



TRANSIT NEWS

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CTA

TRANSIT NEWS

APRIL - 1951

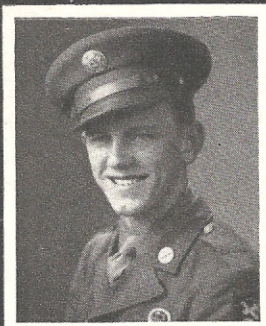
DO WE HAVE SCHEDULES?

SEE STORY PAGE 3

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DO WE HAVE SCHEDULES?

SEE STORY PAGE 3



BRINGING the war in Korea tragically closer to us here at CTA is the news of the death of *Leonard L. Piorunski*, formerly a bus operator at Archer. A telegram delivered to his wife, *Bernice*, informed her that Sergeant Piorunski was killed in action while fighting with the U. S. Army's 25th Armored Division on February 22, 1951.

Piorunski, who was 25 years old, is the first CTA Gold Star employee in the Korean war. He started with CTA March 1, 1948, and worked until September 26, 1950, when as a member of the enlisted reserves he was recalled into active service. He went overseas shortly before last Christmas. Piorunski served in World War II from July, 1944, to June 19, 1946.

A graduate of St. Rita's High School in 1943, Piorunski leaves his wife and a son, three years old. He was the nephew of Joseph Tomazewski, an employee at Archer Station.

From Our Servicemen

FROM THE note we received from *Francis D. Dolan*, formerly a trainman on the Northside, now in military service, we learn a little of what life in the service is like:

"I'm out here on a lonely island in the South Pacific. We sleep in thatched bamboo huts. I would appreciate your monthly CTA TRANSIT NEWS as we haven't got much to read about. It takes about 20 days on a ship to get here from California."

We have heard that *Chester F. Nehls*, who was a bus operator at North before entering military service, is serving his country for the third time. The first time was in 1918. In 1942 he was recalled by Washington to instruct new Coastguardmen in radio and signalling. Now he is a signal lookout aboard a carrier flagship in Japanese waters. Nehls has always been in the Naval Reserve and also has two sons in the U. S. Navy.

We think *John P. Curran* has had a pretty busy life so far. John came to this country from Ireland in December, 1947. He worked about a year for the CTA in the carhouse at Lawrence Garage, until he was drafted into the Army

in January, 1949. A year later he was discharged into the inactive reserves and came back to work for the CTA. In October, 1950, he was recalled into service and has been in Korea ever since.

Aboard the U.S.S. *Franklin D. Roosevelt* which is on a training and good-will mission in the Mediterranean Sea area, *Kenneth L. Sumner*, writes: "I have one thing, or thought, to express after visiting these war ruined countries: We must *never* lose a war! It is saddening to see men who have become humble, children forced to beg; families living in hovels. Poverty and want are everywhere. These people are desperately poor — and frightened that once again the sound of marching conquerors will echo across their nations. The taste of defeat is bitter — and lasting . . .

"A few authorized facts about the FDR — if stood on end the ship would be 72 stories high, she has a draft of 38 feet and her complement, at present, is 3,700 men. She has terrific speed and maneuverability . . . We have called at Oran, Algeria; Augusta, Sicily; Naples, Italy; Athens, Greece; Isle of Malta; Palermo, Sicily; and we are now at Cannes, France."

RETURNED FROM MILITARY SERVICE

A. S. Cutrara

P. J. Fallon

C. J. Karnick, Jr.

Milford Stephens

M. E. Sullivan

VOLUME IV

CTA TRANSIT NEWS

NUMBER 4

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WHY

Do We Have Schedules?

EVERYBODY talks about schedules. There are probably more self-appointed experts on schedule making than on any other phase of the transportation business.

What's all the shouting about? Why do we have schedules anyway?

Fundamentally, the purpose of a schedule is to bring transit vehicles to people on a pattern of service designed specifically for rider convenience. A good schedule aims to space transit vehicles at regular intervals of varying frequency so as to maintain a uniform and adequate standard of service—and so that the men who operate the vehicles will have equitable amounts of work to do. A good schedule also provides for the company planned, efficient use of each transit vehicle in service.

Generally speaking, CTA's Schedule-Traffic department can be compared to the production department of a manufacturing company. The functions performed are very similar. Just as a production department would arrange the amount of work to be done in each department of a factory each day, the CTA's Schedule-Traffic department plans the service that is to be supplied on each route throughout the day. This amount of scheduled service is determined by field studies and surveys of riding requirements and riding habits.

It's a Big Job

In a transit outfit the size of CTA this is no small task. CTA service, on a typical weekday, involves the use of 1,472 two-man streetcars, operating on 22 routes and traveling a daily total of 176,816 miles; 281 one-man streetcars operating on 11 routes and traveling 30,698 miles; 950 motor buses on 65 routes, with a total of 113,765 miles daily; 9 trolley bus routes using 302 vehicles, traveling a total of 32,524 miles; as well as 1,102 cars on the 11 routes of the rapid transit system, traveling a total of 133,804 miles, a



WINTER schedules provide a longer running time to compensate for bad weather and traffic conditions.

grand total of 487,607 miles each weekday for CTA cars and buses.

On a typical weekday approximately 2,300,000 revenue passengers use these vehicles. Since about 60 per cent of these riders make a transfer, CTA vehicles are boarded an estimated 3,680,000 times each weekday!

The size of the schedules controlling these operations ranges from the small one for the Roscoe bus route—which is only 2.7 miles long, operates during rush hours and uses only one bus and one operator—to the Clark-Wentworth route—operating 24 hours daily and using as many as 168 vehicles and 246 crews. On the rapid transit division, the range is from the Normal Park shuttle operation, using 4 cars, to the North-South operation using over 400 cars.

OBVIOUSLY, in planning this service the members of the Schedule Traffic department cannot just sit down and decide that they'll run a certain number of trains between 7:00 and 9:00 in the morning, or that they'll have streetcars about five minutes apart.

The designing of a schedule is a science, based upon facts. It requires the coordination of several different factors.

Where Are They Going?

1. *CTA passengers have definite places they want to go*—to their jobs or their homes, to shopping centers, to the theatre, to bowling alleys, to school or to church, to see friends or relatives. They want to make these trips as rapidly as possible, and at the time of day—or night—convenient to them.

Experience has shown us, however, that in spite of their many destinations, there is a regular pattern that people's riding will follow, according to the time of the day and the day of the week. For example, school children and business people will go and come at regular times each weekday.

But, there are also changes in the volume of riding, varying according to business activity and the general economic situation. Saturday riding patterns and volumes reflect the general tendency toward a five-day week, with greater shopping activity in the mid-morning period. Sunday riding of recent years has dropped sharply because of the great increase in automobile ownership and use.

The established volume and riding pattern can be affected by the opening or closing of an industrial plant, or the addition of another shift. A change in the opening or closing hours of a single large factory or office—which may be accomplished by a simple posting of a notice on their bulletin board—can change the schedule requirements of an entire CTA line.

2. *The weather and the season of the year* also affect the scheduling of transit vehicles. During summer vacation, children no longer ride the CTA routes that took them to school. We find many of them going to the beaches and parks—and at a different time of day than they traveled during the school

THE riding habits of the public dictate the type of schedules CTA operates.



YOU ARE IN BUSINESS

(Reprinted from the Transit Service, house magazine for the railway department of the New Orleans Public Service, Inc.)

A TRANSIT salesman is like any other merchant. He must have a location to display his wares and a counter over which to sell his goods. Schedules furnish us with "locations" for transacting business and place our "counters" where customers can buy our service at times and places of their choice.

When our vehicles make scheduled stops and patrons enter to buy . . . here's what actually takes place! At that particular stop, the Company opens a branch office. A Company representative is there to greet patrons, to answer their questions, to supply the transportation they want and to receive payment for the service. The resources of the entire Company are behind the transaction and our good faith and guarantee are behind every fare collected.

No Schedules—No Business

But suppose, for instance, that we have a vehicle operating over its route and no one approaches to buy! Who benefits?

The Company put a lot of preparation into opening that branch office. It made a big investment in property, expended time and effort to do business, hired representatives to handle its affairs—and not one penny came in. We certainly didn't benefit.

Our patrons didn't benefit, either. They didn't ask us to call around at that particular moment.

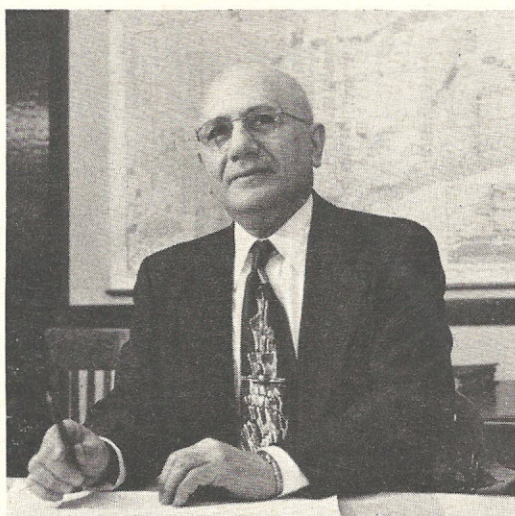
The operation of that vehicle was needless, and the manpower wasted so unnecessarily never can be recovered. That is why we must have schedules—schedules that work! That is why we must fit our schedules to the needs of our patrons . . .

It is important to remember that our patrons make the schedules. We don't. The job of our schedule makers is to study the riding habits of patrons and give them the service they require. They require plenty of morning and evening service, and that is why we must have numerous split runs. Let's not complain about this condition! It helps to supply us with a livelihood.

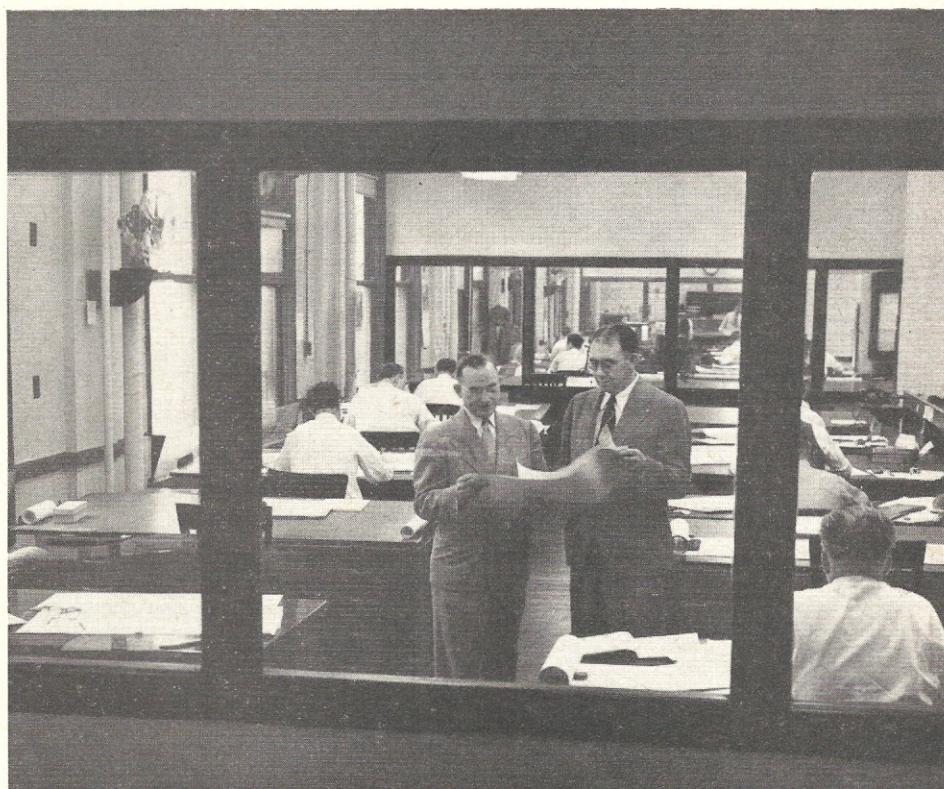
year. Therefore, it is necessary to change schedules almost simultaneously with the opening and closing of schools.

