARUS GISLASON, 50, conductor, Devon. Died 2-8-51. Employed 5-9-27.

JOHN GREEN, 67, retired material handler, Shops and Equipment. Died 2-13-51. Employed 4-1905.

OSCAR HAWKINS, 52, porter, Westside. Died 1-31-51. Employed 8-24-39.

CLYDE HAYNES, 65, retired motorman, 69th. Died 1-16-51. Employed 9-21-06.

WILLIAM JOHNSON, 82, retired doorman, Lawndale. Died 1-26-51. Employed 3-15-98.

JEFTO KLJAICH, 76, retired laborer, Track. Died 1-28-51. Employed 8-11-19.

SABASTIANA LOMBARDO, 77, retired watchman, Track. Died 1-16-51. Employed 4-13-19.

ALBERT MAYER, 67, retired conductor, Southside. Died 1-30-51. Employed 1-3-11.

FRANK MILOS, 36, laborer, Track. Died 2-17-51. Employed 5-6-36.

CHARLES MINNECI, 61, laborer, Track. Died 2-20-51. Employed 5-5-43.

HARVEY NISSLEY, 70, retired motorman, North. Died 2-14-51. Employed 7-13-21.

MAURICE O'CONNELL, 76, retired motorman, Kedzie. Died 2-7-51. Employed 8-25-06.

JOSEPH J. PALKOSKA, 64, retired conductor, Lawndale. Died 1-16-51. Employed 5-14-18.

LAWRENCE A. PETERMAN, 61, retired motorman, North. Died 12-26-50. Employed 12-4-19.

JURO RAKELA, 61, retired laborer, Track. Died 2-6-51. Employed 5-6-21.

HAZEL MAY SHAW, 51, agent, Southside. Died 2-7-51. Employed 8-10-43.

STANLEY SKORSKY, 62, retired conductor, Lincoln. Died 1-24-51. Employed 6-11-10.

ANTHONY J. VODVARKA, 47, retired motorman, North. Died 2-17-51. Employed 1-22-34.

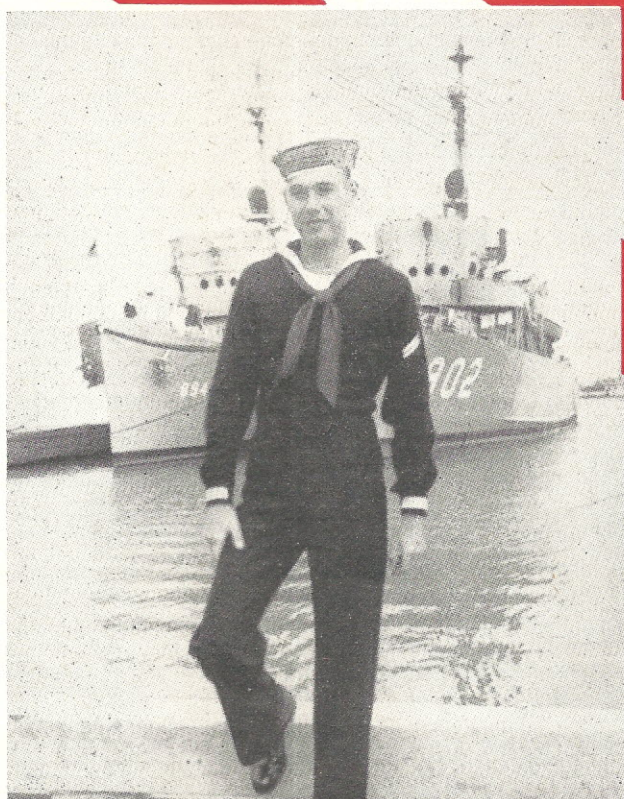
ERNEST S. WOODS, 72, retired motorman, Devon. Died 1-28-51. Employed 5-6-07.

FRANK ZUPICK, 52, paver, Track. Died 2-16-51. Employed 4-16-27.



