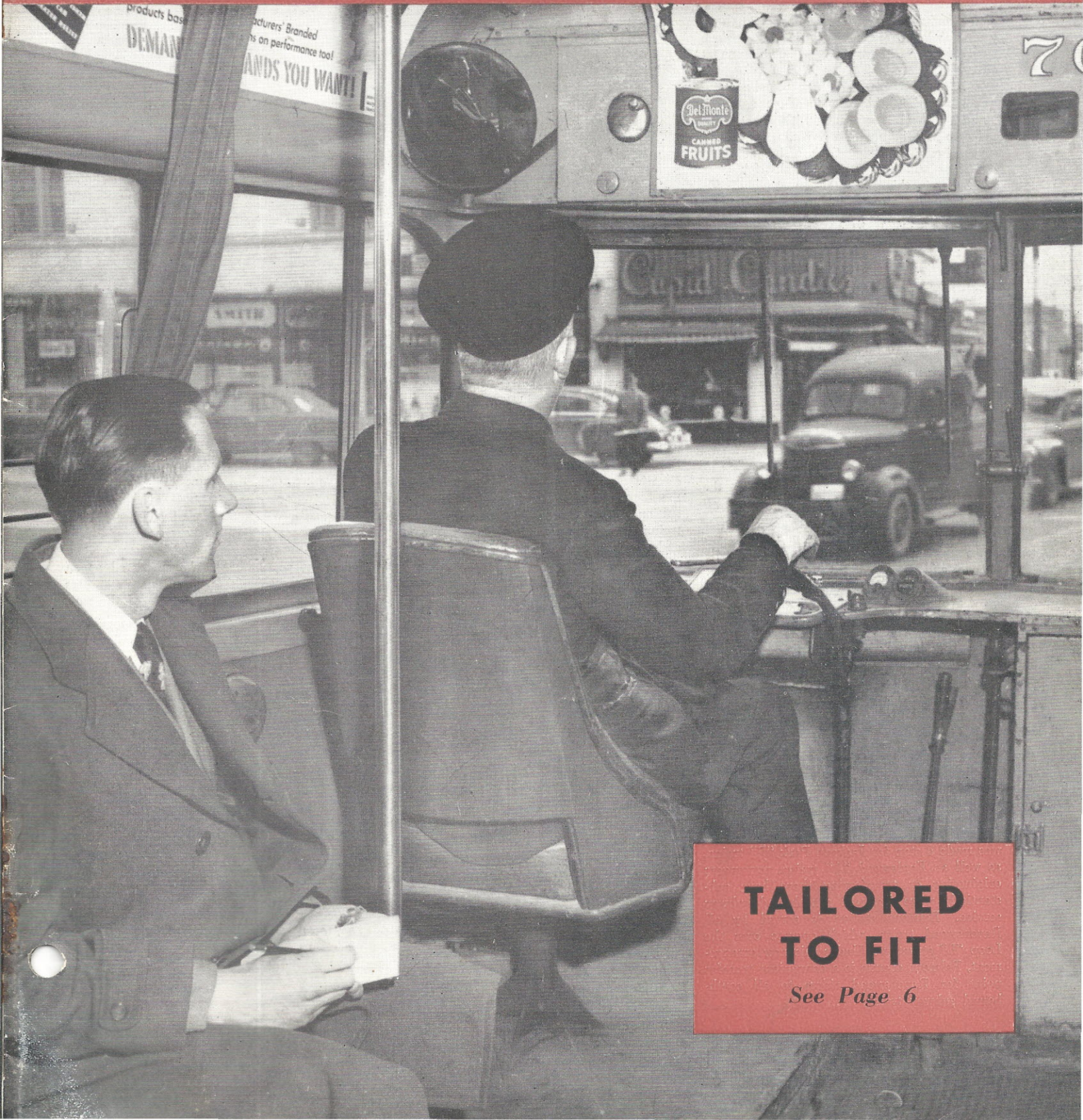




# TRANSIT NEWS

MAY-1951



**TAILORED  
TO FIT**

*See Page 6*



## OUR READERS WRITE

"WE have just learned of the fine news reports you have given the Senn High School Key Club in Chicago (CTA TRANSIT NEWS, April; RIDER'S READER, Volume 3, Number 6). . . . Dr. Angelo Glionna, as the Key Club sponsor, has recently sent me pictures taken in connection with this campaign and, of course, we intend to use these in some of our international publications.

"I wonder, if at your convenience, you could forward me a few copies of each of your publications that used this story since we would like to have these for our permanent files.

". . . I feel sure that there will be many Key Clubs that will want to adopt a similar plan for their own communities, and will welcome the information we can give them concerning Senn's Key Club activity.

"With best wishes and thanks for your assistance in this regard, I am

Sincerely yours,

(signed) J. FRANK McCABE,  
Director of Key Clubs

## RECENT SERVICE CHANGES

MODERN buses replaced streetcars on the 47th and 35th street CTA routes on April 15. On 47th street, service has been extended to Archer avenue where transfer connections may now be made with CTA local and express Archer buses.

A NEW BUS ROUTE to Navy Pier began operating April 2, as an extension of the Canal-Wacker line. It provides convenient transfer connections for near north side riders with the new Milwaukee avenue subway, the State street subway, the Loop "L" and all intersecting CTA surface lines.

TROLLEY BUSES began operating on Lawrence avenue, Sunday, April 1, between Austin avenue and Broadway-Racine. At the same time, a new feeder bus route was established on Lawrence, operating between Broadway and Marine Drive, providing service to the Lake Front.

NEW PROPANE BUSES replaced streetcars on Grand avenue on April 1, operating between Fullerton-Nordica and Navy Pier. These buses will be replaced by trolley buses when a sufficient number of those vehicles are available.

ALSO on April 1, the Morgan-Racine buses were rerouted to operate in Sangamon street to Grand avenue and then east to connect with the Grand-Halsted station of the new Milwaukee avenue subway.

SINCE March 18, when Belmont "L" station was made a stop for Jackson Park "B" trains, as well as Englewood "A" trains, passengers originating or transferring there have substantially more frequent southbound subway service. Belmont station is served by all Ravenswood trains, which operate over the Loop "L" structure. Under this new arrangement, Belmont avenue is a convenient transfer point for Ravenswood riders to all southbound subway trains,



## The Walls Came Tumbling Down

LONG a familiar sight to West side Chicago residents, the Madison street Loophouse at Springfield avenue, part of the CTA West Shops, was recently torn down to make way for a new parking lot. . . . Formerly called the "Carbarn and Cable Loop," this building was built in 1889, when the Madison street cable cars terminated there and looped inside the building to go downtown. . . . When the electric cars were placed in service in 1906, the loophole was arranged for electric operation. . . . Originally it had rooms for trainmen and receivers, an office, dining room and waiting room, as well as various shop rooms. . . . The west end of the building had several business stores, one of which survived until the building was torn down. . . . In the early electric trolley days, incoming cars



passed over a pit on the loop track and brakes were inspected on every trip. . . . A good job was also done on washing the cars. . . . One old timer from these days was heard to say that this was the first location where he had seen "line production. . . ." During the past 25 years, part of this location was used to house a wreck truck and another section for Storeroom 13, which has been transferred to Western avenue and Division street. . . . In recent years, the loophole served as an emergency turnback for Madison street cars that did not proceed to the end of the west terminal at Austin boulevard.

VOLUME IV

CTA TRANSIT NEWS

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John H. Fisher, *Director of Publications*  
James J. Kennedy, *Editorial Assistant*  
Joan Peacock, *Women's Editor*

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# From **HORSES** To **SUBWAYS**

CHICAGO has grown spectacularly since the day it received its charter as a city on March 4, 1837. Shortly after the birth of Chicago there was started a local transportation system that has also grown—from horse and cable cars to hydraulic drive buses, modern subways and streamlined rapid transit cars—the ultimate in modern day local transit facilities.

Although there were definite strides made in local transportation during Chicago's growth to importance as the fourth largest city of the world, tremendous improvements have been accomplished since October 1, 1947. On that date, Chicago Transit Authority began providing modern local transportation at cost to Chicagoans.

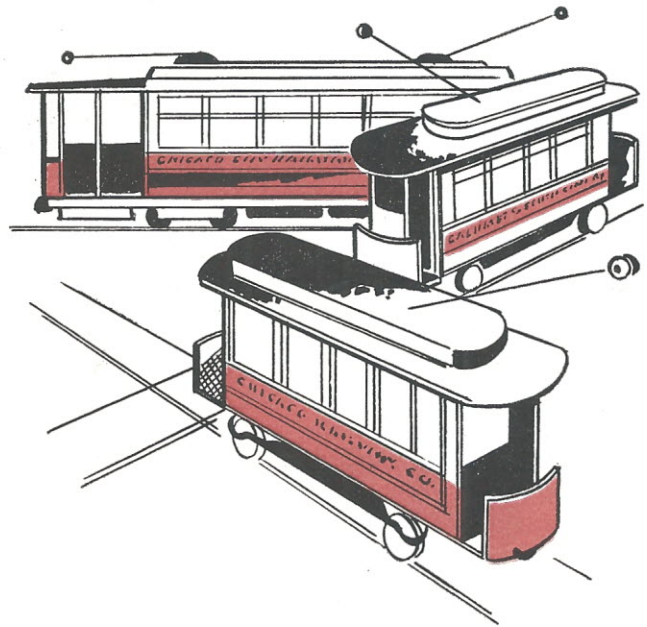
What is Chicago Transit Authority? Why was it created? Who owns it? The answers to these questions should be known by every CTA employee.



THREE widely different methods of operating local transportation have prevailed at various times in Chicago. The first was that of city control. From this method came a patchwork of overlapping, competing and unrelated transit companies, that were wasteful and confusing, in regulation as well as in financing. Chicago's local transportation service began on August 16, 1858, when a street ordinance was passed under which actual operation started. Shortly thereafter, the first horse cars were in operation on State street.

In a few years there were over a dozen local transit companies operating independently of each other in designated territories and all charging a separate fare.

This same situation existed on the elevated system soon after the first line was placed in operation on June 6, 1892. Several companies sprang up in various sections of the city, with separate ownership and fares.



IN 1913, the second method of operating local transportation was established when it was placed under state control. In that year the so-called unification ordinance was adopted by the City Council, which unified surface line service throughout Chicago. (Eleven years later the elevated system unified its operations.) This failed, however, to preserve control by the city. During this same year, the Illinois General Assembly placed control and regulation of local transit companies under a state commission. This period of state control lasted until the CTA began operation in 1947.

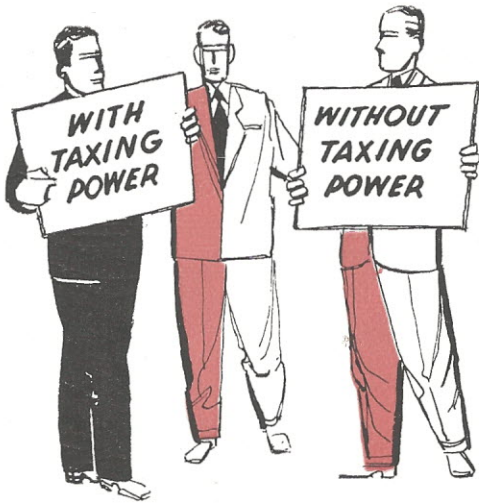
The two companies that operated Chicago's transit systems, Chicago Surface Lines and Chicago Rapid Transit, were privately owned. They operated independently of each other. During their early years of operation, these companies prospered, but later fell into decline due to the inability to close the gap between fares received and the costs of operation, competition from the private automobile, and shifts in population.

In 1930, an attempt was made to consolidate the two systems, but, by this time, the Surface Lines was in bankruptcy and had no franchise. A short time later the Rapid Transit fell into receivership. Altogether, five attempts were made to reorganize the two systems, but all failed.

It was apparent that something had to be done to improve Chicago's local transportation facilities and place them on



a sound financial basis. Private capital, however, could not be induced to participate in any of these reorganization plans to the extent required to overcome the companies' financial difficulties. The proposal was then made to solve the city's traction problems through public ownership.



THERE were two possible public ownership plans: a service-at-cost, self-supporting operation, or a plan subsidized by regular tax levies upon the owners of real estate and personal property.

The self-supporting, service-at-cost operation was chosen. It was jointly sponsored by the Mayor of Chicago and the Governor of Illinois, with the approval of the Federal Court. The city's leading business, banking and real estate interests, and leaders in industry and commerce endorsed this plan of operating the surface and rapid transit systems as a unified, consolidated system.



