



TRANSIT NEWS

JUNE-1951

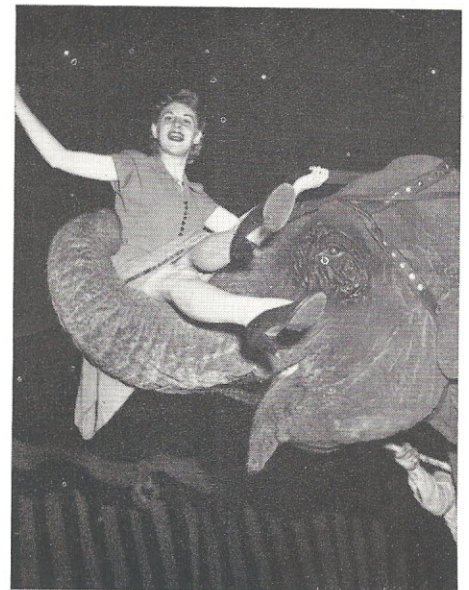


MEN OF RESPONSIBILITY
(See Page 4)



INCH BY INCH TO SAFETY

THE longest ship to ever navigate the Illinois waterway to Lake Michigan — the "Cliffs Victory" — is shown inching its way safely through the CTA "L" bridge at Van Buren and Wells streets . . . Through radio-telephone reports from the Corp of Engineers, U. S. Army, to the CTA Transportation department on the ship's whereabouts, the bridge openings required only a minimum of time thus saving CTA riders serious delays . . . Guided and powered by two tugboats, the 620-foot ship was watched in its progress by thousands of persons who lined the streets. The ship is now in South Chicago where it is being refitted as an ore carrier for service on the Great Lakes.



Acme Photo

MINIATURES WERE NEVER LIKE THIS

HOW many of us have dreamed of riding an elephant in a circus . . . ? Stenographer Henrietta Zander, Training, always had that dream and a few weeks ago it came true when she climbed aboard "Big Babe" who carried her around the circus ring at the Chicago Stadium where the Cole Bros. circus was recently performing. . . Since she was a small child, Henrietta has been collecting miniature elephants and now has a collection of over 500, all of different sizes and shapes. . . From this hobby came the desire to actually ride a massive pachyderm. . . With tongue in cheek, she called the circus managers who were glad to fill her request.

VOLUME IV

CTA TRANSIT NEWS

NUMBER 6

Published monthly, by and for employees of the Chicago Transit Authority, under the direction of the Public Information Department.

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Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address communications to CTA TRANSIT NEWS, Room 1226, 79 West Monroe Street, Chicago 90, Illinois.

CTA TRANSIT NEWS



The Chicago Transit Board In Public Session

MEN OF *Responsibility*

"The governing and administrative body of the Authority shall be a board consisting of seven members, to be known as Chicago Transit Board. Members of the Board shall be residents of the Metropolitan area and shall be men of recognized business ability."—Metropolitan Transit Authority Act, Section 19.

To the men who comprise the Chicago Transit Board is entrusted the destiny of Chicago Transit Authority, the nation's second largest local transit system.

Theirs is the stupendous job of unifying and modernizing local transit in Chicago on a service-at-cost basis.

Great are the responsibilities placed upon these men. Every phase of the Authority's vast operations—from service and rates of fare, the negotiating of wage contracts with employes, to the sale of scrap metal—is subject to their control and direction within the framework of the Metropolitan Transit Authority Act.

In their hands, too, are placed the corporate powers of the Authority. These include the right to purchase other local transit systems, either by negotiation or condemnation, and the right to borrow money, secured by income received from transit operations only, to add to or improve the Authority's facilities.

Daily these men must deal with complex problems—

problems that are becoming progressively more complicated as the pressure of the current economic inflation increases.

Four of the seven members of the Chicago Transit Board are appointed by the Mayor of Chicago, with the advice and consent of the City Council. The other 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. The terms of the initial members were staggered from one to seven years, but each of their successors is to serve a seven-year term.

The purpose of these safeguards—the seven-year term for Board members, the approval of appointees by both the Mayor and the Governor, along with other provisions governing appointments to the Board—is to provide non-political, non-partisan leadership for the CTA.

Present board members are Ralph Budd, chairman; Guy A. Richardson, vice-chairman; Wm. W. McKenna, secretary; Philip W. Collins; John S. Miller and James R. Quinn. (No appointment has yet been made to replace Irvin L. Porter, recently deceased.)

The Board selects the chairman from its membership. Each member receives a salary of \$15,000 per year, with

MEN OF RESPONSIBILITY



**Chairman Ralph Budd with
General Manager W. J. McCarter (left)**

the exception of the Chairman, who is paid \$20,000 per year additional, and is required to devote his full time to the Chicago Transit Authority. Other Board members may have business interests, which, however, must not be related in any way to CTA operations.

The duties of the Board are clearly set forth in the Metropolitan Transit Authority Act. Among other duties, the Board is required to:

1. Fix rates, fares and charges sufficient to cover all expenses and costs. (These expenses include the cost of operation, depreciation, modernization of the prop-

erties, the servicing and retirement of any debt, compensation to the city for the use of city-owned streets and subways.

2. Make all rules and regulations governing the operation of the transportation system, and to determine routings, extensions and abandonments.

3. Direct the maintenance and modernization of the Authority's cars, buses and other facilities.

4. Classify positions and grades of regular employment and make rules governing appointments on the basis of merit and efficiency.

5. Approve wage contracts with employees.

6. Adopt an annual budget set up by the departments. (No expenditures in excess of this budget may be made during the year without the approval of the Board.)

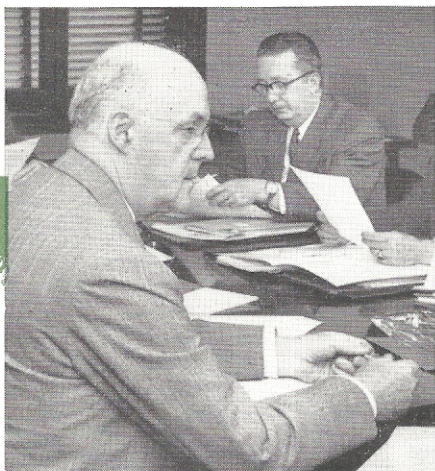
Balancing the extensive powers granted to the Chicago Transit Board, there are certain checks and safeguards in the public interest. The most important provide:

1. All ordinances, resolutions and all proceedings of the Authority are public documents and open to public inspection, except such documents or records kept or prepared by the Board for use in negotiations, actions or proceedings to which the Authority is a party.

2. Contracts for services, sale of property, construction of facilities, or for the purchase of equipment, materials or supplies, involving \$2,500 or more, shall be awarded to the best bidder only after competitive bidding, except that in cases of emergency, this provision may be waived by vote of at least five members of the Board.

3. Contracts shall not be split into parts involving less than \$2,500 each; all contracts involving less than \$2,500 shall be by competitive bidding whenever possible.

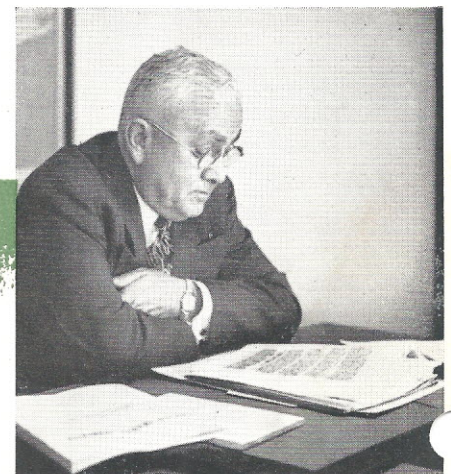
4. No discrimination shall be made in any appointment because of race, creed, color, political or religious affiliations.



Vice-Chairman Guy A. Richardson



Secretary Wm. W. McKenna



James R. Quinn

5. No officer or employe shall be discharged or demoted except for cause which is detrimental to the service, and any employe discharged or demoted shall, on demand, be granted a public hearing by the Board.

6. Any Board member may be removed for incompetency, neglect of duty, or malfeasance in office.

Handling the Board's many activities requires a great deal of time and energy. Regular sessions of the Board are held on the first Thursday of each month. These sessions are open to the public and are usually well attended by representatives of the various newspapers.

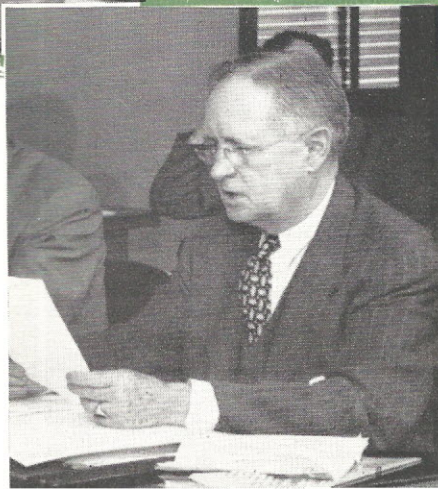
The agenda for a typical meeting covers a wide range of subjects. At the meeting held early in May the Board approved purchase contracts on items ranging from 21,700 pounds of wiping cloths to sliding vestibule car doors; rejected bids on the sale of used passenger autos (because they did not seem to be the best obtainable); passed an ordinance permitting the sale of advertising space on the back of transfers; authorized the substitution of buses for streetcars on certain routes; approved the lease of subway space to a floral shop, and prescribed the conditions for continuation of transfer arrangements with the Chicago Motor Coach Company.

Constantly under the critical eye of the public, members of the Chicago Transit Board are fully aware of the important job they have. Special meetings of the Board are held as needed. In the interim, various members get together as committees to study and program work for the regular monthly or special sessions. Public hearings are held for civic groups prior to establishing any major change in service.

Members of the Chicago Transit Board are, truly, men with a great responsibility.



Philip W. Collins



John S. Miller

THESE ARE THE MEN

Chairman Ralph Budd (Appointed by the Mayor of Chicago on May 25, 1949, to succeed the late Philip Harrington, the Board's first Chairman; term expires September 1, 1952.) Engineer and transportation executive. Formerly president of Chicago, Burlington & Quincy railroad and its subsidiaries. Began career in transportation in 1899 in engineering department of Chicago Great Western railroad. Has been continuously in transportation work since. Called by the government in 1906 to be chief engineer of the Panama railroad during the building of the Panama canal. President of Great Northern railway in 1919; president of the Chicago, Burlington & Quincy in 1932—until his retirement, September 1, 1949.