# FROM OUR

# Servicemen



Kevin O'Malley, (Wilson Shops).

George H. Wickman, (North Park).

THE BOYS in service like news from home. We at CTA also like to hear from our fellow workers who are now in active military service. Here is the news from some of them who have left the CTA temporarily to serve in our nation's military forces.

FROM a letter written by Jerry Blazek, former record clerk at West Shops, who is now in the Navy at Great Lakes, we learn: "No more boot camp as of last December 30. I'm glad of that. I'm in Engine School now. They have just about every engine the CTA has. Maybe I'll know something when I get out . . ."

AMONG the CTA boys who are on the fighting front in Korea is *Daniel J. Sheehan*, a corporal with the 1st Marine division. Since last August 8 he has traveled from Chicago's streets where he was a traffic checker for the Schedule-Traffic department, to Mason, Korea, making stops along the way at Camps Pendleton and Del Mar; Osaki, Japan, and Hungnam, Korea.

Sheehan, who is 22, started working for the CTA about a year ago in the

Lawndale depot as a bus repairman and transferred to the Schedule department just before he was called into service. He is a member of a tank maintenance crew and helped in the evacuation of the Hungnam beachhead.

James F. Monaghan, left, and friend. (North Park).



STILL wearing a uniform — but a different color now — is former *Bus Operator James F. Monaghan*, who was at North Park. The picture of Corporal Monaghan and a friend was taken in Korea where he is in the Army Signal Corp. James belonged to the Reserves for three years before being called to active duty last August.

ANOTHER CTA'er from North Park who is now overseas is *George H. Wickman* who is in the Chaplain's Office on the ship *U.S.S. Franklin D. Roosevelt*. He wrote in a recent letter: "While in Oran, North Africa, the thought of how lucky the people of Chicago really are to have the CTA occurred to me while riding one of the buses into town. Not only are the buses run down, but they are far from 'smooth sailing.' Poor ventilation added to the discomfort. I was more than relieved to reach my destination. True, the country is not as economically fixed, so to speak, as the United States, but yet the fare for a distance of only eight miles is 100





## FROM OUR SERVICEMEN (Continued)

**T/Sgt. Harold H. Wauchop** and **Corporal John E. Chwistek**. — Official Photograph, Brady Air Base Photo Lab.

**Daniel J. Sheehan** (Schedule-Traffic).



with the 437th Troop Carrier Wing in Japan. **John E. Chwistek**, Electrical department power supervisor, was promoted to Corporal on December 12, and **Wilfred W. Babb**, Southside trainman, was made a Staff Sergeant on January 16.

These fellows are members of the 437th Air Wing which formerly trained one weekend every month at O'Hare International Airport. Also a member of the 437th Wing is T/Sgt. **Harold H. Wauchop**, Beverly bus operator.

Corporal Chwistek is a power man with the 437th Motor Vehicle Squadron. He had not had any previous military service. A graduate of Lake View high school, he attended the Illinois Institute of Technology. His wife, LaVerne, is employed in CTA's Public Information Service department and is General Office co-reporter for CTA TRANSIT NEWS. S/Sgt. Babb is a supply sergeant with the air base group. During World War II he served 60 months in the infantry as a platoon sergeant. This period of service included 28 months overseas in the Pacific theater, participating in the Guadalcanal and New Georgia campaigns.

T/Sgt. Wauchop is chief driving instructor for the 437th motor vehicle squadron. During World War II he spent 40 months in the infantry as a line sergeant, including five months of combat in the European theater. He graduated from Englewood High School in 1938. His wife, *Rose*, lives at 4421 S. Wentworth Avenue.

francs, or 36¼ cents, which is a great deal more than that of the CTA. I couldn't help but think how lucky we in Chicago are and don't realize it."

NEWS from **Kenneth Kaiser**, former mail boy and traffic checker for the CTA, tells us he's now with the Navy stationed at Pearl Harbor. Kenneth, who is 20, was in the Reserves for four years and was called for active duty last October.