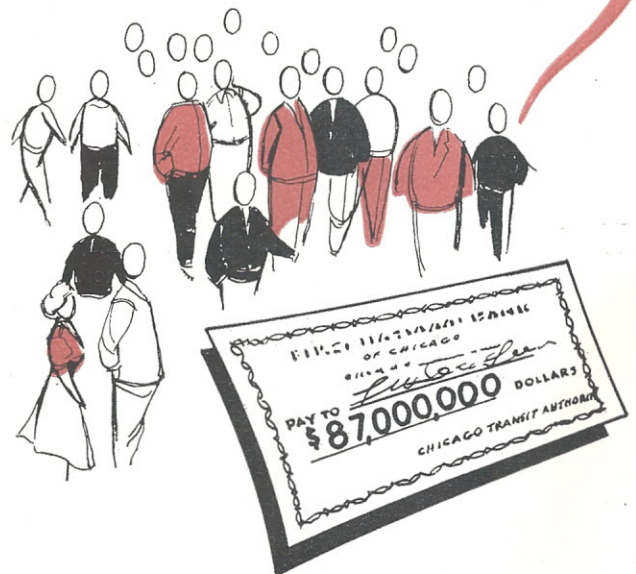
THE Metropolitan Transit Authority Act was approved by the Illinois General Assembly on April 12, 1945. At a referendum election in June, 1945, the legislation was made

effective by a vote of six-to-one by the people of Chicago and Elmwood Park.

Although this public ownership plan was accepted by the people in 1945, two years were needed to reach an agreement on the reorganization plans and to obtain the necessary funds.



ON OCTOBER 1, 1947, the surface and rapid transit systems passed from private to public ownership and operation. On that date, Chicago Transit Authority, a public corporation, purchased the facilities of the two systems for \$87,162,500. The original costs of these two facilities were reputed to be between \$250,000,000 and \$300,000,000. Net cost to the CTA was actually only \$62,162,500, since the CTA obtained \$25,000,000 in renewal fund cash with the surface lines purchase. Funds for the purchase of these properties were realized from the sale of \$105,000,000 of revenue bonds to private investors.







WHO owns Chicago Transit Authority? The CTA is a municipal corporation. It is self-regulating. In its operations it is separate and apart from all other federal, state and local government agencies. Administratively, the Authority is similar to a private organization, inasmuch as power to direct the operations is vested solely in management.

The funds with which CTA was set up were provided by private investors. However, the investors receive only a fixed rate of interest. The transit riders alone are permitted to benefit from the profits, which, in the authority type of operation, are earnings in excess of fixed charges. These earnings are retained by the Authority and must be used for modernization purposes only.

In its ultimate aspect, the ownership of CTA rests with the people of Chicago and Illinois.



CHICAGO TRANSIT AUTHORITY was created to give Chicago a modern, financially sound transportation system. To achieve these ends, CTA is vested with these major powers:

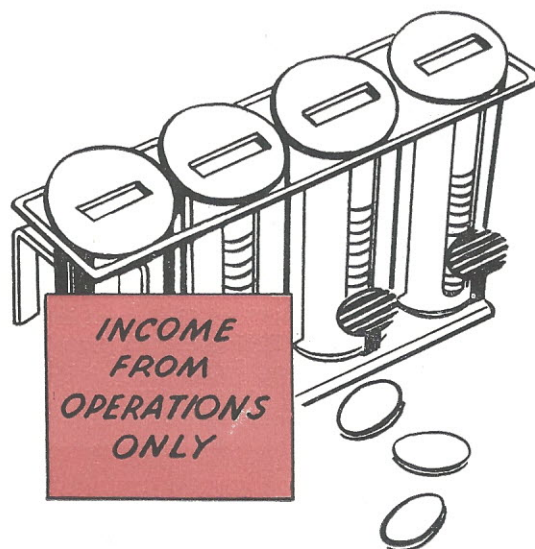
1. To own and operate a unified transportation system in the Chicago Metropolitan area.
2. To acquire other local transit properties by purchase or by condemnation, or to operate them on lease.
3. To enter into agreements with other local transit companies and railroads for joint use of facilities, or joint fares.
4. To use any public road, street or other public way in the metropolitan area for the interurban transportation of passengers.

5. To borrow money for modernizing of its rolling stock and other facilities, or for the purchase of additional transportation facilities and properties.

6. To issue bonds, or other evidences of indebtedness payable solely out of operating revenues.

7. To fix and maintain rates of fares. CTA is required by law to adjust fares to changing operating costs, thus assuring passengers that service will not deteriorate and the modernizing program will continue. This power also eliminates the possibility of permitting operating deficits to mount and endanger the financial stability and credit of the Authority.

Chicago Transit Authority received the authorization to operate in Chicago and 85 other municipalities and was given an exclusive 50-year franchise by the City of Chicago.



THE Metropolitan Transit Authority Act specifically states that "the Authority shall not have the power to levy taxes for any purpose whatsoever." This means that CTA is required to support itself entirely out of earnings—primarily the fares it receives from passengers.

An important feature of Chicago Transit Authority often overlooked, is that it must borrow money to pay for improvements beyond what it can finance out of current income, just as a privately-owned company must do. For this reason the credit of the Authority must be safeguarded.

The governing and administrative agency of Chicago Transit Authority is the Chicago Transit Board, consisting of seven members. Four members are appointed by the Mayor of Chicago with the advice and consent of the City Council. Three members are appointed by the Governor of Illinois by and with the consent of the Senate. Each appointment by the Mayor is subject to approval by the Governor, and each appointment by the Governor is subject to approval by the Mayor.

*(This is the first in a series of articles on the operation of Chicago Transit Authority.)*



# Tailored TO

## The Need for Service



THE LARGE SHOPPING AREAS on 63rd street influence the design of CTA's schedules. Riding of this type establishes the "base" needs of the line. Service in the mid-day and evening periods for shoppers helps to equalize the schedule requirements for manpower and vehicles.



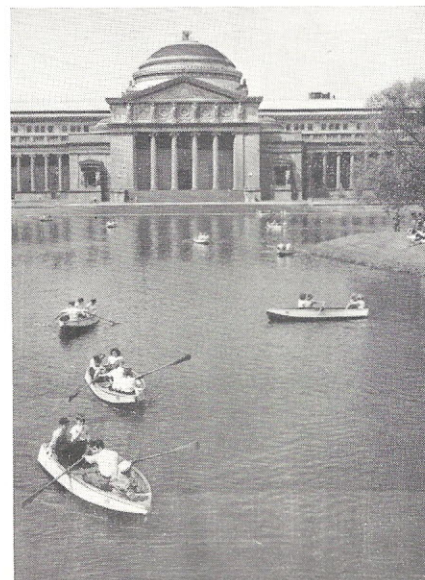
PASSENGERS TRANSFERRING between the streetcar and "L" at Loomis street establish one "Peak loading point" on 63rd street. This and other such maximum loading points, and the time of their need, are factors that determine the maximum amount of service to be provided for the line.



MOST INDUSTRIAL PLANTS, because of vacations, need less rush hour service during the summer months. However, government contracts, necessitating night shifts in some cases, give new demands for transit service in off-peak hours. Although not located on 63rd street, the Clearing plants govern the transit needs of the west end of the 63rd Street line.



SEVERAL SCHOOLS are located on, or near, 63rd street. Except for the comparatively few who attend summer sessions, these young people change their riding habits completely during the summer months.



PLEASURE RIDING to Jackson Park is a factor in making summer schedules. The riding needs will vary from day to day according to the weather, but in general there will be an increased demand for service during the late forenoon and afternoon.



# PIT

As the seasons change from Winter to Spring, from Spring to Summer, from Summer to Fall, and from Fall to Winter, CTA lines come out in new schedules fitted to the seasonal pattern of riding. Here is the story of designing a Summer schedule for one typical CTA line—63rd Street.

## Getting Information



RUNNING TIME checks are made by traffic checkers, who ride vehicles and record actual time performance, note delays due to traffic, stop lights and loading (See Cover). This information helps determine whether scheduled running time is to be increased or reduced in the various time sections.

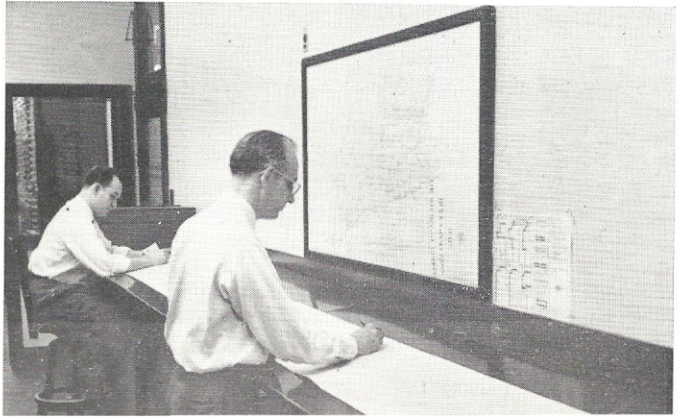
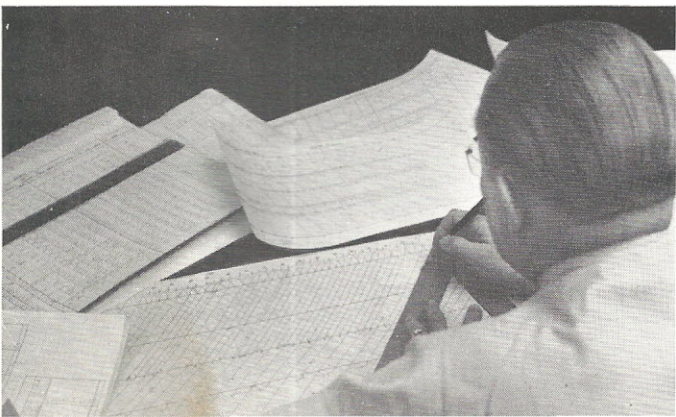


THE PASSENGER COUNT at points of maximum loading on each line is taken at regular intervals. Here these skilled observers record the maximum number of persons on the vehicle, and in special cases—the number boarding or alighting.

## Building The Schedule

FROM the information supplied by the traffic-checkers, the traffic division of the Schedule department summarizes such data and sets up required tables and charts (top of photo). From these tables and charts are developed specifications indicating running time and the scheduled service. The schedule maker then plots the service needed throughout the day, generally in a graphic form giving consideration to time for layovers, the number of men and vehicles available, terminal facilities and meal fall-backs. (Each line on the graph indicates the movement of one vehicle.) A similar procedure is followed in the preparation of Rapid Transit schedules.

FROM the graph, schedule-makers prepare a sheet showing the pull out time of each vehicle, time of arrival and departure at each terminal and the time the vehicle is due back at the depot. Consideration is given for fuel capacities of vehicles and maintenance requirements of the Shops department. The various pieces of work are then "cut" and coupled into runs. In coupling up the runs a special skill and ingenuity must be used to develop as many straight runs with meal times near the middle of the day's work as possible, equalize the work in swing runs and hold to a minimum the spread time of such swing runs. Contract requirements must be followed rigidly and the manpower requirements and pay time must be kept at a minimum. Tricks for "L" switchmen, crossing watchmen, towermen, agents and porters are similarly designed.

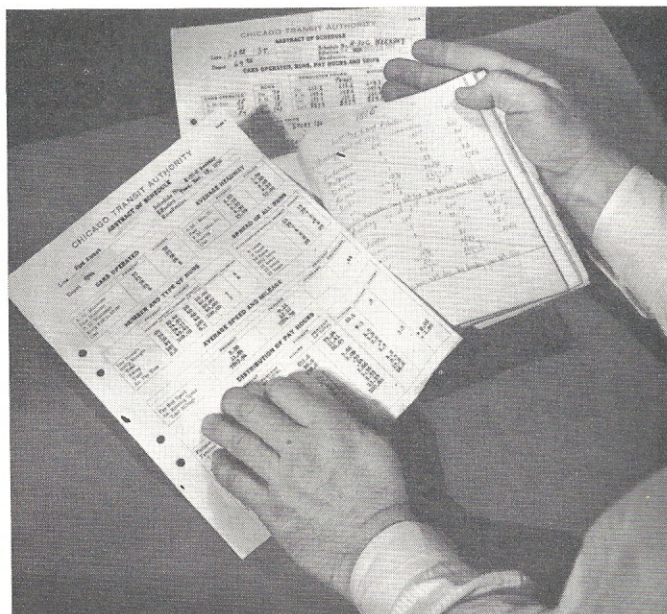




**TAILORED TO FIT** cont.



**SCHEDULE-CLERKS** check the completed schedule for arithmetic accuracy and conformance with labor contracts. They also make for the operating departments the various run guides, carhouse foreman window and picking sheets with picking controls. Original schedule tracings and data are retained on file according to lines.