Vice-Chairman Guy A. Richardson (Appointed by the Governor of Illinois; term expires September 1, 1954.) Local transit executive. Chairman of Street and Highway Transport Task Group and consultant to Defense Transportation Administration. Began his career in transit industry in 1901 as an employe of the Boston Elevated Railway company; 1905 to 1919 employed on various properties, including the Seattle Street Railway company. Vice-President in charge of operations, director and member of the Executive Committee of the Philadelphia Rapid Transit company from 1919 to 1923; from 1921 to 1923 director and member of the Executive Committee of the International Railway company of Buffalo, New York. From 1923 to 1941, with Chicago Surface Lines, first as Vice-President and General Manager and Member of the Board of Operation, and from 1932 as President and Chairman of the Board. President of Chicago Railways company 1932 to 1939; receiver from 1933 to 1941. During World War II, Director of Highway Transport, Office of Defense Transportation.

Secretary William W. McKenna (Appointed by the Mayor of Chicago; term expires September 1, 1953.) Lawyer. Formerly Secretary to Assistant Superintendent, New York Central railroad. Secretary to Attorney, Public Service Company of Northern Illinois; Assistant Attorney, Public Service Company of Northern Illinois; Executive Assistant to President, Chicago Board of Education. Director of Morrison Home for the Aged. Admitted to bar, 1929.

Philip W. Collins (Appointed by the Governor of Illinois; term expires September 1, 1955.) Insurance. Engaged in general insurance business in Chicago since 1922. Formerly member of the Illinois Commerce Commission, Chairman of the Illinois Tax Commission, and State Director of Revenue.

John S. Miller (Appointed by the Governor of Illinois; term expires September 1, 1956.) Lawyer. Admitted to Illinois Bar in 1914, practiced in Chicago ever since. Former President of Board, President of Board of Local Improvements, Village of Winnetka, 1919-1927. Former Special Assistant United States Attorney. Former President, Industrial National Bank of Chicago and at present director of Chicago National Bank.

James R. Quinn (Appointed by the Mayor of Chicago; term expires September 1, 1957.) Lawyer. Engaged in general practice of law in Chicago since 1912. Alderman, Fiftieth Ward, Chicago, 1931 to 1945; chairman, Committee on Local Transportation, City Council, City of Chicago, 1934 to 1945. Previously Assistant State's Attorney, Cook county, Illinois; professor of law, Loyola University, Chicago. Director, Bank of Rogers Park, Chicago.

Growing Pains.

CHICAGO is a city of progress. It is a city of improvement and development. And right now Chicago is "developing like mad."

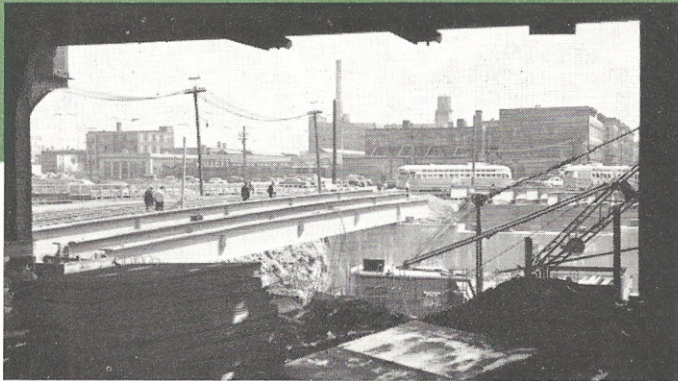
Superhighways are being constructed. Present roadways are being improved. Utilities are expanding to take care of future demands. And CTA's improvement program is doing its part to give Chicago a new look.

These changes are not painless. Part of the price of future glamour and efficiency is some inconvenience in the present. One of the places where Chicagoans feel the effect of these changes is in their transportation service.

Pictured on these pages are some locations where Chicago is having "growing pains"—where Chicago's improvement programs have temporarily affected the efficiency of CTA's service.



NEW SUPERHIGHWAYS — In connection with the construction on the new Congress Street Superhighway, streetcars operate on temporary tracks around the open cut at Halsted and Van Buren. Supporting pillars on the "L" also had to be relocated.



STREET PAVING — The city's extensive repaving program has been facilitated by CTA's conversion to bus operation. On 47th street while giant scoops lift old streetcar ties to the junk heap, traffic operates on the south half of the street.



UTILITY CHANGES — Changes in water mains, various public utility facilities and sewers are essential in the growth of a city. And even though the streets are torn up, service is maintained through flexible bus operation.



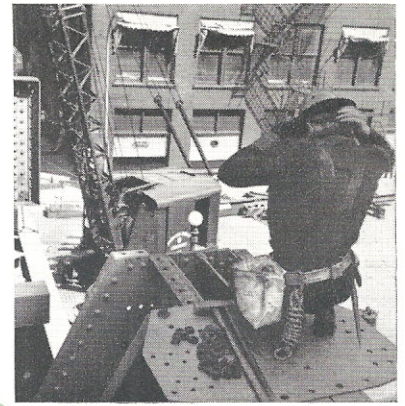
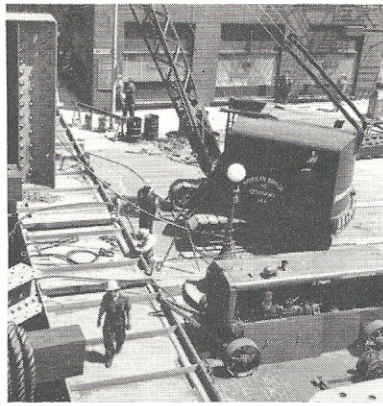
IMPROVEMENTS — During the widening of the bridge on Irving Park Road, traffic was considerably slowed by having to go single lane on either side of the open center strip.



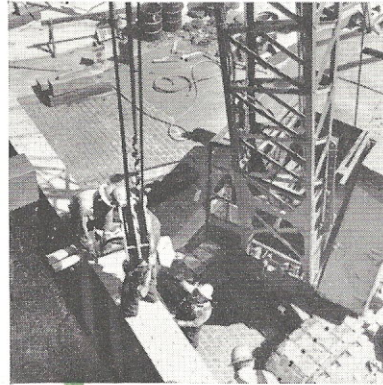
MODERNIZATION — Preceding CTA's conversion to trolley buses on Cicero avenue, overhead wires must be strung. To prevent delays, double crews were put to work.



1. The girder rests on blocks while engineers survey the situation.



2. The cables are attached to the girder, which is 91 feet long.



3. While workmen wait up above . . .

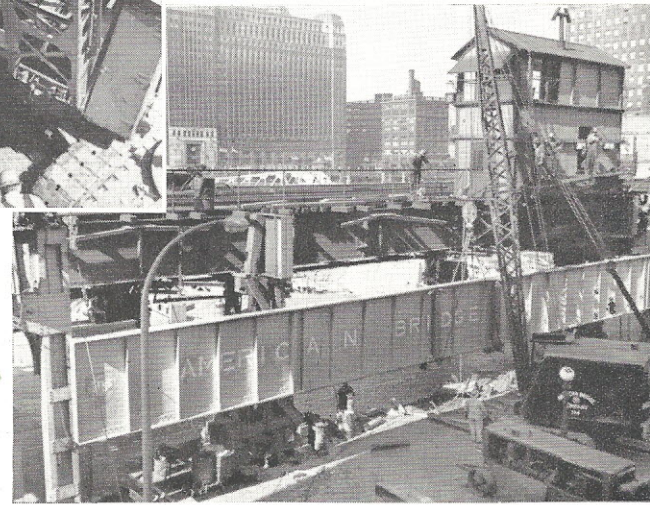
Spanning the Drive

Modernization on Wacker Drive called for the removal of two pillars supporting the "L" structure—which necessitated raising new girders to span the Drive.

4. . . the signal is given!

5. And the 24 ton girder gradually rises . . .

6. . . and is set in its final resting place.





CTA's first new trolley bus since 1948 is received by C. D. Mack, Superintendent of South Shops, from R. D. Parsons, (left) sales representative for Marmon-Herrington Co., Inc.

THE NATION'S Largest TROLLEY FLEET

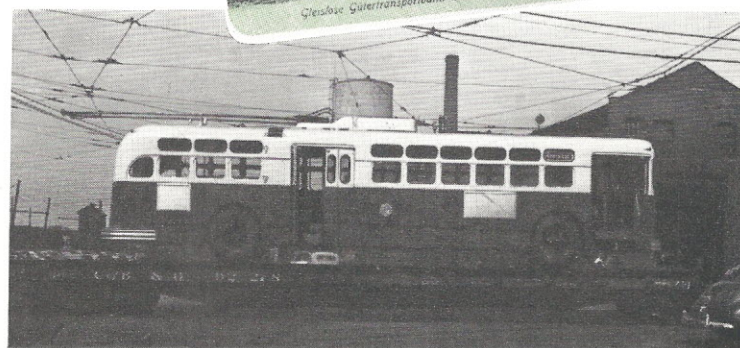
IN September, 1950, Chicago Transit Authority purchased 349 trolley buses at a total cost of approximately \$6,000,000. This represents the largest order ever placed by any transit company in the United States for this type of vehicle.

On Wednesday, May 2, the first of these new units was delivered to CTA with full delivery expected to be completed in the near future. When all of these vehicles have been received, CTA will have the largest fleet of trolley buses in the nation.

The arrival of these new buses marks another step in CTA's modernization of transit operation and facilities in Chicago. Since CTA was organized in 1945, a total of 2815 units—streetcars, rapid transit cars, trolley and motor buses—have been purchased at a cost of \$60,000,000. Approximately 2200 of these units are already in service. These purchases represent one of the most extensive modernization



THE first trolley vehicles were small, box-like cars generally used to haul freight and carts through the city and town streets. In 1899, the first trackless trolley bus made its original trip in Berlin, Germany.



THE new trolley buses are equipped with double-stream exit and entrance doors—48 inches wide at the front and 46 inches wide at the center. This feature will speed loading and unloading of riders.

programs ever undertaken by a transit organization and is the greatest Chicago has ever witnessed.

Chicago was first introduced to trolley buses in 1930 when these vehicles were placed in service on Diversey, Kimball and Neva avenues. During the same year other trolley bus routes were established on the northwest side of the city. At present, there are 130.17 miles of trolley bus lines in Chicago.

The new trolley vehicles now being delivered have been assigned to service on Lawrence avenue. Those delivered later will be placed on other routes, including Cicero.

Built to CTA specifications and stressing riding comfort, smooth performance and safety, the new trolley buses seat 49 passengers. They are 102 inches wide, permitting an aisle about 30 inches in width.

Special features of the new buses are modern lensed light fixtures, a forced draft ventilating system, automatic heating system which is thermostatically controlled, and a combination of dynamic and air brakes. In addition, the buses now being delivered are equipped with windows that open out in case of emergency.

THE Inside NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Better Late Than You Know What

(West Shops)—The stork was more prompt in delivering a daughter, *Marsha Lee*, to Mr. and Mrs. *Harry Hamilton* several months ago, than your correspondent in reporting same.