**Kevin O'Malley** just can't seem to get away from it — the transportation business, that is. He left his job as brake inspector in the CTA Wilson Avenue shops just before last Thanksgiving and is now with the 8th Army in Korea helping to guard the railroads. In his letter to home he said "It's about time a CTA'er got over here to teach them how to run a railroad." This tour of duty is the second one for Kevin. He spent 18 months with the Army of Occupation in Japan in 1946 and 1947.

**Clarence H. Burnitz**, of Limits depot until last October, has completed his training and is now with the U. S. Army in Korea. Latest reports indicated that he was in Inchon and is now a Corporal. **Technical Sergeant John Stumpf** has written us he's in the United States

Naval Air Force at Wold Chamberlain Field in Minneapolis. He'd like to hear from the men out on the Englewood line where he was working before he was called into service. Here is his address: T/Sgt. John Stumpf AF16138501, 31st Air Division USNAS, Wold Chamberlain Fld., Minneapolis, Minnesota.

WORD has been received of the recent promotion of two CTA employees now

## NEW CTA ADDITIONS TO THE ARMED FORCES

**Patrick J. Breen**—Shops and Equipment (Skokie)

**Robert P. Fuqua**—Chief Engineers

**James J. Gallagher, Jr.**—Accident Investigation

**Edward H. Hoffman**—Transportation (Kedzie)

**Charles J. Karnick, Jr.**—Shops and Equipment (West)

**Jack J. Kedney**—Transportation (Northside)

**Alexander P. Kundrotas**—Electrical

**Patrick I. McCanney**—Material & Supplies

**John P. McGrail**—Shops & Equipment (West)

**John J. McNeely**—Accounting (Payroll)

**John P. Meade**—Transportation (Beverly)

**Stanley Nordskog**—Shops & Equipment (North)

**Steve Pipes**—Transportation (77th)

**Albert N. Rakestraw**—Transportation (Southside)

**Donald M. Schroeder**—Transportation (77th)



# Oh! My Aching Joints!

*(DOWN through the ages mankind has considered arthritis and rheumatism as practically inevitable. In the following article the CTA Medical department points out that, today, modern research is providing new hope for sufferers from these ancient diseases.)*

ARTHRITIS is the oldest disease known to mankind. Today, among human ailments, it ranks first in prevalence, and second in disability. It is supposed to have preceded man on the earth. Bones of dinosaurs, who reputedly lived 200 million years ago, show the telltale signs of arthritis.

Commonly, and erroneously, considered a disease of old age, arthritis actually attacks all ages, striking most severely at those in the prime of life. No segment of the working or leisure popu-

lation is immune to this disease. However, women have it more frequently than men.

The shocking human, social and economic waste caused by the twins—arthritis and rheumatism—makes them a problem of prime importance to the nation as a whole—especially in this era of national emergency.

Research has shown that 97,000,000 work days are lost annually to the nation's industry and business due to arthritis and rheumatism. This is the equivalent of an army of 320,000 employable persons out of work at all times. These two scourges cost their victims \$500,000,000 annually in wages—and about half of this loss occurs in families with an annual income of \$2,000 or less. Taxpayers—you and I—spend annually, for relief to workers disabled by arthritis, an estimated \$130,000,000.

Eighty per cent of those persons suffering from arthritis can be restored to useful, active living through present methods of treatment and therapy.

## Types of Arthritis

Just what are these diseases—arthritis and rheumatism? Two types of arthritis—rheumatoid and osteoarthritis—account for 70 per cent of all joint diseases. Other rheumatic joint diseases include rheumatic fever, gout, and various joint diseases caused by infections, etc.