**STATISTICIANS** prepare an abstract of each schedule, assembling all pertinent schedule information for each and all schedules. Such type abstracts are a matter of record as far back as 1895.

**ALL THE** necessary forms are then put in a package and forwarded to the station involved. The schedule is then ready for the operators and trainmen to make their pick.



**TYPISTS** prepare time tables known as Supervisors Guides for each surface route or rapid transit branch. After the material is duplicated and assembled (background) it is ready to be turned over to the Transportation department.

(This is the second of two articles on the Schedule-Traffic department.)



Pictures posed by Traffic Checkers Wm. Doeden and John Walsh; Schedule-makers Art Langohr, and George Bryan; Schedule-clerk Wm. Hodges; Supervisor Ray Primeau; Typists Marie Shumon, Kathryn Batina, Evelyn Kaross; Duplicator operator Pete Mills.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

## New Clubs, New Year How About the Score?

ACCIDENT INVESTIGATION — With great hopes for a better game this season, *Bill Peterson* squeezed his piggy bank and managed to get 'nuff together for a new set of golf clubs. Rumor has it that it will take more than new clubs to get his score under 100, but keep trying Willy, and don't rip up those greens!

Not that *Howard Smale* needs a new car — he has plenty of expenses with building a home in Villa Park and all — but it was slightly embarrassing when his clutch fell out in the middle of a busy street.

### Return of "The Sheik"

Now that "Valentino" has returned via the screen, *Robert Myrman* discovered just what it takes to wow the ladies. Those new sideburns really did the trick.

As Uncle Sam extends his arms and gathers our employes to his fold, the vacancies left by them must be filled. Latest on our "So Glad You've Joined Us" list is *Donald Kirchner*, *John Naughton* and *Henry Guzman*, all vault clerks. On the female side is *Elaine Wanderski*, typist, and *Marion Wilson*, steno. Marion came to us fresh from St. Louis where she had lived and worked for a year.

Floating along on Cloud No. 6, we find *Joanne Sorensen*, busily engaged in the delightful task of trousseau shopping. All those lovely things she has purchased are surely making the rest of us lassies a wee bit envious. Ah, Love!

All ready for this summer's humid weather is *Grace Johnson* and *Jeanne Ludmann* with their "it looks soooo natural" permanents.

The day after the end of the bowling season found *Michael McDermott*, *George Katter*, *Harry Boness*, *Gabriel Grimaldi* and *Joseph Lubawy* to be the "Champs." Happiest was Mike McDermott because it seems he started out as the low man on totem-pole.

—JERRY and CAL

## SOCIAL SECURITY CHANGE AFFECTS WORLD WAR II VETS

DURING the year 1950 many changes were made in Social Security, including an amended provision of the law relating to veterans of World War II.

Under the new program, a \$160 wage credit is given for every month of active military service in the recent war. As a result of this change, a special effort is now being made to contact newly-eligible survivors of service men. Previously many of these claims were not allowed because of insufficient wage credits to the service man's social security account. With the \$160 per month service-connected credits now provided, many of the families of deceased service men are now eligible for benefit payments.

CTA employes, or their families, affected by this change, should visit the social security office nearest them to obtain the necessary information about the new program. In Chicago, these offices are at the following locations: 79 E. Adams street, 1045 Lawrence avenue, 5306 Lawrence avenue, 1608 Milwaukee avenue, 225 North Pulaski road, 1425 South Racine avenue, 417 E. 47th street, 703 W. 66th street, and 7508 South Saginaw avenue.

## Ran Like House-a-Fire And it Was!

ACCOUNTING—Around three o'clock on April 10, *Doris Stahl* grabbed her hat and coat and tore out of the office like a house-a-fire! And that's exactly what it was! She had just received a call that her house was burning! Doris and her husband (*Edward Stahl*, retired—Wilson avenue shops) had just completed remodeling after acquiring the house in December . . . Upon arriving home she found the furniture piled up and firemen working on the roof. About a quarter of the roof was destroyed and damage approximated \$500. The fire had started next door, practically destroying that house, and had spread.

Despite this harrowing experience and living under a tarpaulin (covering the hole in the roof), Doris managed to attend the Illinois State Convention of the Credit Union League which convened in the Sherman Hotel, April 13 and 14, as alternate for *John J. Ruberry*, Treasurer of the CTA General Office Federal Credit Union.

*Mike Verdonck* was elected President of the North Shore Aerie No. 2008, Fraternal Order of Eagles. Mike has been an active member of this lodge for the past eight years.

*Rita Beernsten*, treasurer's office, and *William Kranz* were married at St. Mary's of the Lake Church on April 14. *John Cannon* graced the occasion with his fine singing. Both Rita's folks and the groom's were in from Wisconsin for the ceremony. Her folks are from Green Bay and his from Mauston. (The bride and groom first met in Chicago.) After a reception at the Sheridan Plaza Hotel, the newlyweds honeymooned in the Ozarks.

*Anne Jungwirth* left CTA to be a stay-at-home. Her co-workers' farewell token was made in cash for the many little things Anne will be accumulating.

—HELEN A. LOWE

## April Showers Bringing May Flowers

ARMITAGE — When lovelier flowers are grown, *Conductor John Gebel* will be growing them. John says he will match his with any on the

northwest side . . . *Emil Gagler* says he expects to raise enough vegetables in his "victory" garden to last him through the winter. Emil is still offering to give instruction in the finer points of gardening — for a small fee.

After nearly two years of research, *Motorman Max Lentz* finally has official proof that he was born, also when and where. Now he's trying to find out why.

*Motorman Paul Bautz* had his arm broken recently, in a freak accident. Tough luck for a golfer. We all wish him a speedy recovery.

*Conductor James Carpino* and *Motorman Eddie Smith*, both of whom lost their wives recently, extend their heartfelt thanks to all the men at Armitage for their thoughtful expressions of sympathy during their bereavement.

*Conductor "Swanee" Swanson* has returned from a vacation trip through the great southwest. He is telling the boys about the lovely senioritas down Alamagordo way. However, he was convoyed by his lovely wife.

On the second day of this month, your scribe had another birthday. For those who may be interested, the age is around 36 and we don't mean second time around.

—TED SHUMON

## From 15c to \$400 with A Cane in Between

BEVERLY — Thousands of articles are lost yearly on the buses and streetcars, some little, some big, some worth ten cents, some worth \$400. Here are a few stories concerning the lost and found.

*Bus Operator Floyd Grajek*, working the 119th-Vincennes line pulled his bus into the depot at the end of the day's work. Looking through the bus for possible lost articles, he sighted a loaf of bread. The clerk informed him that bread being perishable, he could take it home. Bus Operator Grajek said "Did you say bread was perishable? At my house with *Michael*, 7, *James*, 4, and *Christine*, 1½ years, *Mrs. Grajek* and myself, bread is perishable right off the table. Now you see it, now you don't."



Has it happened to you? It has to *Bus Operator Rudolph E. Hedgren*. Woman boarded his bus at Ewing, east-bound to state line. Reaching for her transfer, she yelled, placing her hands on her head: "Oh! My! I left my purse on the other bus." Operator Hedgren quickly gave the woman an emergency transfer to get back to the other bus. Hurrying to the terminal of the other bus line, she quickly asked the bus operator if he found a purse and he said yes. She thanked him very much. Coming back, she waited for *Bus Operator Hedgren* to return. She informed him there was \$400 in cash and a \$100 U. S. Bond and thanked him very, very much.

**Better Than Hadacel**

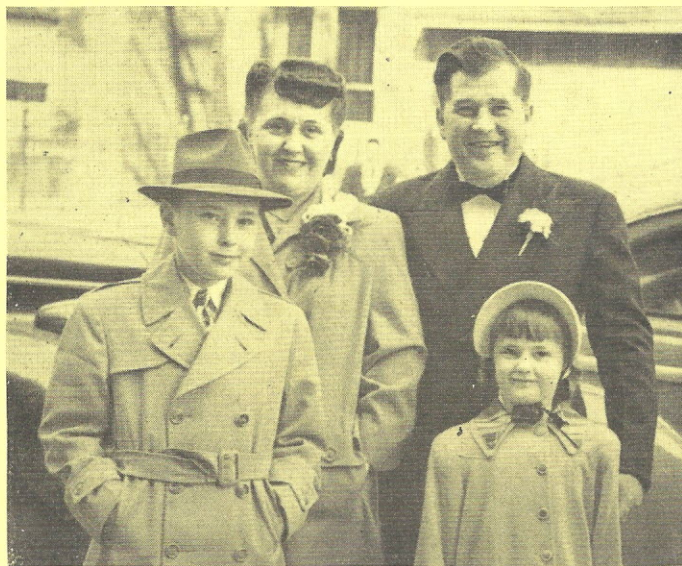
*Bus Operator Joseph Gertzen* has a most unusual story about a lost article — a cane. It belonged to an elderly woman who, he remembers, had quite a time boarding his bus even with the help of the cane. Sitting in the rear of the bus were two elderly gentlemen, evidently old enough to be in their second childhood, as they say. The two old boys were having so much fun, laughing and giggling about nothing at all that soon they had everyone laughing, including the elderly lady with the cane. The laughing must have given her something she needed for she walked off the bus leaving her cane.

Working a regular run is one thing, working your day off, on a line you haven't worked, is something else, especially east 111th street.

So let us see what happened to *Bus Operator Earl Campbell*. After an all day struggle of going back and forth on this route, he began trudging back to the depot. His pockets were loaded with change — copper, nickel, silver. Turning in his receipts for the day Earl had only one (but good) idea and that was to go home and lie down. After waiting a few minutes the bus came along, taking him home. On arriving there, he did not see his auto in front of the house. You guessed it, east 111th street has the qualities to make one forget. Yes, he went back to the depot and drove his car home — back and forth.

Are you superstitious about Friday 13, especially April 13, 1951? It was a lucky day at the home of

**Number 14 Coming Up**



ANOTHER wedding anniversary, their 14th, is going to be celebrated by *Bus Operator and Mrs. Leonard Janicki, Limits*, come May 29. . . . Shown with the couple is their daughter, *Elaine*, and son, *Gerald*, who recently played the drums in a concert at St. Helen's School.

Reported by *Harold Sedin*

*Bus Operator and Mrs. Henry H. Murray*, for it marked the arrival of their third child, a boy named *Barry Wayne*, who weighed seven pounds, four ounces, at the South Chicago Hospital. Two sisters, *Bonnie Kay*, four years, and *Barbara Joy*, age two, are now helping mother with the baby chores.

Something new, in the way of paying fares, or is it? *Bus Operator Fred Rapp* said it was the first time this one happened to him. No. 1 man placed a quarter on change tray for his fare. Operator Rapp gave him two nickels in change. No. 2 man places a nickel next to the quarter on tray and says: "Two fares, please." Quick as a flash, Operator Rapp said "Just a minute, wait until I catch my breath," and politely asked No. 2 man for two more nickels which also were placed on tray. No questions asked???

—DANTE BRUNOD

**Cupid Scored Direct Hits in This Office**

GENERAL OFFICE (79) — Now can be told the final chapter in the romance of *Ruth Monahan*. Ruth resigned her position and was mar-

ried to *Edwin Valkenaar* April 28, then on to California for an extended honeymoon. The duties Ruth left behind will be carried on by *Virginia Lee Baldwin*.

With *Ruth Monahan's* wedding making headline news, two other weddings in the same department came to light. *Robert J. Burns* was married, also on April 28, to *Mary Louise Montgomery* at St. Nicholas Church in Evanston, and *Maurice L. Eisenberg* has bestowed an engagement ring on the third finger, left hand, of *Rhoda Gralnik*. They plan to exchange vows May 24.

When *Joseph Cyril Vaclavik* made his entrance into this world on April 3, both the Law department and the telephone department were alerted. He is the grandson of *James K. Miller* in the law department, and a nephew of *Jim Miller*, telephone.

*Walter S. Helmer* and *Mrs. Helmer* recently returned from a stay in St. Petersburg, Florida, where they accidentally met up with some of their neighbors from Oak Park — neither knowing the others were planning such a trip. *Larry Stevens*, who broke his ankle some time ago, was able to hobble around

sufficiently to pass candy on the occasion of his birthday.

