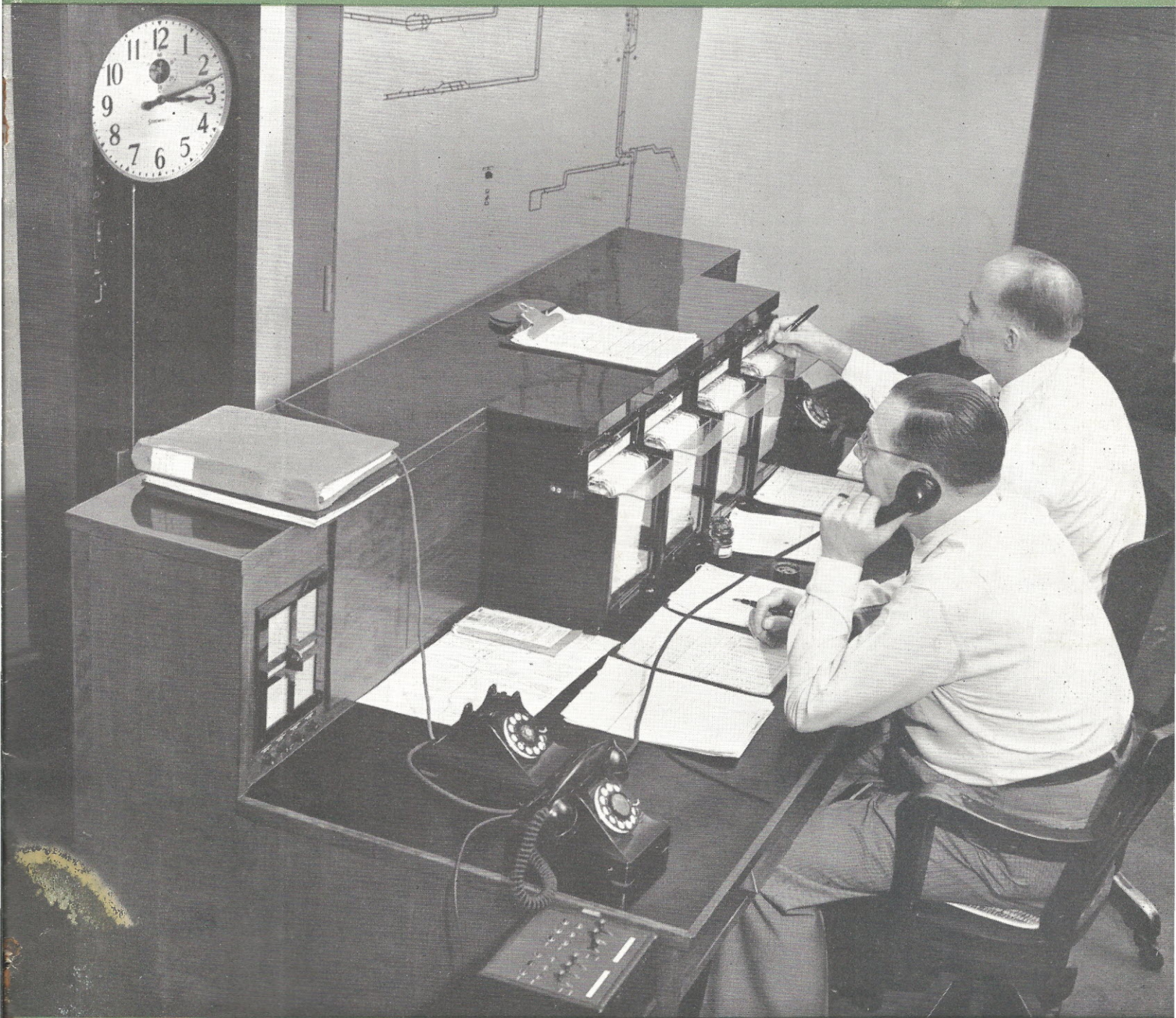




# TRANSIT NEWS

AUGUST-1951



FINGERTIP CONTROL  
(See Page 17)



# PREPARED FOR ACTION



CHICAGO TRANSIT Authority employees *John J. Sullivan*, West Shops (left), and *Laverne H. Peck*, Way and Structures, now on active duty with the Navy, stand by their jet "Panther" fighter plane aboard the carrier *USS Boxer* off Korea. Sullivan, aviation structural mechanic second class, USNR, and Lieutenant Peck were called to duty with a former NAS reserve squadron last July, shortly after the outbreak of Korean hostilities. Lieutenant Peck is a graduate of the University of Illinois.

(Official Photograph U. S. Navy)

## New CTA Additions To the Armed Forces

*M. J. Gaughan*—Transportation (Northside)  
*R. H. Leyrer*—Shops and Equipment (West Shops)

*T. E. Rice*—Schedule-Traffic

*T. M. Szeuw*—Transportation (North)

*E. L. Scott*—Transportation (North Park)

*J. F. Ward*—Shops and Equipment (Lawn-dale Bus)

*R. L. Zralek*—Chief Engineer's Office

## Returned from Service

*W. W. Babb*—Transportation (Southside)

*W. J. Porcelius*—Shops and Equipment (West Shops)

*D. L. Worker*—Transportation (Southside)

## CTA Does Not Control City "Traction Fund"

CTA employees have protested recent headlines in a Chicago daily newspaper which have created the erroneous impression that staff members of the City Council Committee on Local Transportation are employees of Chicago Transit Authority.

In response to requests "to set the record straight," here are the facts: The "Traction Funds" are completely under the jurisdiction of the City of Chicago. The employees referred to in the articles have no connection with the Chicago Transit Authority. CTA HAS NO CONTROL OVER THEM, THE SALARIES THEY RECEIVE, NOR THE FUND FROM WHICH THEY ARE PAID.

VOLUME IV

CTA TRANSIT NEWS

NUMBER 8

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*H. L. Polland*, Director of Public Information

*W. M. Howlett*, Editor

*James J. Kennedy*, Assistant Editor

*Joan Peacock*, Women's Editor

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GETTING THE

# GOODS



*Purchasing Agent and Secretary*—A BUSY man is *Gerald S. Graybiel*, Purchasing Agent, dictating to his secretary, *Aileen Bensen*. On his shoulders rests the responsibility of directing the many detailed procedures which must be adhered to in securing materials and supplies. The normal functions of each and every department in the CTA organization are dependent, to a considerable extent, on the Purchasing Department performing its duties efficiently.

IF you were planning a trip to the moon, and the number of items bought by the CTA Purchasing Department were represented as miles, do you think you would reach your destination? Well, no, but you'd be almost half-way there! If you've stopped to make a guess of how many miles you could travel, chances are your estimate is far too low. The amazing total of 100,000 separate and distinct items, large and small, are necessary to maintain normal operations of the Chicago Transit Authority.

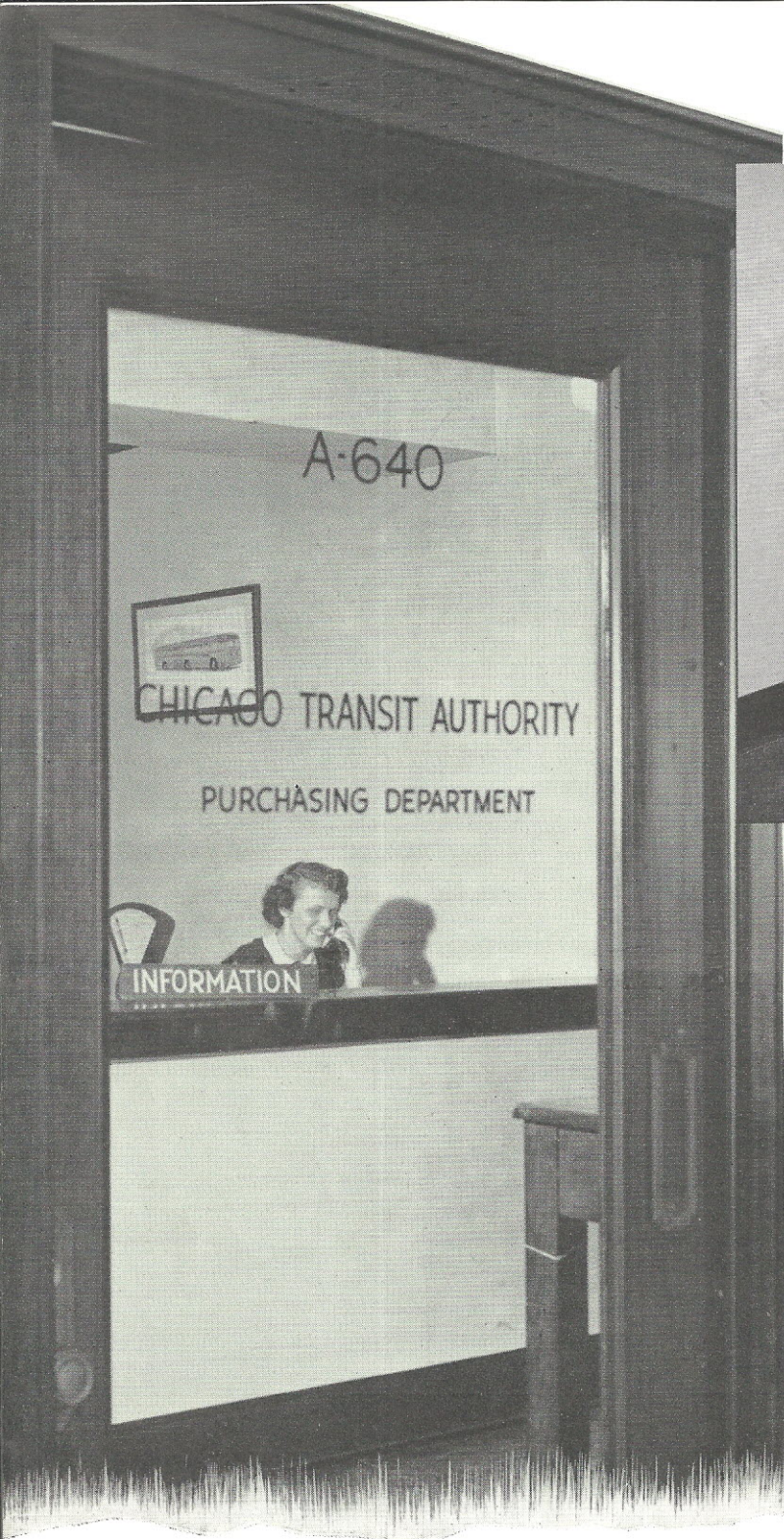
The responsibility for the tremendous, complicated job of keeping the CTA amply stocked with required materials and

supplies rests with Gerald S. Graybiel, Purchasing Agent, Robert L. Manville, Assistant Purchasing Agent, and their staff of five buyers and 24 other employees, located in the Insurance Exchange Building at 175 West Jackson Boulevard.

Under existing economic conditions, the Purchasing Agent's job is particularly difficult. Some materials are in very short supply and are difficult to obtain; and prices of all materials have advanced sharply.

During the calendar year of 1950, the Purchasing Department received 20,220 purchase requisitions from the





Stores Department for stock and non-stock items. In this same year about 16,600 purchase orders were processed and issued, covering products varying from common pins and thumb tacks to large steel beams and girders used in construction work. A large portion of material and supplies purchased are products that most people would associate with the transportation business, such as rolling equipment, rails, ties, trolley poles and wire, tires, gasoline, diesel and propane fuel, motor oil, grease, steel wheels and axles and other replacement parts. But there are many other items, such as dog food for the watch dogs at the Skokie shops,



#### *Assistant Purchasing Agent & Chief Clerk—*

**FREQUENTLY** bidders telephone for information concerning items on which they have quoted. **Robert L. Manville**, Assistant Purchasing Agent, is discussing a quotation with one of the bidders. At the left is Chief Clerk **Ed L. Coates** who is in charge of the outer office.

#### *Reception Room—*

**NUMEROUS** callers visit the Purchasing Department each day. **Barbara Linton**, information clerk, greets them, learns the nature of their business, and arranges for them to see the desired member of the department through the use of an inter-communication system. **Cathy Barry** also performs these duties.

salt, baking soda, brooms, wool waste, medical supplies of all types, office stationery and machines, soaps, scrub brushes, cleaning fluid, etc., which ordinarily would not be thought of as pertaining to transit.

#### **Requirements**

The Metropolitan Transit Authority Act, which established the Chicago Transit Authority, contains certain definite provisions governing all procurement and sales by the Authority. Briefly condensed, the requirements are:

1. That all contracts for the sale of property of a value more than \$2,500 must be awarded to the highest responsible bidder after advertising for bids.
2. All construction contracts, contracts for supplies, materials, equipment and services when the expense thereof exceeds \$2,500 shall be let to the lowest responsible bidder after advertising for bids.
3. All contracts for purchase and/or sale involving expense or value of less than \$2,500 shall be let by competitive bidding whenever possible, to the highest responsible bidder on sale contracts and to the lowest responsible bidder on purchase contracts.



In connection with the foregoing, it is necessary to attempt to obtain quotations from at least three responsible bidders whenever possible.

### Exceptions

Exceptions to this procedure are:

1. Emergencies when approved by at least five members of the Chicago Transit Board for expense of value over \$2,500 and when approved by the General Manager or his delegatee for expense or value under \$2,500.

2. Special services, such as water, electricity, telephone, etc.

3. When the nature of the service required is such that competitive bidding is not feasible or not in the best interest of the public.