In A Rut, And Out Of It

(Beverly) — After working Vincennes-111st line so long, every twist and turn in the road was known by *Bus Operator Tom Honan*, but on second thought he had learned it too well for when the new pick took effect he forgot that he picked Halsted street line and proceeded down Vincennes. A chorus of voices coming from the passengers found them singing "Your're Going the Wrong Way" and with that Honan turned down the right road.

Big Steak Becomes Goulash

(Lawrence) — *Jimmie and Lorraine Lynch* and *Tom and Millie Henningsen* were all set for a big steak dinner. They traveled all the way to Milwaukee and worked up a good appetite. Imagine their disappointment when they arrived at Raeder's and found that all the steaks were sold out. They had to settle for goulash, even though Jim had been dieting all week and says he could have eaten a horse.

Real Estate Dealers Have Bargain

(Lawrence) — "Real Estate Tycoon" *Pete Kloss* and "Architect" *George Meyers* were overheard plotting the other day. It seems, Pete has a bargain home lined up with a ten-car heated garage! Pete wants to make a motel out of the garage. But George wants to turn it into a steam bath because of all the steam pipes for heating the garage.

Lots Of Manpower Here

(Lawrence) — Our softball team seems to be getting off to a good start. There was a good showup of men for roll call. To date the roster consists of *Manager Bill Hodgson*, *Capt. George Williams*, *Alvin Polowczyk*, *Jimmy Herron*, *Richard Pomplum*, *Gordan Blaszc*, *Bob Buege*, *Bob Quinn*, *Bob Barber*, *Jim Henderson*, *Pete Rourakos*, *Frank Warneck*, *C. Smith*, *Nagy*, *Len Skiba*, *Nick Rogers*, *J. Woyks* and *Hank Ziolkowski*. With all that manpower we should have a bang up team.

Next Time Give A Cigar With A Transfer

(Met) — Everything is back to normal again at Marshfield Station, since *Agent Ann (Nancy) Fogarty* became an aunt for the first time. Her sister gave birth to a nine

and one-half pound baby girl (*Denise Ann*) May 17. Nancy was so excited she was telling all her passengers as they paid their fares. Transfers were being passed out whether they wanted them or not. Being an aunt and godmother was too much for Nancy.

The One Time She Didn't Have Fun

(Met) — It was a sad day for *Agent Ann Gillespie* when the telephone rang and the voice at the other end asked her if she was watching the "Let's Have Fun" program and poor Ann had to say no. It was the first day that she didn't have it on. She missed out on a forty day trip to Europe for two.

The Sun Shines Again For The Gades

(Archer) — Life has returned to the sunny side of the street for the *Paul Gades*. The family manager (*Mrs. Gade*) is well on the road to complete recovery and to see her smiling again is making the world take on a rosier hue.

Paul, Jr., has also made his father's chest swell a bit. He has been promoted to Sgt. 1st Class and won the Gold medal as top man on the rifle team at Gage Pk. High School. He also holds the Tribune Silver medal which he received in his first year at Kelly High School.

Honest, She Found An Apartment

(DAI) — Didja' ever see such bliss and joy on the face of one person as *Rosalind Watkins* had when the lady at the other end of the line said she had a vacant apartment? Roz got possession of the key and moved in heap fast for fear that somebody else might sneak in and set up housekeeping.

Oscar Meets Bill At Work, At Home

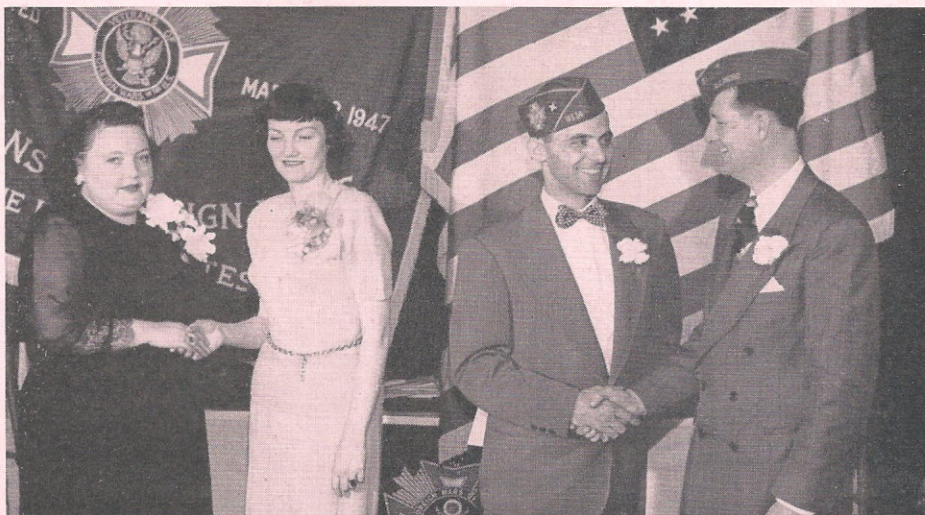
(DAI) — "Love Thy Neighbor" was the slogan shouted when *Jeanne* and *Oscar Ludmann* shook hands over the back fence with *Bill Peterson*. Seems they both bought new homes in Evanston, and they just happened to be built next to each other. And may peace reign forever, Amen!

Census-Taker-Take Note

(DAI) — Memo to Mr. Census-Taker: Our population is due to increase three-fold soon. *Helen Standish*, *Marge Kik* and *Irene Herman* are all leaving office routine to prepare for the important role of motherhood. Congratulations girls . . . pink or blue, may your wish come true.

The Tale Of One Lunch

(Loop) — A short time ago *Ray Van Dyke's* daughter left his lunch off at *Agent Bridget Lahart's* booth for Ray to pick up. Around noontime of the same day, the porter, *Henry Duke*, walked by and *Agent Lahart* offered him the lunch, completely forgetting who it belonged to. After Duke took the last bite out of the second sandwich, Ray walked in and *Bridget* woke up. Now she owes him one free lunch.



NEW OFFICERS of the Chicago Transit Authority Post, Number 9114, Veterans of Foreign Wars, were recently inducted into office for the year 1951-52 . . . During the same evening, the Ladies Auxiliary of the Post held their installation ceremonies . . . At the left is *Catherine Green*, outgoing president, and *Ruthe L. Gaylord*, who guides the group's activities for the coming year . . . The new commander of the Post is *William A. Kenny*, right, shown receiving congratulations from the immediate past commander, *Frank Gatto*.



FOUR WEEKS OF SUNSHINE were recently enjoyed by *Paint Shop Foreman Joe Hecht*, South Shops, and his wife, who motored to Florida for their vacation . . . While there the couple found time to fish, swim, sunbathe, visit historical locations and renew friendships with retired surface employes now living in and around Florida.

Reported by Anne McGree & Betty Byrne

A New Master Of The House

(*Way and Struc.*) — There was quite a celebration out at *Paul Minogue's* home several weeks ago when his three children were presented with a miniature collie as a gift. Even Paul himself was amused by the vivacious pup. Inasmuch as he has a nice large yard for the children to play in, his worries are now minimized by the fact that this attraction will keep them inside the yard. The children are bent on training the pup, with their Dad's help, for future TV presentation.

Word From Worden

(175) — From a recent letter received in the Transit Engineer's Office, we find *Pvt. Matthew Cioffe* stationed at Fort Worden, Washington on Puget Sound. Matt finished basic training in early April at Camp Leonard Wood, Missouri. His company of combat engineers in the 6th Armored Division was sent to the west coast where Matt was separated and reassigned to his present station as draftsman for the company.

Irish Luck Spells Good Vacation

(*Way and Struc.*) — The luck seems to hold out for the Irish, which was experienced by *John Ryan*, a north side welder, who has been with the company for over 25 years. His luck brought him a new 1951 Chrysler Windsor automobile as he had the lucky number on one of the two chances he purchased for a benefit which was held at St. Vincent's De Paul Church. Now that vacation days are almost upon us, we know that John will enjoy his trip a great deal more with his new Chrysler.

On Accounting Vacations

(*Accounting*) — "You're So Nice to Come Home to" may well be the refrain of *Betty Naples* and *Margaret Gibbons*. They spent their vacations cleaning house . . . *Laverne Cole* toured the southern states with her husband. They were particularly delighted with Charleston, South Carolina, which is said to be a replica of Little Old New York in the 1800's . . . *Gloria Helmersen* flew to and from Miami Beach, Florida. The time saved enabled her to enjoy more swimming, tennis and golf and to acquire an extra shade of tan . . . *Evelyn Mocerino* visited friends in Hibbing, Minnesota, an important iron ore mining town. On the drive home she stopped over at the Wisconsin Dells.

A Vote For Wedding-Of-The-Month

(*North*) — The CTA wedding of the month, without a doubt, was the wedding of *Operator James Dohoney* and *Mary Ellen Finley*. Mary Ellen is the daughter of *Motorman Dan Finley*. They were united in marriage May 12 in Our Lady Help Of Christians Church. *Clerk Jack Hester* was usher and "did he look purty" in his summer formal. The reception was held at Eagle Hall where they danced to the wee hours of the morning. The couple chose New Orleans for their honeymoon.

News Of The Diaper Squad

(*North*) — Congratulations to *Operator Melvin J. Link*, who was presented with a husky lad weighing eight and one-half pounds. He was named *Melvin Jr.* and was born at West Suburban hospital . . . Another fellow with his chin on the crib is *Pat Gill* of bus repair. Pat was presented with a daughter that weighed seven pounds and was born at Saint Anne's hospital. The little darling was named *Eileen Mary* . . . It was *Operator Leonard Baldy's* turn to pass out the cigars when he announced the arrival of a baby boy. *Raymond James* was the name chosen for the little fellow. He was born at St. Mary's hospital and weighed eight pounds . . . It's a new baby girl at the home of *Supervisor John Leahy*. This makes two girls and one boy for the Leahy's.

No Fun In Making It Easy

(*Laundale*) — The Art's Diner sponsored bowling team, manned by such stalwarts as *Irv Birnbaum*, *Ray Mueller*, *Charley Rus*, *Arvin Anderson* and *Art Chmelik* won the Loyal Order of Moose tournament on the last day of play. As in the case of our ball team, we always have to do it the hard way.

Crump Puts Crimp In Tournament

(*Schedule*) — *Glenn Crump* timed his vacation to coincide with the American Bowling Congress National Tournament in St. Paul so he could captain his team in this tournament. Glenn was able to post a score of 555 in the singles, 1159 in the doubles, and 2704 for the team. We hope that he can report the winning of some prizes soon.

Lucky He's Still Living

(*Loop*) — *Everett Bero*, husband of *Agent Dolores Bero*, is thanking his lucky stars that the worst he suffered was a fractured pelvis and rib after a head-on collision in which his car came out ready for the junk pile.