On the occasion of *Jack Jacob's* wedding, *Claude Worland* rounded up his band instruments and his musicians and rendered many a Terpsichorean selection for the dancing feet of many of the young set from 79 Monroe.

*Rosemary McAndrews*, the "Buttons and Bows" mentioned in the *Union Leader*, is engaged to *Thomas Klett*, a senior at Notre Dame. Rosemary is wearing a miniature of the traditional Notre Dame ring. They will be married in August, a few days following his graduation, and honeymoon for about 10 days. Then Tom will take up his duties as second lieutenant in the Marines and Rosemary will be "at home" somewhere in Virginia.

—JULIE PRINDERVILLE and MARY CLARKE

**Could This Be Start of a Fad?**

GENERAL OFFICE (175) — The April award for the best dressed secretary of the month goes to *Agatha Barnsley* of Purchasing. She acquired the title by having a bracelet-type glove made for her right hand. It's approximately seven inches long, starts at the wrist and ends with about three inches of all fingers showing. The thumb stands out on a horizontal angle. It has a hard white covering which, if one liked, could be used for collecting autographs. In order to get one of these exquisite originals, one must sprain one's little tendon in one's little hand.

The honor of being the first traveler this vacation season goes to *Vera Winslow* of Executive. In order not to miss too much of the Florida sunshine, Vera traveled by plane both ways. Her destination was St. Petersburg and surrounding territory.

*Joyce Kealy* informs us that in the April issue of *Mass Transportation*, National Transit Publication awards were listed and "CTA TRANSIT NEWS" placed second in the magazine field.

*Kenneth Ward*, who transferred from the Training Department, was welcomed to the Public Information Service Section on April 9.

—CATHY BARRY and LA VERNE CHWISTEK



### CTA Electricians Donate Skill for Paraplegics

**ELECTRICAL** — The following is a note from *William King*, superintendent of Construction at Grand and Leavitt:

"On Saturday and Sunday, April 7 and 8, 1951, the following electricians employed by the CTA contributed their time and skill for one of the most worthy causes for ex-GI's who are confined to wheel chairs. They installed circuit cabinets, power outlets and lighting fixtures for the Paraplegics Manufacturing Company at 10068 Franklin Avenue, Franklin Park, Illinois.

"I personally want to thank every one of the following men for the installations, never to be forgotten by a group of fine young War Heroes:

*"Joseph Bourne, Jack Dominy, Robert Ferguson, John Finlay, William Glassner, Arthur McDermott, Chester Maddox, Francis Meakin, John Murray, George Richter, Herbert Storey and Norman Wallace."*

The department's annual dinner to honor retired employees will be held at the Graemere Hotel, 3400 West Washington Boulevard on June 8, at 7:30 P.M. Keep the date open. You may secure your tickets now from the committee at a cost of \$5.50 each.

*William Glassner*, "B" electrician, is the proud daddy of *Gail Jean*, who arrived on March 25. She weighed 7 pounds, 3 ounces.

*Robert Booth* of Grand and Leavitt, passed out the cigars upon the arrival of little *Barbara Lynn* on April 4.

We are out of the pink, so *Line-man Raymond Raddatz* announces the arrival of a little seven pound boy on April 5. His name is *William Ray*.

*Charles Kucera*, operator apprentice, entered the service of his country on April 16.

—GILBERT ANDREWS

### Little Country Church Scene of Wedding

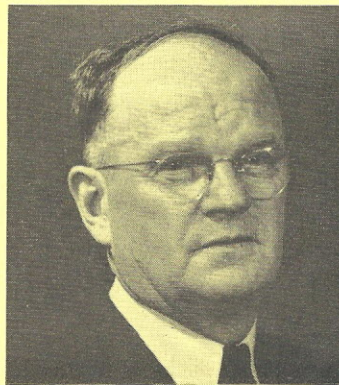
**LIMITS** — *Bus Operator Bob Boettcher* and *Verne Peterson* took their wedding vows on Saturday, April 7,

## PARADE STARTS CLEAN-UP WEEK

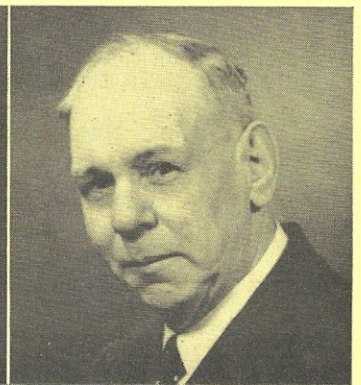


**CLEAN-UP WEEK** in Chicago was given a big send-off on Saturday, April 21, with a big parade that featured four Chicago Rapid Transit Authority vehicles. A new propane bus, the Magnatruck, a lift truck and a snow plow were all part of the drive to encourage Chicagoans to "Clean Up In '51."

## RECENT RETIREMENTS



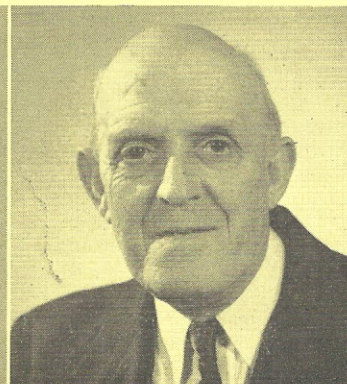
**James W. Sherry**, conductor, Westside. "I can remember back to the good old days of 'rolley parties.'"



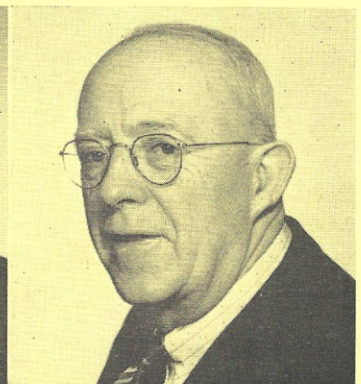
**Peter W. Lagerstedt**, motorman, Southside. "Going to Bass Lake, Indiana, where I have a home."



**Walter F. Bergmann**, conductor, 69th. "Chicago's transportation system has come a long way."



**Gustav Hofman**, conductor, Northside. "I'm going to the Wisconsin Dells to do some fishing and hunting."



**Charles D. Fiddymont**, motorman, Southside. "No more setting alarm clocks for me."



**Presented with Gifts At Retirement**



THE WIRING group at West Shops said goodbye to *Edward (Pop) Johnston* and presented him with a fishing rod and reel and plenty of line and a box of cigars. Johnston, a wireman, retired on pension recently after 28 years of service.

Reported by *Catherine Holton*

in The Little Country Church of the City at Granville and Lake-wood. *Bus Operator Jack McAlister* acted as best man. A reception was held later at 2507 N. Kedzie. The happy couple then went to Florida for their honeymoon.

On Monday, March 12, a baby girl, *Lois Teresa*, was born to *Mrs. Lydia O'Nan*, wife of *Bus Operator Harry O'Nan*, at Illinois Masonic Hospital, weighing six pounds, 6 and one-half ounces. Mother, daughter and father doing fine.

Now that the bowling season is coming to a close, the talk around the depot is softball and golf. There will be a notice in the Depot when the first practice game starts. Anyone interested in playing see *Bob Geiser* or *Charley Clark*.

—HAROLD SEDIN



**Armed Forces Make Surprise Visit**

MATERIALS AND SUPPLIES — The Army and the Marines must have landed on April 23. We were very happily surprised with a visit from *Earl Montgomery*, of the Marines, and *Ray Bieniasz*, of the Army. Earl was showing off that California tan, and Ray looked fine from that good old Army cooking in Virginia.

Lots of luck and happiness to *Joseph Kilcullen*, laborer at South Shops, and bride *Norah Golden*, who were married on March 7, 1951.

Here's wishing a speedy recovery to *Tony Banzinas*, laborer at South Shops, who was hospitalized on April 21.

We extend our sympathy to *Dorothy Anderson*, storeroom clerk at Grand and Leavitt, in the loss of her mother on April 17, 1951.

The new look this Spring is being worn by *Dagmar McNamara*, stenographer in general office, who is sporting a new 1951 (green) Packard. —JEAN O'NEILL

**Army Life Doesn't Seem So Bad**

77TH — *John H. Houle* and *Mrs. Houle* were highly elated when they heard the news that their son, *Sergeant Glenn K. Robitschek*, was chosen "Soldier of the Month" from Company C, 303rd Signal Service Battalion of Camp Gordon, near

Augusta, Ga. As a reward, Glenn was flown to Atlanta, Ga., in a private plane, where he was the guest of *Lt. General John R. Hodge*, the Knights of Columbus, several fine homes in Atlanta, the USO and the Standard Town and Country Club. Before returning with the Reserve Corps which he entered after discharge from two and one half years of active duty in the Asiatic-Pacific in the last war, he had accumulated for himself the Good Conduct, Philippine Liberation, World War II, Japanese Occupation and Combat Infantry Medals along with the Asiatic-Pacific Ribbons. He was a member of the Enlisted Reserve Corps for four and one half years before his recall to duty.

**More CTA'ers**

*Conductor Harold Koch* and *Mrs. Koch* received a new son, *John Royal*, on March 24 . . . *Mr. and Mrs. Richard Hughes* welcomed their new son, *Richard Allen*, into the family on March 28 . . . *Conductor and Mrs. Ed McAninch* are now entertaining a new daughter, *Terry Louise*, who was born on March 18.

*Wilma Cunningham*, wife of *Receiver John Cunningham*, is coming along on the recovery list after a Caesarian operation; *Patrick James Cunningham*, their new son, is doing fine. His birthday is March 17.

There are now three girls in the *Supervisor Marty and Ruth Quinn* family. Mother and the new baby daughter, *Margaret Ruth*, are doing fine. First day for herself was April 2, 1951.

*Conductor Leonard Kraemer*, secretary of 77th Credit Union, is recuperating from injuries received in an auto accident. According to *Henry Luplow*, assistant Treasurer of the Credit Union, he's coming along nicely and we hope he will be in first class shape when you get his report.

**Wanta Picture?**

It is, no doubt, a known fact that *Wilbur Jensen*, fellow correspondent of this column is a first-class photographer as well as a man of letters. Therefore, if you have any newsworthy incident happening or about to happen to any member of your family, not excluding yourself, please break down and let either *Wilbur Jensen* or *Joe Smith* know about it so we will be able to give you the proper attention you deserve at the time the event takes place.

On February 27, 1951, *Receiver Rudy Albrecht* decided that he was tired of everyone calling him "fatty." He wasn't really fat at that time except for his resemblance to a kangaroo with twins. Next time you see Rudy take notice. He has removed almost twenty pounds by controlling his appetite.

Since *John "Muscles" Curry* qualified as bus operator he's looking for an extension for his legs. An applebox, maybe.

*Motorman Mack Robinson* has returned to work after being on the sick list from November 24, 1950 to March 25, 1951. He's looking fine and we're glad to see him on the job again.

—WILBUR JENSEN and JOE SMITH

**PENSIONERS' CLUB PLANS OUTING**

PLANS for a summer outing in the Forest Preserves, to be financed through the raffle of a portable radio and other prizes, were formulated at the April meeting of the Division 308 Pensioners' Social Club. CTA'ers wishing to participate in the prize drawings should contact *Anna O. Swanson*, 4332 North Wolcott, GR-2-0224. Another event scheduled by club members is a Father's Day party during the month of June.

At the April meeting, 12 new members were welcomed and each spoke briefly of their elevated careers. The Club meets once a month at 32 W. Randolph street, 13th floor. Membership is open to all pensioned members of Division 308.



**FIRE FAN DELUXE**



HOW does *Traffic Clerk Joe Sabol*, Schedule-Traffic, rate the fireman's cap he's wearing here? Well, being a fire fan for the past 20 years has probably got a lot to do with it, plus the fact that Joe spends many of his free hours with the boys at Engine Company #77, 1224 South Komensky avenue. A fire fan (usually called "fire buff" by firemen) can generally be found at all the big fires around the city, whether they happen at six o'clock in the evening or five o'clock in the morning.

**Visits Family in Five States**

METROPOLITAN (Loop) — A large family has its advantages, *Ira Lee*, porter, and his wife find as they motor through the southwest visiting cousins in Parson, Kansas, Las Vegas, Arizona, Los Angeles, California and Amarillo, Texas. On the return trip, four sisters and father at Shreveport, Louisiana.

*Lola Benkinga* and *Rudolph Meyers* were married April 21. The bride wore aqua blue gown and brown accessories. They honeymooned in Cedar Rapids, Iowa and are residing in their new home in Markham.