If requisitions represent an expenditure of less than \$25, buyers are authorized to obtain no less than two telephone quotations whenever possible. An order may then be immediately placed with the vendor quoting the lowest price. This greatly simplifies and speeds up the placing of small orders as well as reduces costs. It has been determined the cost of placing an order, regardless of the amount involved, is about \$4.50 each. Between thirty and thirty-five percent of all orders placed fall in this category of less than \$25.

When a purchase requisition amounts to more than \$2,500, an advertisement must be placed in a metropolitan daily newspaper to inform the public that bids are desired for certain materials, products or services. These bids are opened in the Transit Board room. There must be present a representative of the Board, Legal Department, Chief Engineer's office, and the Purchasing Department. Frequently, a considerable number of vendors' representatives also attend the opening of bids.

### Specifications

All purchases are made according to specifications which describe the product or service required. The specifications might be a simple form of statement to the effect that the product supplied shall be equal in quality and performance to a known brand, or an extremely detailed description which will give the required "brinell hardness" or "charpy impact" value needed in a steel tool, the number of tufts in a floor brush, the ounces of bristle in a paint brush, or the complete construction details and blue prints for construction of a shop or terminal building. Anything which does not meet the stated specifications is not acceptable and is rejected.

*(This is the first in a series of articles on the Purchasing Department.)*

### Invoice Section—

THE Invoice Section of the Purchasing Department reviews all invoices received in connection with about 17,000 purchase orders issued annually. Each invoice is checked against the copy of the purchase order to verify quantity and price. It is also checked against the receiving report to verify quantities. This section also processes and approves all freight and express bills. During 1950 more than 75,000 invoices were handled, representing approximately \$13,500,000, excluding any amounts expended for the purchase of new rolling equipment. In the foreground is Josephine Yercich. The other employees, left to right, are: Kingsley Keim, Antonette O'Brien, Natalie Kaczkowski, and S. R. Underwood. James E. Touhy, Supervisor of the section, and Phyllis Delaquila were on sick leave and vacation, respectively, when this photo was made.



### Opening of Bids—

ALL bids amounting to less than \$2,500 are opened each day at 2:00 P.M. in the reception office of the Purchasing Department. Mary McCauley (left) of the Purchasing Department provides the key and Kitty Cooney, Secretary's office, works the combination to open the locked file where sealed bids are deposited as received. About 230 bids were removed from the drawer this particular day. These are then opened and checked off against the bid registration sheet.





# SAFETY AWARD WINNERS



AWARDS for outstanding safety records were recently presented to eight units of Chicago Transit Authority by the Greater Chicago Safety Council at the 28th Annual Midwest Safety Show held at the Congress Hotel. . . . Shown here are representatives of the bus stations and other units of CTA that won the awards.

1. Admiring the second consecutive safety award won by Blue Island are *Bus Operators Miles Ruzicka and Sam Tuffdlo*.
2. Another bus station that has won two consecutive safety awards is Lawndale. Left to right, are *Bus Operators Leroy Carr, Mike McCarthy, Superintendent W. P. Herbert, and Bus Operators George Brichacek, George Hehr and Michael Hanley.*
3. Hanging the 1950 award between the 1946 and 1948 awards for Lawrence Bus Garage is *Superintendent E. Nassar.*
4. This group attended the banquet at which Industrial Injury Prevention Plaques were awarded. They are, front, left to right, *Superintendent C. D. Mack, who accepted the safety plaque won by South Shops; Superintendent J. F. Gillen, representing the award-winning carhouses; John Burke, West Shops; and Superintendent George Clark, who received the award given the Motor Bus Overhaul.* Rear, left to right, *Thomas Reilly, Special Accident Analyst; C. M. Smith, General Supervisor of Accident Prevention; Superintendent Ralph Martz, who accepted the safety plaque awarded West Shops, and Heinz Doering, West Shops.*
5. Still another repeater from 1949 is North avenue bus garage. Viewing the new safety award with *Superintendent E. L. Brookman* are, left to right, *Bus Operators Donald McCarthy, Calvert Ash, George Martison and Joe Pelikan.*





# Recent Fare and Wage Adjustments

The Chicago Transit Board on Wednesday, July 25, unanimously passed a single ordinance providing a new fare structure and adjustments in wages and working conditions of CTA employees, effective August 1, 1951.

The Board acted in accordance with Section 30 of the Metropolitan Transit Authority Act requiring that it shall fix fares at a level which will provide sufficient revenue to pay operating expenses and all other charges.

A few weeks earlier *General Manager Walter J. McCarter* had submitted to *Chairman Ralph Budd* and other members of the Board a report and recommendations, stating that in his opinion a change in rates of fares was required in order to enable the Board to comply with Section 30 of the Act.

Public hearings were held by the Board between July 9 and July 20, 1951. After study of the General Manager's report and documentary and oral evidence submitted at the hearings, the Board unanimously decided to establish interim fares—thus enabling the Board to give further consideration to various types of promotional fares, including those recommended by *General Manager McCarter*.

## Interim Rates of Fare

General fares on the surface system (streetcars and buses) now are 17c per ride for adults and 8c for children under 12 years of age. On express routes the adult fare is 18c and a child's fare is 8c. School children, 12 years of age and older, upon presentation of student identification cards, pay 8c per ride, including express routes.

The former charge of 2c for adult transfer from the surface system to the rapid transit system has been reduced to 1c. There is no fare differential on half-fare and student transfers between the surface and rapid transit systems.

On the rapid transit system, elevated and subway train service continues to be divided into three zones—the middle zone in Chicago and between Chicago and Oak Park, Forest Park, Cicero and Berwyn; the north zone from Howard Street north, and between Evanston, Wilmette and Skokie; and the west zone from DesPlaines Avenue, Forest Park, west, and between Maywood, Bellwood and Westchester.

The adult fare in the middle zone is 18c and in the north and west zones it is 17c per ride. Children's fare (under 12 years of age) is 8c in all three zones and 16c between any two adjacent zones. Adults may purchase through tickets good between any two adjacent zones on the rapid transit system, including free transfer to surface system, for 25c. Without through tickets, the fare between any two adjacent zones for adults is two general fares in effect in each zone. The rate for school children, 12 years of age or older, upon presentation of student identification cards, is 8c in each of the three zones and 16c between any two adjacent zones.

## New Wage Rates

The interim fare ordinance also provides for an upward adjustment in wages and certain changes in working conditions, covering five main points—a general wage increase, an

additional increase to a few classes of skilled workers, a cost-of-living factor, vacations, and term of agreement.

There is a further provision that the interim fare ordinance "... shall be in full force and effect from and after its passage and approval as provided by law, except, however, that no part of this ordinance shall be effective during any period in which the enforcement of any part thereof may be stayed, restrained or otherwise suspended."

The general wage increase totals 14c per hour—7c per hour effective August 1, 1951; 3c per hour effective January 1, 1952; and 4c per hour effective June 1, 1952. (These increases applicable to wage rates and monthly salaries covered by former agreement between Chicago Transit Authority and Local 241, Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America.)

An additional increase was given to certain groups of skilled workers.

## Quarterly Adjustments

The cost-of-living factor was included on the basis that after May 15, 1951, any increase in the Cost-of-Living Index determined for Chicago by the U. S. Government will be reflected in increased wages in direct percentage proportion to the increase in the Cost-of-Living Index. This factor may first be applied October 1, 1951, and will be adjusted quarterly thereafter on the basis of the change in the Chicago Cost-of-Living Index except that wages may not be reduced below the basic wage rates then in effect.

The new vacation provisions stipulate that hourly rate employees with one year of service will receive one week's vacation with 40 hours of pay. Hourly rate employees with two to six years of service will receive two weeks' vacation with 92 hours of pay, and hourly rate employees with seven or more years of service will receive three weeks' vacation with 120 hours of pay. Monthly salaried employees are on the same basis, except those eligible for two weeks' vacation receive pay for 80 hours.

## Other Provisions

The term of agreement was extended for one year to May 31, 1953, and from year to year thereafter, unless re-opened in accordance with provisions in the agreement.

The ordinance also authorizes "... the Chairman of the Board, the General Manager and all other necessary or appropriate officers and employees of Chicago Transit Authority to enter into a supplemental agreement and do all other things necessary and proper to put into effect the changes and adjustments agreed upon and to put into effect like changes and adjustments in the wages and working conditions of other employees of Chicago Transit Authority by entering into supplemental agreements with their respective bargaining agents or otherwise."

It is estimated that these changes and adjustments will cost the Authority \$1,544,000 in 1951; \$5,890,000 in 1952; and \$6,701,920 in 1953.

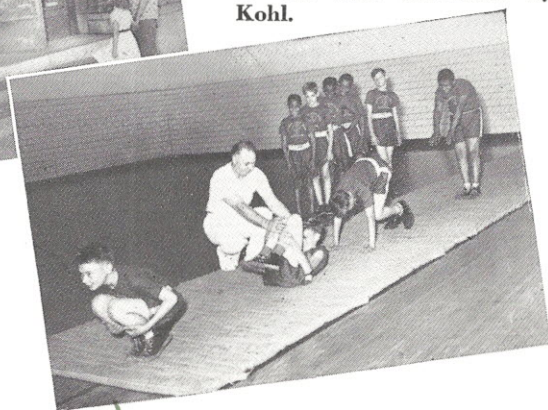
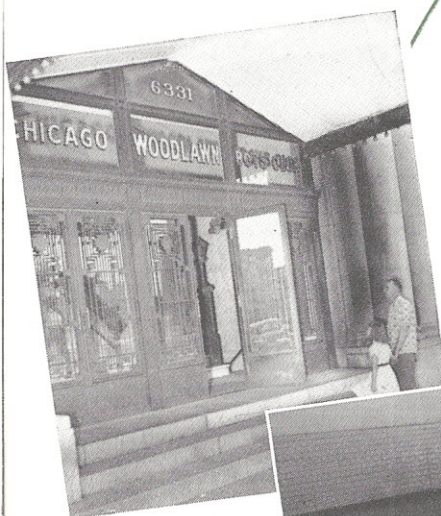


# A TUMBLIN' THEY GO



THE teacher and one of his pupils, Motorman Bob Kohl and daughter Sandra, about to enter the Woodlawn Boys Club for an afternoon of tumbling — he to teach, she to learn.

ONE of the primary exercises in the tumbling class is the forward roll, being demonstrated here by four members of the class conducted by Kohl.



When Bob learned that the Woodlawn Club had no tumbling class because an instructor could not be found to volunteer his services, he immediately offered to inaugurate a class. At first it was made up of 30 youngsters but that figure has been increased to 42 boys and 14 girls, all ranging in age from eight to twelve years. They meet twice a week from 1:30 p.m. to 4:00 p.m.

The youngsters are taught all phases of the art of tumbling and, if the equipment were available, would be performing on parallel bars and springing boards. This type of equipment is generally found in all gyms but lack of funds make them impossible to obtain. The Woodlawn Club is a member of the Chicago Boys Club and receives financial support from the Community Fund of Chicago.

As an expert in his field, Bob believes the youngsters learn many things from their tumbling class. "Most important," he says, "is the feeling of self-confidence they gain when they do their tumbling exercises correctly." He feels that tumbling quickens the wits, provides the proper coordination and relaxes a person. "Youngsters thrive on this type of play," he says, "and once they learn how to tumble, they can participate in any sport."

WHAT started out to be the enrollment of his daughter in a girl's class has developed into a "hobby" job for Motorman Bob Kohl, 77th, as the class instructor of 56 boys and girls.

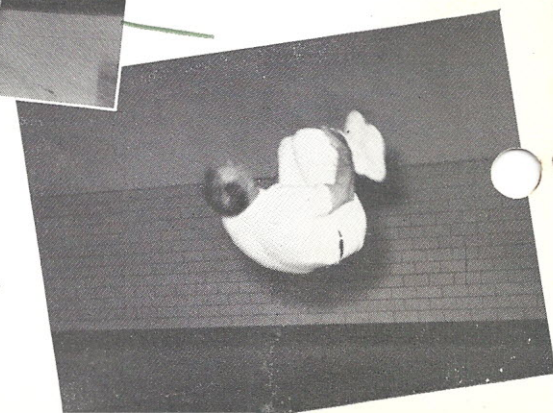
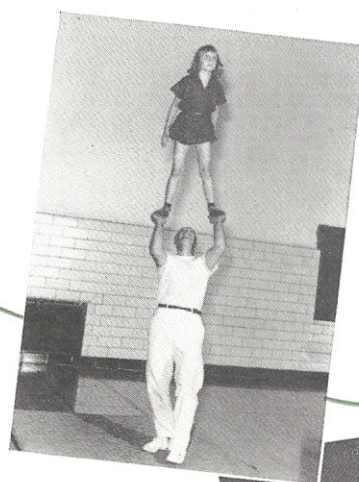
Bob, who has been a CTA motorman for six years, decided about a year ago to have his daughter, Sandra, eight, join the Woodlawn Club at 6331 University avenue. He was mainly interested in having her join a tumbling class there and for obvious reasons. You see, Bob, in his younger days, was an active member of the South Chicago YMCA where he was one of the six "Midget Tumblers."

This group was originally organized in 1929 by Kohl and five of his school chums. In later years they won city and state championships in tumbling competition and appeared as featured attractions at lodge meetings, public functions, and on stage shows. The group remained together until World War II came when the men went into service.