Winter brings longer hours of darkness, snow and ice, and traffic congestion. These conditions must be anticipated by the CTA Schedule-Traffic department and schedules changed in advance to make allowances for slower operation. However, even the best schedule is not foolproof, because winter seasons vary greatly. For example, the winter just past confounded even the experts by turning out to be of "old-fashioned" variety.

3. *Certain fixed and mechanical factors* enter into the preparation of every schedule—the length of the route and its available terminal facilities, the characteristics of the equipment being used, such as fuel capacity or the time and mileage limits established by the Shops department. If there



THE Schedule-Traffic Department operates from its office in the 79 building under the direction of Superintendent Frank A. Forty (above), and L. C. Dutton (right), assistant superintendent in charge of schedule division, and M. B. O'Neill (left), assistant superintendent in charge of traffic division.



is a change in any of these factors, it is liable to necessitate a new schedule.

The conversion from one type of equipment to another—or a rerouting—can drastically change the scheduling of service on a line. The most recent example is the result of the opening of the Milwaukee avenue Subway. This new subway attracts a number of riders who formerly used the Milwaukee avenue streetcars. Some of the riders who formerly used the Logan Square rapid transit operation now ride the subway into the Loop and use a short “reverse” ride to reach the territory on the west side of the Loop. Other riders transfer from the new subway and avail themselves of the CTA services on Halsted or Ashland.

Thus, the subway operation has directly affected the Milwaukee streetcar line and a number of intersecting surface lines. As this subway is such a new operation, its final pattern and influence still has not been determined.

4. *The manpower availability at each car and bus station* must also be taken into consideration. The coupling of runs must conform with the working conditions of the labor contract and result in the best possible type of runs for the operators, for the service to be provided.

5. All of these four sets of factors must be coordinated with consideration for the *economic condition* of the Authority.

ADJUSTING SCHEDULES to allow for changing traffic and operating conditions is a continuous job in a city the size of Chicago. A schedule devised for a certain set of conditions may become obsolete within a short period of time due to variable conditions beyond the control of the CTA.

The actual drafting of CTA's schedules is done by some 53 employees in the office at the 79 Building. But an additional field force of 35 is constantly out on the street, taking counts of the riders on vehicles, recording the actual time a vehicle passes a check point, observing the effect of traffic interference—getting information that will cause present schedules to be modified, or supply the basis for new ones.

The activities of the Schedule-Traffic department are important to the operation of practically every other department in the CTA. Ideal locations for vehicle housing are determined by the most economical use of manpower and vehicle mileage in operating schedules. The working hours and wages of every trainman are tied directly in with the schedules. Schedules affect the amount of money spent for fuel and electricity. The costs of maintaining track, roadway and equipment are affected directly by the number of vehicles and vehicular mileage as specified by the schedules.

It's no wonder that everyone talks about schedules, because there's one thing sure—you can't operate a transit company without them.

(This is the first in a series of articles on the Schedule Traffic department.)

Another CTA Veteran



SCRAPBOOKS of old time streetcar transfers brought back memories to this group of retired Lincoln men. They are, seated, left to right, *Patrick Barry, Dave Kennedy, Nick Fisseneck and George Faul.* Standing, left to right, *Abner Brown, George Gleason, Michael Ryan, Walter Christensen and James Price.*

THE Lincoln station, 1001 West Wrightwood avenue, which closed March 11 as an operating station of Chicago Transit Authority.



ANOTHER old timer from the early days of local transportation in Chicago, the Lincoln station, has handed in its final time sheet and gracefully bowed out of the picture.

Ripe with memories of the old, and new, methods of transportation, the Lincoln station was closed March 11 as part of Chicago Transit Authority's modernization and improvement program. Previously the Elston and Burnside stations were closed under this program.

The history of the Lincoln station dates back to the years 1878-84 when the old North Chicago City Railway Company acquired the east portion of the property. In 1889 the North Chicago City Railway Company constructed two brick car barns, one frame car shed and a brick cable power and engine house on the site. All of the buildings except the frame car shed were destroyed by fire in 1901 and rebuilt in 1902.

In 1908 the Chicago Railways Company acquired the west portion of the property and also the rights of the North Chicago City Railway Company to the east section of the property. Between the years 1908-10, this company built the present car house which is a one story brick, reinforced concrete building.

To make room for the new car house, the old power house building and stack had to be torn down. The removal of the stack presented a problem because it had to be accomplished without damage to adjoining property. This was done by constructing a ladder inside it by which workmen could reach the top. The bricks were loosened, one by one, and thrown down inside the chimney, a deflecting board being placed at the bottom so that the brick would pile up outside, where workmen could haul them away.

The car house was built with five standard storage bays

with four tracks in each, and one repair bay with one single repair track. Skylights were located throughout the building and a reinforced concrete slab roof carried on reinforced concrete girders was placed over the entire car house.

Only two surface routes—Ashland and Lincoln-Indiana—were operating out of Lincoln station at the time it was closed. The Ashland avenue streetcar line has been transferred to the Limits station. The Lincoln-Indiana route, transferred to North Park bus terminal, was replaced by two separate lines on March 11. On this date, modern propane buses were substituted for streetcars on the Lincoln-Downtown route, marking the completion of current modernization plans for the Lincoln avenue line. Streetcars continue to provide service over the south end of the route. Service on the Lincoln-Wells route was converted to propane bus operation several weeks ago.

The passing of streetcars on Lincoln avenue highlights the development in local transit vehicles since the early days of Chicago. In the 1860's, Lincoln avenue was known as Little Fort Road and transportation at that time was provided by stage coaches, followed by horse cars, cable cars, modern buses and streetcars.

Approximately 285 surface personnel were affected by the closing of Lincoln station. These men were transferred to the Limits, North Park and 69th locations.

In connection with the closing of Lincoln, employees of the station displayed an exhibit of old-time transit photos, union

Is Retired



THE oldest living retired Lincoln employee, *Michael Miles*, 87, started work at the station in 1887 as a horse car operator. He is surrounded by some of his former co-workers as they reminisce about the "good old days." Left to right, they are, *James Weaver*, *George Hoellen*, *Samuel Rasmussen*, *Charles Oswald*, *Michael Miles*, *Jeremiah O'Connell*, *A. W. Bishop*, *Paul Hahn* and *Thomas Dillon*.

buttons, baseball trophies, fire-arms, old streetcar transfers and Abraham Lincoln material in the trainroom from February 24 through March 4. Many of the displays were donated by CTA employees who have made some phase of the transportation business their hobby.

Among the hundreds of guests who viewed the colorful exhibit were a large number of former surface employees from Lincoln who were part of the horse and cable car era in transportation history. They came back to visit the station where many began their transit careers, in the days when a PCC car and streamlined trolley bus was but a dream of the future. Conversation among these old timers was thick with memories of a young Chicago when "old dobbin" furnished the horsepower and iron coal stoves supplied the heat—and the smoke. Many of them were able to recall the days when no trolley wire was allowed in the downtown area and horses were used to pull the electric cars on Dearborn street in the Loop. They also remembered that the first public transit vehicle assigned to carry the U. S. mail in Chicago operated from Lincoln station on November 11, 1895. All of them agreed that Lincoln station, though now closed forever, would not soon be forgotten.

APRIL, 1951



THE display of Abraham Lincoln material at the station was largely the work of Retired Motorman *Ted Borucki*, North, a collector of Lincoln history. Shown with him admiring the display are, left to right, Chief Clerk *Elmer Riedel*, *H. M. Holloway*, curator, Chicago Historical Society, and *Paul Angle*, director of the Chicago Historical Society.

THE five remaining active employees of the 1927 Lincoln baseball team admire the trophies they won representing the station. During the 1927 season the team won all of their 24 league games and then went on to capture the system title. These men were given the trophies when the station closed. They are, left to right, *Conductor Gus May*, *Conductor Joe Schaller*, *Motorman John Sullivan*, *Motorman Ray Brooks* and *Conductor Joe Klein*.



IT WASN'T JUST "LUCK"

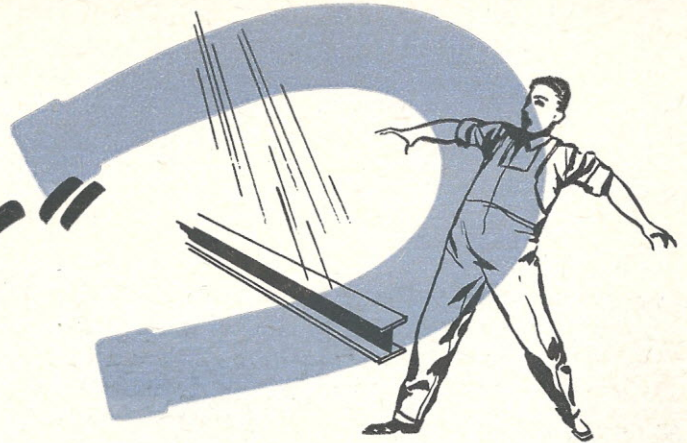
Safety Shoe Prevents Serious Injury to CTA Employee

"I'M lucky I had on safety shoes." That's *Bricklayer James Sinclair*, Building department, talking. A glance at the shoe Jim is holding tells us why he made such a statement. On second thought, Jim could have said he was smart instead of lucky because safety shoes are made to protect against possible injury. That's why people don't have to depend on luck when they wear them.

Jim had been working at the South Shops where a broom and store room is being converted to accommodate a new machine shop. While he and several other CTA employees were on a 15-foot scaffold removing a 1,000 pound, 12-foot I-beam from a wall, the beam slipped and landed on Jim's right foot. The scaffold remained upright and Jim, stunned by the blow, was helped down by fellow workers. He was given first aid at the shop and then removed to the St. George hospital for further treatment.

Struck by the sharp edge of the beam, the toe of Jim's leather shoe was cut clean but the steel cap under the leather shoe was the difference between the possible loss of several toes and only a slight bruise. Jim received a cut on his instep that required two stitches but the full force of the blow was deflected by the steel cap in his safety shoe.

Practically all of us carry some sort of insurance for personal protection or the protection of our families. For individuals doing certain types of work there are other forms of insurance that help us stay physically sound. For the welder his insurance of good health is safety glasses. To those



who work around heavy materials—men like Jim Sinclair—safety shoes are insurance against serious foot injuries.

A CTA employee since November, 1950, Sinclair is thoroughly convinced that steel-capped safety shoes provide safe, sure foot insurance. The doctor who treated him at the hospital agreed with him, stating that Jim would probably have lost several of his toes if he were not wearing safety shoes.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY



TRANSIT GHOSTS

DO you believe in transit ghosts?—the shades of those “dear departed” passengers who used to ride with us, but are now traveling by some other means? (CTA TRANSIT NEWS, April, 1950.) Here is “photographic proof” that our CTA lines are haunted . . . Of course, if you’re still doubtful, you may prefer the explanation

given by Acme Photo—“Casting an eerie ghost-like spider web over the sleet-covered street, electric arcs from trolley bus wires made this strange one-second exposure. The trolley bus may be seen in the background. The arc was caused by the passage of the trolley over ice-laden wires.”