*Margaret Wick* and mother hit all the points of interest on their circle tour of Florida and spent

the remainder of the time basking in the sun at Miami Beach.

We welcome former agents *Dolores Bero* nee *Burns* and *Francine Larkin* to our extra list . . . Glad to see *Helen Quinlan* and *Marie Lehmann* back after their long indisposition and sorry to say *Patricia Grace* and *Harvey Cook* still are on the sick list.

How red can one's face get. *Ann Dunleavy* in her rounds locking up Quincy and Wells station did too good a job on the booth. Closed up the slot in the window and hooked the door to the station, and went out the other door which has a yale lock. On her return after locking the gates, found she has the keys to the outer instead of the inner. On arrival of *Hank Huffmeister* she told of the trouble in getting a stick and the probing and poking to finally get a dime to call the Loop office. He asked why she did not go on the outer and use the company phone there.

—EDITH EDBROOKE

**Traveling Agents Keep Highways Busy**

METROPOLITAN (West) — Several cards have been received from Agents *Elizabeth Hawkins* and *Ann Bartelt* from such interesting spots as New Mexico, California and Oregon. The car they are driving is sure covering a lot of miles. While in California, they visited one of our former agents, *Helen Esterline*, who now lives in Glendale. Of course, Helen wouldn't let them forget the CTA — it was the main topic of conversation for the day.

Agents *Margaret Nolan* and *Marcella Hogan*, and *Mary Isbrandt* of the Schedule department recently traveled to Florida via bus.

Once again, we place the "Greetings" sign out for new agents. This month they are: *James Folan*, *George Foster*, *Delores Bero*, *Joseph Martin*, *Francine Larkin*, *Charles Peterson*, *Peter McHugh* and *Paul Peterson*.

Pensioner *James Loaw* dropped in for a visit recently at the Marshfield station. He is looking fine and gives his regards to all.

We were all happy to hear that Agent *Catherine Rice* was appointed stewardess for the Metropolitan Agents of Division 308.

KITTY KEEGAN and RUTH HANSON

**Recent Deaths Among Employees**

HERBERT BEARDSLEY, 63, retired agent, Metropolitan. Died 3-18-51. Employed 6-10-29.  
 EDWARD BLAFKA, 78, retired conductor, Metropolitan. Died 4-8-51. Employed 10-20-04.  
 JAMES E. CANTER, 71, retired agent, Metropolitan. Died 4-7-51. Employed 2-5-15.  
 JOHN CARLIN, 67, retired supervisor, District "C." Died 4-2-51. Employed 7-31-05.  
 AXEL W. ENQUIST, 71, retired machinist, South Shops. Died 3-23-51. Employed 8-30-07.  
 FRED C. GUNDERSON, 50, conductor, North. Died 3-22-51. Employed 5-23-23.  
 PATRICK HESTER, 59, retired conductor, Kedzie. Died 3-31-51. Employed 8-14-22.  
 WILLIAM HOSS, 72, retired gateman, Metropolitan. Died 3-18-51. Employed 1-26-24.  
 ARTHUR HUGHES, 60, retired trackman, Road. Died 3-21-51. Employed 9-2-20.  
 FELIX KILICHOWSKI, 63, gateman, Westside. Died 4-17-51. Employed 5-23-47.  
 AUSTIN KOEHLER, 75, retired motorman, Archer. Died 3-30-51. Employed 5-11-12.  
 EDNA LINDEROTH, 57, secretary, Legal. Died 3-21-51. Employed 2-1-23.  
 PACE V. LYON, 75, retired secretary to Trustee, General Office. Died 3-16-51. Employed 10-1-11.  
 GEORGE F. MAHONEY, JR., 49, trainman, Northside. Died 4-8-51. Employed 9-23-43.  
 ARTHUR MANKE, 41, retired conductor, Lincoln. Died 4-11-51. Employed 8-25-37.  
 WILLIAM McGEEAN, 71, retired agent, Loop. Died 4-2-51. Employed 6-30-30.  
 MICHAEL McGOWAN, 51, motorman, 77th. Died 4-3-51. Employed 5-23-23.  
 HARRY J. MILSTEAD, 54, trainman, Southside. Died 3-20-51. Employed 12-8-13.

OLE MOE, 84, retired motorman, Burnside. Died 2-22-51. Employed 4-24-96.  
 HERMAN NEITZEL, 81, retired conductor, Archer. Died 3-30-51. Employed 5-11-92.  
 BERNHARDT M. NIELSEN, 64, trainmaster, Northside. Died 4-12-51. Employed 5-19-07.  
 JOHN NOLAN, 55, motorman, Kedzie. Died 1-28-51. Employed 11-24-22.  
 PETER O'TOOLE, 43, repairman, Elston. Died 3-30-51. Employed 9-10-42.  
 HERMAN POTT, 75, retired tinner, Shops & Equipment. Died 3-11-51. Employed 7-16-14.  
 ARTHUR N. PROVIS, 41, repairman, Beverly. Died 4-12-51. Employed 2-20-41.  
 WILLIAM REES, 85, retired motorman, 77th. Died 3-25-51. Employed 5-3-99.  
 OTTO ROSENBECHER, 75, retired motorman, Division. Died 3-26-51. Employed 7-23-92.  
 CHESTER SHAEFFER, 70, retired motorman, Cottage Grove. Died 3-20-51. Employed 10-30-06.  
 PAUL SIMO, 71, retired car cleaner, Devon. Died 3-9-51. Employed 11-13-23.  
 MICHAEL SIZE, 57, retired conductor, Devon. Died 3-8-51. Employed 8-24-16.  
 JOHN P. SMITH, 66, retired motorman, North. Died 4-5-51. Employed 6-13-07.  
 GEORGE TARSHANO, 72, retired watchman, Track. Died 3-21-51. Employed 5-17-23.  
 JOHN THOMAS, 64, wreck wagon helper, Utility. Died 3-27-51. Employed 6-10-18.  
 ATHOL THOMPSON, 66, retired porter, Southside. Died 4-9-51. Employed 3-22-29.  
 JOHN W. VON HOLT, 64, gateman, Westside. Died 4-9-51. Employed 6-23-47.  
 ELLA VRZAK, 42, vault clerk, Accident Investigation. Died 3-28-51. Employed 4-9-45.

**Not a Lad to Get in Conversation with**

WAY AND STRUCTURES (Westside) — *Bill Metzger*, son of *William Metzger*, track foreman, and nephew of *John Jarrell*, tie foreman, representing the University of Illinois Chicago undergraduate division, won top honors in the Illinois Intercollegiate debating league contest at Lake Forest College recently. Winning all six of the debates in which he participated, Metzger garnered more points than any of the other 31 debating units present, giving UIC the title in the first year that it has entered the contest.

Our old pal, *Tom McSherry*, surface foreman, took his pension on April 1. He was presented with a set of traveling bags by his fellow workers, who wish Tom many years of happiness and good health. Some of the boys were wondering why we told Tom to take home the small personal package without opening it, which he did. At home they crowded around the mysterious package as Tom opened it waiting

for a few chocolates perhaps, but they were a little surprised when the pretty ribbons were removed to find it contained some nice crushed stone, just a reminder of all the stone he hid under the ties over the years.

It was a girl for the *Charles McCleanos*', trackman. Congratulations to the proud parents.

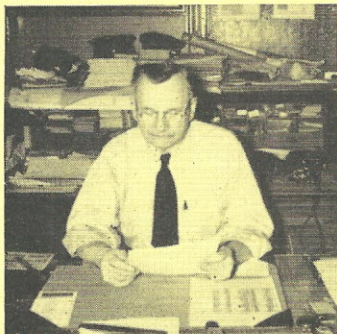
The welcome mat is out for our new blacksmith, *Wendell Ehrman*, transferred from the South Shops . . . We were happy to hear that *Bill Adam*, ironworker foreman, was home from the hospital after a very serious operation. He will be laid up for a spell yet and would like to hear from his fellow workers . . . We offer our sympathy to Paul Hunter, ironworker and his family in the loss of their wife and mother on April 25.

—JACK O'REILLY

**TRANSITAD**  
 YOUNG COUPLE DESIRE 3-4 ROOMS UNFURNISHED WEST OR NORTHWEST SIDE. CALL EV. 4-4295 AFTER 5:00 P.M.



**Trainmaster Nielsen**



THRONGS of employes and friends paid tribute to *Bernhardt M. Nielsen*, trainmaster, North section, who passed away April 12, following a brief illness. He was buried in Rosehill cemetery, surrounded by a guard of honor composed of fifty uniformed trainmen.

Mr. Nielsen was born in Aarhus, Denmark, January 17, 1887, and came to America in 1906. Employed as a trainman on the North section on May 17, 1907, he advanced to motorman, despatcher, and finally to trainmaster on October 16, 1947. He was an active member of Howard Masonic Lodge No. 1134 since 1908, and on two occasions held the position of Master of the Lodge.

He is survived by his wife, a daughter, a son, and three grandchildren.

Reported by *Julie Prinderville* and *Walter Reich*

**THE HASTY HEART**

In Seattle, angered by a trolley motorman who forgot to call out her stop, a woman passenger 1) beat him with her umbrella, 2) followed him to a telephone and yanked it off the wall when he tried to summon help, 3) pelted him with canned goods from her shopping bag, 4) smashed the window of another trolley when its motorman refused to let her board it.

—Time

**Fathers Kept Busy Giving Daughters Away**

NORTH — *Dolores Tamburino*, daughter of *Conductor Sam Tamburino*, and *Edwin Roininin* were united in marriage Saturday, May 5, in Bethany church. Given in marriage by her father, the bride was gowned in white satin with a Peter Pan collar of lace and pearls. Dinner followed the ceremony where there was much gay reminiscing and many toasts. After their honeymoon they will be at home in Whiting, Indiana.

Wedding bells were also heard from St. Viator's church on May 12, where the daughter of *August J. Keslinke* was married to *Edmund F. Domeracki*. *Esther Keslinke* was gowned in white satin and lace with fingertip veil and pearl tiara. She carried orchids and stephanotis.

Congratulations to *Operator Clarence "Hans" Weber* on his 16th wedding anniversary which will be celebrated May 25.

*Conductor Pete Felton* was a patient at Wesley Memorial hospital where he underwent surgery.

*Operator Louis Tignac* and family have returned from a very pleasant vacation . . . *Operator C. J. Kocka* also reports a pleasant vacation which took him through the Carolines and the Smoky Mountains.

Congratulations to *Clerk "Red" O'Connor*, who was presented with a baby girl. She was born at St. Anne's Hospital and weighed seven pounds, two ounces. *Maureen* was the name chosen for the little doll. This makes a new playmate for *Maribeth*, "Red's" other daughter

North Lake City doesn't know it yet, but they can be proud of their new residents, the "*Red*" *Carlins*. You will see the *Carlins* out there after school closes in June.

*Operator Al "Skinny" Martin* was a patient at Saint Mary's hospital, while *Operator Thomas Smith* was at Edgewater hospital, and *Motorman Arb Baxter* was residing at Hines hospital.

—JOE HIEBEL

**Softball Takes Spotlight from Bowling**

NORTH PARK — Well, men, bowling season is over and we don't think North Park Garage did so bad this year. Next year we ought to be champs and bring the trophy to the garage. The softball season is starting so let's get together and have a championship team this year.

Here's a plea: Let's not walk on the grass. You men like to live, so let's let the grass live and have it a little green around North Park Garage.

Seems like *John Gillmore*, our night clerk, is getting smaller. They say he uses a stool to stand on so he can see the men when they come up to the window to report for their runs.

When there is a pick the men should be there at the time that is given them so they will not make the men in back of them wait. This makes it a lot easier for the clerks, also.

*Bus Operator Charles Kemp* was presented with a seven-pound baby boy by his wife. No wonder his chest was out so far the time he was picking a new run.

*Bus Operator Bernard Kerpen* and wife went to West Virginia to see his relatives on his vacation. *Bus Operator Ed Fitzpatrick* vacationed in Arizona.

—LARRY HIPPERT and WILLIAM GEHRKE

**Anyway We Look at It The "Clerks" Will Win**

SCHEDULE-TRAFFIC — The plotting among two groups in the office has now come out in the open. It concerns a soft-ball game between Schedule Clerks and Traffic Clerks and probably will result in a lot of fun, sore arms and charley horses.

