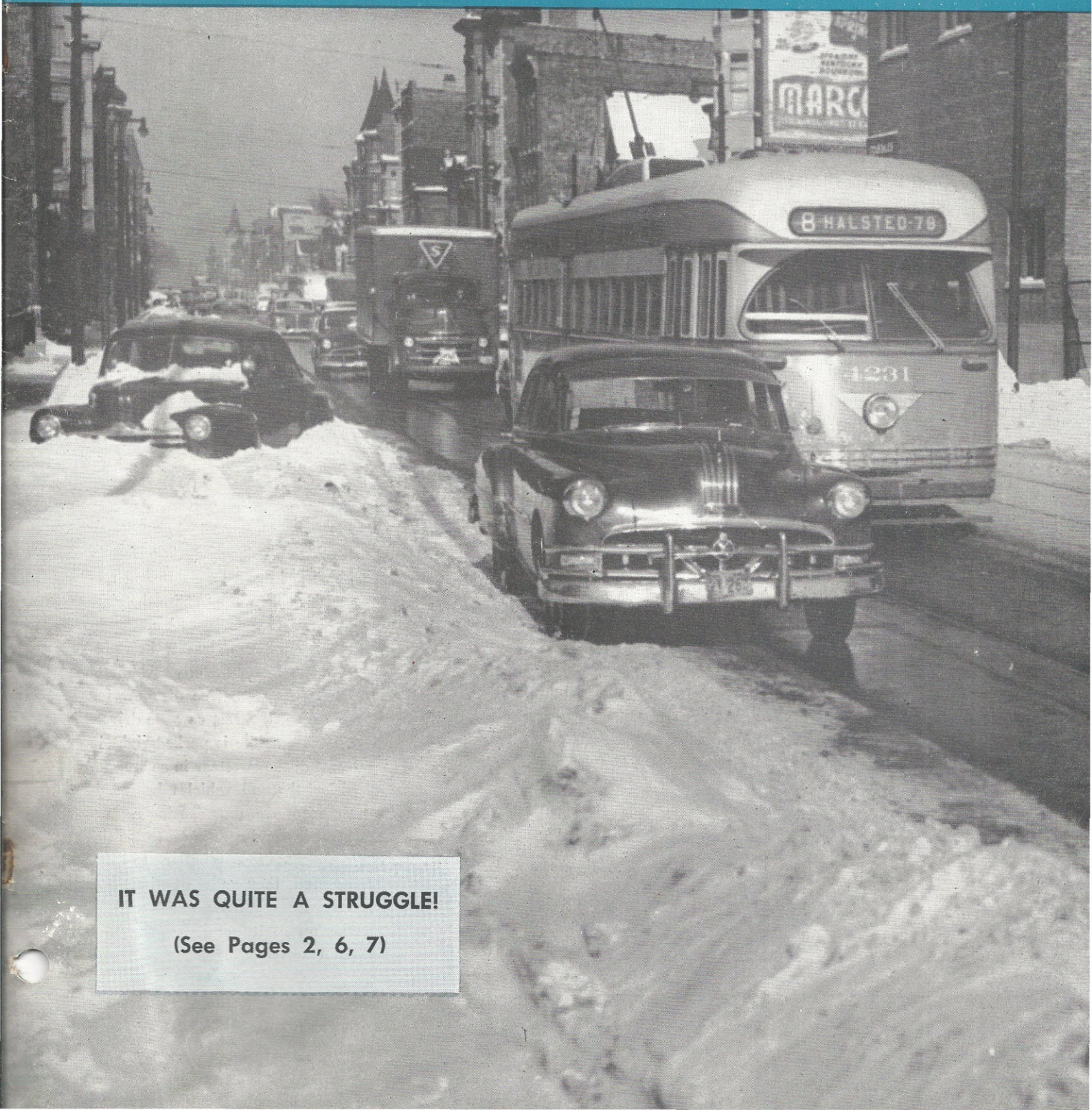




TRANSIT NEWS

JANUARY-1952



IT WAS QUITE A STRUGGLE!