Early Vacationers Go Southward

ACCOUNTING — It is still early enough in the year for the siren call of the Southland to be heard by vacationers. It lured *Larry Collins* to Palm Beach and Miami, Florida. With his wife and their son, *Bob*, and his family, they drove down, leisurely taking in the places of interest enroute. Then Larry boarded a plane for Chicago where he “batched” it for a couple of weeks until his wife returned.

Bob Baxter visited relatives in Kentucky and then drove on to New Orleans and Florida, stopping at Natchez, Miss., and visiting the famous old Ante-Bellum Mansions.

Jean Bergstrom’s husband, *Norman*, was called back to the Navy, April 9, so Jean took her vacation early to have some time together before he left.

Camille Gillies is on the sick

list. Her co-workers sent her an azalea plant as a bit of cheer.

Johanna Bosnak has left the CTA to be a lady of leisure until the arrival of one very important person in the Fall.

—HELEN A. LOWE

Here's News From Pensioned CTA'ers

ARMITAGE—*Motorman John Kamke* took his pension last month and is now leading a retired life with his lovely wife . . . *Jim Connors*, former conductor at Armitage, now living in retirement at Clinton, Illinois, sends his regards to all the boys.

Our deepest sympathy to *Conductor Clarence Burbey* and *Retired Motorman August Lang*, both of whom lost their wives recently, and to *Conductor William Kusch*, whose brother died very suddenly.

Conductor St. John has been laid

up for sometime. He says to thank all the boys for their expression of sympathy and good wishes . . . *Conductor O. B. Moore* also sends a great big thank you to the members of Armitage who have remembered him during his long illness . . . A long letter from *Retired Conductor Charlie Riggs* says to say hello to all the boys. Charlie is now 82 years young.

—TED SHUMON

Sparks Seen Coming From Electrical Dept.

ELECTRICAL — Flash: *June Tyslan*, typist at 79 West Monroe, is wearing a sparkler (diamond). Watch this space for further particulars.

Thomas Walsh, Illinois substation, retired March 1, after 46 years of service. Tom has planned to spend his winters in Florida and summers on a farm in Wisconsin.

James (Jimmy) Oniones, inspector, retired March 1. At present he is taking it easy at home.

Harold Brown, “B” electrician, passed away on February 24 . . . *Stanley Edquist*, power supervisor, is back to work after suffering from a severe case of pneumonia . . . *John F. Murray*, construction, is the proud daddy of little *Kathleen*, who arrived on February 15.

Lineman Lewis (Louie) Anasenes was presented with a baby boy, weighing eight and one-half pounds.

Arthur C. Lynge, lineman, is convalescing at home. Would like to see some of the boys . . . *Foreman James Brennan* is back in circulation and is looking fine . . . *Michael Maroney*, line maintenance, now retired, is basking in California sunshine.

—GILBERT E. ANDREWS

Contented Pensioners



FROM THE smiles on their faces we know these three CTA pensioners are enjoying the Florida sunshine. Together they worked a total of 116 years at the 77th station. From left to right, Pete Soraghan, Michael J. Reilly and James Kenny.

The Story of the Absent-Minded Bus Driver

BEVERLY — Here's an "absent-minded professor" story that involves our friend, *Bus Operator Jerry Gleason*. Seems his changer was lost, strayed, or stolen. He thought he had left it on a particular bus. But the bus had just left the garage a few minutes before, so he hurried to his auto and gave a merry chase after the bus. Seeing *Bus Operator John Sullivan* walking from the bus to the restaurant with a changer in his hand, Jerry jumped from his auto, and thanked Operator Sullivan for finding his changer. Sullivan stood there with his mouth open. Jerry explained about the lost changer. Sullivan had only one answer, "This one is mine." By this time Jerry was in a terrible sweat, and opened up his sweater for a little fresh air. Lo and behold, Sullivan yelled, "Whose changer is that hanging on your belt?" Was his face red!

Winter weather conditions have a tendency to destroy and deteriorate certain properties. Noticing the roughness of the streets will show

you what I mean. But when deterioration fell upon the 1940 coupe of *Bus Operator Richard Fuljames*, the rust spots really came out, so that Fuljames took care of the spots by painting them with a dark red paint. Very good idea. In fact, all the boys were asking if the car had the measles. His answer to that was yes, and that Doctor Spray-paint at his garage office gave his personal prescription — and a few cans of "paintcellin" to cure its condition and give it back its natural salesroom finish.

Bus Operator and Mrs. Tom Wilson became grandparents March 9, 1951, when their daughter *Lillian*, gave birth to a boy, *Glen Michael*, weight seven pounds, at West Liberty, Iowa. The Wilson's two daughters are *Lillian* and *Jean*, two champion swimmers.

One-two-three-four — yes, for the fourth time, *Bus Operator and Mrs. Arthur Neff* have been grandparents and this time it was a little boy. *Arthur Thomas Neff*, born March 12, 1951, weighed eight pounds, at the Ingalls Memorial Hospital. One-two-three are granddaughters.

The mystery of St. Patrick's Day, March 17, 1951: We don't mean the birth of *Phillip Patrick Anthony John O'Malley*. He's here at Beverly and one of the bus operators. The mystery is the mysterious voice that called at 4:00 a.m. (his day off) wishing him a very happy birthday. The voice has not been located.

—DANTE BRUNOD

Pensioner's Knee-Cap Is Winter Casualty

COTTAGE GROVE — A loaded sled and a slippery hill recently proved too much for *Retired Conductor Peter W. Fitzell*. The sled, which he was pulling, got out of control and knocked Fitzell down. His left knee struck the ground and the knee-cap was broken.

Fitzell, who took his pension in 1942 after 47 years service, lives in South Haven, Michigan. At present he is confined to bed, but is looking forward to spring and recovery, when he will be able to get out to his garden.

Linderoth Death Shocks 79 Building

GENERAL OFFICE (79) — *Edna Linderoth*, legal department, suddenly became ill while at work on March 21 and passed away a few hours later in Passavant hospital. Edna was associated with the company for 28 years as secretary to *Mr. G. T. Hellmuth*, until he retired, then as secretary to *Mr. W. S. Allen*. She guided the affairs of her sorority, *Lambda Tau Delta*, as national president for a two year period and gave CTA TRANSIT NEWS many interesting stories concerning her travels to practically every state in the union in the interest of the sorority. Edna was also a member of a Swedish Choral society, and on one occasion traveled thru Europe on a concert tour. She was a member of the Business Women's club connected with Englewood Baptist Church. Funeral services were conducted on her birthday, March 24.

Rose Ruger Sirr passed candy on two different occasions in the last few days, one to celebrate the arrival of another milestone — the other of much more importance, the arrival of her son *Bob's* first-born, *Ronald Winn Ruger* — down Detroit way . . . A flu bug landed in transportation, and sent *George Mays* and *Art Doyle* scurrying for cover under the sheets and blankets . . . Two new automobiles backed into two CTA employees garages,

Ruth Soutter with a green Plymouth, *Carl Gibbs* with a Buick.

Ruth Monahan recently announced her betrothal and approaching marriage to *Mr. Edwin Valkenaar*. Even little hints of romance dropped by Ruth concerning her recent trip to Florida, failed to arouse any suspicion — so the appearance of a beautiful square set diamond was a complete surprise.

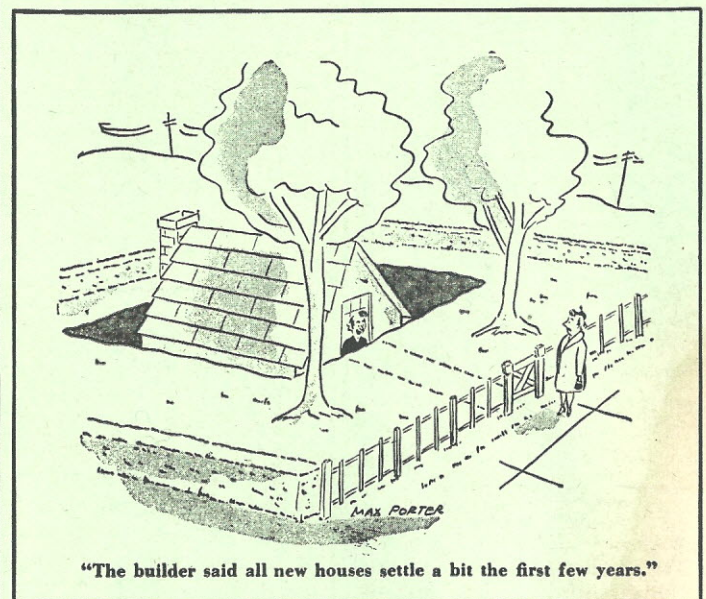
CLARK AND DIV. — New employees welcomed to Clark & Division are *Ruth Havlik*, training department; *Antoinette Bovino*, executive assistant's office; *Creamery Caldwell*, employment department; and our new telephone operator, *Mary Connolly*.

Leaving the fold was *Frank Krautsak* of the Building department. Our very best wishes are extended to Frank for every success in his new position.

—MARY CLARKE and J. PRINDERVILLE

Example of Spare Time Well Spent

KEDZIE — Perhaps one of the greatest contributions to the prevention of juvenile delinquency is that rendered by the "Boy Scouts of America." Operator *Erwin Storke*, who has been interested and active in the organizing and building up of many Scout Troops, and who recently completed organizing a troop of 74 boys, has started all over again with 17 boys in a troop



"The builder said all new houses settle a bit the first few years."

—"COSMOPOLITAN"

sponsored by a west side American Legion Post. Those occasional 15 mile hikes which Erwin takes the boys on to Old Fort Dearborn and back keep him in good physical shape, and his constant association with and training of the boys has aided in moulding a character imbued with the love of human nature and having all the essential qualities necessary for a good line instructor. Erwin is not an exception but rather a typical example of the fine job all the line instructors are doing on all the streets and we feel sure the time and energy and advice they so willingly render is deeply appreciated.

Happiness pervades the home of Mr. and Mrs. Raymond Gaus, due to the arrival of a daughter, Paula Jean, on March 10.

Sports Roundup

Bowling League: In the Kedzie P.M. bowling league, the Kedzie No. 2 team, composed of Lee Demzien, Sam Eppolito, Art Clausen, Joe Sacke and Ed Schneider seems destined to wind up in 3rd or 4th place after a gallant and untiring effort for which they deserve a lot of credit . . . In the A.M. league, the team of Jerry Blake, Mike Gilmartin, Pete Genuoso, Joe Clarizio and Bob Dwyer have walked off with the team honors during a hectic season's play, which just closed . . . Candidates for the softball team are urged to attend the practice sessions by Mgr. Marty Huska, who is aiming to carry on the tradition that Kedzie will have a team fighting for the championship before the season is over. All candidates will be judged strictly on their merit as ball-players with no partiality shown . . . Those men who were not able to attend the golf meeting and who desire to compete in the golf league, have till May 1, to sign up. They will be required to play one round on a specified course each Friday with tee off time at about 9:00 A.M.

The many friends of Conductor Stephan Walth and Motorman Edwin Burnett will miss their pleasant smiles as they retired on April 1.

—R. D. KNOX

TRANSITAD

WANTED—Old Chicago Rapid Transit Company maps. Please contact Agent Bess Sullivan, Mansfield 6-1348.