At the end of the war, they re-organized for a couple of years and changed the name of their act to the "Five Flyers." The change in names was brought about when one of the original members lost his life in service, plus the fact that all of the "Midget Tumblers" were no longer midgets.

ALTHOUGH just eight years old, Kohl's daughter is an old hand at performing tumbling tricks. Full of confidence in her father's teaching ability, Sandra is his partner in many of the intricate maneuvers he performs while instructing his class.

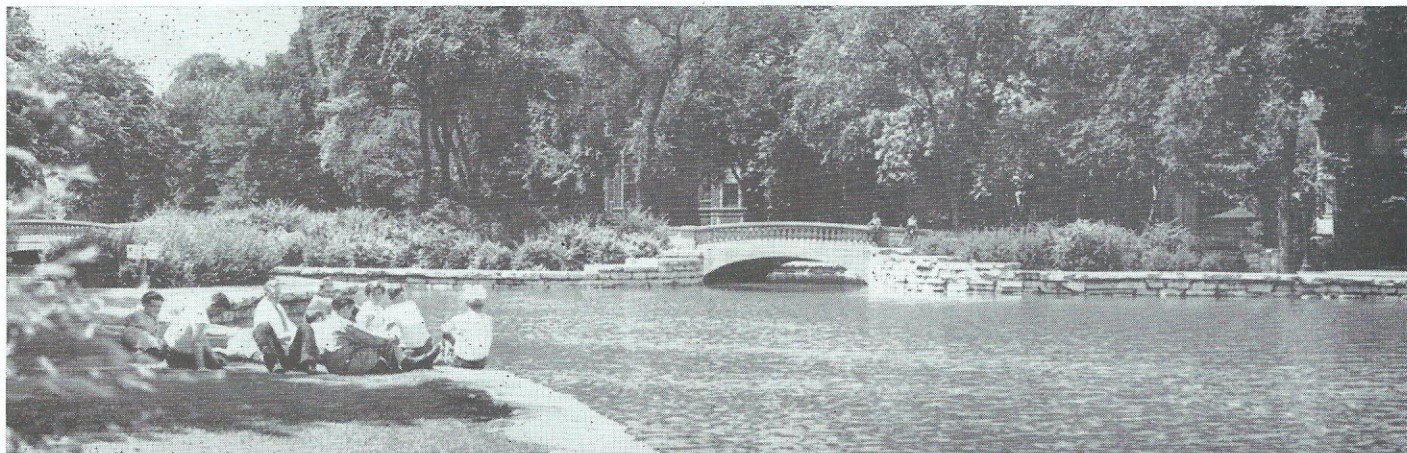
AFTER 22 years of performing tumbling tricks, Motorman Kohl demonstrates here that he is still agile and able to keep up with the younger generation.





# THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY



## A Few Missed June

ARMITAGE—Who said June was the month of brides? Congratulations to the following on their recent wedding anniversaries: To *Conductor* and *Mrs. Art Malmquist*, 22 years on the 3rd of August. To *Conductor* and *Mrs. Joe Schultz*, 5 years, also on the 3rd of August. To *Conductor* and *Mrs. Gus Zimmerman*, 16 years on the 24th of August and yours truly four years on the 16th of August.

*Motorman* *Curly Klang* spent his vacation visiting his son and seeing the sights in and around Washington, D. C. . . . *Conductor* *Walter Wentzel* postcards that he is having a grand time in Rhineland, Wis. . . . *Conductor* *Sigvard Josephsen* is visiting former *Motorman* *Stunkle* near Athens, Wisconsin.

We extend our condolences to *Motorman* *Lidtkje* whose mother died recently. —TED SHUMON

## Unusual Reward From a Passenger

DEVON—*Stephen Reveyes* opened his doors on Clark Street one day and had an unusual passenger—a red-haired cocker spaniel. The dog never left his side for the entire trip. At the depot he made out a lost and found ticket. At feeding time the dog stuck up her nose at dog food. The only thing that she would eat was fresh meat—horse meat, liver, kidneys, etc.

## NOONTIME LUNCH HOUR

THE lunch hour for many CTA employees at South Shops is much more enjoyable now that Summer is here. A few minutes after the noise of the noon whistle dies down, you can find these employees headed for the area surrounding the Auburn Park lagoon. Here they are able to have an out-of-doors lunch, relax in the sun, and enjoy the antics of the many youngsters who spend their play time at this location. All agree that it makes the rest of the afternoon work-day much more pleasant.

Reported by *Anne McCrea*  
and *Betty Byrne*

Four days later he was notified that the owners would call for the dog. Steve has a promise of one of the pups—first choice.

*James Mincey, Jr.*, came into the office one Saturday afternoon, ten minutes before checking time, with a request that he be excused for the day. He explained that he needed the day off in order to be married. And had his bride-to-be with him to prove it. The Parson and the reception were waiting for them to return.

*Frank Carr*, on his vacation, visited the eastern states. He and his wife, with another couple, stopped at New York City. From there they took a boat trip to New Jersey, went through Coney Island and the famous boardwalk of Atlantic City and back to New York where the Carrs took advantage of the department stores' price war. They visited the Statue of Liberty and Ellis Island. Back in New York they took a seven-hour driving tour of Broadway and the Bowery. On the way back two days were spent on the Mohawk

Trail in the Allegheny Mountains. In Washington, D. C., they visited the House of Congress. Their impression was that the lawmakers were either reading or dozing. At the Mint they witnessed the process of money making. In their tour it was explained that the 50, 20 and 10-thousand bills on display took 30 days to make.

*Jim Doyle's* oldest boy, *John*, is over in Korea. His other boy, *Richard*, is at Great Lakes. From there he will be transferred to Virginia for training in under-water sea service.

*Mike Rausch* has 22 years of service. His last trip to Morgan was on his qualifying day until the last pick, which included a Morgan.

—JOE KLEIN

## TRANSITAD

FOR SALE—Kodak 35 mm, 3.5 lens, with coupled range finder and case. Also flash gun with 18-inch extension cord. *Joe Karel*, CL 4-0368.

## He Went to See

### What's Under the Sea

ELECTRICAL—*Chief Operator* *John Dorr* of 44th substation motored some 3,400 miles through the sunny south. He spent time in Orlando, Miami, and Silver Springs where he enjoyed a trip in a glass bottom boat to see what was below the sea.

Other vacationists heard from are: *Harry Simon* of Grand and Leavitt who enjoyed the sun and ocean breezes at Miami, Florida. . . . "B" Electrician *Martin Galinski* enjoyed visiting friends and relatives near St. Louis. When the flood came he was glad to be back home.

*Edward Psioda*, lineman, is happy over the arrival of a baby girl on June 14. Her name is *Annette*, and this is number two for the Psiodas. The first was a boy.

*Edward Superczynski*, operator's apprentice, announces something more than a sidewalk around his house—the arrival of a baby boy, *James Joseph*, on July 5.

Word has been received that *James Craig* of the line department was killed in action in Korea.

*Charles Edling*, operator at 48th substation, passed away on June 28 after a short illness.

*Henry C. Bauer* (retired) passed away on June 20.

Welcome home to *Charles Kucera*, operator's apprentice, who just returned from military service.

—GILBERT E. ANDREWS



## Specs in the Air

GENERAL OFFICE (79) — *Jeanne Sehring, Jane Flood and Lee De-Sutter* took their first flight in a Piper Cub. "Exciting, exhilarating and super" was their joint comment. After donning a parachute our daredevil, Jane Flood, experienced the spin and other appropriate maneuvers. *George Adams*, specification engineer, was their well qualified pilot, and later a gracious host, for after the girls succeeded in assembling their anatomies, *Mrs. George Adams* served a delicious dinner and a grand evening was enjoyed by all.

## "Hello" Girls Say "Good Bye"

Telephone operator *Ida Lee Heaney* left the company, to give her undivided attention to home-making. Her fellow operators and the girls from transportation dined with her recently at Le Petit Gourmet to extend good wishes and to present her with a fifty-dollar bill. *Margie Dolan* and *Ada Gustafson*, who "operate" at the 175 building, joined the party, as well as *Dorothy Dockham Crowley* and *Emily Howe Heise*, formerly of telephone, now full time mothers.

Transportation employees gathered together recently to present *Francis C. Knautz* with a fountain pen desk set, and a "secretary," on the occasion of his taking up duties as Public Information Assistant in the insurance building. The "secretary" proved to be of leather variety, pocket size, but with the gifts went the best wishes of the department.

On June 27, while *L. E. Bohlin* and *Mrs. Bohlin* were helping their granddaughter, *Nancy Anderson*, celebrate her second birthday, *Susan Anderson*, a brand new baby sister, entered this world. *Nancy* and *Susan* are "twins," two years apart.

## Double Feature

Introducing *Julie Star* and *Judith Kay Gerlach*, twin daughters of *Ernie Gerlach*, who made their appearance in Evanston hospital while the skies were illuminated with fire works as the nation celebrated Independence Day.

—JULIE PRINDERVILLE

## TIME OUT!



HIS baseball duties seem to be forgotten here as *Al Zarilla*, star White Sox outfielder, autographs a league ball for *Patricia*, daughter of *George Kelly*, chief of telephone operators, Transportation department.

Reported by *Julie Prinderville*

## One Week at Home

GENERAL OFFICE (175)—The busy father with little ones at home is always in for a surprise as to what they will drag home next for his inspection and approval, but one of the most unappreciated objects that was brought home to pop, *Jim Touhy*, was a delightful case of old fashioned mumps.

*Ray Hynes* of Executive passed out "Havanas" to announce the arrival of his new granddaughter, *Sharon*.

*E. J. Burke* of Purchasing let it be known his family tree has another bright new leaf—grandson *Joseph David*.

*Nell Schneider* let the North Star be her vacation guide up Canada way.

One of Purchasing's charming Irish lassies, *Mary Pat McDonald* by name, gave her eastern relatives the honor of her company. They in turn showed her New York in all its summer dress.

Of course, we have a voice from Invoice, *S. R. Underwood*, who would like to go on record as saying, "Washington State tops them all."

Greetings to two new employees, *Jim Conroy*, Invoice, and *Adele Kreutzer*, Purchasing.

Purchasing's one and only *Ed*

*Cummings* headed for the state of Colorado for his vacation.

—CATHY BARRY & LaVERNE CHWISTEK

## Larry Would Rather Watch than March

KEDZIE — *Larry Bragula* had an opportunity on a recent week end to take in all the interesting sights in Springfield while attending a veterans convention at the State Capital. *Larry* says he is getting too old to march in parades any more, but found it highly interesting watching from a point of vantage.

Chicago may be baseball conscious about the "Go Go White Sox," but the boys at Kedzie are just as enthusiastic about their ball team. Their 18 to 7 victory over the Blue Island team was a virtual clincher for the south section championship. With the top-notch team work and co-operation manager "Red" *Staton* has been getting from the boys, maybe those early season predictions will come true after all.

That deep sunburn displayed by *Harry Cox* recently was the result of a one day excursion to Salem, Wisconsin, to visit his two sons, *Harry, Jr.*, and *Kenny*, ages 13 and 11, respectively, who attended The

Union League Club Boys Camp, located on League Lake, for two weeks.

Their many friends wish *Conductors William Mueller* and *John Whelton* a long, enjoyable and pleasant rest while on their pensions, which they took August 1.

—R. D. KNOX

## Limits Holds Annual Picnic

LIMITS—Our annual picnic was held at Nomaks Grove and had a very nice turn out. The outing was planned and handled by the *Messrs. Benson, Goheen* and board members of the credit union and wives. There were races for young and old and also a ball game between the oldtimers and the youngsters. The results I did not get. Prizes for the contests were given to the winners by the charming wife of our board member, *Thomas Madden*. We wish to thank them and the other people for their help in the refreshment booths. Two former Limits men who helped dispense with the liquid refreshments were *Messrs. Fick* and *Schwarzer, Sr.*, now of North depot. The charming wife of *Mr. Benson* gave the pop, ice cream and crack-erjack free to the children. Raffle winners and prizes were as follows: 1st: A combination jewelry set, *W. Schwarzer*; 2nd: Set of novelty beer mugs, *V. Kochanski*; 3rd: A 20-piece set of dishes, *G. Johns*.

The boys were surprised with a visit from our former Station Superintendent and wife, *Mr. and Mrs. Clinton Saunders*, now of Kedzie Depot, also the board member and credit union members *Ted Hefjerman* and *Paul Rosenstratter*.

The passing of *Art Scanlon*, former conductor of Lincoln Depot, was felt deeply by both his friends and family. May we extend our deepest sympathy.

I appeal to you again to send in news no matter how small. Any news concerning birthdays, anniversaries or vacations will be appreciated. There is a little white box on the window sill by the receiver. Address: *H. R. Fragel*, c/o CTA TRANSIT NEWS.

Don't forget, N.S. evening bowl-ers, the first night of bowling will be August 31, 9:30 P.M. So start to get your teams together; also your sponsor and fees.

—H. R. FRAGEL



## CTA PAR BUSTERS



**BREAKING** par was their aim, but, anyway, they all had a good time and soaked up a lot of sunshine, etc. Shown here are many of the would-be par shooters just before tee-off time in the second annual CTA Office Golf Outing held July 7, at Mohawk Country Club. Winner of first prize on a handicap basis was *Engineering Assistant John O'Connor*, Staff Engineer's office, who was not present when the photo was taken. His low net score for 18 holes was 61. Best low gross score turned in for the day was a 78 by *Chief Clerk Ed Coates* (kneeling, far left) of the Purchasing department. Prizes were given to all who participated.