*Rheumatoid arthritis* is the most painful, crippling form of the disease. Often it begins in comparatively early life, sometimes even in children, and progresses through adult life. The active disease may begin with the inflammation of several smaller joints, generally the

(Continued on Page 20)

## Early Detection Important In Cancer Treatment

ACCORDING to the American Cancer Society, early diagnosis of cancer is highly important in its treatment. In this connection, the Society has issued a film on the detection of breast cancer which is available for showing to various women's organizations throughout the country.

The American Cancer Society states that cancer kills more women between the ages of 40 and 60 than any other disease, and that cancer of the breast in women seems to be the most frequent site of cancer in either sex.

Because the earliest sign of breast cancer is practically always a painless lump, and because in 98 per cent of all cases it is discovered by the woman herself, the Society has produced this film to aid in early cancer detection.

Recognizing the importance of the film, the CTA Medical Department urges that CTA women employees or the wives of CTA employees contact the Illinois Division of the American Cancer Society, 139 N. Clark St., FR 2-0471, and have the film scheduled as part of the regular program of any women's organization to which they belong.

ORDER OF INCIDENCE	SITE	SEX	ANNUAL INCIDENCE
1	BREAST	FEMALE	60.2
2	CERVIX UTERI	FEMALE	32.0
3	SKIN	MALE	30.0
4	STOMACH	MALE	25.0
5	COLON	FEMALE	24.4
6	PROSTATE	MALE	23.9
7	SKIN	FEMALE	21.3
8	COLON	MALE	19.4
9	STOMACH	FEMALE	15.9
10	RECTUM & RECTOSIGMOID	MALE	15.7
11	LUNG & BRONCHUS	MALE	15.7
12	FUNDUS UTERI	FEMALE	14.1
13	RECTUM & RECTOSIGMOID	FEMALE	12.2
14	BLADDER	MALE	12.1
15	OVARY	FEMALE	11.9
16	LIP	MALE	6.7
17	LEUKEMIA	MALE	6.2
18	PANCREAS	MALE	5.8
19	BLADDER	FEMALE	5.0
20	ESOPHAGUS	MALE	5.0

ALL SITES FEMALE - 268.7

ALL SITES MALE - 233.4

Average annual cancer incidence rates per 100,000 population in New York State, exclusive of New York City, from 1942 to 1947.



## My Aching Joints!—cont.

fingers or toes, with or without fever. But it is not just a disease of the joints. Almost invariably there is an increase in the heart rate. Other symptoms may be severe pain, anemia, fever, digestive disturbance, mental depression, nervous irritability, loss of weight and energy.

The background of rheumatoid arthritis is usually one of chronic stress and strain. Heredity, fatigue, lowered physical resistance, injury, shock, poor personal hygiene, infections are among the one or more possible contributing causes. No specific parasite or germ has been isolated which can be blamed as the only cause.

Osteoarthritis is the most common joint disorder. It usually begins in middle life, or later, and is caused by aging of the cartilage in the joints, due to wear and tear of the joint tissues. The onset is usually gradual—a stiffening of the finger tips, or the knees, hips, shoulders or vertebrae. Pain increases with exercise and is relieved by rest. Some of the causes are injuries, fractures, long continued strain, overweight, faulty posture, etc. This is a general aging process and is not an infection.

### The Treatment

Cortisone and ACTH have been hailed as the “wonder” drugs in the treatment of these diseases. They are not cures for rheumatic disease, contrary to optimistic publicity by the press and radio. They bring relief in many severe and painful arthritis cases, but relief ceases when administration of these drugs is discontinued.

Patent medicines, pain-relieving sleep-producing drugs, or other nostrums should be avoided, no matter what type of arthritis is suffered. If you have arthritis, or have signs of recurring attacks, consult a competent physician or an established clinic specializing in arthritis and rheumatic diseases. It requires an experienced physician and competent testing to determine what is causing your discomfort.

In the general rules for the treatment of arthritis are some hints as to its possible prevention: Avoid everyday tensions and anxieties. Secure as much rest and sleep as possible. Wear sufficient

outer clothing and keep warm and dry at all times. Do not over-eat or allow yourself to exceed the normal weight for your age and height.