Cooperative Tidbit

(175) — This is what we like — cooperation, people who give us news items to meet our deadline — namely *Mary Ranahan Keenan*, formerly of Purchasing, who gave as a news tidbit on May 22, the announcement of the arrival of her first child, a daughter.

PICTURE OF THE MONTH



THE WINNER AND KING of Tucson's two year olds is *Michael Kiefer*, grandson of *E. E. Sheel*, Devon, a surface conductor for 37 years . . . Little Michael won the title in a Better Baby Contest held at Tucson, Arizona, where he now lives with his parents . . . In the scoring, he received 100 per cent for physical appearance, 97 per cent for beauty, and top honors in popularity votes.

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.



THE ARMY BECKONED, so once again *Robert Ragsdale*, Coordinator of Works, Shops and Equipment, has gone back on active military duty as a Lieutenant Colonel stationed at Fort Sill, Oklahoma . . . A farewell party in his honor was given by co-workers at CTA West Shops . . .



The affair, held at Klas' restaurant, was attended by 100 guests . . . Extending best wishes to Mr. Ragsdale is *Jack Gillen*, Superintendent of Carhouses . . . At the left is *Charlie Scholl*, retired shop clerk, and right is *Robert Lansmann*.

Reported by Catherine Holton

How Far Does CTA Go?

(*Kedzie*) — Those "spring vacationists" at Kedzie just about cover every section of the country. Just as an example — *Joe Sacheck* is recently back from a trip to Jackson Town Ohio, from where he continued on up around the great lakes region to Crystal Falls, in the northern peninsula of Michigan. "Wonderful fishing in them thar lakes" says Joe . . . *Sam Valloni* visited his son *Eugene*, who is taking air force training at Sheppard Air Base in Wichita Falls, Texas. He also took a five-day side trip to visit relatives in Phoenix, Ariz., encountering some of the finest weather he has ever seen . . . *Tony Reszotko* can't imagine why, after a wonderful 2100 mile trip visiting eight different states and Canada, that he should have a flat tire the day after he returns . . . Theoretically speaking, *Conductor J. Whelton* is taking his house with him on his vacation. He is going to move the old homestead six miles into the edge of Vermillion, South Dakota, with plans afoot for retiring there when he takes his pension.

More Than One Way Of Being Drafted

(*Kedzie*) — *Steve Evanoff* has had a lot of difficulty in trying to obtain his birth-certificate, having forwarded several letters, with cash enclosed, to his old home in Bulgaria. However, he has received no response as yet from back of the "Iron Curtain."

Steve is not contemplating a trip to pick it up in person in view of what happened many years ago, when he made a trip home to claim a legacy. At that time he was impressed in the Bulgarian army within six hours after arrival in the country! Subsequently captured by the "Turks," he escaped after nine months as a prisoner of war.

Returned to the Bulgarian Army, he fled to Roumania where he was also forced into the army, and served until an opportunity presented itself to desert and return to the U. S. — just in time to enter our army for World War I!

All's Fair In Love and (Work)

(1165) — All is fair in love and (work) . . . As long as the Accounting Department has taken *Marie Hoover* from A.P.D., we are stealing the scoop on Marie's recently announced betrothal to *Joseph Baiyor*. Joe surprised Marie with an engagement ring on the occasion of her birthday, May 17. Taking Miss Hoover's place as stenographer in the Accident Prevention department is *June Hamilton*, daughter of *Ernest Hamilton*, who is employed as a motorman at Armitage.

Buried In Work — Vacation Work

(*DAI*) — Buried behind that large map of California, we find the face of *Martie Garrity*, getting "in the know" about that state so when he arrives there this month, he won't appear to have just landed. No less excited is *Daisey Stubbinger*, dictaphone operator, who has been packed for months for her three week tour of the Wild West. Hope she brings back some cactus plants to decorate our drab desks.

Initiate New Club Members

(*South Shops*) — *Stanley Sarna* became the pappy of a baby girl born on April Fool's day. *Judy* has a brother *Johnny* for a playmate . . . *Lawrence Hill* has also joined the club for proud daddies. He and his wife became the proud parents of an eight pound boy. *Roy Beahan* (Ind. Engineer's Office) was also voted a member of the club when *Mrs. Beahan* presented daddy Roy with their first heir — a lovely baby girl.

June Grads Make Their Bow

(*Loop*) — *Ticket Agent Kathryn Leahy's* daughter, *Betty Lou*, recently graduated from Mundelein College, receiving a Bachelor of Arts degree. Another of our agent's children, *Betty*, daughter of *Night Agent Robert Doherty*, graduated from Visitation High School. As a gift honoring the occasion, she received a trip to Washington, D. C.

Visit Coincides With Army Promotion

(1165) — *Mary Stanley*, employment department, vacationed this year in North Carolina where her husband, *Nick*, is stationed at Camp LeJuene. A promotion to sergeant in the Marine Reserve came through unexpectedly for Nick as he was taking Mary on a tour through the camp.

He'll Have To Wait A Year

(*Douglas Park*) — A most enjoyable two week vacation is reported by *Stephen Williams*, one of our conductors. Accompanied by his wife he took a trip to the Pacific Northwest. They report the scenery as beautiful and were particularly pleased with the thriving city of Seattle, Wash. Already, Stephen is looking forward to next year.



A VERY SUCCESSFUL WEEK-END on Fox Lake was enjoyed recently by *Fishermen Howard Helt* and *Bill Baker*, Loop Interlocking Maintainers . . . One glance at this photo will tell you they plan on returning there soon to catch more of the same.

Reported by Edith Edbrooke



THE PUPIL BEAT THE TEACHER when *Bus Operator Carl Surber, 77th*, (right) decided to instruct *Bus Operator Frank Olson, 77th*, on how to operate a bowling machine . . . It seems that the high score for the week on said machine merited a camping outfit. Carl had been trying for the outfit for sometime. But in the same week he showed Frank ("I've never played one of these in my life!") how to work the machine — Frank got the high score — and the camping outfit.

Reported by Joe Smith and Wilbur Jensen. Photo by Jensen.

Wanta Get In The Act?

(*Kedzie*)—*Tom Powers*, that daring-young-man-on-the-flying-trapeze, is at it again. He visited every performance he possibly could during the recent visit of the circus to our city. His daughter is a star aerial performer for Ringling Bros. Circus and his mother has a trained elephant act which is touring the country. Tom knows all the circus people and was quite a performer in his younger days himself.

Plenty To Celebrate Here!

(*Lawndale*) — *Chester Kules'* grandfather is a man who believes in getting all there is to get out of a pension. On Feb. 24 he celebrated his 90th birthday and his 30th year as a pensioner! Chet and Mrs. Kules also had cause for rejoicing in the recovery of their son from a skull fracture and the 11th anniversary of their wedding on May 4.

Catch Catfish — Frozen

(*Armitage*) — The first fish story of the year concerns *Motormen Lawrence Russell* and *Max Lentz*. Early in May they went fishing in Fox River and although they froze, they claim they caught catfish two feet long. However, we did not see the fish.

Those Bells Are Ringing Again

(*M and S*) — Those Wedding Bells rang for *Bart Rafferty*, laborer at West Shops, who was married to *Barbara Jane Leis* on May 5, 1951; and *John Devine*, laborer at South Shops, who became the husband of *Margaret Collins* on April 28, 1951.

West Shop Bowlers Take Pin Honors

(*West Shops*)—The bowling season ended with the "Welders" winning first place in the West Shop League. In the Bus Overhaul League the "Unpredictables" won first place. These two teams met for the West Shop championship, the Welders winning. In meeting the South Shops the Welders lost to the Beverly Garage team.

In the other matches the five top men from West Shop League bowled the five best from the Bus Overhaul League, the West Shop League also won this match and went on to win from the top five men from the South Shop League to take possession of the traditional *R. J. Ruppe Trophy*. At this match, trophies were presented to winning teams and bowlers by *J. T. Gillen*.

Forward To The Rear View

(175) — When one is relating a tale on how a beautiful "shiner" has been acquired, the story usually is told of having walked into the side of a door. A few weeks back, *Bob Cowsert* gave us a modern version of the old tale: "I walked into a rear view truck mirror."

Anyone Have Any Advice?

(*Lawndale*) — *Bill Leahy* reports that *Operator Jack Brady*, who was wounded twice in the face and then received machine gun bullets through the legs, has been released from the hospital in Japan where he has been recuperating and returned to action. "What," asks Jack, "do you have to do to get sent back to the States?"

Always A Popular Vacation Spot

(*Way and Struc.*) — One of our first vacationers is *Joe O'Connor*, who says he will stay around home and help with the household duties as his wife recently returned from the hospital and the new addition in the family will not permit John to relax too much. We know that staying at home oftentimes is really a most enjoyable and relaxing kind of vacation. We hope that he will not overwork too much until he gets back.

Let's Get Them Together

(*DAI*) — Can't we make a deal here? *Sol Garro* is looking for a buyer for his '50 Chevie, and *Reggie Kuzius* is searching for a used car to take the wear and tear off her feet.

An Account Of Speaking

(175) — *Mr. Menardi* and *Mr. E. C. Burke* attended this year's meeting for the Accounting Division of the American Transit Association. Mr. Burke was one of the speakers. He spoke on "CTA Simplification of Material Inventories." This year Baltimore, Maryland was host to the convention.

A Simple Request — Letters From Home

(*M and S*) — One of our stock clerks, *Robert McCarthy*, who entered military service and is now stationed in Japan, would love to hear from home. His address is APO 6, Co. "C," c/o P. M., San Francisco, California.

One "Lost" Owner Found

(*Douglas Park*) — There has been much guessing and speculation as to the ownership of the new "Hudson Commodore" seen under the structure at Pulaski Road daily. The truth is now known: The owner is *Franz Janata*, one of our motormen.

A Pleasant Way To Remember A Date

(*M and S*) — We are very happy to announce the engagement of *Jean Hesbol*, typist at West Shops, to *Anton Gorzkiewicz*, stock clerk at West Shops. Jean and Tony will always remember April 14 as that is the date Jean received her lovely diamond.

Joan Writes News and Makes It, Too

(79 *Monroe*)—*Joan Peacock*, better identified as "To The Ladies From Joan," surprised her co-workers when she recently appeared at the office wearing a beautiful diamond ring — and announced her engagement to one *John Rinella*. Which proves cupid is still a-struttin' thru the corridors of 79 *Monroe*, batting one thousand.

Who Cares About Pix If They Have Fish?

(*Devon*) — *Dale Gilmer* and *Alex Hoda-panic* took a one day vacation to try their luck fishing. Ninety miles past Green Bay at Townsend, Wisconsin, they cast their lines and rods. They came back with the limit of trout and bass. They had taken a camera along but in their excitement forgot to take any snapshots.