(See Pages 2, 6, 7)

FROM A SERVICEMAN

A letter was recently received from *William A. Majkut*, formerly of the now closed Elston station. He is in the U.S. Navy and writes from his ship, the U.S.S. Rockwall:

"As of last month I have moved from the west coast to the east coast. I came by way of the Panama Canal. We stopped in the Canal zone for a two day liberty stay. We then steamed to Norfolk City, Virginia, for some minor repairs.

"Since I have gone into the service we have an addition to the family. He is *William A. Majkut, Jr.* Our son was born July 24, 1951. He weighed six pounds, five ounces."

COMPLETES BASIC TRAINING



A FORMER clerk at West Shops, *Stanley Kaminski* is now a member of the U. S. Army. He recently completed 18 weeks of basic training and is presently located at Camp Stoneman, California, prior to leaving for overseas duty. Stanley was employed by CTA in February, 1947.

Reported by *Catherine Holton*

NEW REVENUE MEDIUM

Beginning on December 3, 1951, all transfers issued on CTA lines carried on the reverse side "A Smile a Day" quip and an announcement that the remain-

ing space would be available for advertising purposes on and after January 4, 1952.

The response from advertisers was instantaneous. Within a few days Chicago Transferads, 520 North Michigan avenue, which is handling the sale of this space on a contract basis, announced a sellout on weekdays for 13 weeks in advance.

It is estimated that the CTA will receive about \$45,000 annually by utilizing this space for advertising purposes.

New CTA Additions To the Armed Forces

D. P. Carey—Purchasing
J. J. Fahey—Shops and Equipment (North Trolley)
R. J. Madison—Transportation (Cottage Grove)
W. Martin—Transportation (69th)
D. J. Martorelli—Accident Investigation
G. W. Nelson, Jr.—Electrical
R. G. Pyle—Transportation (Blue Island)
P. J. Wendorf—Way and Structures (Building)

Returned from Service

A. J. Brown, Jr.—Shops and Equipment (Blue Island)
P. J. Carroll—Shops and Equipment (North Park)
F. B. DeSande, Jr.—Shops and Equipment (Archer Bus)
A. R. Henderson—Electrical
P. Howley—Electrical
B. R. Meyer—Transportation (Archer)
F. F. Mohrs, Jr.—Shops and Equipment (Beverly)

COVER—Over 33 inches of snow blanketed Chicago during December, breaking a long-standing record for this month. With the start of the first snowfall, CTA crews immediately began clearing its right-of-way all over the city. Although the tracks were free of snow for this Halsted Street car, the driverless automobile is parked right in front of the streetcar in such a position that all vehicles behind it cannot move, thus causing a service delay and creating a traffic tie-up. Situations similar to this occurred thousands of times on CTA lines, causing great gaps in the regularity and frequency of CTA service.

VOLUME V

CTA TRANSIT NEWS

NUMBER 1

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

H. L. Polland, Director of Public Information
W. M. Howlett, Editor

James J. Kennedy, Assistant Editor
Joan Peacock, Women's Editor

Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address communications to CTA TRANSIT NEWS, Room A-1125, 175 West Jackson Boulevard, Chicago 90, Illinois.

BUDGETS?

REAL ESTATE?

CTA Has Plenty of Both!



BUDGET Supervisor *W. S. Comstock* (seated) discusses with his assistant, *W. B. Folta*, the statement made of daily passenger revenues as compared against estimates which are made in advance for budget purposes.

BUDGET

PRACTICALLY all of us, whether we realize it or not, are living according to a budget. In other words, each of us has a certain amount of income each month to maintain ourselves, our families and our homes. Each month we have a certain number of fixed and other expenses which must be paid out of income. If expenses exceed income, we go into debt and must curtail spending in order to make both ends meet.

Every well-run business must necessarily operate on the same principle. The Chicago Transit Authority is required under the terms of the Metropolitan Transit Authority Act and the Trust Agreement with The First National Bank of Chicago to budget its expenditures.

Each department in the CTA, during the course of the current year, makes up estimates of the amount of money required to cover operating expenses and capital expenditures, for such as buildings, equipment, machinery, etc., during the next year. These tentative individual departmental budgets are then submitted no later than September 1 to the Budget department which is temporarily located in Room A-517 at 175 West Jackson Boulevard.