If you have arthritis, have your physician prescribe the type of heat he thinks best for your particular condition. Avoid strains or pressures normally placed on affected joints or parts. If exercise is advised by your doctor, follow his instructions implicitly. Don't try fancy “cures” that may possibly do harm and no good. Avoid those who claim that they can cure you by “secret” machines, pills, medicines or diets.

Organized research on arthritis and rheumatism is comparatively recent. Heading the work here in Illinois is the Arthritis and Rheumatism Foundation, which is instrumental in setting up new clinics and in providing doctors with an opportunity to study new methods of care.

## TO THE ladies from Joan

MOTHERS AND wives of quite a few CTA men who have already gone into military service can attest to the fact that the world situation is of concern to all of us. If you feel that there is nothing you can do to help, you're wrong.

The American Red Cross, for example, is asking for volunteers to help them in their expanding activities, in addition to seeking funds to fulfill their obligation to our forces in Korea.

From the experience of two of our CTA girls who are actively participating in the program of the Chicago Chapter



ELEANOR PUDWELL (see front cover) here is applying a compress under the careful eye of her instructress, Nurse Marie Wilbright, during her retraining program. Most of a nurse's aide duties have to do with cleanliness and comfort of the patients which amounts to 90% of nursing care, thus relieving nurses for other duties. Miss Pudwell always wanted to be a nurse, another reason why she enjoys her nurse's aide job so much.



of the Red Cross, it is evident that only a few hours of your spare time is required.

*Emily Sluka*, a payroll clerk for the CTA for seven years, thinks there is nothing more interesting or more useful than her job as a Red Cross motor service driver. She has been doing this work for about two years and finds each assignment equally exciting.

Her job is to provide transportation service for the Chicago Red Cross chapter, and for patients in military and veteran hospitals.

The Red Cross Motor Corps does need more volunteers, and here are the requirements: Applicants must be U. S. citizens between the ages of 20 and 50, with state driver's license and doctor's certificate of normal health. Their training includes a safety driving test, laboratory proficiency test, an orientation class, a first aid course and a motor mechanics course. This training takes ten hours. You have an assignment at least one day a week and are called on for emergency service.

#### You Can Help

There are other ways in which women can help the Red Cross serve: production workers make surgical dressings, sew and knit for hospitals; Gray Ladies plan and carry out ward recreations in military, veterans, and civilian hospitals; all civilians are being urged to enroll in a first aid course; volunteers are needed to prepare and serve food in Red Cross canteens.

Although the Red Cross is not in need of new nurse's aides right now, the trained nurse's aides are now being re-activated.

Eleanor Pudwell, of the CTA voucher department, was a nurse's aide during the last war, but has been inactive since 1946. Under the present emergency, however, the Red Cross has asked her again to devote at least four hours a week to helping out. She is going through a retraining program at the Illinois Research Hospital before beginning her duties at a Veterans Administration hospital.

Eleanor, who has been with the CTA a little over a year as a bookkeeping machine operator, considers her job as a nurse's aide "worthwhile and interesting."

This month, of course, is the Red



**EMILY SLUKA**, payroll department, has the distinction of being the only female bus driver in the CTA (front cover). Her bus, however, belongs to the Red Cross, and her runs consist of providing transportation for patients in military and veteran hospitals and for the Red Cross chapter. Here she is preparing for her latest assignment, taking a group of singers to the Great Lakes Naval Hospital.

Cross' 1951 fund campaign. The Chicago chapter's quota is \$3,350,000. The CTA is again helping it meet its quota by deducting CTA employees' contributions from their paychecks. Contributions can be spread over a maximum of four paydays, beginning with the payroll period for the first part of April, 1951, with a minimum of one dollar per deduction.

#### *By the Way—*

DO NOT beat egg whites in an aluminum pan as it will darken them.