Accident Investigation

A little wobbly in the knees, but just as handsome as his bride was beautiful, *Joe Vodvarka*, clerk, took his wedding at St. Tarcissus in stride. To *Pete Sepic*, a hearty hand-shake on his promotion to adjuster from legal investigator.

Accounting

Alice Kealy and *Leo Danisevich* left CTA to take other positions . . . *Pat Liberty's* new full time job will be homemaker . . . *Betty Sullivan* sustained a broken thumb in a fall . . . *Pat* and *Delores Kenny* both formerly of the Accounting Department welcomed *Patrick James* on May 15. *Pat Jr.* weighed in at seven pounds, five ounces.

Archer

We are happy to report that *Bill Rehder* is back on the job again after being off sick for several weeks . . . *Lyle Packard* has been off for three weeks or more now with a severe case of bursitis in both arms, in fact so painful that he has great difficulty in raising either arm. This has made it impossible for him to do any driving at all . . . It has just been reported to me



A JUNE WEDDING, the 23rd to be exact, will make a husband and wife team of *Machinist Tom Bowman*, South Shops, and his fiancée, *Lorraine Urchata*... Following the ceremony at Peace Memorial Church, there will be a reception for 300 friends of the newlyweds.

Reported by *Anne McGree* and *Betty Byrne*

that *Henry (junior) Kostka* has also signed off sick. This is bad news as we have always seen his smiling face as we reported for work early in the morning.

Armitage

Joe Konke, former conductor at Armitage, retired these many years, paid his annual visit to the barn during the middle of May. He is as brown as a walnut and doesn't look a day older than when he left.

Beverly

Bus Operator and *Mrs. Nick J. Dop* celebrated their 30th wedding anniversary May 4, 1951. A reception was held for the immediate family. They have one son *Nick* and a daughter *Mrs. Ann Pott* who has one boy and two girls.

Devon

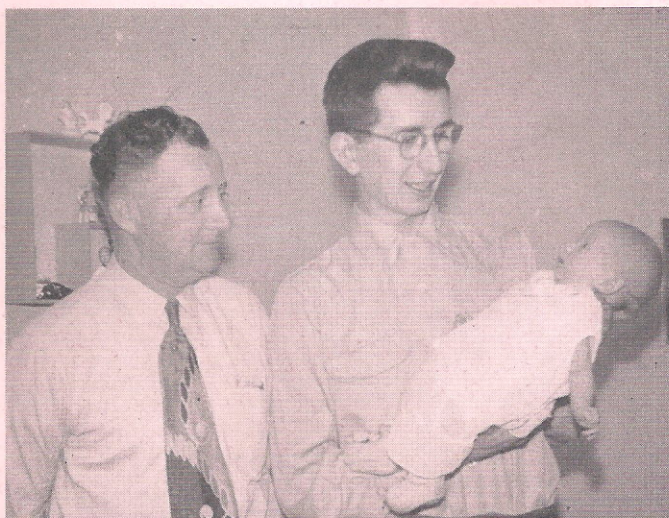
Albert Walker and his family are very proud of the new car they are riding in . . . *Robert Zralek* as a member of the Reserves expects a commission in the Air Force sometime the early part of July.

Douglas Park

Two more of our men went on pension the first day of May. *James Sherry*, conductor, and *Samuel Stollman*, gateman, with forty-three and twenty-one years service respectively . . . Two more of our boys have their motor bags and are now ready for "Front End" duty. Best of luck to *Rudy Jaksa* and *George Linhart* . . . Back on the job again after extended sick leaves are *Marty Bogan*, motorman, and *Raymond Harrell*, trainman.

Electrical

Charles Ernst, 79 West Monroe, spent his vacation in the Deep South. Motored to New Orleans, also visited many other points of interest . . . The proud daddy of the month is *Patrick Kenny*, operator apprentice, who announced the arrival of little *Patrick James* on May 15 . . . *Michael Kotlarz*, inspector in the Line Department who recently retired, paid us a visit and is looking very well . . . *Inspector Michael McInerney* has been confined to bed for the past month. A get-well card or a personal visit



FATHER AND GRANDFATHER beam their approval of little *Janet Margaret*, first child of *Analyst Thomas Reilly*, Accident Prevention, and his wife . . . The proud grandfather, *Frank Mulcahey*, is a motorman at the 77th street station.

Reported by *Mary Clarke*

would be very appropriate . . . Correspondence from *Harvey Fregeau*, of the Electrolysis gang indicates that he is somewhere in Korea. A recent transfer from West Shops to the Line department is *Clerk Emil Rusinak*.

General Office (175)

From Purchasing the report is that *E. J. Burke* is still on the sick list . . . Our second summer visitor to the land of sunshine and orange juice was *Kay Frayne* of Executive and our third was *George Boehm* from Real Estate . . . *Marion Walsh* (Executive) felt like being a mountain climber, so headed for the Ozark Mountains.

General Office (79)

When *Lee DeSutter's* young hopeful, *Deanne*, graduates from Immaculate Heart of Mary School, she is to appear in a dance recital. *Deanne* will enter Alvernia high school in the fall. *Barney Stone*, a Captain in the Signal Corps Reserve, recently returned from a vacation in Augusta, Georgia, sponsored by his Uncle Sam. *Bob Marmastone*, Signal Engineer's office, has moved from that office and taken up residence in the office of the electrical engineer. *Lois Cortopassi* has also left the signal engineer's office to join the staff of electrical.

THE COMICS IN TRANSIT

. . . *Harry O'Neill*, of Rye, N. Y., has a patented idea for eliminating the congestion at the entrance of a crowded bus. Mr. O'Neill proposes a comic cartoon strip (changed weekly) on the ceiling of the bus. The rider must obviously keep inching to the rear while he studies the strip. Of course, there remains the problem of what to do with him when he ends up in the back with all the other ardent literateurs, but Mr. O'Neill believes in tackling one problem at a time. Maybe the solution lies in a contraption that will expel the passengers through a trap door and cry "Bingo" at the same time.

Kedzie

Their many friends will miss the pleasant smiles of *Conductors Patrick Cagney, James Sullivan and Motorman Stanley Kilburg*, who are among the recent retirements.

Lawndale

We offer our sympathy to *Operator Les Nullmeyer* whose mother passed away May 10 . . . *Irv Birnbaum* is saving those once-white ersatz pennies that are still floating around. He has plans for building a house and the pennies will sweeten the kitty for the building fund.

Lawrence

Cateman Harvey Halsted ex-operator from Lawrence is now home on disability. Harvey would appreciate a visit or a phone call. His address is 4652 N. St. Louis Avenue. Phone Independence 3-1033.

Operator Eddie Gron's son has a job with Uncle Sam. He left Sunday, May 21 for Fort Bliss, Texas. *Operator Bob Wilms* from Lawrence also left for Fort Bliss as an instructor.

Operator Marvin Wallace and *Al Prestner* are charter members of the "Charlie Chaplin Club." Their wives recently gave birth to a baby girl and boy respectively.

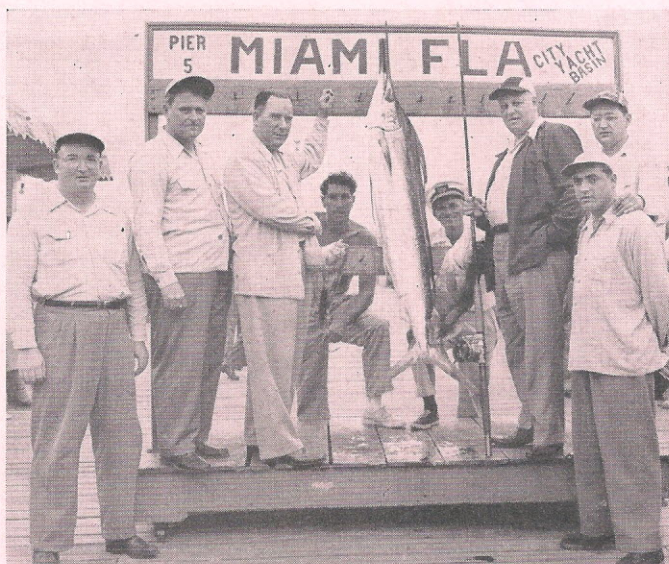
We were sorry to hear that *Pete Kloss's* mother passed away the other day.

Material & Supplies

We wish a speedy recovery to *David Stetcher*, stock clerk at Skokie, who entered the hospital on May 21 . . . Storeroom 20 recently celebrated the retirement of a 1931 Graham Paige owned by *Carl Ericson*, stock

TRANSITAD

For Sale Reasonable: Portable office partitions, glass doors & tops, appr. 18'x18'; Compressor 1 H.P.; Small motor 1/2 H.P.; Large jacks; Stone jack; House heating oil burner; Small desk lamps; Westinghouse electric fan; Portable lithographing machine; Office swivel chair; Comp. set of brass truck fittings; Used W.W. tire 700x16 6 Ply; Colored canvas map city & suburbs; Used lawnmower. Phone PL 2-2085.



BEGINNER'S LUCK is what *Bill King*, Superintendent of Construction at Grand and Leavitt, calls this mighty catch . . . Bill (holding fishing reel) never did any deep sea fishing until he went to Miami Beach recently with his bowling team . . . There the group decided to try it out and when it was all over, Bill landed the catch of the day — a sail fish that weighed 85 pounds and was seven feet, three inches long. Reported by *Gilbert Andrews*

clerk, when Carl traded in his car for a Chrysler . . . If you by any chance see the Catholic War Vets team play baseball this year you might watch for *Robert Lackey*, stock clerk at Grand and Leavitt, who is on the team this year . . . All that barking that is going on out at our West Shops is due to a new addition that *Austin Hough*, stock clerk, has brought into his home. The addition is a black dog named "Pudgy" . . . Uncle Sam has taken another one of our boys for military service. *Jerry Sullivan*, mail clerk, put on that uniform on May 31, 1951.

Metropolitan

Agent Mildred Lepla sailed for England to visit her sister for three months. She plans on going to France and Switzerland and many other places of interest.

Agent Marie Hayes is driving west to meet a co-worker, *Alice Murtaugh* in Denver for a trip through the Rockies, stopping at Pike's Peak, Garden of the Gods and Royal Gorge.

North

Congratulations to the following on their wedding anniversaries

through pretty soon he will sure be a victim of ulcers . . . the Schedule Clerks ball team feel so good after winning from the Traffic Clerks that they now intend to push their winning streak to two when they play the Traffic Checkers. Time will tell whether youth or old age will win out.