JANUARY, 1952

IN the three immediately preceding issues of CTA TRANSIT NEWS were discussed the purposes and functions of various departments in "Accounting." This article, dealing with the Budget and Real Estate departments, concludes the series on departments reporting to the Comptroller, *P. J. Meinardi*.

From the figures submitted, the Budget department, under the direction of *W. S. Comstock*, Budget Supervisor, and his assistant, *W. B. Folta*, prepares tentative budgets for the CTA and submits them for review to the management, by October 1, in accordance with the terms of the Trust Agreement.

In the preparation of the capital budget an estimate of cash available for capital expenditures is furnished to the Chief Engineer, who is responsible for allocating these funds to the various departments. Consideration is given to unfinished work to be carried over to the following year and the scheduling of new essential projects such as garages, shops, buildings, equipment, terminals, electrical construction, track work, etc.

The second phase of the budget preparation covers the period from October 1 to December 31. During this period, the Budget Supervisor reviews with department heads the figures covering the operating budget as submitted by each department. Where necessary, estimated expenditures are trimmed to fit the estimated income.

ONE of the duties of Budget Clerks is preparing statement sheets of monthly operating expenditures to be used by various CTA department heads for comparative purposes. *Robert D. Keane*, left, is posting monthly budget figures on master copy of statement of operating expenses. *Homer R. McElroy* is at the right.





THIS duplicating machine is being operated by *Stenographer Mildred Murphy* to make copies of estimated 1952 operating and capital budget statements. Copies of other monthly statistical figures of comparison on operating and capital expenditures, pertaining to various departments in the CTA, are also run off on this machine.

Under the Trust Agreement it is necessary to submit tentative budgets for a public hearing by December 10. Before the public hearing is held, tentative budgets are submitted by the Comptroller to the General Manager who, in turn transmits them to the Chicago Transit Board for consideration. The Board, after the public hearing, must adopt the annual budget of operating expenses and capital expenditures prior to the first day of the next ensuing year.

Another function of this department is to "police" the budget. From monthly figures, obtained from the Accounting department, reports are prepared for management showing the results of each department's operation. A detailed statement is sent to each department, comparing expenditures with the budget for each account. Whenever an over-expenditure is made, investigation is instigated to determine the reason. Capital authorizations and expenditures are likewise checked monthly to be sure the appropriation is not exceeded. Other statements, reports and statistics are prepared each month for management and department heads of various clearing and operating accounts.

REAL ESTATE

ALL of us are familiar with the term "real estate" and are aware of what it is, but perhaps quite a few of us do not know the importance of the work performed by the CTA Real Estate department in helping to keep the CTA functioning smoothly.

This department is divided into two sections—Title and Rental—and is headed by *George J. Seiler*, Supervisor of Real Estate, located in Room A-544 at 175 W. Jackson Boulevard.

Title Section

The Title section has the responsibility of negotiating the purchase of all properties used for bus terminals, bus garages, repair shops and other real estate needed for transit operations. It is responsible, too, for the negotiation of all leases for temporary or permanent use of real estate in connection with the operation of buses and streetcars.

It also has charge of clearing the title of real estate to be purchased and the closing of both sales and purchases. The sale of real estate involves clearing through the Chicago Title and Trust Company all objections raised by them which may appear against the title. The drafting of deeds and all other documents necessary to transfer good title to the purchaser of the property which is being sold is handled by the Title section, subject to the approval of the Law department.

Since October 1, 1947, when the CTA became an operating property, 50 parcels of real estate, consisting of surplus car-houses, commercial, residential and vacant property, have been sold for a total of \$1,746,044.00.

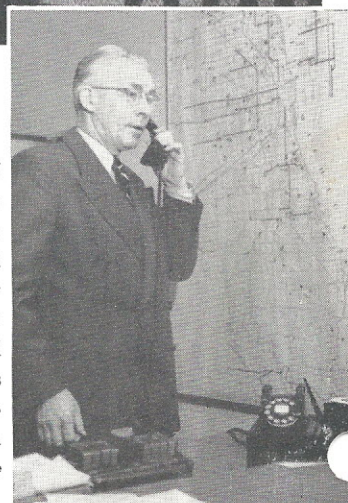
Purchases of real estate during the same period amounted to 43 parcels for use as bus garages, bus storage, bus terminals and miscellaneous purposes. This property was acquired at a total cost of \$841,823.00.