*G. T. "Pete" Donahue* was noticed meeting his wife downtown recently. Inquiry revealed that April 18, was their Anniversary date, the 13th. *George Bryan* also celebrated the same date, but his was the 26th Anniversary . . . The lure of the open road has *Roy Drysdale* in its grip and especially so since he got that New Oldsmobile 88 . . . *Ted Cowgill* is shopping for

living quarters with an adjacent two-car garage since he acquired the new Nash Ambassador . . . *Bill Devereux* quotes his son Joe, "You did well over the weekend Pop when you got the Mercury."

The story behind this wedding really starts during the Italian Campaign of World War II. In the battle of Cassino, *PFC Gene Lukes* suffered severe wounds and exposure to the extreme cold of the winter of December, 1943. He was flown to Bizerte in North Africa and the 46th General Hospital, where *Lt. Dorothy Vasko*, U. S. Army Nurse was assigned to care for him . . . In August, 1944, Gene was evacuated back to the States, and was able to return to his Civilian duties in the Schedule Department. After six years, in January, 1950, Gene and Miss Vasko accidentally met in Miami, and as a result of this meeting their interest in each other developed and resulted in their marriage on March 17, 1951, at Miami Beach, and a honeymoon trip to Key West and Havana, Cuba. —L. C. DUTTON

**ANNIVERSARY**

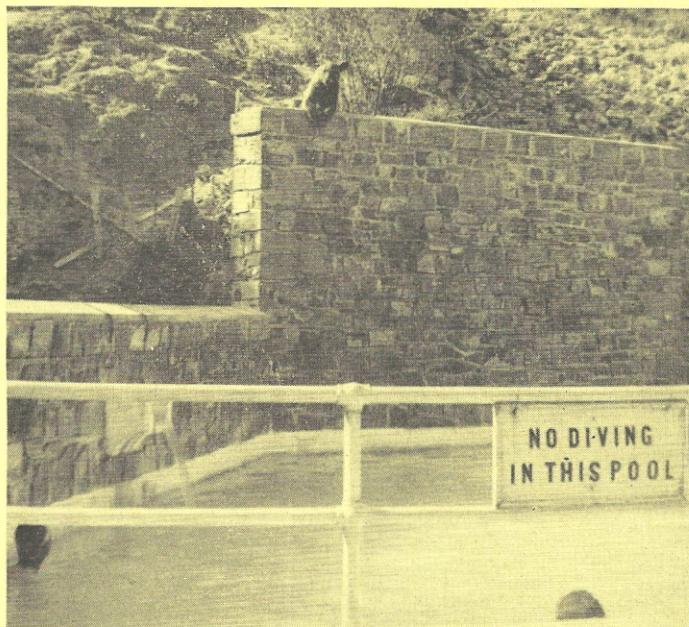


A surprise party and dinner, given by relatives and friends, was held April 15 at the home of *Carpenter and Mrs. Frank Tallon*, Skokie Shops, who were celebrating their 25th wedding Anniversary. . . . Their four children presented Mrs. Tallon with a white gold wedding ring, and the couple's three grandchildren gave them 25 silver dollars.

Reported by *Dave Gurwich*



PICTURE OF THE MONTH



**"I don't believe in signs"**  
 . . . is the comment of this Canadian Bear snapped by Edward Reichard, Legal department, just before plunging into the cooling waters of the outdoor swimming pool at the Banff Springs Hotel, Alberta, Canada.

EACH month CTA TRANSIT NEWS will select the "Picture of the Month" for publication in the Inside News section of the magazine. Selection of the photograph will be made from those submitted by CTA employes. 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 street, Room 1226, Chicago 90, Illinois. Be sure to include the story relating to the picture and the full names of individuals in the picture.

**Here's One of Those Blushing Mistakes**

SHOPS AND EQUIPMENT (Skokie)—A story still alive and much talked about among our old timers here is of the time when the Stork was busy making a delivery at the Lying-In-Hospital to Mrs. Roy Lundquist. Upon the infant's arrival, the hospital immediately notified the shop where Roy Lundquist was employed. Mistakenly, the shop clerk receiving the message relayed the news to Carl Lindquist

who was a much older man than Roy Lundquist and who also was employed in the same shop. Composing himself from the sudden shock of the news, Carl Lindquist said to the clerk "Not Guilty, at my age, I'm sure!" Blushing, the clerk turned and walked away.

Correction: In the last issue of the CTA TRANSIT NEWS, it was stated that Carpenter Foreman George Deltova was retired on March 1. Actually George retired April 1, here at Skokie shop, where our men presented him with a

beautiful new Crosley radio.

Machinist Michael Pfeffer, on his way to visit with his daughter in Pontiac, Ill., was found in a ditch near Pontiac with a blood clot on his brain. Apparently, while driving, Mike felt ill, stopped his car and, as he got out, fell into the ditch. He now is confined in St. James hospital in Pontiac.

Welder Joseph Sowizral took a plane ride to New Jersey where he spent the Easter holiday with his mother and family.

Completely recovered from their illness and back at work are: Machinist Fred West, Blacksmith Helper Martin Soderberg and Machinist Sam Cicero.

Electrician Lawrence King (Big Wheel) took over the job of steward.

Welcome back to Skokie shops to: Electrician Robert Binnie, Electrician Norman Loewecke and Machinist Paul Ehmke.

New automobile buyers were Truck Helper Joseph Scacco, '51 Oldsmobile; Electrician Louis Karolich, '51 Chevrolet, and Machinist Joseph Baro, a '51 De Soto.

Scrubber John Barnicle has joined the United States Army.

Painter David Mills became engaged to Miss Genevieve Margis.

Congratulations to Carpenter Melvin Johnson, who, as of April 1, was promoted to Carpenter Foreman at Skokie shops.

Our deepest sympathy to the family of Blacksmith Helper Clarence Randall, whose mother passed away in Detroit, Michigan, Thursday, April 12, and to Painter Oscar Demmel, whose brother, Frank, recently passed away.

Congratulations to Assistant Paint Foreman J. William Bird, who on April 18, and for the first time, was made a grandfather. His son and daughter-in-law presented him with a six pound, eleven and one-half ounce grandson, named William.

Off sick were Machinist Patrick McVerry and Machinist Joseph Baro.

Mrs. Fred Feinendegen, the wife of Electrical Foreman Fred Feinendegen recently entered the hospital for a major operation.

A small farewell party was held May 9 for Robert G. Ragsdale, Coordinator of Works. Bob was

a Lieutenant Colonel in World War II, and has been recalled to active duty at Fort Sill, Oklahoma. So that he will not forget to drop his former co-workers a line once and a while, Bob was presented a pen and pencil set with his name engraved on each.

And the Skokie cat had kittens!  
 —DAVE GURWICH

**Mexican Trip Brings CTA'ers Together**

NORTHSIDE—Conductor Frank Peabody just returned from his vacation, spending several weeks in the West. He headed for Tucson, Arizona, where he stayed at Caravan Inn, Catalina, a suburb of Tucson. On a trip to New Galis, Mexico, he met Ticket Agents Mae Rohr and Mary Mulcay. They spent a couple of days, seeing the highlights around the parts, and then drove back to Tucson with the trunk of the car loaded with "stock." A few days later, Frank drove to San Diego, California, to visit a brother, who works on a newspaper there. Returning to Tucson, he visited "A" mountain in the foot hills, also saw some beautiful ranch homes, and the lots where motion pictures are made.

James Kelly and Pat McCune recently left for overseas duty.

—WALTER REICH

**It's "the Cats," But Not Much Fun**

METROPOLITAN (Garfield Park) — Motorman Art Sawusch is feeling tip top once again after his harrowing experience playing referee to two tom cats, one being his own pet Siamese. Art was severely bitten on the hand and had to be rushed to the hospital for emergency shot treatments. Your reporter guesses that this will wind up any future refereeing ambitions.

A hearty "welcome-back" to Conductor B. Berutti, who is on the job once more after an emergency appendicitis operation.

Any of my fellow workers who are contemplating a strict diet should observe the tactics of Switchman J. Kruk, who is supervising the exercises and diet of Yard Foreman J. J. McDonald at Laramie Avenue on Thursdays and Fridays between 7 A.M. and 3 P.M.



## From Our Servicemen

METROPOLITAN (Douglas) — *Motorman Fred Zabel* is right back on the "Proud Grandfather's" list for the fourth time. His daughter, *Mrs. Dudley Mertes*, is the mother of a baby girl born at the Illinois Masonic Hospital; weight six pounds, fourteen ounces . . . Another proud grandfather is *Clerk Pierce P. Fleck*, whose daughter, *Mrs. Laverne Robertson*, formerly of the purchasing department, gave birth to a six pound, four ounce baby boy at West Suburban Hospital.

It's good to see *Conductor Frank Zitnik* back on the job again. Frank has been ill for the past two months.

Our deepest sympathy is extended to *Frank Yapelli*, short run trainman, whose mother passed away recently.

Your reporter happened to run into *Frans Rutstrom*, retired conductor, recently. Retiring after 42 years of service, he says, "Tell all the boys I'm getting younger every day by keeping myself busy."

*John Guzik*, gate foreman, retired on March 1 after 14 years of service. John has two sons to carry on for him at the CTA. *Edward*, conductor on the Douglas Park, and *Charles*, motorman on the Lake Street.

*Ruth Hanson*, reporter for the Metropolitan ticket agents was on the sick list for several weeks. From all reports it was a bad case of flu.

This bit of news, without a doubt, will be received gladly by all the friends of *Michael J. Haffey*, trackman, who is back on the job after a long stay in the Presbyterian Hospital. His absence was the result of third degree burns received while working, when the hammer he was using became caught in a box girder, making contact with the third rail.

—ARTHUR L. DICKSON

### West Shops Helping to Increase Population

SHOPS AND EQUIPMENT (West) — It's a boy for the *Harold Rowbotoms* and a girl for the *Robert V. Lawlers* . . . a grandson for the *Willard Lukes* and a ditto for the *John Scitars*.

Congratulations to *Esther* and *Dan O'Brien* on their 20th wedding anniversary.

*Bill Maginnis* was wed on April 28 at Muskegon, Mich. Lucky girl

WE ARE sorry to have to report that *Corporal Adolph Joseph, Jr.*, a bus operator at Lawrence Garage before he entered military service in September, 1950, has been listed as missing in action by the defense department.

His family last heard from him on February 25 when they received a letter dated February 7. He was listed as missing on February 14.

*Adolph*, who is 22 years old, was graduated from Lane Technical High School in 1947, and spent 18 months with the Army during 1948 and 1949. He was with the CTA for nine months and then was called back into service in September of last year. He has been overseas since last November.

*S/Sgt. Raymond J. Wagner*, who worked in the CTA's Automotive shops at Lawndale until called into active duty with the Marine reserves last fall, writes from Hongchon, Korea: "Just a word of appreciation for receiving the TRANSIT NEWS every month. It is a welcome sight at mail call when I spot it and quite a few of the fellows from Chicago enjoy reading it when I am finished.

"I am with a Marine observation squadron attached to the First Marine division

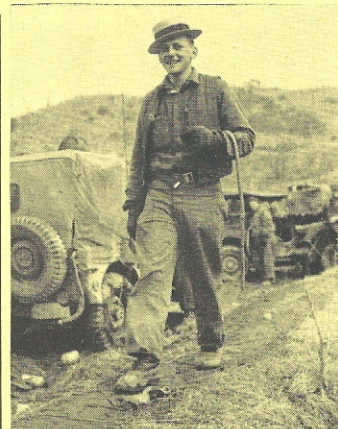
was *Arla Bergman*.

*A. Pflug* has been elected Trustee for Round Lake, Ill.

We are happy to have acquired two new members in our department — *Ramona Vandermeier* and *Donald Wunnetsch*. *Emil Rusinak* recently left us for the Electrical department., Grand and Leavitt . . . *Joe Baro* and *Paul Ehmke* transferred from Bus Overhaul to Skokie Shop.

*Bill Thompson* recently joined the Naval Reserve . . . *Stanley Maturo*, too, joined the service.

*Fred Simon* has returned from the National Guard School. *Michael Cronin* rejoins his family in



THE GRIM side of war is relieved for a few minutes by the antics of *Arthur Broska's* son, *P.F.C. Arthur C. Broska, Jr.* He sports a straw hat and cane during a break in fighting by his First Marine outfit on the central Korean front. *Arthur Broska, Sr.*, is a foreman in the Lake Street Shops.

—Associated Press Photo

and we evacuate wounded by helicopters to a field hospital. I look forward to my release from the Marines to the time I can join my buddies back at CTA."