## Vacations, Births, Anniversaries

**LAWNSDALE**—*Mike Cusack*, looking brown and fit, was back working as receiver while *Tony Arneri* took a well-earned vacation in California.

*Emil and Mrs. Cairo* celebrated their 11th wedding anniversary on July 14. They have two children, *Charles*, 6, and *Rose Ann*, 2.

*Charley and Mrs. Rus* welcomed a new man-child on May 26. The newcomer, who is the first of what we hope will be a long line of boys, weighed 7 lbs., 2 oz. and gave his name as *Kenneth Charles*.

*Charley Jelinek* celebrated his 30th wedding anniversary on June 18, which was also the first day of his vacation, so he and his wife spent a second honeymoon in Constantine, Mich.

*Frank Jones* has shaken the dust of the city from his feet and moved to Round Lake, Ill., from whence he shall commute daily, as does his son-in-law, *Harold Dammen*.

—BILL FEILER

## Bring Your Decorating Problems to Dan!

**LOOP**—Anyone with interior decorating problems refer to *Dan Gilis*, platformman, who claims he is a pastmaster on color scheming after decorating his place this year.

A very popular state among the employes is Florida. *Lola Meyers*, agent, and daughter drove to Pompana while "The Mister" batched it here for a week, then going down to return with them. . . . *Elsie Kilroy*, agent, and her daughter left the warmth, sunshine and the gorgeous time they were having with regret to drive back north.

*Marie Lehmann*, agent, is dividing her vacation between her daughter in San Francisco and then going up the coast to Seattle, Washington, to visit her son.

*Irene Cullen*, agent, is from Missouri and had "to be shown" to believe that all those beautiful pictures and high pressure salesmanship is true about Glacier Park, Lake Louise, and Banff, Canada. She also stopped at Seattle and took

a boat to Victoria and Vancouver.

*Johanna Christansen*, agent, is improving splendidly after a major operation at Norwegian American hospital. —EDITH EDBROOKE

## Lots of Sightseeing On This Vacation

**MATERIAL AND SUPPLIES**—If you are ever interested in different and unusual vacations, just ask our *Mr. Guinter*, general office, about some of his trips that he has made throughout the years. His latest vacation was a trip to Florida, taking in Jacksonville, Sarasota and Miami. From Miami he went to Key West where he took a plane to Havana, Cuba. He saw Morro Castle in Havana and also enjoyed a Spanish movie at night. He then went back to Miami and got a boat to New Providence Island, Bahama, where he went sightseeing and shopping. He then went to Ciudad Trujillo and took a taxi to San Cristobal, Dominican Republic. He visited the Primate Cathedral where Christopher Columbus' bones rest. He saw the tree stump to which it is claimed Columbus tied the Santa Maria, and also the well where the early settlers on Hispanola Island obtained their water. From there he stopped at Port au Prince, Haiti, and taxied up the mountain to Petioville and Kensicoff, which is 6000 feet in elevation. Then back on the sea to dock at Jacksonville, Florida, en route home.

## Cupid Hits Again

Lots of luck and happiness to *Charlene Kilroy*, typist at West Shops, who became engaged to *Richard Davis* on July 16, 1951.

The chistening of "Joy Anne," daughter of *Wesley Matthiessen*, stock clerk at West Shops, was held on July 1, 1951.

*Thomas Flanagan*, stock clerk at West Shops, vacationed in Wisconsin and Minnesota—just seeing the country. *Stanley Tadevic*, stock clerk at West Shops, and family, vacationed at Round Lake and visited in Cincinnati, Ohio. *Tony DiGiovanni* and *Dan Granucci*, stock clerks at West Shops, spent their vacation time sightseeing here in Chicago. Dan enjoyed some of the ball games during this time.

Our Grand and Leavitt vacationists were *Carl Ericson*, stock clerk, who took a trip to New York and *Herb Mittel*, watchman, who stayed in the vicinity of Chicago and went on little fishing trips here and there.

*Henry Brickman*, stock clerk at South Shops, and wife, toured the western states, stopping at Black Hills, South Dakota, Yellowstone National Park, Rocky Mountain National Park, Salt Lake City, Utah and spots in Nevada. They had a wonderful time.

From our South Shops we have *George Deuter*, stock clerk, who went fishing for lake trout to Isle Royale, at Lake Superior, on his vacation; and *Carl Waldmann*, laborer, who flew to New York and then took a boat to Bermuda. He enjoyed sightseeing in Bermuda via bicycle. On his way back he saw New York and then came back to good old Chicago via plane.

*Jack Powell*, stock clerk at South Shops, represented his lodge in a golfing tournament at Denver, Colorado, while on his vacation. Jack was lucky enough to win fifth prize in this tournament. Good going, we think.

*Robert Barron* and *Anthony Gallagher* are the new laborers at our Skokie location. *Arthur Boyce*, is the new laborer at South Shops.

—JEAN O'NEILL

## HAPPY NEWLYWEDS



**THE new benedict in the Bus Overhaul department at West Shops is *John Sarno*, who is shown with his pretty bride, the former *Arlene Mangiantini*. The wedding took place June 10, at St. Anthony's Church. Their honeymoon was spent in California and New Mexico.**

Reported by *Catherine Holton*



## FOUR GENERATIONS—TWICE!



GENERALLY it is unusual to find a family represented by four generations, but here is a case where both husband and wife can claim this honor. We refer to **Towerman Norman Loderhose, Met** (center) and his wife, **Myrtle**, directly in front of him. Standing at Norman's left is his father, **William**, a former Met motorman who retired recently after 33 years of service. At the right is Norman's son, **Roy**, like his father, a Met towerman. He is holding his new son, **David**, three months, not yet a towerman but that will probably happen around 1975. On the distaff side of the four generations is **Anna Hector** (left), mother of Myrtle, and (right) the daughter of the Norman Loderhoses, **Jean Alexeyuk**, who is shown with her youngster, **Ann Marie**, 19 months.

## Suffers Head Injury During Recent Outing

NORTHSIDE—On Sunday, July 15, our Kimball train clerk, **Clarence Rudolph**, with his family, and **Switchman Joseph Neubauer**, with his family, took a trip to Beverly Lake about five miles north of Elgin. The boys decided to take a swim and while diving off the pier, Clarence struck his head on a rock under water, causing a serious scalp wound. After tugging to remove him from the water, Neubauer rushed him to the hospital in Elgin. We all hope for a speedy recovery.

Conductor **Cornelius Erskine** had a grandson presented to him July 15.

Conductor **Harry C. Itter** returned to work after a serious operation performed about ten weeks ago. . . . Motorman **Wayne Nimphie** also returned to work after a knee injury.

Trainman **George Krasny** is the

proud father of a son, **James Ronald**, born July 5.

**Herbert Lowenstein**, yard foreman, passed out cigars July 6, on the occasion of the birth of his baby daughter, **Janice Herta**.

—WALTER REICH

## They Just Couldn't Lose

NORTH—July 17 was a joyous day at North when our victorious softball team clinched the north section championship. North Avenue, under the fine management of Joe Dillon, won eleven games in a row. Our hats off to the fellows for a job well done. The happy members are: **Melvin Kuehlman**, **Frank Mazone**, **Walter Girsch**, **Al Tannehill**, **Art Tonner**, **Sam Kelly**, **John Daly**, **C. Wolf**, **D. Gorski**, **A. DeBeuno**, **E. Barsotti**, **D. Clement**, **R. Legg**, **G. Novak**, **E. Neuman**, **D. Dick**, **J. McGann** and Dillon's famous utility player, "Wizzard" White.

Instructor **Bill Kennedy** has returned from a pleasant vacation to Kentucky where he went barefooted for three weeks.

**Herb Ouimette** reports a fine trip to Clearwater, Florida, where he enjoyed the scenery and some deep sea fishing.

Our switchboard operator, **Art Seiloff**, spent his vacation at Britt, Minnesota, where he was teasing the fish. You see Art would wait for the fish to nibble on his bait and when the fish was ready to bite he would pull it away. Art says this is more fun than catching them. Hmm, must try it sometime.

Conductor **Roy Gaess** has moved into his new home.

Congratulations to Operator **Herb Satterfield** on his silver wedding anniversary which was celebrated July 24.

—JOE HIEBEL

## The Fastest Way To Break It In

SCHEDULE-TRAFFIC—**Roy Drysdale** says he has that new Oldsmobile well broken in since he made a vacation trip to Montreal. **Edward Crowe** did a little Canadian driving making a visit to Toronto. **George Fisher** thinks vacations are a fine thing, but we heard he didn't stay at Beulah Lake very long.

**Alvin Pisors** enjoyed himself with a week at Deep Lake. **Bob LaVoie** made a personal investigation of the highways between Chicago and Pittsburgh. **Warren Littrel** informs us that he spent a damp and cold two weeks as a Master Sergeant with the 33rd Division Illinois National Guard at Camp Grayling, Michigan.

Retired **John Bernbom** made a visit to the department. **Norman Johnson** is now the father-in-law of a soldier since his daughter, **Lenore**, exchanged wedding vows with **Edward Kokaska** on July 16 at St. Christina Church.

—L. C. DUTTON

## TRANSITAD

WANTED—Young couple need four or five room apartment. Call **John Richerson**, BE 7-8640.

## Memorial Services Led by Tierney

77TH—Our **Mike Tierney**, known to Chicago Detachment No. 1 Marine Corps League, as Chaplain Michael Tierney, recently led the annual memorial services on the lake front at Ohio St. It was a dress uniform occasion and Mike was flanked on either side by **Chairman James Truesdale** and **Commandant John Baker**. Mike will leave Chicago on July 24, to be in Peoria for three days for the election of State Chaplain being held in that city. He will also run for National Chaplain in the elections to be held at Savannah, Georgia, September 23. His duties as Chaplain have to do with the funeral services and sick bay men of the United States Marine Corps here in the city at the present time. If he wins the State election he will officiate throughout the State and winning the National election will take him all over the United States and in some instances to Europe and foreign countries.

**Lenny Ryan** won a four-service breakfast set of dishes recently when he played shuffleboard at a gas station where he stopped to replenish his gas supply.

## Maloy Elected

Conductor **Pat Maloy** was recently elected Grand Knight of Loyola Hyde Park Council of the Knights of Columbus.

On June 29, Mr. and Mrs. **Mike Stenson** celebrated their sixteenth wedding anniversary at a family gathering in their home.

Good luck to the forty men who left 77th for 38th Street and a hearty welcome to the twenty men who arrived from 38th Street to work at 77th. We hated to lose the swell fellows that left and we're glad to receive the swell fellows that arrived. Make yourselves at home but keep your shoes on.

**Lyman Goss** returned from an unplanned vacation that took him in a half circle to the east, north and western parts of the country. He said he had a better time than if he'd thought it over. He now has new pink-rimmed spectacles that add to his already dignified personality.

**Harry Rahns** spent his vacation near Eagle River, Wisconsin, mostly in a boat watching other vacationers fish.



Recently *Tom McGuire* left home in the humid A.M. of a sultry morning and had a brain full of blueprints on his new house. When Tom arrived at the depot he relieved *Harry Rahns* and went about his duties until nigh onto ten o'clock at which time he reached to straighten and tighten his tie and found that he had forgotten same.

Wish to extend our sympathy to *Terry McMahon*, bus superintendent, in the loss of his sister, *Ella McMahon*, who passed away after suffering a series of strokes.

*Patrick Joseph Looney* sang Irish songs over a nationwide hookup during the Irish Hour radio program Sunday, July 15. Pat has evidently given up the dog business. According to local authorities and critics who listened to the program, a well-known and big advertising sponsor is sending Pat to Italy to study voice and take a course in vocalistics. *Mrs. Looney* said she was glad Pat had the chance to throw his voice all over the nation.

#### Change of Pace!

*Pat Geary* walked into the depot on Tuesday, July 17, and got halfway to the transfer room when he suddenly woke up to the fact that it was his day off. Coming in was slow and easy, going out was jet propulsion. *Superintendent Jack Theis* and *Chief Clerk Owen Duncan* suggested a day off schedule prepared for Pat.

*Mary Stitch*, 77th Station switchboard operator, wife of *Johnny Stitch*, (to whom, incidentally, he sends fondest regards and loads of love through this column because he's so busy keeping up with his staggered hours. He is going home when Mary is on her way to her position and he never catches up with her) recently underwent an oral operation. She is feeling better now and back on the job.

When *Roscoe Wakefield* and *Mrs. Wakefield* left on their vacation to spend some time in Roscoe's hometown in Tennessee, they were surprised and shocked to find *Mrs. Wakefield* had a poisonous infection which made it necessary for her to spend most of the time in an Urbana hospital. Roscoe stayed with her during the whole time.

—WILBUR JENSEN and  
JOE SMITH

### ENJOYING THEMSELVES



**OVER 100 MEMBERS** of the Division 308 Pensioners' Social Club gathered on the 13th Floor, 32 W. Randolph Street, on June 21 to attend a special Father's Day buffet lunch. According to *William Bakewell*, President, meetings are held the third Thursday of every month and usually rolls and coffee are served. Other officers of the Club are *John F. Fitzgerald*, Vice-President, and *Anna O. Swanson*, Secretary and Treasurer.