Annual "L" Legion Dance April 28

THE annual spring party and dance sponsored by Chicago Elevated Post, Number 184, of the American Legion, will be held Saturday, April 28, at the Ashland Auditorium, beginning at 8:00 p.m.

As in past years, an outstanding array of talent will be present to entertain the guests. Square dance teams, five all star vaudeville acts, a ten-piece orchestra and a strolling musical group guarantee an evening of fun for all who attend.

Tickets for the party and dance are \$1.00 per person, including tax. They may be purchased at the door or from officers of the Post.

Here's A Good Sign of Spring

GENERAL OFFICE (175) — The "golf bug" has stopped off at In-voice and has taken a little nip from Natalie Kaczowski. She hopes to be out there soon, swinging and swaying with the spring breezes.

It's now Mother, Father, four young gentlemen and DAUGHTER in the James Touhy family. Mary Pat made her debut on March 26. (She must have known the deadline for the magazine!)

To Dolores Zotto of Real Estate goes our sympathy in the loss of her mother-in-law.

—CATHY BARRY and
LAVERNE CHWISTEK

The Old Saying Goes: "Them That Has, Gets"

LAWRENCE — Roy Freeman was driving to the east terminal on Higgins between Menard and Major when he spied something flying around. He stopped the bus and

went after the fluttering green-back. When Roy arrived at Milwaukee he looked at his find which turned out to be a \$5.00 bill. The next morning, Roy was having his morning coffee, at the last sip he noticed something glisten on the bottom of the cup. He took the last sip and with it came a quarter.

Mr. and Mrs. Chester Pawlak were on their way to witness the Mardi Gras in New Orleans. They were unfortunate to travel in all the bad weather. Finally in Tennessee they encountered freezing rain which started six or seven different times, causing that many sheets of ice on the road and making driving conditions very hazardous. Chester turned in his tracks and made for Chicago and his home state of Michigan where winters are winters, and not as they are in the South.

"Hank" Shoemaker encountered a very costly experience. While working, "Hank" always puts his money in one pocket, folded very neatly. After the first half of his

run he went to the station, put his hand in his pocket where the bills should have been, and found exactly nothing. He estimated his loss at twelve dollars. All this was bad enough, but on arriving home "Hank" took off his glasses and (one guess is all) he dropped them.

Ed Kaczmarek (the Polish Count) has acquired a new name out at Mortgage Heights — "The Midnight Rider." One night Ed decided to clean his catch basin. The time was midnight. He put the accumulation out in one of the prairies. The following morning several neighbors asked Ed whether he noticed the peculiar odor in the vicinity. Ed knew nothing about it. Several days later Ed decided to dispose of an old comforter. Out came the "Midnight Rider," armed with the comforter and matches to the nearest prairie. The trouble here was the matches wouldn't do the trick, so Ed decided that fuel oil would do it. He poured a gallon of oil on the comforter and applied a match. Up went the comforter in a blaze, and in came the fire department!

Getting Close

"Hank" Ehlers reports that oil has been discovered 50 miles north of his farm in North Dakota.

Bill Hodgson decided to invest his money in a new car.

Howard Jensen is a grandfather. Howard took a day off, it's been quite awhile . . . John Muka is the proud father of a baby boy. The new baby is the second for the Mukas' and named David Peter . . . Ray Lind is also a proud father of a new baby daughter, Joyce Catherine. The new Lind baby has a brother.

Ray Gray and Roy Freeman report that of the 325 employees at Lawrence, 241 are members of the Lawrence Credit Union with deposits of over \$30,000. There are 95 members that have made use of the loan privileges of the Credit Union for a total amount in excess of \$26,000, seventy-five per cent of our employees have signed with the Credit Union in a little more than five weeks.

Marvin Wallace is spending his free time at the Swedish Covenant Hospital. Mrs. Wallace is hospitalized there.

—JOE KLEIN

Pensioners Club Elects New Officers

AT A RECENT meeting the Division 308 Pensioners Club elected their officers for the coming year. William Bakewell was elected president, John F. Fitzgerald was made vice-president, and Anna O. Swanson, secretary-treasurer.

The Club is an organization of men and women who are retired members of the elevated division. They have joined together to keep alive the friendships formed during their years of service.

Meetings are held on the third Thursday of each month at 32 West Randolph street, 13th floor, at 2:00 p.m. The short business session is usually followed by a social gathering, with refreshments. The group has been meeting since 1942.

Reported by Walter Reich

RETIRED APRIL 1



NO FOOLING—*John Bernbom* chose April 1 to retire on pension after 28 years with the company. He worked at North avenue as a motorman and terminal man until 1945 when he transferred to the Schedule department as a traffic clerk.

Reported by L. C. Dutton

156 Men Transfer To Limits

LIMITS — One hundred and fifty-six men and sixty runs off Ashland were transferred over to Limits from Lincoln upon its closing. There was also a new clerk's pick with *Roger Ward* staying as chief clerk, *Dick Pennie* as night clerk, *John Simko*, day receiver; *Walter Berthold*, night receiver; *Henry Pudelek*, No. 5 clerk; *Fred Murbarger*, back again as relief clerk; *John Burgman*, No. 3 clerk; *Joe Di Giovanni*, relief clerk; *William Cerkon*, relief clerk, and *Relief LeRoy Kettering*. To all the new men from Lincoln and our clerks, we hope you have an enjoyable stay.

Conductor Frank Pocius seemed worried recently when his car was stolen as he made plans for a vacation. Police found it in Bloomington, Illinois, in the same condition. Now Frank can sleep nights.

We were happy to have a visit from our old friends, *Eli S. Gerard*, *Jim Rooney* and *Oscar Emberg* (all retired). They are relaxing and taking life easy.

Bus Operator and *Mrs. Bob Freistad* spent two weeks motoring thru Detroit, Canada, New York, then spending two days of wonderful

scenery at Niagara Falls, coming home by way of Philadelphia, Cleveland and Toledo.

Congratulations to the proud parents, *Roy* and *Mrs. Almond*, on the arrival of *Patricia Ann*, born at Illinois Masonic Hospital recently, weighing eight pounds. Mother and baby doing fine. *Patricia* is their first.

Bus Operator Sammy Landise enjoyed two weeks relaxing at his Aunt and Uncle's home down in Louisiana. Saw *Motorman Frank Wenderski* cruising around in his 1951 Mercury.

We extend our most profound sympathy to *George Werner* and family whose father passed away.

To keep this column going, let's hear from you. Any news is good news.

—HAROLD SEDIN

Latest Inventory Shows One New Son

MATERIAL AND SUPPLIES — Congratulations to proud daddy *John Jankus*, assistant stock clerk at South Shops, and his wife who announce the birth of a son, "*Jeffrey*," on February 24, weighing 7 lbs.

We are wishing a speedy recovery to *Margaret Sares*, typist, and *Marie Burns*, file clerk, both of the general office.

We welcome *Francis Fallon*, assistant stock clerk at the Montrose avenue location, who recently transferred from the Revenue Accounting department.

Mrs. Therese Cortina, typist at West Shops, bid us farewell on February 28, to make household duties a full time job.

We extend our sympathy to *H. F. Hoyer*, general office, and *Otto Hoyer*, South Shops, in the loss of their father on March 11, 1951.

—JEAN O'NEILL

There's Something About the South

METROPOLITAN (Loop) — With spring in the air, that urge to travel is on. *Ann Gardner* and family shined up the car for an extended trip of the South visiting friends and relatives in Florida, North Carolina, Arkansas, ending up in New Orleans. *Irene Cullen* also bound for Florida to absorb some of that sunshine and see if

the wild tales about horses and dogs run true to form is right.

We extend our deepest sympathy to *Elizabeth Flanagan* on the death of her sister . . . *Blanche Thomas'* two sons are called. *Charles* is stationed at Aberdeen, Maryland. *Frank* is finishing school at Raleigh, Missouri. He has passed his physical.

Mae Shupe and family luckily escaped the fire that ruined their entire apartment . . . The welcome sign is out for *Mary White Flanagan* back in her former capacity — agent.

—EDITH EDBROOKE

What They Won't Do For a Cup of Coffee!

METROPOLITAN (West) — We are sorry to hear *Agent Mary Scanlon* fell and broke her arm. It was a case of either that or the thermos bottle, so *Mary* held on to the thermos bottle and down she went. (What we girls won't do for our coffee!)

We sure miss *Assignment Agent Margaret Queenan's* smiling face as we pass through Marshfield station. She has her own private office now.

It was a sad day for *Agents Leone Nelson* and *Elizabeth Paysen* when they closed the ticket booths on the Humboldt Park branch. Tears were shed, coffee and cake were served and going-away gifts were presented.

We are sorry to hear *Catherine*

Rice has been on the sick list. Glad to see *Agent Rose Janacek* back on the job . . . *Agent Rose Stritesky* is flying to Washington with her grandson, *Jackie*.

Porter Percy May's aunt passed away in Yell County, Arkansas, at the age of 87 years. *Percy* said that this is the first time in 175 years that a May isn't living in that county.

We welcome the following new agents: *Kathleen O'Donnell*, *Edna Metzger*, *Constance Bates*, *Edna Davie*, *Carol Schilt*, *Mary Ellen Flanagan*, *Margaret McBride*, *Walter Rigby*, *Thomas Hajek* and *Bernard Heimbrock*.

Congratulations to *Agent Mary Coyne* on the arrival of her new grandchild, *Kathleen*, which makes four . . . *Agents Mary Everdine*, *Sadie Rowe* and *Minnie Rierdon* are driving to Florida.

—KITTY KEEGAN
and RUTH HANSON

Snow Vacation For Northsider

NORTHSIDE — *Gus Hofman* just returned from his vacation. He spent some time at the Wisconsin Dells with his son. *Gus* says the snow was high and dry, about six feet in many spots.

Fred Raudabaugh is sporting a new Studebaker automobile, but *Fred* is not alone. There are several more new cars since the start of 1951.

—WALTER J. REICH



"I'm sorry, Mr. Mayor-- things have never quite returned to normal since 'Boys' Week'!"

PICTURE OF THE MONTH



"All Dressed Up and No Place to Go." Judging from her expression, that is the way Mary Kay Daly feels. She is the daughter of Conductor David Daly, Lawndale.

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

CTA Golf League Is Now Forming

NORTH — The golfers have their clubs shined up and are anxiously awaiting temperatures more conducive to this grand and glorious pastime. This year the golf league would like to have two sections, one to represent the North Side and one the South Side. Let's go South Side, get those teams together and make a date to participate. Simply call *Ed Foreman* at BERKshire 7-4516 any evening after 6 P.M. Don't pass up this opportunity to meet a fine bunch of fellows and enjoy yourself as well.

Have you noticed any change in *Operator Ray Ebel* lately? He looks the same to me even though he became a grandpappy recently . . .

We understand *Pensioner John Jacobson* is enjoying the morning sun at Evening Shade, Ark. . . . Congratulations to *Operator Terry Regan* who was presented with a fine baby boy. *Arthur Michael* was the name chosen for the new arrival. This makes two boys for the Regan's and is Terry proud!

The Blaa's are still looking for a flat. SO-O-O-O if you hear of one, contact our typist.

Conductor Emerick Lewy was a patient at Illinois Research hospital where he underwent surgery.

Congratulations to *Operator Emil Miller* who has completed 41 years in the transportation department and is still going strong. Emil really enjoys his work and has many friends along his run.

Would you say that run 141 is

unlucky? *Motorman George Calcano* turned his ankle and broke his hand when he fell on the icy pavement. His conductor *Francis "Fritz" Reed* sprained his ankle the following week.