A PICTURE of what it's like in our country's fighting theatre is given in a letter written by *William Collins*, a laborer at West Shops until he left for service in

the Army November, 1950. "I am in Korea right now stationed near Seoul about 30 miles back from the fighting lines. It is terrible to see the towns and cities all burned to the ground . . . the people are hungry, cold and dirty. They have no homes or food."

### New CTA Additions to the Armed Forces

- John Barnicle*—Shops & Equipment (Skokie)
- A. J. Barrett*—Electrical
- R. A. Doyle*—Accident Investigation
- E. J. Erskine*—Transportation (North Park)
- A. D. Hanson*—Transportation (69th)
- A. J. Heneghan*—Shops & Equipment (Laramie Terminal)
- S. A. Maturo*—Shops & Equipment (Lake Street Terminal)
- D. McCarthy*—Shops & Equipment (South Shops)
- J. J. McIntyre*—Shops & Equipment (West Shops)
- R. Roter*—Shops & Equipment (South Shops)
- R. D. Roy*—Transportation (North)
- C. R. Stenzel*—Transportation (Devon)
- T. J. Stepp*—Transportation (Cottage Grove)
- W. A. Thompson*—Shops & Equipment (West Shops)
- J. A. White, Jr.*—Transportation (North)

### Return From Service

- G. W. Brieschke*
- Arthur J. Dixon*
- Henry McTigue*
- Howard L. Rothgery*

Ireland, leaving here on April 25.

*Ted Pietrius* is now recuperating at home after a stay in the hospital.

Our sympathy to *John Murray* on the loss of his mother . . . also to *Jim Durr* on the loss of his mother.

—CATHERINE HOLTON

### One, Plus Two More, Equals — Proud Father

WAY AND STRUCTURES—*Joe O'Connor* is a proud father again. His wife presented him with a baby girl born on April 14 and she will be named *Patricia Mary*. Joe and his wife are now the proud parents of three children.

*Harold Koch*, emergency wreck truck chauffeur, is a very happy father because his son, *Junion*, who is about 17 years of age, is taking an M.D. course at Grinnell College in Grinnell, Iowa. Recently while his son was ill, Harold and his wife made a trip to see their boy after he recuperated.

The Track Division (Northside) is happy to see *Leo Salato*, bonder, back to work after a serious illness which kept him in the hospital for 2 weeks. Leo is also glad to be back, and wants to thank all his fellow workers for their good wishes during his illness.

—VIOLET CARNES



# TO THE ladies from Joan

A DAY WITH A

# Queen

*KATHERINE WESTON*, wife of *Bus Operator Edward J. Weston*, North Park, has been listening to the popular "Queen For A Day" radio program for years, just like thousands of other women.

When the show came to Chicago for five days last month Katherine sent in for tickets for her mother and herself. And that was the start of a chain of circumstances that ended up with Katherine Weston as a "Queen."

And this is how she was selected. To make sure that the most worthy woman in the audience is selected "Queen" each day, a rigid procedure is followed. Each woman writes her wish on a ticket whose only identification is a number. She keeps the stub, drops the wish in a fishbowl. Each wish in the bowl is carefully read by "Queen For A Day" staff members before the program starts. The twenty best wishes are selected. The 20 winners are seated on the stage and *Jack Bailey*, the master of ceremonies, interviews each one and selects five who will make the best candidate. After each candidate has been interviewed by Bailey, the audience votes for the one it thinks should be "Queen." Its applause decides the winner.

Katherine's story of wanting a sewing machine so she could sew for her four children and for their four-room dwelling in a veterans housing project touched the hearts



**I WON!** I was a Queen for a day. I almost couldn't get my wish out, I was shaking so hard. I just couldn't say a word—and I'm the one who loves to talk. *Jack Bailey*, master of ceremonies for the program, officially crowned me.





**CAN YOU** imagine it! I didn't even want to go that day. My husband had to push me out of the house. We have just moved and we're still upset. And it all happened on Friday the 13th, too.



**MY WHOLE** family including *Tommy*, age 6, *Jimmy*, 9, father *Edward*, *Scott*, 2, and *Bonnie*, 7½ was listening to the Program.



**WHEN ED** heard over the radio that I was "Queen," he was beside himself with excitement. He called his mother four times during the broadcast and me at Medinah Temple to see if it was really true.



**THE MAD** whirl started with lunch in the Balinese room at the Blackstone and then a complete glamorizing job befitting a "Queen" at the Sherman Beauty House.

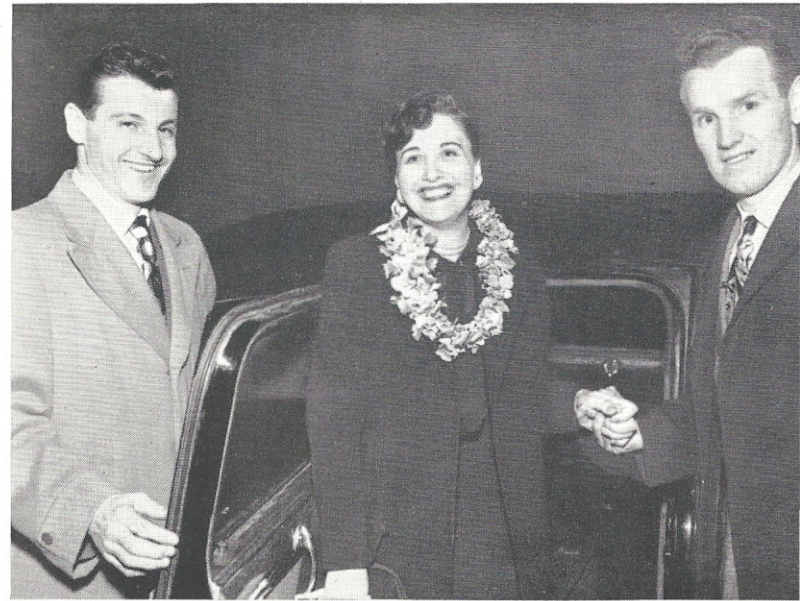
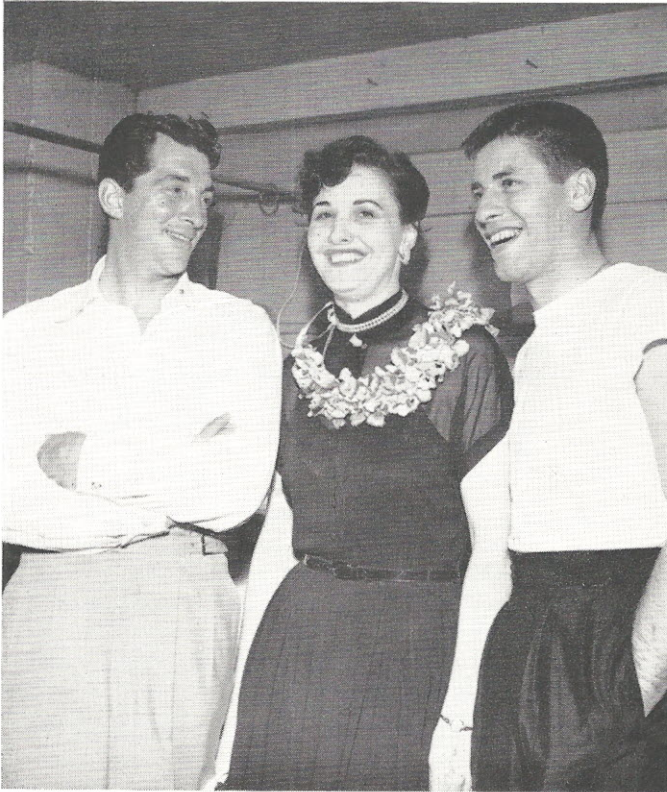
of the audience of 3,500 women. And the prizes she gets will well furnish the first real home her family has had in a year.

Kay won her sewing machine with cabinet, a complete whirl of Chicago, and also the following prizes: a washing machine, a deep freezer with a supply of frozen foods, a food certificate worth \$50, an automatic dishwasher, a rub-

ber swimming pool for the children, a wardrobe consisting of a suit, bathing suit, dresses, accessories, raincoat, lingerie, one dozen nylons, pearls, four dozen roses, a treasure chest of Old Gold cigarettes, and a crown pin made exclusively for "Queens."

As to "Queen Katherine's" reaction to all this—well, what would be your reaction?





CINDERELLA had her coach. I had a limousine. Our host for the day was *Jim Dimitri*, left, radio and television singer. Ed joined me in the evening.

◀ AFTER a stop at the Buttery at the Ambassador West Hotel, we went on to the Chez Paree. I went backstage to meet those zany comedians, *Dean Martin* and *Jerry Lewis*.



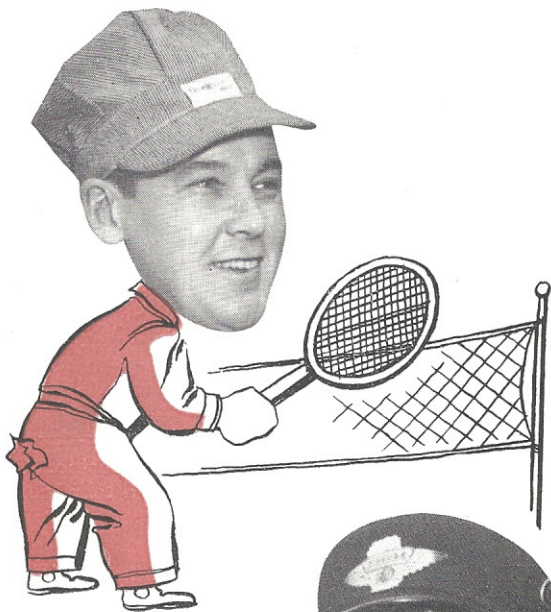
WE HAD appetizers at Don the Beachcombers. Minute steaks prepared over a flame right at our table highlighted our dinner at the Porterhouse room at the Sherman. (The girl on the left is *Margaret Bates*, a dancer from the Chez Paree.)

A SUITE in the Ambassador West Hotel for Ed and myself was the last stop and then, just like Cinderella, it was back home. But Cinderella didn't have an automatic dishwasher like the one I am getting to take care of my dirty dishes in the future.





# What Embarrassing Experiences



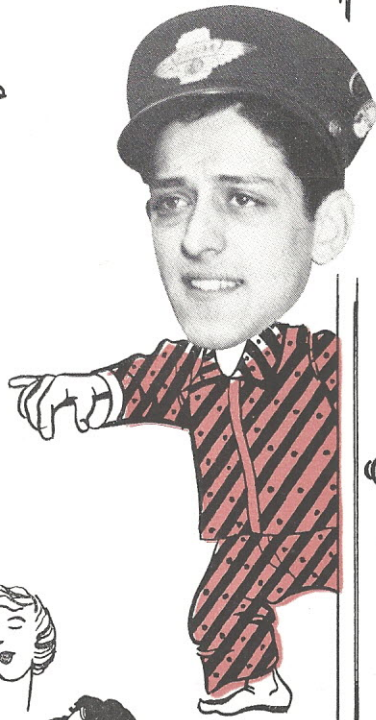
PROBABLY all of us, at one time or another, have experienced an embarrassing moment that stands out vividly in our minds. . . . If they were similar to those described here by CTA Met employes, then we understand why they were classified as "embarrassing."

## RUSS ELDERKIN, *Motorman*:

"MANY years ago I was playing in the final round of a city tennis tournament in Warsaw, Indiana. The courts were located on the shore of Lake Winona and were surrounded by trees.

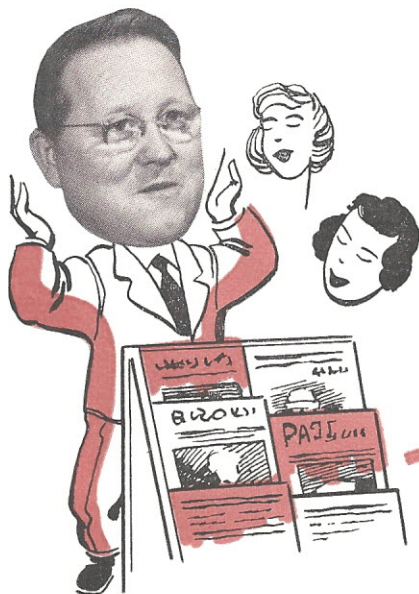
"In the late stages of the fifth and final set, I fluffed an easy shot at the net and gave vent to my disappointment by tossing my racquet high in the air. Unfortunately it didn't go straight up and landed in the top branches of one of the trees.