### The Secret Is Out!

SHOPS AND EQUIPMENT (South)—*Earl Laxstrom* (Foundry) has been complimented so much on his girlish figure, he has finally consented to give out his well-guarded secret to your reporters—it's "baseball." "Swede" plays on week-ends with several teams, switching from first base to short stop. Keeps his muscles (?) in tune.

*Frank Tadin* has taken his pension and ditto for *Stefan Salamon* (Blacksmith Shop) who decided to take it easy after 33 years of faithful service. . . . *Jim Platt* presented the men in his department with a plaque for safety during the year of 1950.

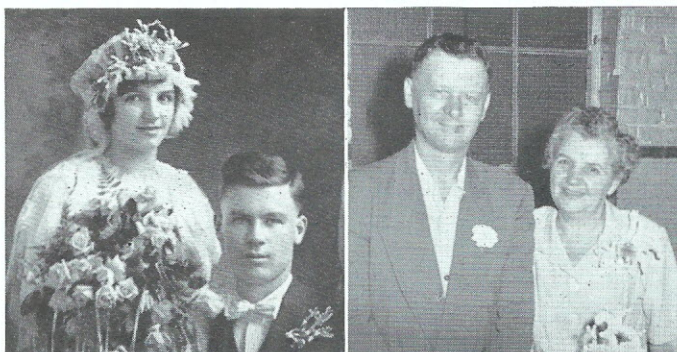
#### Vacation Notes

*John Taylor* has taken up the task of clearing Lake Michigan of its fish. . . . *Bill Loeser* is reliving his boyhood days on a farm in Wisconsin. . . . *Tom Pawley* has enjoyed his period of leisure in the "Wide Open Spaces." . . . *Bob Adair* is sunning in Florida. . . . *Matt Dechon* chose the Hoosier State. . . . *Bill MacFarlane* visited his father and brother in Florida. . . . *John Golden* went to California. . . . *Fred Mueller* went to

Montana and Idaho. . . . *Frank Bartos* went to the Wisconsin Dells not only to see the Dells but to visit his sister and her family. . . . *Mr. and Mrs. F. McCrea* did a lot of fishing on Blindfold Lake and Lake of the Woods in Canada.

*Bob Kurtz* arrived home from two weeks of maneuvers with the 33rd Division in Michigan and was rushed to the hospital with acute appendicitis. . . . A lovely baby girl named *Janice* made her debut at the home of *Ray Klaub*. . . . *Frank*

### THE KUCHANS—THEN—AND NOW

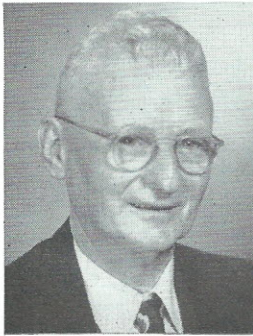


**HOW** does a couple look after 35 years of married life? Here we have the original wedding day picture of *Mr. and Mrs. Max Kuchan* and also a photo of them celebrating their 35th wedding anniversary on June 23. To celebrate the occasion, the couple was feted at a party held at the Yugoslav Picnic Grove, which was attended by many of their friends and relatives. Max is Woodmill foreman at CTA South Shops.

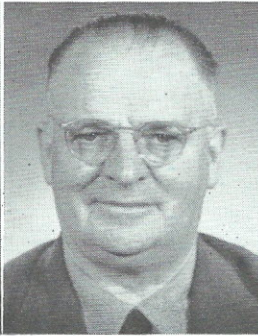
Reported by *Anne McCrea*  
and *Betty Byrne*



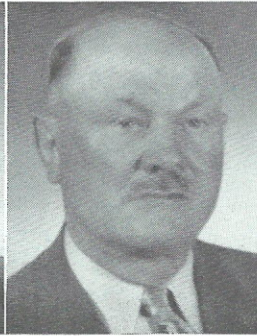
## RECENT RETIREMENTS



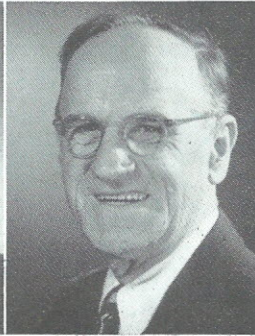
**Jeremiah F. Flynn**, conductor, North. "Modern buses a great improvement over the old open car I started on."



**Edward J. Butler**, operator, 77th. "Going to make Hot Springs, Arkansas, my new home."



**Nikola Doder**, watchman, Track. "May return to Europe, where I was born, for a visit."



**Casimir A. Watterson**, janitor, 77th. "Going to California with my wife and son."

May welcomed a baby brother for his other son. The newest addition has been named *Danny*.

Our sincerest condolences to the families of *Sam Dahner* and *Tom Doyle* in their recent bereavement.

*Stella* and *Joe Klimas* are sporting a lovely 1951 Plymouth.

South Shops has received its container for storage of propane gas, the fuel that is being used in our new buses. The tank when empty weighs 42,700 lbs. and holds 18,000 gallons of propane fuel. Besides being less costly, propane is odorless, cleaner and provides more miles to the gallon.

—ANNE MCCREA and  
BETTY BYRNE

## Trautmans See Son Receive Commission

SHOPS AND EQUIPMENT (West)—A proud day, June 23, for *Wm. Trautman*, Asst. Machine Shop Foreman, for on this day *Bill* and his wife saw their son, *Donald*, graduate as a 2nd Lieutenant in the Air Corps. This happy event took place at Selma, Alabama.

'Tis good news we hear from our West Shops Softball Team. Average, first round, 1000 . . . second round, 750 . . . four more games to go.

Our best wishes to *Mr. and Mrs. John Doherty* on their 25th wedding anniversary.

It's a sparkler on the third finger, left, for *Nancy Barrett*, our red-haired switchboard operator. Lucky boy *Pvt. George Olszewski*.

Wedding bells on Saturday, July 21, for *Charlene Kilroy* of Bus Overhaul and *Richard Davis*.

*Mr. and Mrs. Steve Yergovich* have completed their new home in Arlington Heights. . . . Best wishes to *Al DeMartini* for a speedy recovery. *Al* is now convalescing at home after an operation.

*Pensioner Eddie Evans* recently paid us a visit. Lucky fellow, spending four or five months of each year

in Tucson, Arizona. . . . *Andrew Golec*, *Harold Todd*, and *Joseph Wavruska* are leaving this month on pension.

—CATHERINE HOLTON

## Traveling Here And There

SKOKIE—Carpenter Foreman *Clarence Golz* and his immediate family are traveling by auto to Los Angeles, California, where they will spend their vacation with relatives and friends.

Laborer Foreman *Oliver Lang* is spending his vacation in the State of Michigan. . . . Welder *Robert Quinnett* is vacationing in Kansas City.

Machinists *Ernest Fisk*, *Sam Cicero* and Blacksmith *Victor Anderson* will spend their vacation right here in good old Chicago just taking it easy.

Blacksmith Helper *Kazimier Hilkeiwicz* is spending his vacation somewhere in Wisconsin.

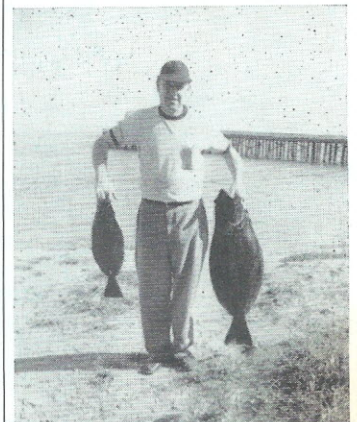
Electrician Foreman *Fred Feinden* and his little family unit are vacationing somewhere in Minnesota. . . . Carpenter Foreman *Melwin Johnson* is spending his vacation in Wisconsin just fishing.

Our deepest sympathy to the family of *Machinist Harry Flesch*, who, while riding the subway to work Friday morning, July 6, had a paralytic stroke. *Harry* was removed from the train at Howard st. and taken to St. Francis hospital in Evanston where he died on Sunday, July 8.

The Stork delivered a seven pound grandson to *Machinist Louis Skulski* on July 5. . . . The Stork was also busy delivering a baby girl to *Electrician Carl Falf* on Sunday, July 8.

—DAVE GURWICH

## PRIZE-WINNER



CATCHING the large halibut he is holding here won a \$19 jackpot prize for *Howard West*, Power House, South Shops, on his recent trip to California. It was the biggest catch in a fishing contest held where he and his wife vacationed.

Reported by *Anne McCrea* and *Betty Byrne*

## FORMER CTA SUPERINTENDENT DIES

WORD was recently received that *Haven C. Kelly*, former superintendent of Way and Structures for Chicago Transit Authority and predecessor companies, died Tuesday, July 10, in Del Mar, California, after a brief illness. He was 72 years old and had been living on the west coast since his retirement in February, 1948.

*Mr. Kelly* entered the local transit industry in Chicago in 1909 as a track construction engineer for the Chicago City Railway Company. In 1914, when all streetcar operations in the city were consolidated under the Chicago Surface Lines, he was named superintendent of the central division of the track and roadway department. He became superintendent of all track and roadway activities in 1919, and was named superintendent of way and structures in 1945.

*Mr. Kelly* was a member of the Western Society of Engineers and had been active for many years in track and roadway committee work of the American Transit Association.

Surviving are the widow, *Mrs. Beatrice Kelly*, and a daughter, *Karen*, both of California. Funeral services were conducted at Del Mar on Friday, July 13.



## BEHIND THE BY-LINES



KITTY KEEGAN



RUTH HANSON

WITH a two-woman team reporting the news from the Westside (Met) for CTA TRANSIT NEWS, we can be sure nothing escapes them. But this month we have asked *Kitty Keegan* and *Ruth Hanson* to kindly let their hair down and tell us something about themselves. This is what we found out:

Together, these ladies have accumulated the remarkable total of 59 years with the elevated as ticket agents. Kitty leads with 31 years and Ruth has 28. To make it even more remarkable, they still enjoy their jobs, mainly because they like to meet people—and what better opportunity do they have than as ticket agents?

Given the chance,

though, *Ruth Hanson* confessed she would just like to sit in a nice garden for the rest of her life, with a TV set nearby. Well-known and liked by everyone, *Ruth* was born on Chicago's west side. She attended the Metropolitan Business College for one year before starting with the Rapid Transit in 1923. She now works as a ticket agent at Pulaski road on the Douglas Park "L" branch.

*Kitty Keegan* is another westsider from way back. When she isn't busy with her job as agent at the Western avenue station of Douglas Park or ferreting out items for CTA TRANSIT NEWS, nothing interests her more than a game of bowling.

## Dinner Does Double Duty

WESTSIDE (Met) — *Agent Frieda Lamberts* is leaving for Germany to visit her mother for three months. A dinner was given for her at the Terminal Restaurant and a camera and umbrella were presented to her from the agents. The dinner was a double affair as *Agent Lucille Anda* is resigning and is going up to northern Wisconsin for an indefinite stay with her sister.

It was nice to see so many of our pensioners down to vote for our contract and for delegates. I'm sure their votes helped elect *Agent Catherine Rice* whom most of us wanted as a delegate.

The welcome mat is out again for our new agents *Robert Maloney*, *Thomas Hicks*, *William Fitzgerald*, *Frank Las* and *Arlene Glasgow*.

We hear pensioner *Bess Reilly* looked very charming at the polls.

—KITTY KEEGAN and  
RUTH HANSON

## Likes the View But Misses Friends

WESTSIDE (Douglas Park) — *Johnny Tyk*, formerly with the "High Line" as a short run trainman and now with the U. S. Army, is in Austria at this writing. He states in his letter that he can see the Alps with snow caps and all from the window of his barracks. *Johnny* likes the army fine but he does miss his CTA buddies.

His address is: Pvt. John Tyk, US 55044195, 102nd Trans. Traf. Reg. Co., A.P.O. 174, c/o Post, New York, N. Y.

Conductor *Sam Campagna* recently flew by T.W.A. to Columbus, Ohio, for a four-day visit with relatives. He was accompanied by his wife and three children and reports a wonderful trip with flying time of two hours one way.

Our P.M. clerk, *Laddie Kiery*, tells us that his son, *Ronald*, left for the Army June 28. We all wish him the best of luck as he goes into officers candidate school. *Ronald* formerly attended Loyola U. of Chicago.

A baby boy arrived at Saint Anne's hospital for *Trainman* and *Mrs. Edward Malik*. The little fellow was born on American Flag Day, June 14. He was named *Robert Edward* and weighed in at 6 lbs., 5 oz. We know one thing for sure—he has a proud "Daddy," and rightfully so.

Much concern has been felt and many questions asked as to the two-day leave from his duties by *Eddie Hayes*, yard foreman. *Eddie* has always been "on the ball" and when the second day rolled around, everyone at the terminal began to wonder. So, to all of his many friends, here is the answer: *Eddie* had two teeth extracted and is doing as well as can be expected at this writing.

More new cars at Pulaski this month: *Eddie Kolar*, motorman, a new Packard; *John Neely*, conductor, a light blue Oldsmobile.

Many of the men will no doubt be glad to know how *William Donati*, one of our recent trainmen, is doing. *Bill* now resides in Phoenix, Arizona, and is doing well. He has a bakery route and reports everything as "shipshape." His address: Rose Marie Motel, 4127 E. Van Buren Street, Phoenix, Arizona.