Pensioner Ralph Stockman has returned from Oslo, Norway where he visited with his mother and brother whom he had not seen in 41 years . . . Our congratulations are extended to *Operator Ray Spakowski* who became the proud father of a darling baby girl on March 13. She was named Sharon . . . *Operator Frank Braman* reports a pleasant vacation to Florida and New Orleans.

We were all sorry to hear that *Operator Rocco "Rocky" Malfese* was bitten by his sick dog. Rocky was quite sick after receiving several rabies shots.

At a dinner recently, *Conductor Sam Tamburino* announced the engagement of his daughter, *Dolores* to *Edwin Roininin*. The wedding will take place May 5.

—JOE HIEBEL

CTA'er Killed in Tragic Accident

METROPOLITAN (Douglas Park) — *Ladislav W. Skarda*, Douglas Park motorman, passed away Thursday, March 15, at 1:30 P.M., as the result of an automobile accident. Accompanied by his daughter, *Marie*, he was returning from Mountain Home, Ark., when his car went out of control on the slippery pavement near Washington, Mo. The car rolled over several times and came to rest at the bottom of a ravine. His daughter sustained only minor injuries. *Motorman Skarda* is survived by his wife, *Mary*, his daughter, *Marie*, and son, *Robert*.

Clarence "Butch" Brieger, the likeable A.M. switchman, has been on the sick list for some time. From all reports it's a badly sprained back.

Edwin A. Bartusch, Douglas Park conductor, is back from a long sick leave, a two month leave in fact. He came down sick while on vacation. He is on platform service until further notice.

GARFIELD PARK — *Le Roy Rourke*, A. M. dispatcher, is back on the job again after an illness of some time.

Conductor Robert A. Browne and wife, accompanied by *James E. Clark*, regular switchman, have arrived back from a Miami, Florida, vacation of two weeks. The trip was made by plane both ways with flying time of six hours one way. Breakfast in Chicago, lunch in Miami. Not bad — huh? Switchman *Clark* received his army induction papers two days after returning.

Word has been received on the death of a former employee, *William Swiderski*, of 3823 Warren avenue, Bellwood, Ill., 39 years old. As conductor on the Garfield, he was well liked by all who knew him.

LOGAN SQUARE — "Rumors are flying." It seems that *Mike Piekosz*, motorman on the Logan, is seriously thinking of moving to Arizona. He has one big reason. He has inquired and looked into various weather reports and has arrived at this deduction: The high altitude, without a doubt, would be easier on his Cadillac than the damp Chicago weather. A man surely loves his Cadillac to consider making such a sacrifice.

—ARTHUR L. DICKSON

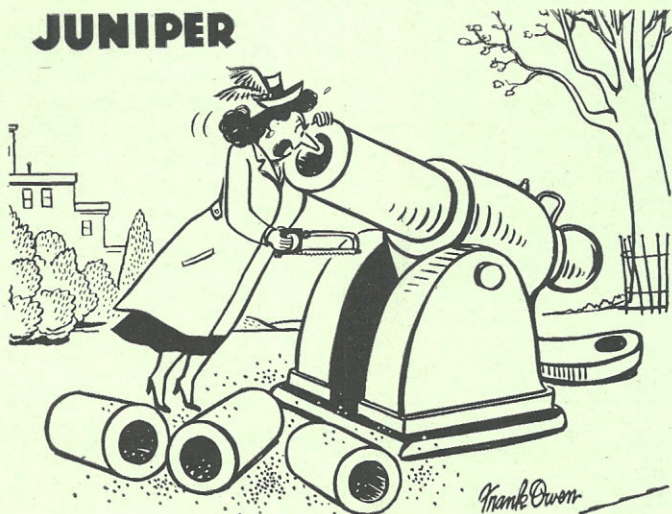
No Dull Moments In This Department

SCHEDULE-TRAFFIC — *Theodore T. Cowgill* took the middle aisle trip with *Ileen Steffen* on March 9. This happy event took place at Thoburn Methodist Church, with *William Worcester* and *Nancy Osborne* serving as witnesses. *Joseph Karel* had his camera unlimbered too, so there may be a picture later . . . The *Peter J. Hart* family was increased by one six-pound, eleven ounce boy on March 1. The new boss of this family will in the future answer to the name of *Peter John* . . . *Andy DeGrazia* has been on the sick list for some time now, but latest reports indicate he may be back at his desk soon.

—L. C. DUTTON

P.S. Our scribe neglected to mention that he and *Mrs. Dutton* became proud parents of their seventh offspring, *John LeRoy*, who arrived on March 12, weighing six pounds, seven ounces. They now have two sons and five daughters. (G. Figge)

JUNIPER



"For the last time, young man—
will you come out of there?"

Over 1,000 CTA'ers Attend Church

77TH — On Sunday, March 4, at the Shrine of the Little Flower Church at 6400 S. Woodlawn avenue, more than 1,000 CTA trainmen attended mass and communion.

Bob Clemens is on the job after being seriously ill for over a month.

We welcome Rudy Kepowitz who joined the 77th Sanitary Technicians on March 1.

Bus Operator Sammy Bernhardt's daughter was married to William Flynn of Cedar Lake, Indiana. They were married February 3 at St. Columbanus Church and are living in Cedar Lake.

Corporal Donald E. Price, U.S. M.C., son of Bus Operator Charles Price was married to Marge Barton on Saturday, February 10 at Le-june, North Carolina.

—WILBUR JENSEN and
JOE SMITH

Machinists Win Bowling Match

SHOPS AND EQUIPMENT (Skokie) — In a recent bowling match, the machinists defeated the electricians by 300 pins. Both teams are from Skokie shops. Any team that wants to play the machinists will have to contact Edward Erdman at Skokie shops.

Little Bonita, 5 year old daughter of Truckman Stephen Plaszczewski, recently was rushed to the hospital with a contagious disease. She is

expected to recover soon.

Welcome to Skokie shops to: Carpenter Helper Edward Tomlin, Electrician Herb Lindquist and Truckman Foreman Frank Olcsewski.

Off sick are: Electrician Carl Falk, Machinist Sam Cicero and Blacksmith Helper Martin Soderberg.

Running around Skokie shops and all excited was Truckman Samuel Glover. Samuel claimed that he lost his wallet and money. Someone suggested that Sam look in his overall pockets and sure enough, when he reached down the hip pocket of his overalls, there was his wallet and his money all intact.

Here is wishing a speedy recovery to: mother, dad, sister and the wife of Machinist Sam Cicero, all of whom are laid up sick.

A most special welcome was given to Machinist Nello Paolicchi by the men in the air brake room here at Skokie. Paolicchi was very much worried that after the operation he recently underwent that he would remain a wheel chair case. However, the operation was a success and Paolicchi is now completely recovered and back on the job.

Completely recovered from their illness and back at work are: Machinist Ernest Fisk, Truck Helper Joseph Scacco, Truckman John Redmond and Painter Joseph Persak.

—DAVE GURWICH

Baseball Fans Are Coming to Life

WAY AND STRUCTURES (Westside)

— This is the month when Earl Boettcher, plumber helper, starts to live. He can be seen at the Sox or Cubs park any week-end and if it's statistics you want regarding a player, either past or present, or a good baseball argument, just look up Earl.

Jimmy Riordan, ironworker helper and his wife are really living now. Jim wears that big Irish smile when he tells you about James David Riordan, Jr., who arrived recently, weighing in at six and one-half pounds. Congratulations to the happy parents on their first born.

Walter Brady, blacksmith helper, is really mad at those North Koreans now. Uncle Sam grabbed off his partner, Tim Moriarty, blacksmith, to help end the fray.

Irv Schumann outdid himself on St. Pat's Day. He was sporting a

shirt that was green on top of green. You couldn't even see the sprig of shamrock given to him by Mike O'Toole, laborer. Mike was passing around some of the real shamrock sent over from Ireland.

Walter Messer, tinner helper, was transferred to the North-South section in the same capacity. Best of luck to you, Walter, in your new surroundings, but don't forget to stop by and see your Westside friends once in a while. We were sorry to see Norman Peterson and Ellis Maas, ironworkers, leave our employ, and wish the best for them in their new work.

Sig "The Gob" Pavlak, road clerk, is all smiles these days because he has received word that Tony Spak, tinner, was seen wiping off the golf clubs. Tony digs up the worms for Pavlak while playing golf in Columbus Park and, in return, Pavlak keeps him supplied with fish all summer. A real co-op.

—JACK O'REILLY

Recent Deaths Among Employees

EARL G. BEDORE, 54, conductor, 77th. Died 2-21-51. Employed 3-23-21.

JOHN BEGY, 59, repairman, 69th car-house. Died 3-13-51. Employed 6-12-43.

JOHN BIEHL, 70, retired production clerk, South Shops. Died 3-7-51. Employed 5-26-08.

ARTHUR BOETTCHER, 70, retired conductor, 77th. Died 3-1-51. Employed 2-14-07.

HAROLD J. BROWN, 40, armature winder, Electrical. Died 2-24-51. Employed 12-7-26.

EDWARD A. BURNS, 78, retired agent, Metropolitan. Died 3-8-51. Employed 8-24-25.

CORNELIUS J. CALLAHAN, 62, watchman, Utility. Died 3-14-51. Employed 6-15-06.

FRANK CILLUFFO, 55, laborer, Track. Died 3-11-51. Employed 6-24-36.

ACIE T. ELLIS, 67, retired motorman, Kedzie. Died 3-13-51. Employed 12-18-17.

JOSEPH CIRONE, 63, foreman, Track. Died 3-9-51. Employed 12-29-14.

WILLIAM CLEASON, 78, retired flagman, Burnside. Died 3-6-51. Employed 7-7-93.

WILLIAM C. GLINSKI, 62, watchman, Building. Died 2-4-51. Employed 10-20-42.

NICHOLAS HANSON, 74, retired conductor, Armitage. Died 2-15-51. Employed 5-13-05.

LOYD C. HENRY, 67, retired conductor, Lawndale. Died 2-16-51. Employed 8-20-08.

WILLIAM IASIELO, 45, conductor, Cottage Grove. Died 3-7-51. Employed 3-3-43.

HARRY J. KEPPLER, 52, cleaner, Shops & Equipment. Died 3-2-51. Employed 1-9-20.

JOHN KRYGSMAN, 82, retired motorman, Division. Died 2-28-51. Employed 7-8-92.

GUS LEMKA, 77, retired car cleaner, Cottage Grove. Died 2-6-51. Employed 3-15-23.

JOHN MARZEC, 72, retired laborer, Shops & Equipment. Died 2-17-51. Employed 5-11-27.

JOHN MATZEN, 84, retired flagman, Burnside. Died 12-25-50. Employed 1-11-98.

ALBERT MAYER, 68, retired conductor, Southside. Died 1-30-51. Employed 1-3-11.

ANTHONY MILES, 78, retired watchman, Track. Died 2-12-51. Employed 5-25-27.

CHARLES MILLER, 65, retired conductor, North. Died 2-21-51. Employed 3-18-15.

WILLIAM MURPHY, 72, retired conductor, 77th. Died 2-6-51. Employed 5-15-06.

SAM ONOVATO, 68, retired laborer, Track. Died 3-6-51. Employed 4-3-43.

EDWARD PETERSON, 78, retired motorman, Lawndale. Died 3-12-51. Employed 8-6-04.

PETER PETERSON, 73, retired motorman, North. Died 3-1-51. Employed 8-14-17.

JOHN RAU, 64, conductor, 69th. Died 2-16-51. Employed 6-22-09.