\* \* \*

WHEN starch sticks to the bottom of your iron and burns on, there's trouble unless the starch is removed. To clean the iron, let it cool thoroughly. Sprinkle a little baking soda

on a damp cloth and rub the iron until clean. Soda cleans without scratching.

\* \* \*

DID you know that the yeast you use in baking is a living plant that has to "breathe" like any garden plant? This respiration goes on all the time—fast when the temperature is high, slow when it is low. That's why it is best to keep the temperature low until the yeast is used.

\* \* \*

MANY a child's shoe is outgrown before it is outworn. The shoe is outgrown and should be replaced—if the seams are broken before the shoe has had excessive wear, if there are crooked breaks in the leather across the vamp, or if the upper of the shoe is pushed over the sole.

\* \* \*

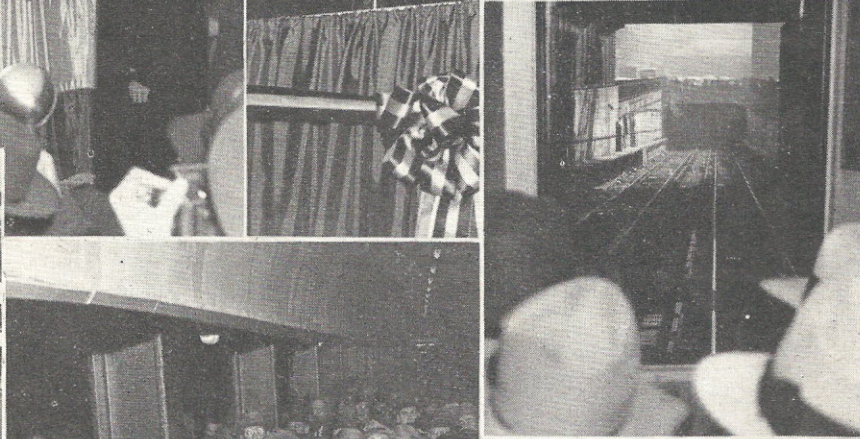
MAKERS of fine sterling silver flatware and holloware recommend you use your sterling at every meal. It is only by daily use that silver acquires the tiny patina or "use scratches" that give it its special beauty.



TRANSIT IN THE

# News

A Great Day



IT was a day of celebration for everyone when Chicago's new Milwaukee subway, linking the Loop with Logan Square (where a new platform has been built to accommodate subway crowds), was opened to the public. . . . Chicagoans turned out by the thousands to inspect the bright new tubes, listen to speeches and take a smooth ride on the new equipment.

. . . City officials and civic leaders took part in ribbon-cuttings and gave the nod of approval. . . . Newspaper photographers were everywhere. . . . Then, with all ceremonies completed, CTA employees took charge and the serious business began. . . . And one more big stride had been taken in providing Chicago with the very best in public transportation.



# 'Joe Doakes' Apologizes for Blowing Top

## PERSONAL

WILL motorman who did his duty opp. N.W. Sta. Wed. p.m. please excuse man in a hurry who bawled him out. Sorry!

BY ORVILLE DWYER

Joe Doakes was feeling better yesterday. That isn't his name, of course. But he was so ashamed of himself that he asked that his real name be withheld.

Doakes is a former Chicago real estate broker, who now raises Hereford cattle on a Wisconsin farm 100 miles northwest of Chicago. Joe made a fool of himself last week when he jumped all over a Chicago street car motorman who was only following orders. Joe felt so ashamed of himself later that he put a personal ad in THE TRIBUNE's classified columns yesterday apologizing to the motorman, whose name he doesn't know.

## Rides to Suburban Station

"I got on a Milwaukee av. street car at Dearborn and Madison sts. one day last week," said Joe. "I was tired and a little late for my train to the farm. I rode to Washington and Clinton sts. to get up on the suburban station.

"There was a string of cars and autos in the traffic and I asked the motorman to let me off at the suburban entrance. He said: 'I can't do it; it's against the rules.' I sniffed. 'Against the rules h—l,' I said. 'Other motormen have let me off here. Come on, open up!'