LOGAN SQUARE—We have news of a baby boy making an appearance at the home of *Trainman* and *Mrs. Tom Sokol, Jr.* The proud grandfather on the scene is *Tom Sokol, Sr.*

MET TOWERS—*Towerman* and *Mrs. John Velti* send news of a son born at Illinois Masonic hospital. His name is *John Michael*. It is said the little one has eyes on tower levers instead of his toys. Could this be true?

—ARTHUR L. DICKSON

## NEW ADVERTISING CONTRACT

A 5-YEAR contract with National Transitads, Inc., became effective on July 1, 1951, for the rights to sales and operation of card and poster advertising space in and on the CTA's cars, buses, station platforms, and subway walls. The contract contains a provision reserving the right of the Authority to terminate in the event compensation to the Authority for the first contract year should be less than \$900,000. This minimum requirement increases by \$100,000 for each of the second, third, and fourth contract years, to \$1,200,000 for the year ending June 30, 1955.

After competitive bidding, the contract was authorized by the Chicago Transit Board.

The Chicago Car Advertising Company formerly held the contract.



## SOUTH SHOPS VETERAN RETIRES



AFTER 33 years of service with CTA and predecessor companies, *Blacksmith Stefan Salamon*, South Shops, decided it was time for a permanent vacation. He retired July 1, and is shown here with many of his co-workers who gave him a cash gift in recognition of his long service record. Stefan's future plans are to see a lot of Chicago now that he will have the necessary time to do it.

Reported by *Anne McCrea*  
and *Betty Byrne*

## AMERICAN LEGION POSTS CONSOLIDATE

AT THE TIME of the merger of the former Chicago Surface Lines and the former Chicago Rapid Transit Company into the Chicago Transit Authority, each of the former operating companies was represented by an American Legion Post—Surface Lines Post No. 146 and Elevated Post No. 184. Both posts are quite active and noted for their service work as well as the work of their Auxiliaries. For over 30 years they have been friendly competitors, just as the parent companies were.

Inasmuch as both organizations were more or less "orphaned" in name when the CTA began operating the predecessor properties, it was decided to consolidate and establish a Chicago Transit Authority Post. A committee was appointed to work out the details. The Surface Lines were represented by J. G. Gurga, Commander; Harold Mills, Finance Officer; W. J. Allen, Past Commander; and C. M. Neisner, Past Commander. The Elevated representatives are: W. E. Flowers, Acting Commander; J. T. Carney, Founder; R. S. Primeau, Past Adjutant; and H. D. Wilson, Past Commander.

A resolution for consolidation was drawn up and approved by more than a two-thirds vote of the members of both Posts present at their regular meetings which were held separately on June 19. The resolution has been forwarded through the American Legion Second District to the Department of Illinois.

The committee is continuing its meetings to set up the new Chicago Transit Authority Post. This entails changing the present corporations into a new corporation and handling the numerous details incidental to such a change.

## RECENT DEATHS AMONG EMPLOYEES

FRANK J. ABBEY, 64, conductor, Kedzie. Died 6-30-51. Employed 1-15-06.

CARL BARKLEY, 65, retired conductor, 69th. Died 6-27-51. Employed 12-26-17.

JOHN J. BARTH, 58, motorman, Westside. Died 6-28-51. Employed 9-24-12.

HENRY BAUER, 86, retired topographer, Electrical. Died 6-21-51. Employed 1-8-07.

HENRY C. BODE, 52, conductor, 77th. Died 7-11-51. Employed 3-10-24.

THOMAS CUSSEN, 52, gateman, Westside. Died 7-8-51. Employed 7-10-42.

SAMUEL DAHNER, 67, car repairman, South Shops. Died 7-7-51. Employed 3-5-20.

NESTER DE MONTING, 63, conductor, Northside. Died 6-30-51. Employed 5-7-19.

THOMAS DOYLE, 53, stationary engineer, South Shops. Died 7-9-51. Employed 10-19-44.

CHARLES EDLING, 43, operator, Electrical. Died 6-28-51. Employed 3-10-40.

ARTHUR FELTZ, 49, conductor, Beverly. Died 7-8-51. Employed 9-10-23.

THOMAS FLANAGAN, 42, clerk, Northside. Died 6-23-51. Employed 8-29-29.

HARRY J. FLESCHE, 62, machinist, Shops and Equipment. Died 7-8-51. Employed 3-24-05.

FRED GEIGER, 72, retired conductor, 77th. Died 6-20-51. Employed 7-3-06.

SAMUEL GRIMWOOD, 83, retired towerman, Metropolitan. Died 6-30-51. Employed 3-4-10.

EDWARD J. HENEHAN, 43, conductor, Archer. Died 7-1-51. Employed 11-20-46.

THOMAS HUGHES, 67, retired motorman, Cottage Grove. Died 7-8-51. Employed 11-20-19.

NICHOLAUS JOEDICKER, 82, retired flagman, Burnside. Died 7-9-51. Employed 4-16-04.

HARTVIG JOHNSON, 66, retired conductor, Devon. Died 6-22-51. Employed 10-5-06.

HAVEN C. KELLY, 71, retired superintendent, Track. Died 7-10-51. Employed 7-10-09.

VINCENT MIERZWA, 72, retired, Track. Died 7-13-51. Employed 5-16-29.

EDWARD RYAN, 65, retired conductor, Northside. Died 7-3-51. Employed 7-23-08.

LAWRENCE E. RYAN, 86, retired conductor, Metropolitan. Died 6-22-51. Employed 11-20-00.

ARTHUR SCANLAN, 68, retired conductor, Lincoln. Died 7-5-51. Employed 3-12-05.

EUGENE SCHNEDIER, 67, retired motorman, Northside. Died 6-30-51. Employed 3-30-02.

CATHERINE SLACK, 85, retired agent, Northside. Died 6-16-51. Employed 3-28-11.

T. G. THORPE, 75, retired machinist, South Shops. Died 6-25-51. Employed 10-20-02.

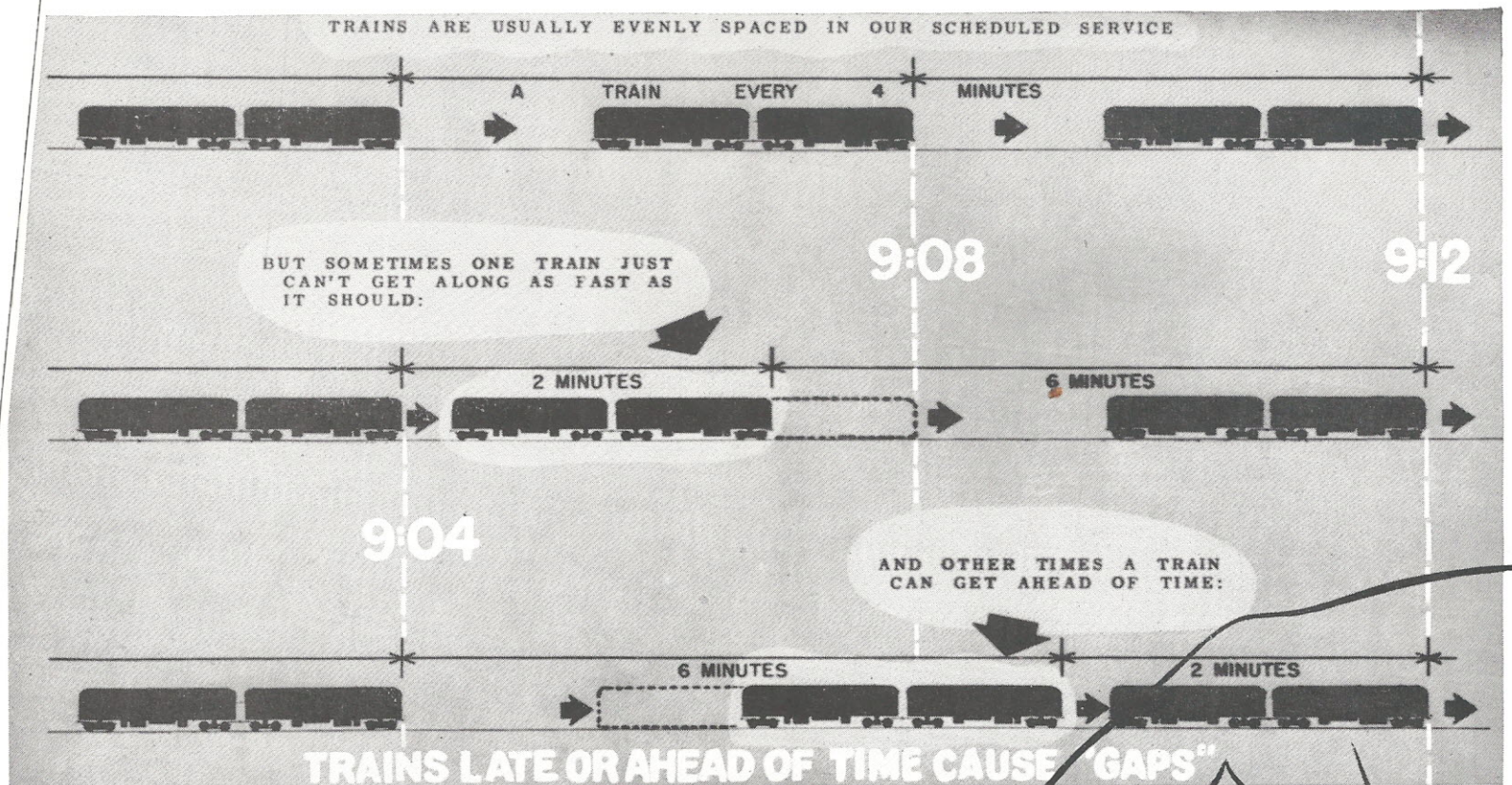
## PICTURE OF THE MONTH



MEMORIES of the past Chicago winter season are brought back in this scene at Smedstuen, Norway, where *Retired Motorman Alfred Hansen*, North, has been living since 1948. There was eight feet of snow on the ground when he snapped this picture, which was during the winter of 1950-51. Getting used to this kind of weather wasn't too hard for Hansen's wife, because she was born in Smedstuen and lived a good many years in Chicago.

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 employees. Any type of picture may be submitted, including scenic, action, portrait and still life. Entries should be given to your departmental reporter, or sent direct to the CTA TRANSIT NEWS, attention: Photo Editor, 79 W. 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.





WHEN service becomes uneven, as illustrated here, a gap develops. This means longer waiting for our customers, missed connections at junctions, passenger overloads, train congestion at terminals, and shorter terminal time for some trainmen.

# Fingertip Control

PROVIDING frequent, regular and efficient service is the most important function of Chicago Transit Authority. In accomplishing this goal, it is essential to have dependable, capable employees; smooth operating vehicles, and close fitting schedules.

One aid to maintaining efficient service is the use of the latest type auxiliary equipment that will assist and improve on the job performed by employees, vehicles and schedules. Such is the new line supervision control system recently placed in operation on a large part of the CTA Rapid Transit division.

THE line supervisor can reach field supervisors, train crews and passengers with the new intercommunications system.

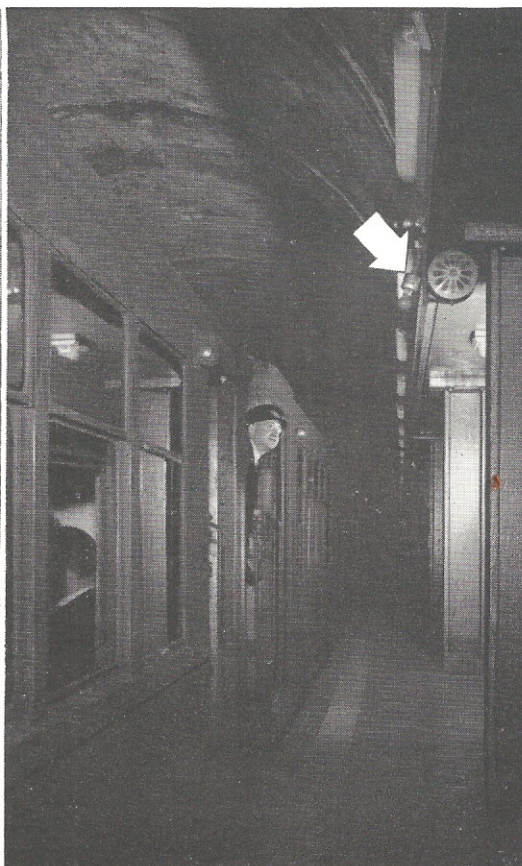
AUGUST, 1951



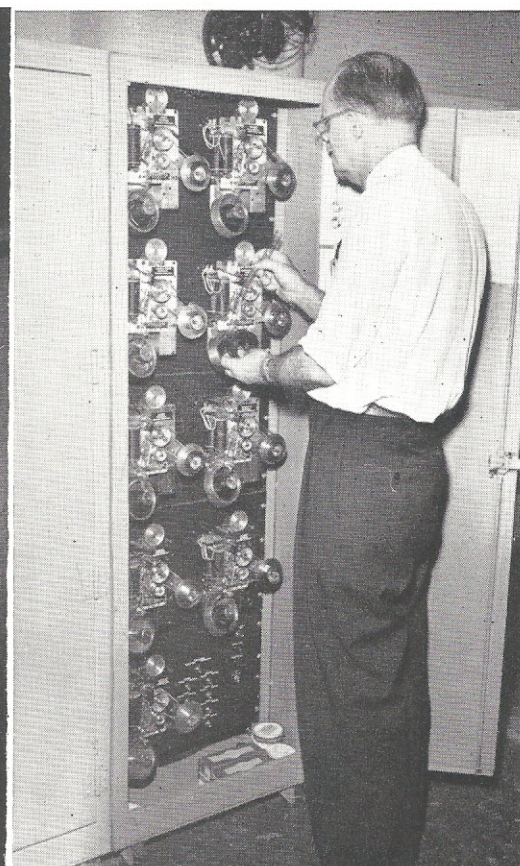




**RECEIVING** instructions from the line supervisor over the loudspeaker (under shelf) is Supervisor Joe Keller. He can relay these instructions to crews over the platform communications system.