ROBERT C. RICHARD, 58, conductor, Southside. Died 2-21-51. Employed 2-18-14.

CHARLES SCHULTZ, 58, conductor, Kedzie. Died 2-22-51. Employed 9-8-27.

LADISLAV W. SKARDA, 50, guard, Metropolitan. Died 3-15-51. Employed 1-10-24.

OWEN TOALE, 82, retired conductor, 69th. Died 2-19-51. Employed 4-13-03.

FRANKLIN TYLEY, 55, retired flagman, District "B." Died 1-19-51. Employed 1-22-25.

JOSEPH VENSTUS, 58, retired repairman, Shops & Equipment. Died 2-12-51. Employed 8-11-20.

LEONARD W. WALSH, 55, sign painter, Road. Died 2-26-51. Employed 7-9-26.

ARTHUR WOODBURY, 79, retired conductor, North. Died 2-19-51. Employed 12-13-97.

Farewell, Not Goodbye, To Hello Girl

WAY AND STRUCTURES — *Mrs. Margaret Hanson*, our telephone operator, is taking a three-month leave of absence on account of a throat irritation. We hope this rest will help Mrs. Hanson to resume her duties when she returns.

We are sorry to hear that *Joseph Dugo* of the Surface-Track Division was taken to Augustana Hospital on the 9th of March to undergo an operation. He left the hospital Easter Sunday, and we hear he is getting along nicely. Some of his fellow workers dropped in to see him while he was at the hospital to wish him a speedy recovery.

We were sorry to hear of the death of *Jens K. Royn* (Rapid Division) on March 8. Mr. Royn, who had been employed as a structural draftsman for many years, retired in 1948.

—VIOLET CARNES

This Time It Was Pleasure Before Duty

SHOPS AND EQUIPMENT (South Shops) — *Ralph Roter*, office, received his greetings and left for service on March 22. Before leaving Ralph placed a lovely diamond sparkler on that certain finger of *Lucille Heftel*. Also donning khaki is *D. McCarthy*, bus overhaul.

There is no getting near *Frank DeWitt* these days. He is the proud owner of a brand new 1951 Pontiac . . . *Jim Conway* transferred from the Engineer's office to the South Shops office.

Justine Janasek is one step closer to a new car. They have just completed building a garage.

Our deepest sympathy to *Mrs. Biehl*, whose husband, *John*, passed away. John retired in April of 1947, after working with the company 38 years.

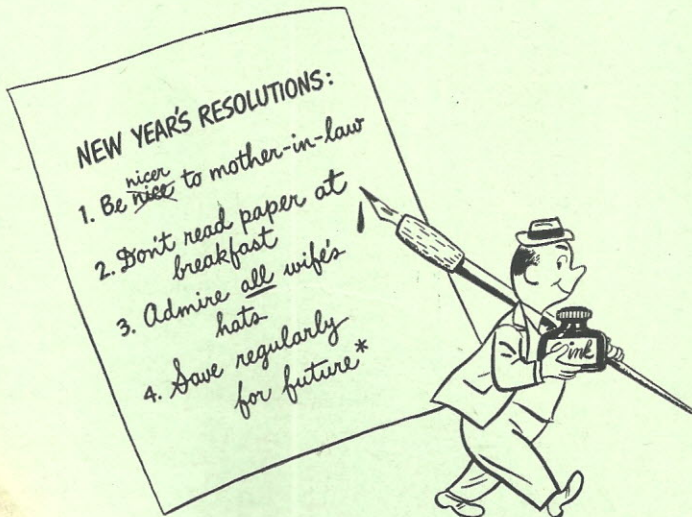
The son of *Peter Mirkovich*, frog shop, is now answering to the title of "Private Pete Mirkovich."

LIKE FATHERS



LIKE their fathers, *Carol Smith* and *Donna Mae Burtis* have been associated with each other for a number of years. Classmates and friends through high school, the two girls recently graduated together from the Sullivan high school. Their fathers, *Charles M. Smith* and *Fred Burtis, Jr.*, have been associated in CTA's Accident Prevention department since CTA began operation. Charlie is the supervisor of Accident Prevention and Fred is an artist. Both of the girls plan to make a career of art.

Have You Checked Up on Your New Year's Resolutions Lately?



* If one of the things you promised yourself to do in 1951 was to save regularly every payday for your future — don't forget that the most convenient way to do this is through Payroll Savings Bonds. Your department head has convenient forms so that you can join the Payroll Savings Plan or so that you can increase your present deductions. It's easy. It's automatic. It's thrifty.

Bill Panek is sporting a 1941 Buick.

Have you any news items you would like to see in print?? If so, kindly use the suggestion boxes or give the items to your foreman or timekeeper and they will forward them to the office. This is the only way we know what is going on throughout the shops, so if you would like to see a longer column and a newsy one, it's up to you to help us reach that goal.

—BETTY BYRNE
and ANNE McCREA

Calling All Softball Players

SHOPS AND EQUIPMENT (West) — The West Shop soft-ball team is in spring training and is looking forward to a good season. Any ball player who wishes a tryout with the team is welcome — see *Frank Steiner* or *Miles Coleman*.

The West Shops Bowling League is in quite a close race — the Welders, Paint Shop and Setups right up there fighting it out.

Everyone glad to see *Therese Tortorello* back on the job again after a several month illness . . . Best wishes for a quick recovery and return to work for *Stanley Skladzien* and *Mike Costello*.

It's a girl in both the homes of *Mr. and Mrs. M. Fitzpatrick* and *Mr. and Mrs. C. Schneider* . . . *Roy Reinhardt* recently spent two weeks with the jury — Circuit Court . . . We were glad to see *Bill Collins* in on furlough recently . . . *Jim McIntyre* left to join the Air Corps.

Harvey (Moe) Williams is missed around these here parts nowadays — spending some time in Indianapolis.

Edgar L. Craig, armature winder, left on pension March 1st.

—CATHERINE HOLTON

OUR PUBLIC SPEAKS

PASSENGERS who ride CTA vehicles look upon the employee they come in contact with as a representative of Chicago Transit Authority. If these passengers see you perform an extra act of courtesy, you are doing a good job of selling CTA service to the public. If they find you surly and cross, you are hurting all concerned — passengers, CTA, fellow employees and yourself.

With this thought in mind, it is easy to understand how CTA transportation employees can help improve our relations with passengers. A pleasant smile, answering questions politely, lending assistance when needed — all of these little acts help make everyone appreciate the outstanding job being performed by the great majority of CTA employees.

Proof that these acts of courtesy are recognized by our riding public is shown in the letters of commendation received during the past few weeks from CTA riders. Reprinted here are excerpts from some of these letters.

Courteous and Sunny

"I would like to take this opportunity to make you aware of the courteous and sunny manner of driver 8863 (*Bus Operator Joseph Petter, Archer*) on the California line. It is indeed a pleasure to board his bus — it makes my long ride so much more pleasant."

Assists Blind Couple

"The conductor of the car I was on recently should be congratulated for doing a fine piece of work. A blind couple who were his passengers wanted to get off at Lawrence avenue. This conductor (*Max Willauczus, 69th*) was kind enough to take each one by the arm and lead them across the street. More men like him would make this a wonderful world."

Commends "L" Men

"I wish to commend the men at the Howard street 'L' station for being very, very courteous and helpful when I left a package on an 'L' train recently. Many people will voice opinions and write critical letters, but few will take action unless they are angry and feel injured. Therefore, you probably never hear of the nice things about your men. I travel from the north side via the 'L' twice a day and, with rare exception, find your men very patient and pleasant with the general public."

Nicest CTA Employee

"Riding home today I came across the nicest employee you have in the transportation department, No. 9423 (*Bus Operator Thomas Jacek, Blue Island*). His courteous attitude to all passengers cannot be excelled by a fellow worker, barring none."

Returns Lost Wallet

"I sincerely wish to express my gratitude for the honesty and thoughtfulness of your employee, *Bus Operator William Sullivan, North Park*. It was through his kindness that I received my lost wallet. Many thanks because there were important cards and papers in it which would have been hard to replace."

Stranger Praises "L" Trainman

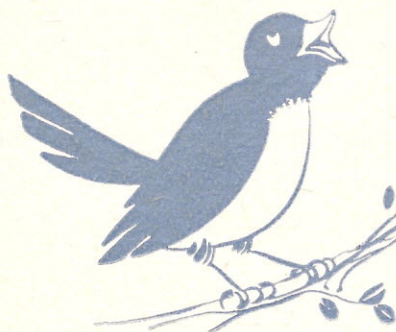
"Being a stranger in your city I was a bit puzzled as to the proper route to my destination. I cornered the elevated conductor (*Trainman Robert Warford, Southside*) and began besieging him with questions. Later I apologized for this but he assured me he was perfectly willing to answer any questions I might have on my mind. His courtesy and willingness in this regard is a credit to your transit system as well as to himself."

"It Doesn't Cost a Cent"

"The day was made much happier last Thursday by the courtesy and consideration of your motorman 4303 (*James Washington, Kedzie*). I was in a rush to get back to my office. As I scrambled across the street, the motorman saw my worried face and motioned me to get on. He waited . . . I immediately went forward to thank him for his kindness. He smiled and said that 'kindness doesn't cost a cent.' He's dead right. It doesn't. But it surely was worth a lot to me . . . I appreciate the little extras that we cannot pay for, and which cost so little. That motorman warmed my heart with his smile and philosophy . . . I wish I had a lot of friends like your Number 4303."



"Watch out for that car . . . There's a red light . . . Are you sure you made the right turn, dear?"



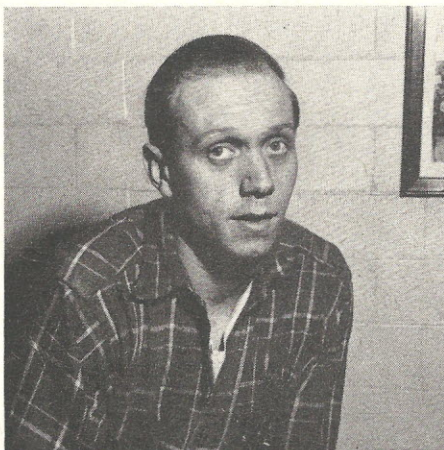
How Does the Season of Spring Affect You?



SPRING has finally arrived after a long and hard winter. Anxious to learn what this season means to CTA'ers, our Inquiring Reporter for the month, *Catherine Holton*, asked her co-workers at West Shops . . .



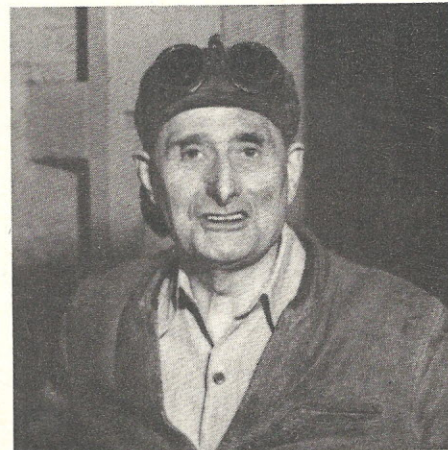
NORMAN KUJAWA, Truck Repairman: "Spring means some cleaning and painting to be done around the house. It is also a sign that summer will be here soon with warm days and vacations."