77th

After spending two weeks boot training at Great Lakes, *Eugene Brennan* was officially declared a "stinger" in the Sea-Bees and sent to Port Huenine, (pronounced Weeneen) Calif. where he has been working for the past four months. He was in to see us on Tuesday, May 15. He had one week leave . . . *Motorman* and *Mrs. George A. Sedlack* are entertaining young *George* at their home. Little *George* was born on May 17 . . . *Mr. and Mrs. Ray Obert* have a new son, *Henry Charles*, weighing in at seven and one-fourth pounds at Mercy hospital, 1:45 p.m. on May 12 . . . *Mrs. Bill* presented *Bill Henderson* with a new baby at Little Company of Mary hospital on May 3.

Conductor Len Cramer is back on the job in the Credit Union again. He hasn't been able to get around well, but he's improving rapidly . . . *Pete Remy* is in service again after a prolonged illness . . . *Pat Geary* has been in and out of the hospital about three times in the past two months. He says they can't put their finger on anything wrong definitely, but they're doing an extra large bit of poking around with said finger.

Schedule-Traffic

Pete Mills says if the deal on his purchase of a home doesn't go



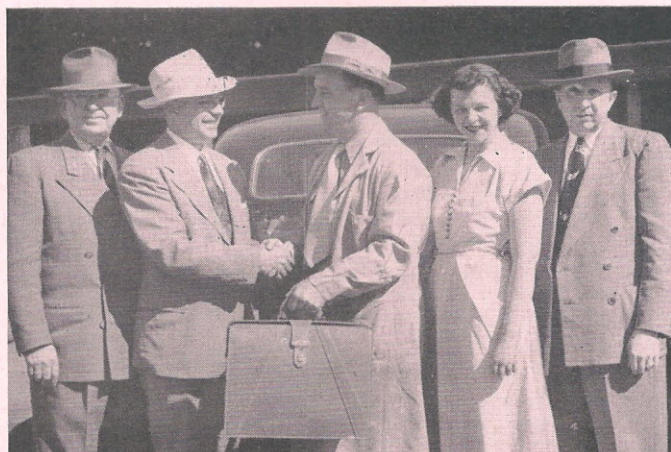
COSMOPOLITAN

We extend our congratulations to our 77th and South Shops men on the Bowling team who walked off as champions. Bowling trophies were donated to thirty-five members of the CTA Bowling League, and six special trophies to the winning team by the 77th L & A Club. A letter of thanks was presented to *Owen Duncan* and *Harry Barry* by *Captain John Ball* expressing the thanks of his winning team and the thirty-five members receiving L & A Trophies.

Skokie

Chief Clerk *John Lucas* is now vacationing in California . . . Fireman *Al. Wardenhas* joined the United States Army . . . New automobile buyers here at Skokie were: Foreman *John Milas* (a power glide Chevrolet), Painter *Gus. Schwark* (51 Dodge) and Airbrakeman *Charles Golz* (51 Plymouth) . . . Completely recovered from their illness and back at work are: Painter *David Mills* and Machinist *Paul Ehmke* . . . Still off work and very sick are: Machinist *Michael Pfeffer* and Seatmender *Stanley Dudek*.

Truckman *Michael Connolly* had that proud look on his face when he announced the arrival of *Michael Joseph*, on May 22, at St. Anne's Hospital. The new Connolly weighed eight pounds, twelve ounces . . . Sympathy is extended to Machinist *Emil Rukavina*, whose father passed away recently after a short illness . . . Another addition to our sick list is Blacksmith Helper *Martin Soderberg* who has been laid up with arthritis . . . We are sorry to report that



A PRIVATE BUSINESSMAN needs a brief case so that's what his co-workers at West Shops presented *Her-man Haenisch* when he left CTA recently to open his own business . . . In addition to this gift, Haenisch, former assistant automotive engineer, was given a farewell party attended by many of his working associates . . . On hand for the presentation ceremony were, left to right, *Inspector Al Baker*, Bus Overhaul; *Haenisch*; *Foreman Joe Rettlinger*, Bus Overhaul; *Secretary Helen Doherty*, and *R. C. Gavert*, Divisional Storekeeper.

Reported by *Catherine Holton*

the mother of Chief Clerk *James Durr* passed away recently. Jim has been on the sick list for several months now and we hope he will be able to return soon.

South Shops

Roy Bovington's (Bus Overhaul) daughter *Arlene*, became the wife of *Sgt. Norman Powell*, in Tampa, Florida. The newlyweds are living in Tampa . . . The Paint Shop gave a royal

send-off in the form of gifts and a party to *Anets Kozlousky* and *George Pappas*, who, after working for the company 24 years and 30 years, respectively have retired. *Anets Kozlousky* will take up residence in LaPorte, Ind., while *George* will continue to reside in Chicago. Cigars — saying "It's a Girl" were passed out by *Joe Mauragas* (Carp. Shop). The newcomer was named *Patricia*. *Pat* weighed in at eight pounds.

Sympathy is extended to *Bill Shaughnessy* whose mother passed away after a short illness. Also to the family of *George Schmauder* (Paint Shop) . . . Welcome back to work after being injured on duty since last August, *Paul Grunert*, it's wonderful seeing you in the pink again.

Matt Basso and *Joe Kiselus* took *Pvt. Dan Proffitt* to a good civilian dinner when *Dan* surprised us with a visit. *Dan* looks wonderful in his air force uniform . . . Anyone going to Indiana near Cedar Lake can drop in on *Andy Draus* (paint shop) who has built a summer home there. Four fellows from the Paint Shop visited him recently.

Mike Daly (foundry) and *Eileen O'Dea* have set the date for those wedding bells, for August, 1951 . . . *Bill Tetyk* (foundry) has gone back to movie theaters, his television is back in the repair shop for its 7th vacation . . . *Tom Bowman* (bus overhaul) put the ring on the "Third Finger, Left Hand" of *Lorraine Urchota*. The wedding will take place this month . . . *John O'Malley* (truck shop) has invested most of his money these days in his "42" Studebaker, and it really looks like

RECENT DEATHS AMONG EMPLOYEES

JOHN BATKA, 56, retired motorman, North. Died 4-14-51. Employed 4-10-29.

CHARLES E. CLARLSON, 63, retired motorman, Devon. Died 5-6-51. Employed 10-19-11.

MICHAEL J. CLARKE, 59, motorman, Limits. Died 4-24-51. Employed 11-19-18.

CHARLES C. DRY, 46, jr. supervisor, 77th. Died 5-8-51. Employed 1-9-34.

HANS ENGELS, 65, "B" agent, North Side. Died 4-24-51. Employed 5-13-46.

ANTHONY GANDRIN, 55, car repairer, 77th. Died 4-27-51. Employed 10-17-42.

GLENN HAMILTON, 53, car repairer, North Side. Died 4-20-51. Employed 10-9-46.

RAYMOND P. HASLOP, 43, conductor, District "D." Died 4-25-51. Employed 3-16-34.

CASIMER A. KAKTA, 66, retired motorman, 77th. Died 4-29-51. Employed 12-2-13.

CHARLES FRED KROSS, 54, conductor, 77th. Died 5-12-51. Employed 9-25-19.

PAUL KUBANDA, 54, car repairer, West Shops. Died 5-16-51. Employed 6-21-17.

EMILY P. KUEHFUSS, 57, foreman, Blue Island. Died 5-12-51. Employed 7-6-13.

JOHN McEVILLY, 63, conductor, Devon. Died 5-2-51. Employed 9-3-13.

JAMES McMAHON, 57, motorman, Lawndale. Died 5-3-51. Employed 4-3-17.

JOHN MORIARTY, 52, motorman, Limits. Died 4-19-51. Employed 4-8-20.

THEODORE M. PAWLOESKI, 62, conductor, West Side. Died 5-6-51. Employed 7-19-10.

CHESTER PERKINS, 41, conductor, Lawndale. Died 5-7-51. Employed 4-22-29.

ETHEL RUTLEDGE, 65, retired agent, North Side. Died 5-16-51. Employed 5-31-34.

GEORGE SCHMAUDER, 51, car repairer, South Shops. Died 5-3-51. Employed 5-20-29.

ALFRED SIMPSON, 51, conductor, 77th. Died 5-13-51. Employed 10-27-26.

JOSEPH SMEJKAL, 63, conductor, Lawndale. Died 4-28-51. Employed 1-9-20.

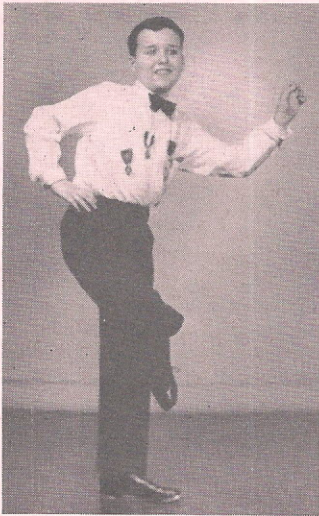
WARD H. SMITH, 65, gate foreman, West Side. Died 5-17-51. Employed 1-9-28.

EDWARD STAWIERY, 47, conductor, Devon. Died 5-4-51. Employed 1-29-29.

WALTER VIERKE, 49, conductor, Devon. Died 5-16-51. Employed 5-26-43.



"You mean to tell me you've never used a bobby pin to fix that sort of thing?"



TRANSIT TAPPER is *John Walsh, Jr.*, nine years old, son of "L" Conductor *John Walsh, Sr.*, Northside . . . He has won seven medals for his ability to do authentic Irish dances and has performed on several TV programs and at numerous Irish celebrations in Chicago . . . His dancing teacher, *Kathy Cannon*, is also in the CTA family . . . Miss Cannon's father, *John*, is a conductor at the 77th street depot.

brand new . . . *Faulkner McCrea* (paint shop) has bought a lot of power tools for his home-work. Anyone wishing any bird

houses see *Mac*, and he'll give you an estimate . . . *Wm. Panek, Jr.* was welcomed to the home of Mr. and Mrs. *William Panek*. His proud daddy works in the truck shop . . . *Pete Mirkovich* (frog shop) spent a day at Ft. Sheridan, Ill. to see his son *Pete, Jr.* and met *Pvt. Ralph Roter* (formerly of the Office). Pete and Ralph are both stationed at Ft. Leonard Wood, Mo. and found the place very dry.

At this writing *Arvid Lindquist* is enjoying a leisurely vacation and ditto for our correspondent *Betty Byrne*. Betty, by the way, got all her notes in for the column before leaving for Crystal Lake . . . One bright sunny day *Justine Janasek* had more than the usual sunny glint in her eye when she suddenly announced they got the nice new 1951 car they had been waiting for . . . 'Twas tulip time in Holland, Michigan, and *Mary Ann Yercich* motored up there with several girl friends for the festival.

West Shops

Moe Williams is back with us once again after a two-month stay in Indianapolis . . . *Don Riess* has returned after a two week sick leave . . . *Robert Shakouski* still recuperating after an appendix operation.

Our best wishes to *Milkman Harry Rowlett* who served us for many years and welcome to our new milkman, *Bill Fieri* . . . Congratulations to Mr. and Mrs. *Frank Keller* on their 35th wedding anniversary.