**WHILE** waiting for the starting bell and light, Conductor Jim Simsen, Northside, receives verbal instructions through the platform speakers and, at the same time, the message is heard by passengers in the train and on the platform.



**TRAINS** are given accurate starting signals automatically by schedule controllers, being loaded here by Supervisor Edgar Ferguson.

Installation of this control system provides CTA with more accurately dispatched and closer supervised rapid transit operations than any other system in the country, including the much larger New York system. In addition to a better distribution of work and a more prompt adjustment of service when delays occur, the line supervision system provides:

1. "On time" dispatching of trains from terminals.
2. Information on train movements every eight to ten minutes.
3. Facilities for immediate contact with crews and passengers at the more important terminals and midline control points.

The sole purpose of line supervision is to improve rapid transit service. This has been accomplished through the installation of modern equipment whereby deviations from scheduled service are quickly detected and held to a minimum. To correct such deviations, equally modern communication devices have been provided. The equipment is particularly designed to minimize the effect of small gaps in service that annoy patrons and restrict riding.

With CTA's new equipment, gaps in service can be detected while they are still small. By knowing the time, place, direction and extent of a gap, the proper amount

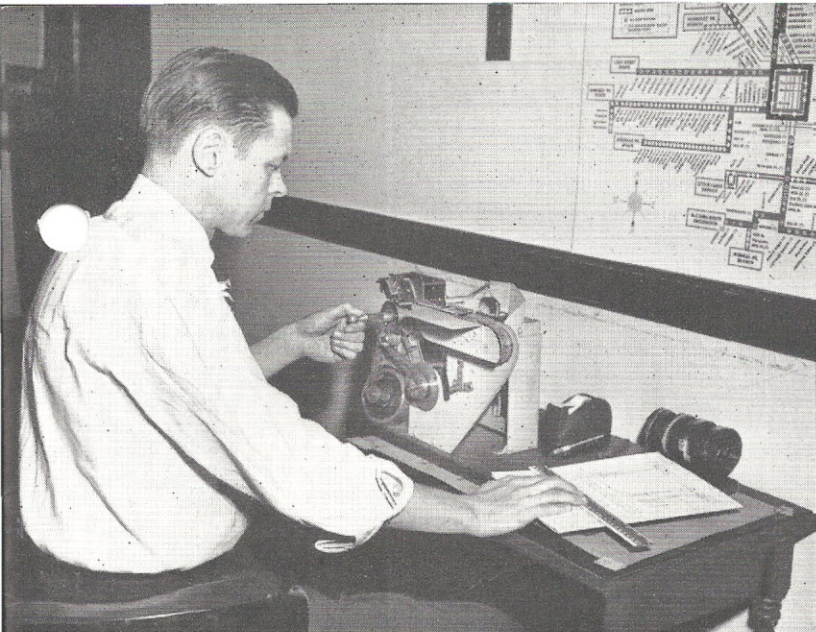
of assistance can be given by respacing trains, giving "runs," or in drastic cases, re-routing service. This can be accomplished with the aid of midline starting lights, signals at interlocking towers, and communication facilities. Use of these facilities now corrects delays before they become serious enough to inconvenience a large number of passengers.

An integral part of the line supervision system is accurate standard time, which is furnished by a high quality pendulum master clock. Every 15 seconds this master clock operates a set of "schedule controllers" (see photo) in exact synchronism. Each controller carries a rolled scheduled tape which takes 24 hours to feed completely through. Holes are carefully punched into this tape at the exact times that trains are scheduled to leave the point to which it applies.

An average of 400 to 600 train trips operate daily

**COVER PHOTO**—NERVE center of the line supervision system is an office in the Transportation department at 79 West Monroe street, where trained personnel is on duty around the clock. Shown are, left, Supervisors Tom Hogan and Edgar Ferguson.





TAPES last as long as a schedule does, but different tapes are, of course, required for weekdays, Saturdays and Sundays. *Walter H. Oquist*, traffic analyst, is shown here working on a CTA-made device for punching the schedule into a tape.

on each important rapid transit route. At the schedule time for each train to leave, a signal goes from the schedule controller into one of eight automatic train dispatchers, which in turn puts on the starting lights at the platform out on the system, up to 15 miles away. The instant the starting signal is given, a record of this "scheduled" leaving time is made by a green pen on recorder charts at the line supervisor's office. Later the actual train leaving time is recorded by an adjacent red pen on the same charts. As the train proceeds along the line its progress is recorded on these charts about every two miles. The train detectors that accomplish this job are either track circuits or rail contactors clamped to the running rail. These contactors are operated by the train wheels and contain a switch that works the pen at the line supervisor's office.

On CTA rapid transit routes, trains are usually scheduled to operate every three to five minutes during most of the day. When trains are off schedule, miniature lights above the recorder charts pop on to show the location and direction of the gap in service. Lights on a wall map also show the location where the delay is developing.

A headway control feature introduced with the line supervision system is the starting lights at Grand and State, southbound, and at Roosevelt and State, northbound. As trains approach these stations, just outside the section of heaviest boarding, trains are respaced to prevent uneven intervals and the overloading of some vehicles that would otherwise result. These starting lights are also operated by an automatic train dispatcher under remote control from the line supervisor's office.

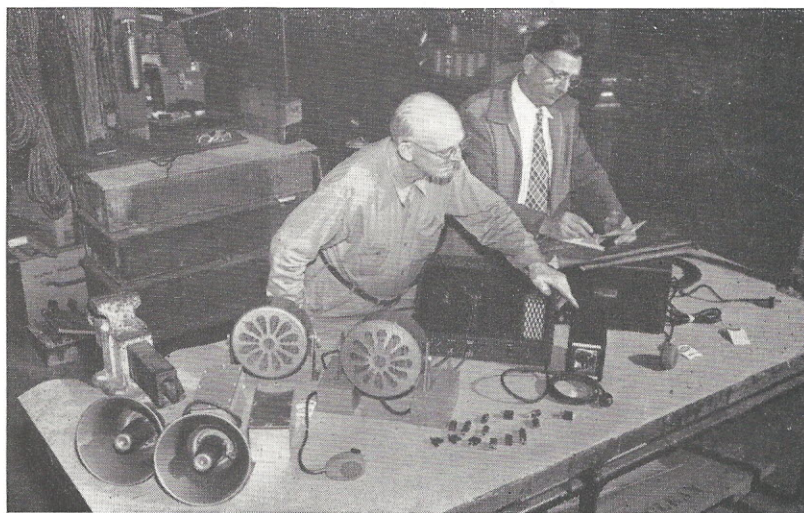
Next to the detailed information on train movements provided by the charts, the most important tool of the line supervisor is a fast, ultra-modern, two-way communication system.

In the CTA equipment the line supervisor can immediately talk to any one of the 24 key locations by dialing a simple code. This operation selects the proper station and location and the line supervisor can talk at



MOST of the electrical installation for line supervision was completed by CTA employees. Shown here adjusting the automatic timers is *Electrician L. B. Farber*.

CHECKING over part of the communication equipment required at one location are, left, *Electrician Harry W. Thompson* and *Acting Foreman Sylvester S. Banecke*. This equipment includes, left to right, two types of speakers, a paging microphone, connecting plugs, platform amplifier, speaker control key, intercommunication amplifier and microphone.



once to the towerman or supervisors, even though they may be five to ten feet away from the speaker. When an outlying supervisor wishes to call the line supervisor, a touch on a pushbutton brings him on the line at once. Pilot lights at the outlying stations show when the line is being used. However, unlike the present automatic telephone system, the line supervisor can be reached from any other station by breaking into the conversation.

Each of the 24 key stations on the line supervisor's communication system may be called individually, in groups, or all at once.

Although many delays can be covered by respacing leaders of late trains, there are longer delays which are followed by bunched service that can only be corrected by "running" trains through. For this purpose, platform speakers are being installed at key stations. These speakers can be operated from a nearby booth or tower, or from the line supervisor's office downtown when the outlying stations are not personally supervised.

Routes of the Rapid Transit covered by line supervision are the Evanston, North-South Subway, Ravenswood, Lake Street, Kenwood and Stockyards. Prior to this installation, a portion of the Lake Street "L" branch was operated with similar line supervision control equipment to determine the extent of its future use by CTA.



# WHAT IS YOUR OPINION OF TV?

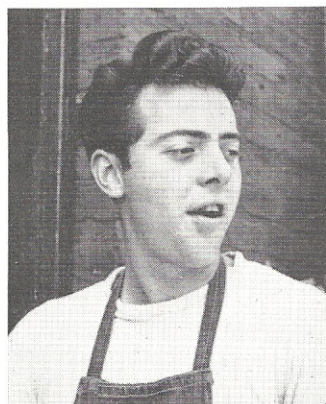
Inquiring Reporter: **BETTY BYRNE**  
Location: South Shops



**THYRA FOSTER, Booth Clerk, is interviewed by BETTY BYRNE:**

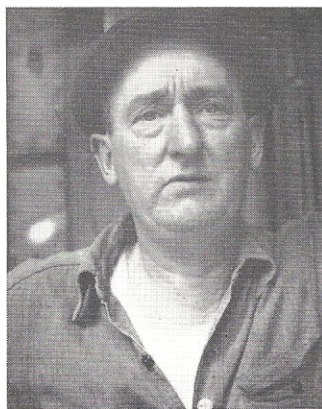
"The introduction of television is another step of progress in our age. There are even greater possibilities before it than those afforded radio. In addition to entertainment it can become an educational channel for all, especially for children. However, to meet the needs of children in all age groups, programs should be specialized. Children today have a broader mental capacity and demand fundamentals upon which to base thought. We should also strive to keep our singing and musical programs at their best."

**FRANK BARTOS, Apprentice Carpenter:**



"I think TV is wonderful! We have had our set for over a year and I have stayed at home more than I normally would, but I don't like everything on TV. Drama and variety take my preference over the rest, although I enjoy the Sox games. Radio programs leave a lot to the imagination, but TV has brought us a visual picture. I think with the coming of color, TV will rank as the greatest discovery since the telephone."

**THOMAS CASHIN, Stationary Engineer:**



"I am 100% for TV. One of the nicest things about it is its educational and entertainment value for children. When they view the travelogues they are enthusiastic at seeing the far-away places and customs that they have been studying about in geography class. My son enjoys the sports programs. I can relax in the evening and see some of the old movies that I missed when I was a kid. As far as I am concerned it is a wonderful thing."

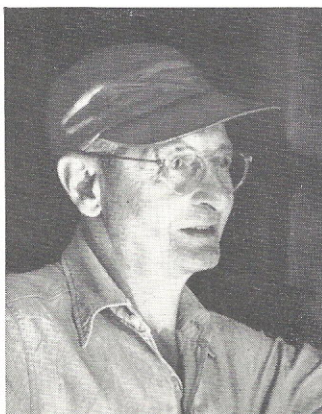
**ROSE VERNA, Stitcher Operator:**



"TV is nice to have, especially on those cold winter nights. I find that we stay home more since we purchased our set. It's a wonderful way to relax. TV hasn't disrupted our household routine. Unlike many others, supper dishes are washed and put away, the house is given the once over, then the set is turned on. Early to bed is still a habit with me; however, the other members of my family are afraid they'll miss something so they don't retire until much later."

**EDWIN FRIEDMAN, Laborer:**

"Television has grown up quite a bit since we purchased our set and we are now reaping the rewards of faithful viewers. The programs vary more now and, with this change, our interest has grown. When television was still in its infancy, it created a lot of disturbance around the house and left many chores undone. However, because of the repeated performances on so many of the programs, the members of my family



snapped back to normal within a short time, but our interest didn't fade. Since commercials are the price we must pay for our enjoyment, we do watch them — some are too drawn out, while others are a novelty and enjoyable to all."



TO THE

# ladies

from joan

THIS IS the Marsh family of nine girls and one boy. Back row, left to right: Catherine, 12; Ronald, 17; Mary, 10; Constance, 8. Front row: Patricia, 5; Cynthia, 2; Mrs. Marsh holding Marjorie, 11 weeks; George Marsh holding Dorothy, 1; Georgia, 6, and Susan, 3.

THE CENTER of attraction now is Marjorie. Little Dorothy was the baby of the family up to now and isn't so sure she likes being replaced. Dorothy, Cynthia, and Susan look at Marjorie with wonder.



lots of comments from passing motorists when filled for an outing. "We can't help but laugh at the remarks we hear," says Mrs. Marsh. "Such as, 'Is that all one family?'" And that's what they are—one big happy family.