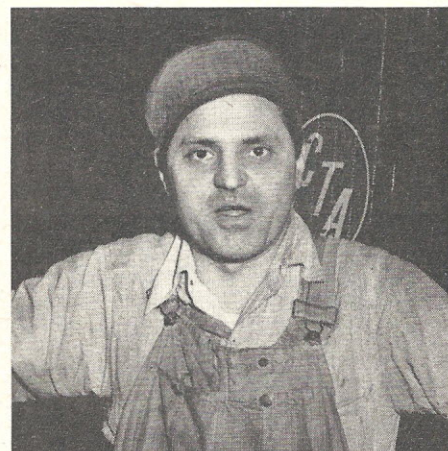
JAMES MESCHEWSKI, Truck Repairman: "With the season of spring here I think of mild weather and pleasant days. My fish poles are taken from storage and prepared for the season. Vacation plans are started and the wife and children talk of visits to the beach, drive-in shows, kiddieland parks and the zoo."



HELEN DOHERTY, Stenographer: "Spring at our house is a season for preparing for the summer months ahead. There are plans for vacation travel, gardening, new spring wardrobes, and, of course, the inevitable spring house cleaning. Spring, I think, is a refreshing season that is most welcome after the long winter months."



WILLIAM OCCLESHAW, Welder: "When Spring comes 'round, I feel new life.
"I think of the road
With my loving wife,
"Of boating, Round Lake—
The bass and cat—
"She thinks of flowers,
And things like that.
"My Son dreams of driving
With some sweet young thing.
"And there, dear friends, are
the effects of Spring."



IVO DIPIERO, Carpenter: "Living in Round Lake, Spring has many effects on me and my family. My two boys enjoy the small lake nearby while I have my yard to plant for summer vegetables."

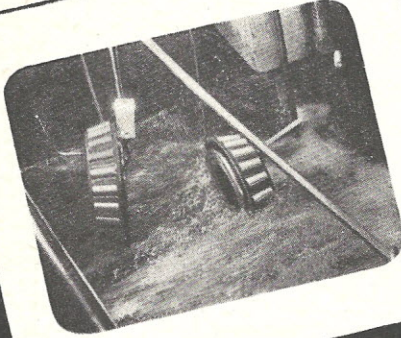
CTA Wheel Bearing Film Viewed by Shop Personnel

"Wheel Bearings and Wheel Bearing Adjustments," a color slide film, is presently being shown to foremen and personnel of the Bus Overhaul shops. The entire film was prepared and directed by CTA personnel.

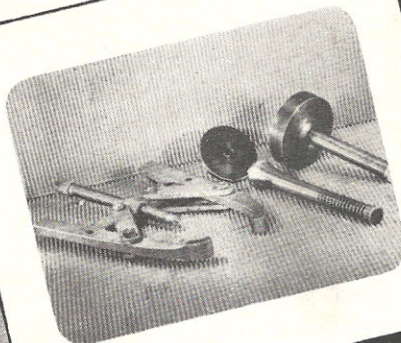
In the bus industry, the film, which considers the proper handling, installation and adjustment of wheel bearings, is believed to be the first of its kind devoted to this subject. It has been shown to members of the maintenance section of the Illinois Bus Association, several of whom have requested permission to run the film for their shop employees.

Although this work is considered relatively easy to do, there are certain procedures and precautions that must be followed to make sure a wheel bearing gives full service. Studies made by CTA supervisors indicate that wheel bearing, and tire and brake-lining mileage can be increased through improved methods of wheel bearing installation and maintenance.

The film points out several major factors necessary to eliminate wheel bearing failure. They include cleanliness, use of the proper tools, thorough inspection, correct installation and proper adjustment. The methods illustrated on the slide film are expected to simplify the work, further insure the safety of CTA passengers and cut bus operating costs. A set of wheel bearings for a bus costs approximately \$125.00. With the number of buses CTA has in operation, the replacement cost of wheel bearings can be an expensive item.



THE greatest enemy of any bearing is dirt. In cleaning bearing cones, the film points out, they are to be placed in an "agitator tank" until all dirt and old grease is removed, then rinsed in a second tank containing a perfectly clean solvent.



ANOTHER important phase of wheel bearing work shown in the film is the selection of proper tools. These special tools are available and should be used in the removal and installation of wheel bearing cups and cones.



CORRECT wheel bearing adjustment cannot be over-emphasized. The slide film reminds employees that CTA has available special adjustment wrenches designed for each type of coach in operation. Here again, use of the proper tool enables the employee to do the job more accurately.

Complete Portion Of Job Classification Program

THE job classification program for regular CTA office, clerical and certain supervisory employees was recently completed by the Job Classification department, effective as of January 1, 1951. Work on the establishment of a classification program for all remaining Authority employees is still to be completed.

In the completed phase of the classification program each CTA position (not the individual in it) was analyzed to determine its specific duties, skills, knowledge, ability required, physical demands and working conditions. The positions were then placed in one of eleven graduated pay grades.

Under the classification program, some positions received wage increases. These increased rates were made effective as of January 1, 1951. Back wages for this period were paid prior to April 13. All of the new wage rates were reflected in pay checks received for the pay period ending March 31.

In addition, a payment of \$150.00 is to be distributed to each employee covered by this plan, except those whose present salaries are above and substantially out of line for the work they are now performing, and those employees hired in, or transferred to, jobs covered by this classification plan after January 1, 1950. The payment of the \$150.00 will be made over a six month period beginning May 1.

Establish Transfer Procedure

The classification program has established a definite set of rules relating to salaries upon job transfers. An employee changing to a job in a higher pay grade will receive the beginning wage rate of the grade in which the new job is classified. If the employee previously held this higher graded job, he may return within one year to the position he formerly held in the higher grade at the same wage rate and with credit for length of service on that job.

In situations where an employee, by bidding, elects to move to another job within the same grade as the job in which he is currently employed, and the

employee's rate is presently within the upper and lower limits of the grade, he will receive his present rate and be credited with his length of service at such rate, in the newly bid job. If such employee's rate is presently above the top rate for the grade in which the job is classified, he shall receive only the top rate for the new job. An employee must have a minimum of one year of service on his present job before becoming eligible to move to another job in the same grade.

If an employee bids on a job in a lower classification than the job on which he is currently employed, he will receive only the top rate of the grade in which the newly bid job is classified.

The terms of the Act which created Chicago Transit Authority require that the Board classify all the officers, positions and grades of regular employment required, excepting that of the Board Chairman, General Manager, Secretary, Treasurer, General Attorney and Chief Engineer. Work on the classification program began in February, 1948. It has been established jointly by CTA and the various unions representing CTA employees.

NEW CTA ADDITIONS TO THE ARMED FORCES

Robert C. Borkovich—Shops & Equipment
(North Park)

Walter C. Budzisz—Shops & Equipment
(Division)

Frank J. Citro—Transportation (Lawndale)

James E. Clark—Transportation (Westside)

Clyde J. Craig—Transportation (Westside)

Leonard R. Elfervig — Transportation
(Northside)

Michael J. Fabian—Shops & Equipment
(Skokie)

Robert G. Koppers—Shops & Equipment
(Beverly)

Donald E. Krueger—Accident Investigation

Robert J. McFadden — Transportation
(Lawndale)

Henry McTigue — Shops & Equipment
(Archer)

Timothy J. Moriarity—Ways & Structures
(Westside)

Wesley M. Morris—Transportation (69th)

John A. Shanahan—Shops & Equipment
(61st Street)

P. J. Sheeran—Way & Structures (Building)

Frank H. Tyley — Transportation (North
Park)

George H. Wendell — Transportation
(North)

ADDRESS CHANGE

IF YOU KNOW of a CTA employee 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.....

TO THE

ladies *from Joan*

TV and Your Family

VIEWING television is a new experience. There is much excitement the first few days after a new set arrives in the home, especially among the youngsters. In short order these young TV viewers become "video addicts."

Even if you don't own a set, it is a problem. The children will gather at one of their friends who has television. A recent survey reveals the astonishing fact that boys and girls

TV is a problem even to those who don't own their own sets. The interest shown here by *Philip and Joseph Patrick Healy* (sons of *Motorman Joseph Healy*, (Lawndale) is typical wherever there is the combination of television and children. Typical, also, is the tendency of the average child to watch TV with his nose only "an inch" away from the screen. The Heals do not own a set, so much of their viewing is at the home of Willard Mix, Mrs. Healy's brother-in-law, where these photographs were taken.



KNOWING that it is important to train children in correct TV habits, *Joseph Healy* explains to his sons that you should always sit at least seven feet away from the average television set.

from 11 to 15 who have sets at home spend almost four hours a day watching TV — only 50 minutes a week less than they spend in school! No wonder, then, that parents feel apprehensive about buying television — and those that already have one, express concern, especially about the effect of TV on vision!

When children spend hours each day staring at a screen, is their sight impaired? Do they develop eyestrain? Do the eyes become damaged in any way?

An article in the April issue of *Today's Health* says that specialists no longer think eyes are damaged by viewing

THE family of Motorman Healy, including little *Patricia*, sit expectantly while Mrs. Healy adjusts the set. An easy check on focus is to observe the fine horizontal lines making up the picture structure, adjusting the focus control of the receiver until these are in the sharpest focus. Always adjust the tone setting before turning up the picture. Because of the photographer's flash bulb, the picture on the screen at the time this photograph was taken does not show.

television, but misuse is to be avoided. It is best that TV is watched under the most favorable conditions.

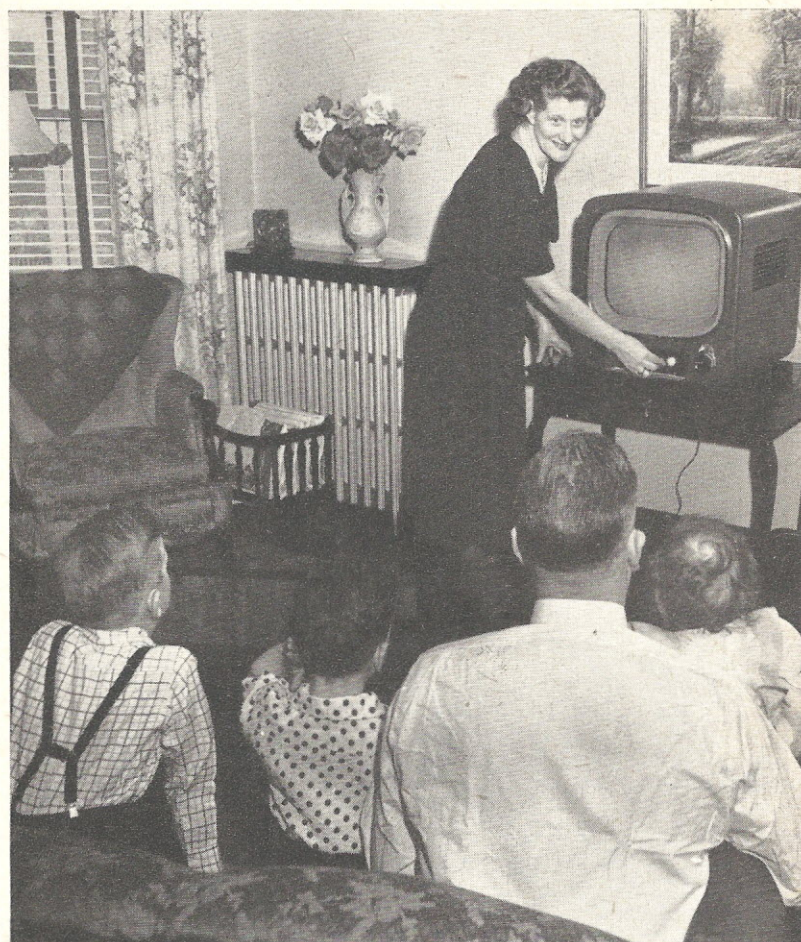
So to set you straight on some TV problems, we are listing here some pointers to consider:

1. Sitting too close to the screen is a hazard of which both children and adults are guilty. Experts have agreed that a good rule is to move back one foot for each inch of screen diameter or width. Sitting too close not only destroys the image but provides a ringside view of all the distracting electrical disturbances that come and go across the screen.
2. Watching television in the dark is another reason for unnecessary eyestrain and fatigue. Keep floor and table lamps lighted throughout the room at night — just so they're placed where they don't reflect on the screen itself or cause bright patches on the walls.
4. To counteract the tension in continuous viewing of television, break the viewing periods up. Children will not do this by themselves. One way is to map out a flexible schedule with the youngster — one that will enable him to see most of his favorite programs and yet provide "intermissions" for dinner, a bath or schoolwork. Thus the time spent in peering at the screen will not be excessively long at one sitting.