CAKE-CUTTING CEREMONY follows the marriage of *Jean Hanna* and *Dalton Gilliland*, laborer at CTA South Shops . . . The wedding took place May 12, and was followed by a reception at the Pythian Temple . . . Jean formerly worked as a clerk in the Accounting department.

Reported by *Jean O'Neil*

ADDRESS CHANGE

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

* * *

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

Name.....

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

(City) (Zone) (State)

I am employed in the.....
department, located at.....

I have recently moved from:

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

(City) (Zone) (State)

New CTA Additions To The Armed Forces

Lawrence D. Bridgewater — *Transportation (Lawrence)*

John W. Conlon — *Transportation (North)*

Charles Kucera — *Electrical*

Joseph Lacy — *Ways and Structures*

Harry J. Owens — *Transportation (Lawrence)*

Robert G. Ragsdale — *Shops and Equipment (Lake St.)*

Ralph W. Watzke — *Transportation (North Avenue)*

Ernest A. Zorn — *Transportation (North Avenue)*

Return From Service

Frank P. Capadona

J. Chinovsky

Inquiring Reporter

"Judging from your experience, would you say that people can be trusted?"

Reporters: Kitty Keegan and Ruth Hanson.

Location: Westside.



Inquiring Reporter Ruth Hanson interviews Edward Coleman, Porter — Yes! A personal experience I had proves to me that the average person can be trusted. A man who looked in every way like a very needy person, found a money changer containing a sum of money and he turned it over to me so it could be given to its owner.



Catherine Smith, Agent — Yes! I believe the average person can be trusted. Some time ago a man entered my station and as he got up to the ticket booth, he discovered he left his wallet at home. All he had with him was a fifty cent pocket piece and he didn't like to part with it. So I paid his fare and the next day he gave me the money and a box of candy.



Leone Nelson, Agent, is interviewed by Kitty Keegan — Yes! I would say that the average person can be trusted. An experience I had was the lending of money to a strange man making a long distance telephone call. He did not have enough money to complete the call and he borrowed the difference from me. He returned it the next day thanking me very much.

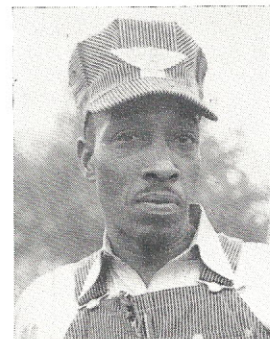


Annie Gillespie, Agent — Yes! A few weeks ago a young man came in and said he had to take a final test at an electrical school and that he had no money to pay his fare as all the members of his family were out when he got up. I gave him enough money to help him. The next day he came back to pay me and was very thankful.

Margaret J. Verschure, Agent — Yes! I do think you can trust the average person, based on a personal experience. A customer rushed into the station and in a hurry to make his train gave me a counterfeit half dollar. I gave him the change before discovering what he had done. I, of course, made good on his fare and money given in change and forgot about it. A few days later he came back apologizing very sincerely and gave me a good half-dollar.



Austin E. Young, Porter — Yes! I would say that nine out of ten people can be trusted. One incident, a lady lost her purse on her way to work. I gave her a dollar for lunch and carfare home. The next morning she gave it to the agent, to give to me.



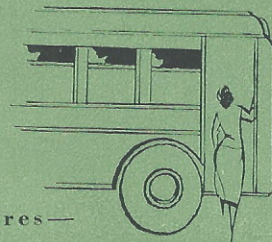
LET'S *Review* 1950

DURING 1950, our customers paid us a total of \$115,812,984 for the use of CTA services.

This money came from:



Passenger Fares—
\$113,825,594.

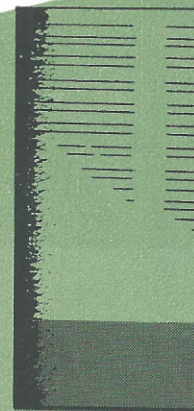


THIS MONEY WAS SPENT

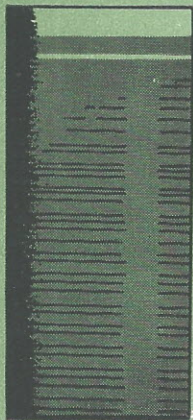


We paid \$76,393,968 in wages, salaries, employes insurance and pension payments.

For the necessary materials, supplies, power and motor fuel to keep CTA in operation, we spent \$14,668,057.



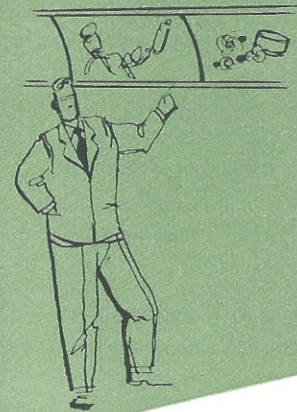
(The Sixth Annual Report of the Chicago Transit Board covering the fiscal year ending December 31, 1950, is now being distributed. Presented here and on the following page are highlights from this report.)



Sale of Advertising Space and Income from vending operations and news stands —\$1,010,204.



Rental of our facilities and miscellaneous sources—\$977,186.

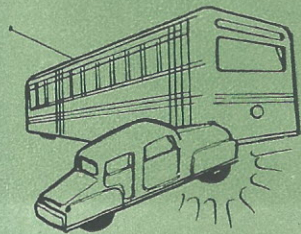
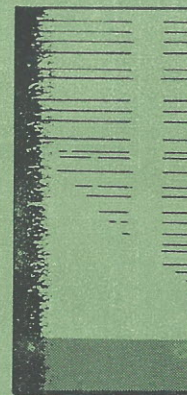


IN THE FOLLOWING MANNER

To pay for injuries and damages we spent \$5,211,584, a figure that indicates how costly accidents are to CTA.



The cost of services and supplies of a general nature, such as rental of track and other facilities, was \$5,781,901.



PLANNING FOR 1951

"The year 1951 will bring about many improvements in service, principally by operation of additional new passenger equipment. Financing was arranged for during the past year but actual production and delivery on most of the new buses and rapid transit cars must be accomplished in 1951. There is no question concerning the production capacity for the manufacturers to make prompt deliveries, but the demands of the national defense program may affect the quantity and type of materials that are available.

We believe that this new equipment is vital to supply adequate and efficient transportation serving plants and other defense activities in this area. It is the belief of the Authority that supplanting the wasteful old-type transportation with modern methods is a distinct contribution to the defense program and will aid, among other things, in offsetting the growing manpower shortages."

Ralph Budd, Chairman
Chicago Transit Board

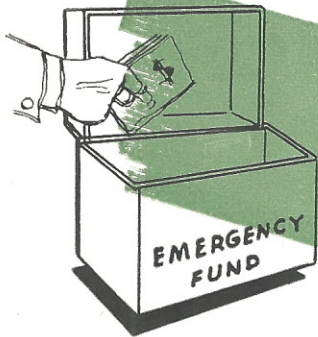
MONEY WAS SPENT



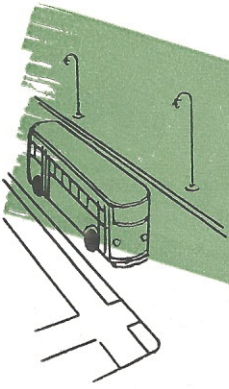
Debt service payments on the money borrowed to establish the CTA amounted to \$5,100,250. This includes such requirements as interest charges, bond reserve deposits for payments on the principal of the Series of 1947 Revenue Bonds.



We placed \$6,500,000 in the Depreciation Reserve Fund, which is money used for replacing worn out equipment. In addition, \$956,158 was placed in this Fund from 1950 earnings to make up a deficit incurred during the year 1949.



The Operating Expense Reserve Fund for emergency purposes totaled \$438,736. Income was sufficient for the months May through October, except for July, for deposits to this fund.



For use of city streets, the subway and other city-owned facilities, we paid \$862,330. If sufficient funds had been available, this payment would have been \$158,651 larger.

A *Quick* GLANCE AT 1950

Approximately \$23,000,000 worth of modern vehicles—200 rapid transit cars, 551 propane buses and 349 trolley buses—were financed through negotiation of loans, secured by equipment trust certificates.

Three out of five surface system rides were starting on new equipment.

Our riding volume declined from 847,111,142 originating passengers in 1949 to 752,200,968 originating passengers in 1950.

Final settlement with the Trustee of the Rapid Transit Company was made from funds previously provided for this purpose.

Parking bans on a number of loop streets during the hours of 4:30 p.m. to 6:00 p.m. were inaugurated, and Jefferson street and Canal street were restricted to one-way traffic.

The Logan Square "L" line was completely equipped with new cars and several new "L" cars were placed in operation on the Ravenswood line.

Thirty-one propane fueled buses were delivered during the latter months of 1950.

Retired from operation were 362 old streetcars, 18 old buses and 113 old rapid transit cars.

Converted to one man operation were 155 two-man operated streetcars.

Installation of multiple unit door controls on 455 steel rapid transit cars was completed.

Several new fare collecting systems were established to eliminate passenger delays.

Two-year wage agreements were entered into with the various unions, increasing wages of employees by five (5) cents an hour.

As of December 31, 1950, there were 3,319 retired employees. Total expenditures from the Retirement Plan during the year were \$3,652,360.

Facilities were installed and sales started of traveling displays on the exteriors of surface cars and buses.

An extensive program of rehabilitating poster frames on elevated platforms was completed during the year.

180 CTA employees entered the Military service.

TO THE

ladies

from joan



DRESS UP YOUR JOB AS HOMEMAKER

ARE YOU a full-time homemaker who has to get your husband and children off to work and school? Or a working girl whose housework is done on week-ends? Do you dread the thought of another day of housework when you get up in the morning? Here's something that will help change your attitude—your personal appearance. Look good and you'll feel good—before you start your housework. If your hair is well groomed and your make-up fresh, you'll feel much better than you would if you let these things go until after you've finished your household chores. Clothes play a very important part, too. The housedress has been glamorized until it is hardly recognizable as a housedress. It's hard to be bored or tired when you know you look well, so don't make the mistake of wearing out old afternoon dresses while doing housework. It doesn't take much time to do this. If you spend three minutes on your hair and face in the morning you'll hardly begrudge it later in the day, and it takes no more time to put on a pretty dress than it does a dull one.

KRIB KWIZ

THE FOLLOWING quiz will help you parents with infants and pre-school-age children. The subjects cover behavior and developmental problems—and I'm sure you have problems. The comments represent the very latest thinking and findings of the country's leading educators, child psychologists, and research experts in the field of parent education and child guidance, according to the editors of "The Bookhouse for Children."