"In front of hundreds of people I had to climb the tree to get the racquet. To top it all, during the descent, I tore the seat of my white trousers on a sharp twig. This added to my embarrassment because they were the only pair of trousers I had brought with me."



## L. T. FANARO, *Extra Trainman*:

"ARRIVING home one morning from a midnight run I settled down for a well deserved sleep. Upon arising in the early afternoon I walked into the living room in my pajamas. After shaking my head two or three times I found myself face to face with a room full of company which had gathered for a special occasion. I backed out of the room with my face glowing a deep red, muttering apologies as I went."



## BERT LINNE, *Ticket Agent*:

"A MOST embarrassing moment for me was an incident which happened before I was married. I was in the neighborhood drug store when two girls walked in, one behind the other. It so happened that I had been seeing both of them for some time.

"My face must have turned several shades of crimson but I came out from the magazine section and made the formal introductions. There I was in the 'middle,' so to speak. After an hour or so of talking one girl turned to the other and asked her if she didn't think it was time to go. The girl at first refused but after some time departed. The girl who stayed and, I am so glad she did, later became my wife and is to this day."



# ce Have You Had?



**JOHN FLYNN,**  
*Motorman:*

"ONE evening I was on my way in the car to pick up a friend. As I was right in front of a filling station I had a flat tire. I borrowed the tools from the filling station owner and fixed the tire. When I started to pay the man for the use of his tools, all I could find in my pocket was one penny. I went back the next day and filled my tank with gas and gave the man a dollar extra for the use of his tools."

**JOSEPH F. BARTH,**  
*Conductor:*

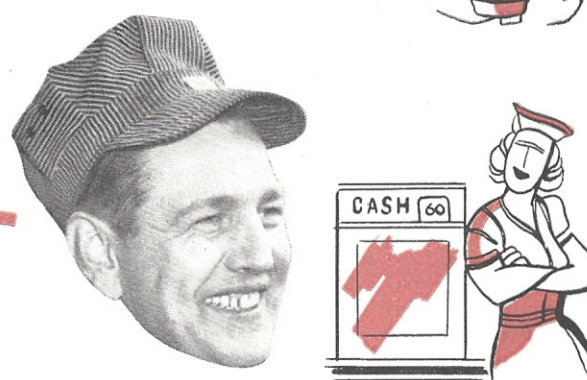
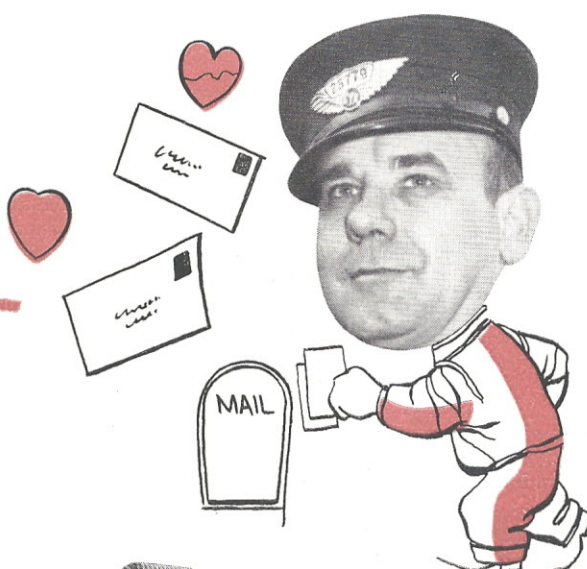
"MY most embarrassing moment happened several years ago when I was corresponding with two out of town girls. After taking great pains in writing to each of them what I thought they would like to read, I made the mistake of putting them in the wrong envelopes. I didn't know about the mistake until I received their answers and then I realized what I had done. I had one wonderful time trying to explain."

**EDWARD J. POTAS,**  
*Yard Foreman:*

"MY most embarrassing experience was when I stopped at a restaurant at 5:00 a.m. to have breakfast. After ordering and eating I discovered I had left all of my money at home. I decided to sit and wait for some fellow employes to drift in, but after 20 minutes I realized I was stranded. I had to ask the manager of the restaurant to let me go to the terminal to get the 60c for the bill."



**Inquiring Reporter for the Month;**  
**Arthur Dickson, Metropolitan**





TRANSIT IN THE

# News

Wins With "Amphibian"



## Three Down, Six to Go

RUN over by a train that cost him a leg, burned in a stove, and almost frozen to death, "Red," a resident of the 61st and Calumet "L" yards, still has six lives left of the proverbial nine credited to a cat. . . . Stock Clerk Tom Hanley, Storeroom 48, rescued him from his last narrow escape. . . . "Red's" misadventures began last January during a sub-zero cold wave. . . . He got into the way of an "L" train but managed to live, although he suffered the loss of his left hind leg. . . . He then disappeared from sight and was presumed dead. . . . A few days later the men in the yard shanty started a fire in the stove and, seconds later, out of the stove came "Red," with his fur in flames. . . . He ran off and again was presumed to be dead. . . . Later in the week the work train was pulling into the yards at 63rd street and one of the men saw the cat lying in the snow. . . . He picked it up and, seeing no signs of life, brought it to the storeroom where someone could be called to take it away. . . . It was then that Tom Hanley stepped into action. . . . He noticed a sign of life. . . . Tom gave it some hot water to drink and when it responded favorably he purchased a piece of liver and fed it to him. . . . In a few days, after some patient nursing by Stock Clerk Hanley, the cat was ready to find ways of using up his other six lives.

22



Daily News Photo

BY successfully spelling the word "Amphibian," Mary McLaughlin, 14, center, won the Cook County public-parochial school Chicago Daily News spelling bee crown against 36 other finalists. . . . Mary, daughter of Conductor John McLaughlin, 77th, represented Holy Cross School in the contest that started with more than 275,000 elementary school students. . . . As winner of the spelling bee, Mary will receive an all-expense-paid trip to Washington, D. C., to compete in the National Spelling Bee.

## Rare Heart Operation A Success

RECENT developments in modern heart surgery at Presbyterian hospital have given new hope of living a normal life to Louise Windmueller, 12-year old daughter of Bus Operator Carl and Eleanor Windmueller, North. . . . Louise was born with a heart defect which cut off the oxygen supply to the blood. . . . In a rare operation performed March 19 at the hospital, surgeons corrected this condition and Louise is expected to be fully recovered in a few months. . . . Presently she is able to be up and around several hours a day, spending much of this time reviewing her 6th grade studies with twin-sister Linda and their father.

—Reported by Joe Hiebel





## Not in the Schedule

MANY traffic accidents that do not involve CTA vehicles have a direct effect on our service. . . . A typical example of this situation recently occurred at 37th and Dante streets when an automobile and truck were involved in a collision. . . . The truck turned over into the streetcar tracks, resulting in a 65-minute delay of east and west streetcar service. . . . On the scene at the time of the accident was *Relief Night District Superintendent Angelo Tagler*, who snapped the photograph shown here.



## SHE'S IRISH — and Beautiful, Too

WINNING the title of beauty queen is becoming a common occurrence for pretty colleen *Joanne Naughton*, 19, daughter of *Bus Operator John Naughton*, North. . . . During the past two years, Joanne has won three beauty contests, and, with the help of her mother, *Ellen*, recalls that she also was selected for a beauty award when a youngster of five years. . . . Her latest title, "Most Typical Irish Girl in Chicago," was announced at the annual assembly and ball sponsored by the Illinois district of the American League for an Undivided Ireland. . . . Named as queen over 100 candidates, Joanne led the grand march and received a crown, watch and trophy, which is being admired here by her justly proud father, a surface division veteran of 26 years. . . . During the recent "Queen For a Day" radio program held in Chicago (see *Ladies Page*), Joanne was chosen to be on hand to welcome the cast of the show when it arrived in town. . . . When not reigning as a beauty queen, Miss Naughton can be found working as a secretary for the Phillips Petroleum Company, suppliers of the fuel used in the new propane buses recently purchased by CTA.



### CHICAGO TRANSIT AUTHORITY CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF MARCH 1951 AND 1950, THREE MONTHS AND TWELVE MONTHS ENDED MARCH 31, 1951

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

	Month of March		Period Ended Mar. 31, 1951	
	1951	1950	3 Months	12 Months
Revenues .....	\$ 9,693,225	\$10,299,913	\$28,229,497	\$114,528,206
Operation and Maintenance Expenses .....	8,767,156	8,983,165	25,975,940	101,809,532
	<u>926,069</u>	<u>1,316,748</u>	<u>2,253,557</u>	<u>12,718,674</u>
Debt Service Requirements:				
Interest Charges .....	318,038	318,038	954,115	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1) .....	107,000	107,000	321,000	1,284,000
	<u>425,038</u>	<u>425,038</u>	<u>1,275,115</u>	<u>5,100,250</u>
Balance before Depreciation .....	501,031	891,710	978,442	7,618,424
Provision for Depreciation—Current Period .....	625,000	541,667	1,875,000	6,750,000
Balance (Deficit) (Note 2) .....	\$ 123,969*	\$ 350,043	\$ 896,558*	\$ 868,424

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) \$463,917 of the balance available for the twelve months ended March 31, 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 .....	63,019,321	67,303,775	183,493,950*	743,024,707
Transfer Revenue Passengers .....	3,478,218	3,432,610	10,051,817	38,366,186
Total Revenue Passengers .....	<u>66,497,539</u>	<u>70,736,385</u>	<u>193,545,767</u>	<u>781,390,893</u>

#### STATUS OF EQUIPMENT MODERNIZATION PROGRAM April 17, 1951

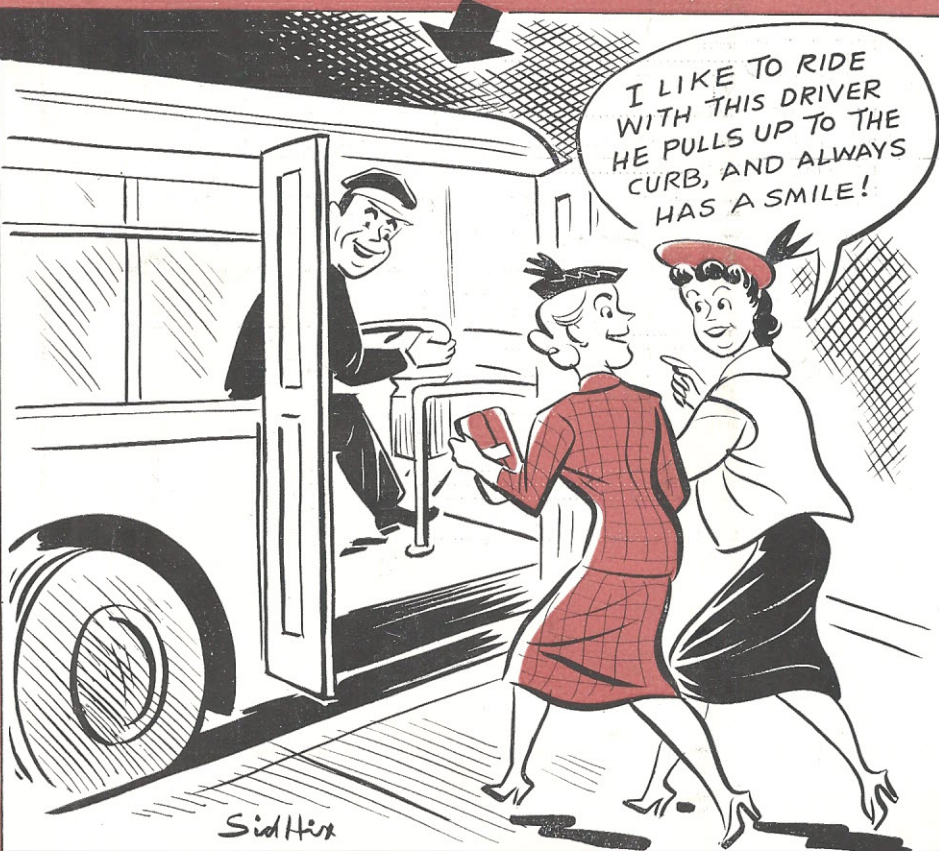
1950 Orders—	Delivered To Date	Remaining To Be Delivered
Propane Buses .....	324	227
Trolley Buses .....	1	349
El-Subway Cars .....	130	70
	<u>455</u>	<u>646</u>
Delivered under previous orders .....	1,714	
	<u>2,169</u>	



THERE'S A WRONG WAY OF DOING A JOB....



.... AND A RIGHT WAY!



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