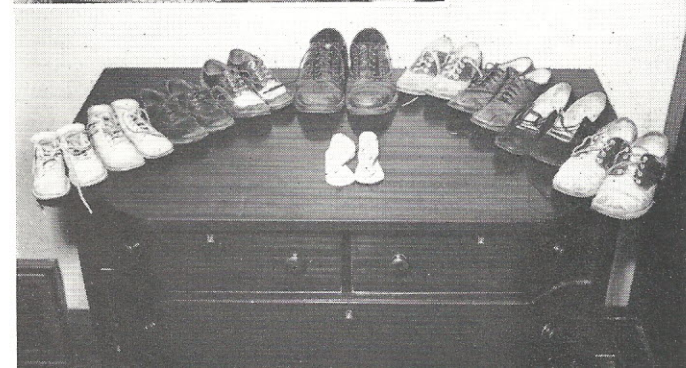
George B. Marsh, who is 35 years old, has worked at the West Shops since 1936 as an electrical car wireman.

There has been a Marsh with Chicago's transportation system since 1891. Peter Marsh, a great-uncle, worked for the surface lines and his grandfather, Freelin Marsh, was employed from 1891 to 1920. George J. Marsh, Devon, the father of George B., started with the company in 1911.



CONFUSION is reduced to a minimum. Catherine and Mary take care of the clean-up duties in pairs and it's done in no time.

TEN PAIR of shoes all in a row. This is what you will see at the Marsh house when bedtime comes.



## Enough for a "Bloomer" Team...

"IF YOU don't think the two of us take a 'kidding,' you're mistaken." This came from George B. Marsh, West Shops, referring to himself and his one son, Ronald. And here's the reason for the "kidding": Catherine, Mary, Constance, Georgia, Patricia, Susan, Cynthia, Dorothy and Marjorie—his nine daughters.

But far from looking beaten, his happy countenance shows what he thinks of his harem. Ronald, 17, doesn't have much to say.

The Marsh family welcomed the latest arrival, Marjorie, who was born June 4, and life goes on as usual. Most of the girls dress themselves with the older ones helping the younger.

Their automobile, big enough for all of them, brings



# TRANSIT IN THE NEWS

## A NEW TREND?

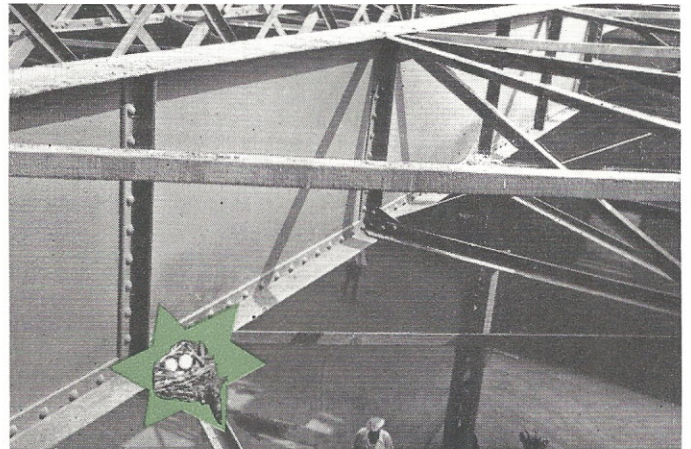
IT TOOK a lot of transfers but this "transfer" dress and hat, modeled by cute *Joyce Perry*, may possibly start a new trend in the youngsters' fashion parade. Joyce's mother, *Lillian*, got the idea some time ago and decided to save all the transfers she received while riding CTA vehicles. Mrs. Perry estimates that it took her six months to collect the approximately 300 transfers needed to make the dress and hat.



## MAKE WAY FOR MODERNIZATION

TWO FAMILIAR landmarks in downtown Chicago—the Congress-Wabash "L" station and a 104 foot section of structure extending across Congress Street between State and Wabash—began melting away into history late in June. The dismantling job, requiring about six weeks for completion, was done by CTA employees. The 104

foot length of structure had been standing for 59 years—since June, 1892, when the Congress Street Stub opened as the downtown terminal of the old Southside "L." The Congress-Wabash station was built in 1897 as part of the Union Loop. The stub continues to service North Shore Line baggage trains. Congress-Wabash station has been closed since August 1, 1949, when North-South all-express rapid transit service was inaugurated. "Evicted" by the dismantling of the stub structure was a family of pigeons that had set up housekeeping on one of the big girders. The parent pigeons fled from the scene when work started leaving unhatched eggs (inset) to the care of CTA way and structure department employees.



## MOVING THE GUARD!

On the night of June 29 and early morning of June 30, 75 chartered CTA buses transported approximately 3,500 troops of the Illinois National Guard from seven local armories to Central station, Dearborn station and the Midway airport. From these points the men embarked for a two-week encampment at Camp Grayling, Michigan. The accompanying picture was taken of the group leaving 1551 N. Kedzie avenue where 17 bus loads were handled. Chartered CTA buses also transported the members of the Guard from the railroad stations and airport to their respective armories on the return trip.





## RECENT SERVICE CHANGES

MODERNIZATION of CTA service on Roosevelt road was recently completed when approximately 50 new propane buses were substituted for streetcars. The new buses, which seat 51 passengers, operate from Michigan avenue on the east to Austin avenue on the west. This service is supplemented on the east section of the route by shuttle cars operating into and from the former streetcar terminal in Burnham Park.

When special events are held in Burnham Park or Soldier Field, creating additional passenger volume, the propane bus service in Roosevelt road will be extended as a through service to a suitable terminal in Grant Park or Burnham Park.

THE modernization of Armitage avenue and Stony Island avenue streetcar routes, and the revision of the Division street and Lincoln-Downtown bus routes were recently completed by Chicago Transit Authority.

On Sunday, June 24, buses replaced streetcars on Armitage avenue. Purchase of property at 5242-54 West Grand avenue was authorized for the establishment of an off-street west terminal for the new Armitage bus route at that point. Stony Island streetcars were replaced with modern buses on Sunday, July 1, and the line was rerouted to a terminal at the 51st street North-South elevated station, providing another transfer connection between surface and rapid transit services.

The Division street bus route was extended through the Loop on Sunday, June 24, to a terminal at Harrison street and Wabash avenue, thus establishing a transfer connection with the Van Buren and Harrison routes. The revised route of the Lincoln-Downtown service, which was placed in operation Sunday, July 1, provides through service to the Loop and makes direct connections with the Cottage Grove and Indiana avenue streetcar routes.

TWO more subway stations in the Loop area on Dearborn street opened at noon Monday, June 4. The new stations had not been finished at the time the Logan Square-Milwaukee avenue subway was opened for service on February 25, 1951. Opening of the stations reduces walking distance for many subway riders in the downtown business district and provides a more convenient transfer connection between the subway and the Loop "L."

## THE THIN MAN'S STREET

IF you are slightly on the heavy side, then this street in Havana, Cuba, should be avoided. As proof of how narrow it is, when a streetcar passes, the pedestrians must turn sideways to let it go through. In addition, the narrow walks only allow for single-file walking, with the hope that no one approaches from the opposite direction. The photo was snapped by *Charlie Keevil*, Engineer of Car Equipment office, on his recent vacation trip to Florida and Cuba.

### CHICAGO TRANSIT AUTHORITY

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

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

	Month of June		Period Ended June 30, 1951	
	1951	1950	6 Months	12 Months
Revenues .....	\$ 9,081,384	\$ 9,630,307	\$55,925,504	\$113,005,590
Operation and Maintenance Expenses.....	7,874,100	8,440,710	50,513,513	101,187,980
	1,210,284	1,189,597	5,411,991	11,817,610
Debt Service Requirements:				
Interest Charges .....	318,039	318,038	1,908,230	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1).....	107,000	107,000	642,000	1,284,000
	425,039	425,038	2,550,230	5,100,250
Balance before Depreciation.....	785,245	764,559	2,861,761	6,717,360
Provision for Depreciation—Current Period.....	625,000	541,667	3,750,000	7,000,000
Balance (Deficit) (Note 2).....	\$ 160,245	\$ 222,892	\$ 888,239*	\$ 282,640*

#### NOTES:

- (1) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.
- (2) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative. 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 one year after making all required deposits in the Depreciation Reserve Fund and Operating Expense Reserve Fund.

\* Red Figures

### PASSENGER STATISTICS

Originating Revenue Passengers.....	58,715,901	62,579,241	363,257,818	732,208,660
Transfer Revenue Passengers.....	3,238,713	3,116,722	19,973,728	38,857,517
Total Revenue Passengers.....	61,954,614	65,695,963	383,231,546	771,066,177

### STATUS OF EQUIPMENT MODERNIZATION PROGRAM

July 23, 1951

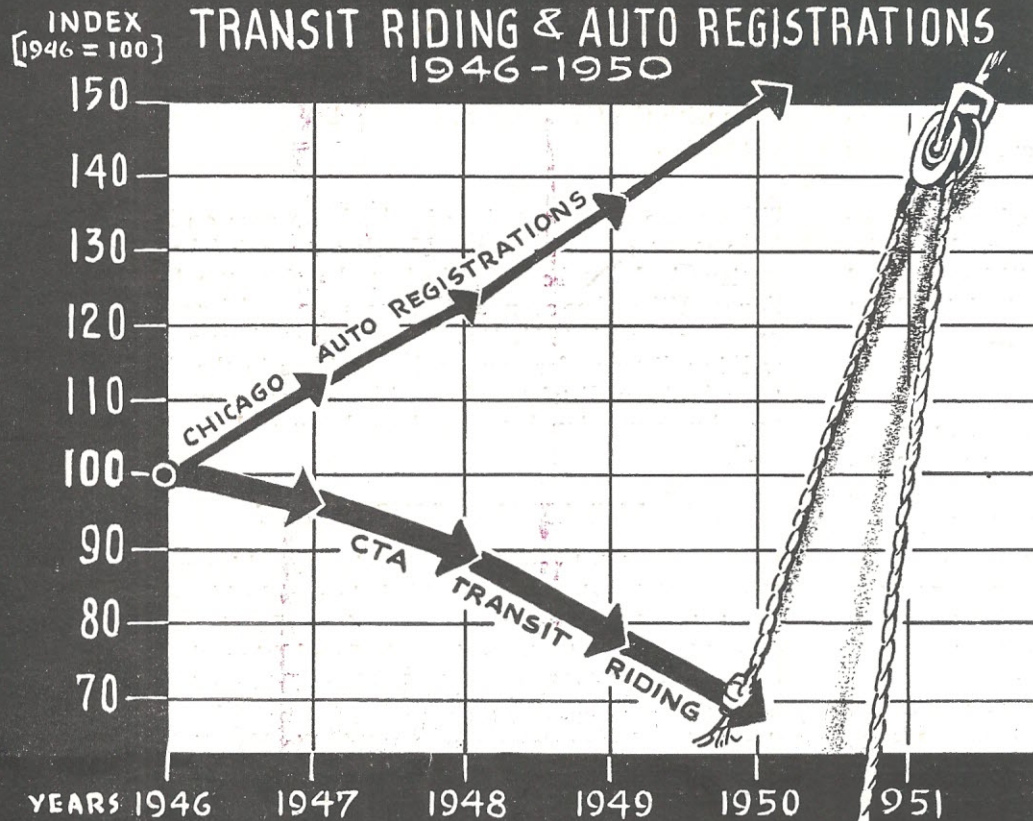
1950 Orders—	Delivered To Date	Remaining To Be Delivered
Propane Buses .....	522	29
Trolley Buses .....	67	282
El-Subway Cars .....	130	70
	719	381
Delivered under previous orders.....	1,714	
	2,433	



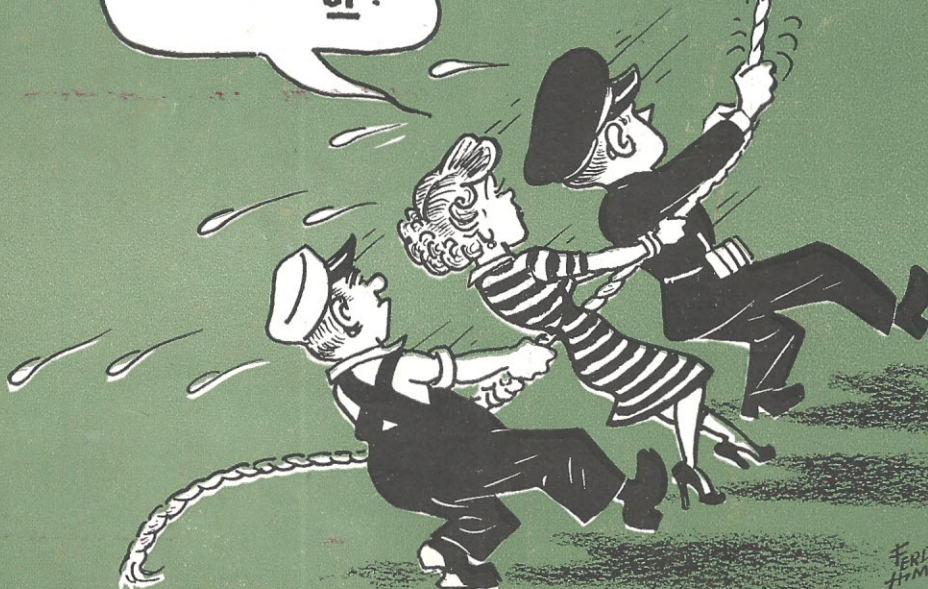


# COMPETITION'S GETTING **Tougher-**

## TRANSIT RIDING & AUTO REGISTRATIONS 1946-1950



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