"But he didn't and I called him a so and so—and a lot of other names. At Randolph st. where he finally opened the door I took a good look at him. He was a nice young fellow—looked like he was new on the job.

## Conscience Hurts Him

"I thought about what I'd done all the way up to my farm in Wisconsin and I felt more ashamed every minute. I just had to come back and put that personal in the paper. I didn't know the man. It was the only thing I could do."

H. L. Pollard, director of public information for CTA, said he will have the ad photostated and put up in every barn so the motorman who deserves it will see it.

—Chicago Daily Tribune

## Still Serving the Public



MASS transit vehicles are made to carry passengers—so we thought—until former Bus Operator Walter Mootz, North, now on active duty with the Army, forwarded this photograph of what we suspect is a vehicle originally built to serve the public, but not as shown here. Mootz is stationed at Camp Gordon, Georgia, living with his wife in a small community six miles from town. Some enterprising genius soon realized that residents of this community were without shopping facilities and within a few short days this mobile food store was making daily trips there, selling everything from safety pins to dressed chickens.

Reported by Joe Hiebel

## CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTH OF JANUARY 1951, JANUARY 1950 AND TWELVE MONTHS  
ENDED JANUARY 31, 1951

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

	January 1951	January 1950	Twelve Months Ended Jan. 31, 1951
Revenues .....	\$9,719,913	\$9,972,236	\$115,560,661
Operation and Maintenance Expenses.....	9,056,447	8,864,745	102,034,713
	663,466	1,107,491	13,525,948
Debt Service Requirements:			
Interest Charges .....	318,038	318,038	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1).....	107,000	107,000	1,284,000
	425,038	425,038	5,100,250
Balance before Depreciation.....	238,428	682,453	8,425,698
Provision for Depreciation—Current Period.....	625,000	541,666	6,583,333
Balance available (A) for Reserves for Operating Expense and Municipal Compensation; and (B) for Modernization (Note 2).....	\$ 286,572	\$ 140,787	\$ 1,842,365

## NOTES:

- (1) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purpose are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.
- (2) Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor, before any deposits shall be made to Municipal Compensation Reserve Fund or set aside for Modernization.

## PASSENGER STATISTICS

Originating Revenue Passengers.....	63,190,131	65,083,845	750,307,254
Transfer Revenue Passengers.....	3,450,024	3,224,880	38,255,157
Total Revenue Passengers.....	66,640,155	68,308,725	788,562,411



POSTMASTER: If addressee has moved, notify sender on Form 3547 and destroy mail. If address is unknown, return postage is guaranteed.



## Means GOOD BUSINESS

THE INFLUENCE of one case of discourtesy on CTA's revenue figures cannot be adequately estimated. One dissatisfied rider repeats his experience to his family and friends—and his influence is felt in an ever-widening circle.

On the other hand, there is no better way for us to sell our services than through building a feeling of good will with our passengers.

We are glad to be able to serve our riders—they represent our means of livelihood. When you deal with the public, do you *show* them that we are glad to be able to serve them?

For instance, here is a checklist you might like to run through—just for “good will.”

1. *Do I ever go out of my way to perform some unexpected service for a passenger?*
2. *Do I act like a pleasant, warm-hearted ambassador for CTA? Or am I cold, indifferent and inconsiderate?*
3. *Do I operate so as to create confidence in my ability as a transit man?*
4. *Do I make an attempt to supply correct information—or do I pass the buck so that I don't have to inconvenience myself?*
5. *Do I take pride in my job, in the way I perform it? Or do I complain, criticize and belittle?*
6. *Do I treat my passengers courteously and respectfully? Or do I give them the “business”?*
7. *Do I sincerely try to understand the passenger's viewpoint?*

**Remember,** Good Will means Good Business. No business — or individual — has ever been a success for long without the good will of the public.

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