By The Way, When You're Through Painting...

IF YOU have an array of partly empty paint cans left over for other painting jobs, here's a way to avoid opening each can to check the amount of paint left and its precise color: At the end of each paint job, paint a line on the outside of the can at the level of the leftover paint inside.

FOR a thorough cleaning when the brush is to be put away for future jobs, work out the paint on a board or newspaper. If necessary, soak the brush over-night in cleaner. Next day, remove paint flakes with a blunt putty knife. Rinse out bristles in clean thinner, and scrub with hot water and soap to remove remnants of paint and thinner. Rinse again in hot water and shake excess water out of brush. Comb the bristles straight with an ordinary table fork or inexpensive bristle comb, and wrap the brush in heavy paper for shaping. Store in a cool, dry place.



OUR READERS WRITE

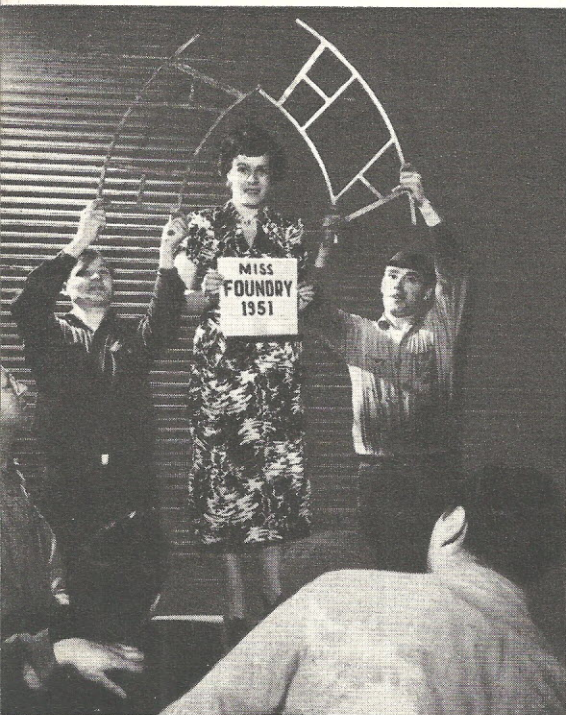
—The Way The Irish Play It—

"GREETINGS from the Chicago Gaelic Athletic Association. "On behalf of the above, I wish to express sincere thanks to you for your wonderful article (relative to Gaelic football) entitled, "The Way the Irish Play It," in the November issue of CTA TRANSIT NEWS.

"Big plans, including the introduction of Gaelic football into city high schools, have been made for this year, and our headquarters in Dublin, Ireland, have approved a plan sponsored by Chicago whereby the activities of our Association will be governed by a central body, making possible the visit of the Irish champions to Chicago each year. Needless to add, this will greatly help our efforts to establish the Association on a permanent basis in this city.

"I have heard numerous favorable comments from CTA men regarding your article."

(Signed) Patrick Hennessy, President
Midwest Gaelic Athletic
Association



"MISS FOUNDRY" is officially crowned by members of the CTA South Shops foundry.

CTA'S FIRST PIN-UP GIRL

AS a new employee at CTA South Shops, *Betty Byrne*, Inside News co-reporter with *Anne McCrea* at this location, was curious to learn what made the place "tick" . . . She was invited to look around and one of her stops was the Foundry Shop . . . It has never been fully verified, but rumor has it that there was a two minute work stoppage as 25 pairs of male eyes followed Betty on her short visit . . . Immediately after she left, the Foundry boys decided that they needed a 1951 pin-up girl, and the vote was unanimous in favor of Betty . . . As far as is known, this is CTA's first pin-up girl selection — and one worthy

of the title, too . . . The major honor accompanying Betty's title is an invitation to the annual party of the foundry personnel sometime in December . . . Betty was a CTA typist in the Purchasing department for two years prior to transferring to a similar position at South Shops in November, 1950, where two months later she assumed her correspondent's duties . . . She readily acknowledges that transportation work is definitely a family affair with the Byrne's . . . Her father, *Patrick*, has been a surface system conductor for approximately 30 years at the 77th street

station, and her brother-in-law, *Henry J. Kohler*, is a bus operator at Archer . . . Aside from being named Foundry Pin-Up Girl of 1951, Betty's other claims to fame are the medal she won in a track meet, her piano playing and the school letter awards she has for playing high school volley ball . . . She also admits being the author of a classic 5,000 word essay on sports . . . Yes, she likes sports, but not that much . . . Because she "missed" eight consecutive gym classes, the instructor decided to make sure she didn't miss anything on sports — thus, the essay.

Finds Lost Child on Bus



HAPPILY running to parents after taking a bus ride by herself and meeting some nice police officers is Gail Amburgh, three-year old daughter of Mr. and Mrs. Enos Amburgh. Bus Operator Reginald Anderson (inset) found her sitting alone on his bus and turned her over to the police.

—Sun-Times Photo

IT was his last trip for the day and *Bus Operator Reginald Anderson*, North Park, was looking forward to a quiet afternoon viewing the programs on his TV set. As he watched his loop-bound passengers get off at State and Monroe, a young woman turned to him and said: "It's all yours." Anderson looked around his empty bus and nodded his head in agreement.

Closing the bus doors after picking up five new passengers, Anderson turned his bus south in State street to Adams where an additional

nine or ten passengers boarded the vehicle. He then proceeded to Monroe and Dearborn.

Stopping the bus for a traffic light, Anderson heard someone crying in the rear section of the vehicle. He went back to investigate and found a youngster, about three years old, sitting alone in the seat with big tears rolling down her cheeks.

Anderson brought the little girl to the front of the bus where a woman passenger took charge of her. When he reached Franklin street, Anderson saw a motorcycle policeman

and hailed him down. Taking the youngster from the bus, he turned her over to the policeman who took her to the Central Police Headquarters at 11th and State street.

The following day, Bus Operator Anderson learned through the newspapers that the child's name was *Gail* and that her parents, *Mr. and Mrs. Enos Amburgh*, claimed her the previous evening after many anxious moments of wondering what could have happened to her.

This was the first time in Anderson's 23-year transit career that he found a lost child on his vehicle. "I'm glad it came to a happy ending," was his comment when he learned the child was returned safely to her parents.

"Battle of THE HAIRCUT"



—Daily News Photo

THE "Battle of the Haircut" involving *Tommy Jaslowski*, five year old son of *Motorman Anthony M. Jaslowski*, *Lawn-dale*, was the title given this picture selected for an award in the eighth annual competition jointly sponsored by *Encyclopaedia Britannica* and the *University of Missouri School of Journalism* . . . It was taken by *William De Luga* of the *Chicago Daily News* and appeared in that paper as part of a series illustrating Tommy's "first haircut" ordeal . . . The photograph will also appear with 100 other competition winners in a book to be published by a member of the *Daily News* staff . . . The foot-long braids that adorned Tommy's head were beginning to cause a bit of confusion

APRIL, 1951

among his friends who were wondering if he was Tommy or "Susie" . . . When this happened he insisted on a haircut, that is, until he arrived at the barber shop . . . There he became scared and it took all the patience of his mother, a sister, *Grace*, and the barber, *Ed Pluta*, to finish the job.

St. Patrick's Day at West Shops

ONCE again CTA West Shops was the scene of a gala celebration to welcome the arrival of St. Patrick's Day . . . Each year the 742 employes of this shop, whether they are Jewish, German, Swedish — or Irish, take part in the annual festivities that honor Ireland's greatest day . . . Green stovepipe hats, buttons



and shamrocks were worn by employes as they paraded around the various shop sections and intersecting streets . . . Huge placards that identified the many nationalities represented in the parade were carried by the men . . . The climax of the celebration came when everyone gathered to listen to and sing some good old Irish songs as played by the *Star of Freedom Band*.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF FEBRUARY 1951 AND 1950, TWO MONTHS AND TWELVE MONTHS ENDED FEBRUARY 28, 1951

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

	Month of February 1951	1950	Period Ended Feb. 28, 1951 2 Months	12 Months
Revenues	\$8,816,358	\$9,242,124	\$18,536,272	\$115,134,895
Operation and Maintenance Expenses.....	8,152,337	8,374,008	17,208,784	101,813,042
	664,021	868,116	1,327,488	13,321,853
Debt Service Requirements:				
Interest Charges	318,038	318,038	636,077	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1) .	107,000	107,000	214,000	1,284,000
	425,038	425,038	850,077	5,100,250
Balance Before Depreciation.....	238,983	443,078	477,411	8,221,603
Provision for Depreciation—Current Period.....	625,000	541,666	1,250,000	6,666,667
Balance (Deficit) (Note 2)	\$ 386,017*	\$ 98,588*	\$ 772,589*	\$ 1,554,936

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) \$813,959 of the balance available for the twelve months ended February 28, 1951 was applied to cover prior period deficiencies in deposits to the Depreciation Reserve Fund. Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any calendar year after making all required deposits in the Depreciation Reserve Fund and Operating Expense Reserve Fund.

* RED FIGURES

PASSENGER STATISTICS

Originating Revenue Passengers.....	57,284,498	60,282,591	120,474,629	747,309,161
Transfer Revenue Passengers.....	3,123,575	3,058,154	6,573,599	38,320,578
Total Revenue Passengers.....	60,408,073	63,340,745	127,048,228	785,629,739

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

March 19, 1951

1950 Orders—	Delivered To Date	Remaining to Be Delivered
Propane Buses	235	316
Trolley Buses	1	349
El-Subway Cars	130	70
	366	735
Delivered under previous orders.....	1,714	
	2,080	

PEDESTRIANS ARE PEOPLE, TOO!



FUNNY, how your point of view changes when driving through city streets. After a while, pedestrians seem to lose their individuality . . . become just road blocks . . . obstacles to make the driving job tougher.

WHOA THERE! Let's pause a moment and set our perspective a-right. Pedestrians are people, too . . . like you and me. Some are happy, others blue. Some can't hear so well, others have poor eyesight. You can't tell what a transit man is like just by looking at him; and it's the same with the pedestrians.

The woman who steps off the curb in front of your bus may be just plain reckless—or totally blind.

The man who jaywalks in front of your streetcar may ignore the clang of your gong because he just doesn't care—or he may be stone deaf.

The youngster who chases a ball right across your line of travel may be delinquent—or so excited he can't see anything but the ball.

But whatever the cause—whether he can't see or refuses to see; can't hear or refuses to hear; or even if he just doesn't give a darn, let's remember that

Pedestrians are people.

It's our business to see that they don't get hurt.

—“The Green Light”, British
Columbia Electric Railway

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