Q1. Every child should be given an exact idea of what is "right" and what is "wrong" so that he will know how to act in every situation. (True or false)

Q2. It is (a) important (b) unimportant for parents to teach children the art of being friendly early in life. (Select one)

Q3. It is only natural for a child to love his parents. (True or False)

Q4. Is it really necessary for the small child to have building blocks, peg sets, pounding boards and similar toys? (Yes or No)

Answers:

A1. False. Teaching of this type will only confuse him and cause him to be narrow-minded and disillusioned later in life. Almost everyone—depending on his cultural, economic, and racial background—has different ideas of right and wrong. Parents should remember that fine qualities of character—not rules or laws—make fine people.

A2. (a) Important. "The art of being friendly" is an acquired asset. Friendly persons have a sympathetic personality and are interested in and considerate of other persons' property and feelings. The ability to get along with others is probably more important than good looks, a brilliant education, or a fine mind.

A3. Fortunately, False. Parents have "to win" the respect and love of their children. Adults who are indolent, unreliable, and dishonest are usually no more popular with their own offspring than they are with the rest of the world.

A4. Yes, because muscular co-ordination and control of hands and body, come only through practice. Toys of this type help him to develop manual skills.

KEEPING HIM HAPPY

THIS practical outer sweater makes a fine jacket for any male in your family. Directions for knitting this sweater in sizes 36, 38, 40 and 42 may be obtained from WOMEN'S EDITOR, CTA TRANSIT NEWS, 79 W. MONROE STREET.

CONFESSIONS OF GOOD COOKS

IT SEEMS that good cooks get the biggest share of their reputation from knowledge of the little things—those quick tricks that make concentration easier, and insure success. And anyone that's the least bit interested in cooking, would like to be known as a good cook. Here are a few confessions of good cooks:



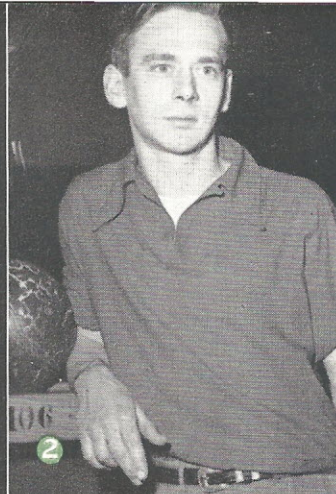
(1) When mixing cookies or cake, grease the pan with the rubber scraper you've used to remove the shortening from the measuring cup. If you need more fat, take a small amount from the can.

(2) For pretty, uniform rolls, roll dough $\frac{3}{4}$ inch thick. Cut with the detachable center of a doughnut cutter. Place three in each muffin-pan section.

(3) Use confectioners' sugar instead of granulated sugar to sweeten whipped cream. The cream will hold up longer.

(4) To tint coconut for a cake topping, put the shreds in a bowl with grated orange or lemon peel. Rub with a wooden spoon. Citrus peel adds zippy flavor as well as delicate color.

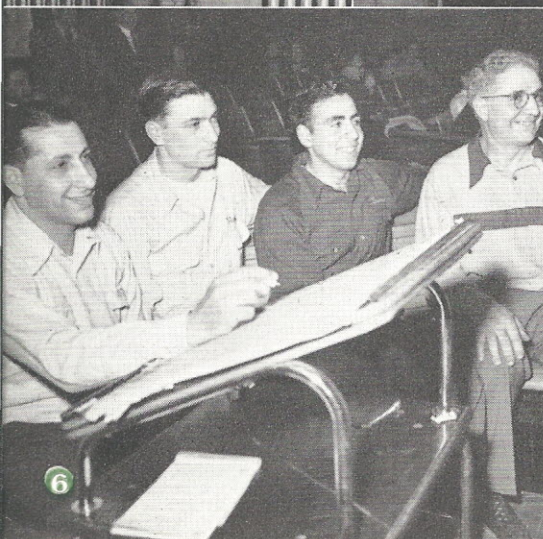




AMONG THE Bowling Winners



BACK in September, members of the various CTA bowling leagues were all confident that their team was destined to reign as champion come the end of the season . . . Well that time has arrived and, everyone knows, there can be only one winner in each league . . . Shown here are these champions and the individual league leaders of several CTA leagues that have finished their competition for the 1950-51 season.



1 WINNING team in the Archer Depot League was made up of, left to right, *Bus Operators Ray Reider, Clarence Honath, Captain Anton Kellmann, Bill Claussen, and Walter Pollack.* The league had eight teams in competition for the title.

2 HIGH man during the season's play in the Archer Garage League was *Repairman Bill Webb*, who averaged 161 a game.

3 LEADERS at the close of season's play in the North Side P. M. League was the *Devon team*, made up of, left to right, *Motorman M. Rieth, Rudy Mikulic, Stanley Wisz, A. Dahl and Bill Pinasco.*

4 CHAMPION individual bowler in the North Side P. M. League was *Motorman A. Becofske*, North, who averaged 185 pins a game.

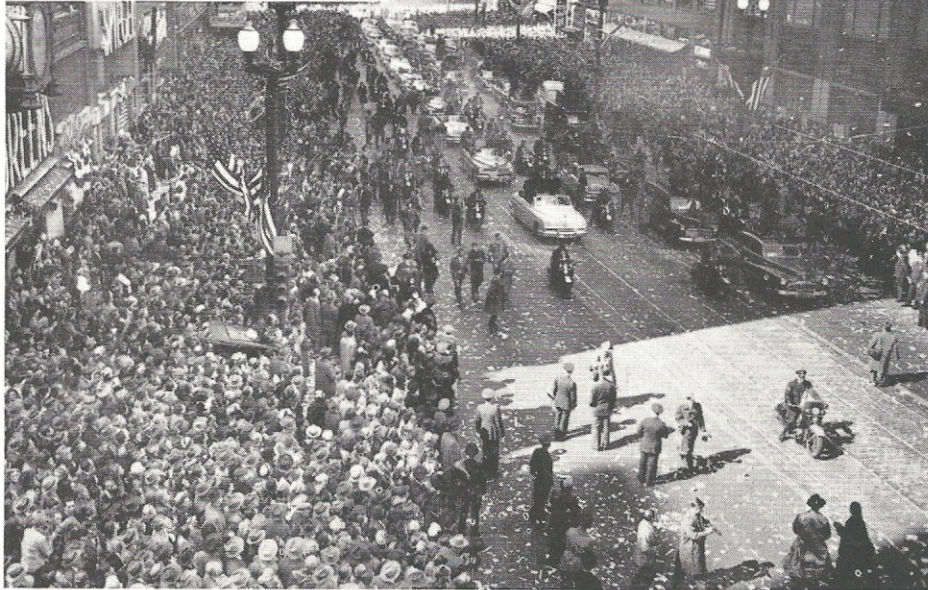
5 IN the South Side P. M. League, the 77th Bowling team finished in top position. They are, left to right, *Bus Operators Jim Ball, Harry Hansen, George Sedlack, Pete Flaherty and Jack Kober.*

6 THE winning team in the Archer Garage Bowling League was composed of, left to right, *Bus Cleaner Mike Tassone, Shop Clerk Vince Ondrias, Repairmen Frank Bruno and Nick Vizzone, and Clerk Bill Charnota*, who was unable to be present when this photograph was taken.

7 THE bowler with the high season average in the Archer Depot League was *Bill Pollack*, center, who averaged 173 pins a game. High scorer for a three game series was *Bill Claussen*, left, with a total of 609 pins during one evening's work. The season's high game in this league was a 255, bowled by *Harry Gerard.*

TRANSIT IN THE

News



CHICAGO'S BIGGEST PARADE

CHICAGO staged its biggest parade recently for General Douglas MacArthur . . . The parade took place on State street and was witnessed by over 3,000,000 people, all eager to catch a fleeting glimpse of the famous five-star Army General. . . . Among those who had a choice spot for viewing the proceedings were Mrs. Erwin Jaggi, left, whose husband is a retired CTA conductor from North, and her twin sister, Mrs. Wilbert Bourke. . . . To handle the huge crowds attending the parade, CTA added 200 extra "L" cars . . . In the evening, 60 extra streetcars and a special shuttle bus service were placed in operation for the convenience of those who attended the Soldier Field activities . . . Taking part in the 17-gun salute to General MacArthur was Lieutenant Robert Leiber, Number two clerk at 77th and a member of Battery C of the 105th Artillery Reserve. . . . As a spectacle, it was thrilling, but, like all parades routed over State street, it cost the CTA money. . . . Our revenue for the day was down \$600 compared to the preceding Thursday, and overtime costs were up \$9,000.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF APRIL 1951 AND 1950, FOUR MONTHS AND TWELVE MONTHS ENDED
APRIL 30, 1951

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

	Month of April	Month of April	Period Ended Apr. 30, 1951	Period Ended Apr. 30, 1951
	1951	1950	4 Months	12 Months
Revenues	\$ 9,154,093	\$ 9,560,729	\$37,383,590	\$114,121,570
Operation and Maintenance Expenses.....	8,281,094	8,254,232	34,257,034	101,836,394
	872,999	1,306,497	3,126,556	12,285,176
Debt Service Requirements:				
Interest Charges	318,038	218,038	1,272,153	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1).....	107,000	107,000	428,000	1,284,000
	425,038	425,038	1,700,153	5,100,250
Balance before Depreciation.....	447,961	881,459	1,426,403	7,184,926
Provision for Depreciation—Current Period.....	625,000	541,667	2,500,000	6,833,333
Balance (Deficit) (Note 2).....	\$ 177,039	\$ 339,792	\$ 1,073,597	\$ 351,593

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) \$124,125 of the balance available for the twelve months ended April 30, 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.....	59,445,879	62,391,966	242,939,829	740,078,620
Transfer Revenue Passengers.....	3,289,281	3,097,603	13,341,098	38,557,864
Total Revenue Passengers.....	62,735,160	65,489,569	256,280,927	778,636,484

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

May 14, 1951

1950 Orders—

	Delivered To Date	Remaining To Be Delivered
Propane Buses	413	138
Trolley Buses	5	345
El-Subway Cars	130	70
	548	553
Delivered under previous orders.....	1,714	
	2,262	



A "Switch" in Jobs . . .

THEY say that looks are deceiving and, apparently they are. . . You'd never think Switchman Ted Bieda, Northside, a 200-pound, six-foot, two-inch individual would act as a nursemaid, but that's exactly what he is doing—and to nine new baby possums, too. . . Ted inherited the job when the mother stepped into the path of an "L" train recently. . . He took the babies alive from the mother's pouch and purchased nursing bottles to feed them, thus proving he is "formula-minded" as well as "switch-minded."

Reported and Photographed by Alfred Grabe, Southside

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

...A LITTLE DIRT
NEVER HURT NOBODY!



.... AND A RIGHT WAY!

I KNOW A **CLEAN** BUS
HELPS SATISFY RIDERS!



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

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