This section works in close cooperation with the Planning Engineers in the selection of locations for bus terminals in conversion of surface operations from streetcar to bus serv-

IN the course of a day's work, *George J. Seiler*, Supervisor of Real Estate, is discussing a business matter with one of the many people who frequently come in to see him.

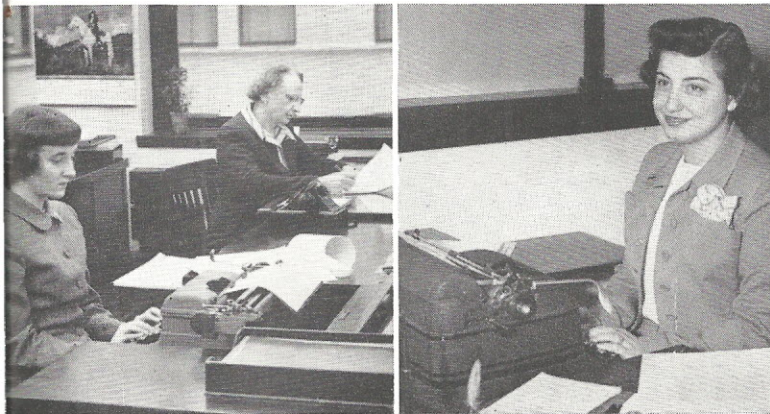


THE system map in the office of *William T. Roser*, Assistant Supervisor of Real Estate and Title Agent, shows by colored dots and circles the locations of presently owned properties, those which have been sold, and those leased for operating purposes, such as bus terminals, etc. The map provides quick informational data needed in response to telephone or other types of inquiries.





GEORGE Boehm, front, Assistant Title Agent, and **Steve Vukso**, assistant to Manager of Rentals, have a mine of invaluable data in this bank of comprehensive, accurate files which extends almost to the ceiling. These files contain titles and leases, including abstracts, deeds and other information about CTA property. They are constantly being referred to on all matters pertaining to real estate.



THE secretarial and stenographic duties in the Real Estate department are handled by **Verena Langhammer**, center, secretary to the Supervisor, and **Stenographers Jean Herbert**, left, and **Dolores Zotto**.

ice. It is necessary to investigate the real estate title index of the County Recorder's office and the Chicago Title and Trust Company as well as the tax record in the Cook County Treasurer's office in order to determine the ownership and condition of the title of property proposed to be acquired.

Very comprehensive files are maintained which contain all deeds and all other legal documents pertaining to the titles of all real estate owned by CTA. This amounts to approximately 3,000 parcels of property, ranging in size from a city lot to tracts of land as large as 40 acres.

Rental Section

The Rental section of the Real Estate department handles the leasing of properties for income and operating purposes. It also negotiates and handles all details involved in the issuing of annual licenses for use by others of the Authority's right-of-way properties.

As of July 1, 1951, the total number of leases in effect was 163, with an annual rental income of approximately \$294,000.00, and licenses issued numbered 276, from which about \$35,000.00 is collected annually.

Under the Metropolitan Transit Authority Act, the CTA may make leases for a term of one year or less without advertising for sealed bids. On all leases for terms exceeding one year, it is necessary to advertise for sealed bids and the

lease is awarded to the highest responsible bidder. At the present time, there are in effect approximately 25 long-term leases, ranging from four to 50 years.

The tenants of the Authority's leased property are engaged in many and varied types of businesses, such as restaurants, cleaning establishments, florists shops, barber shops, food marts, furniture and electrical appliance stores, specialty shops, auto parking stations, gasoline filling stations, etc.

It is the responsibility of the Rental section to maintain general landlord-tenant relations. This includes handling of complaints, general maintenance, physical inspection of properties, authorization of emergency repairs and collection of rentals.

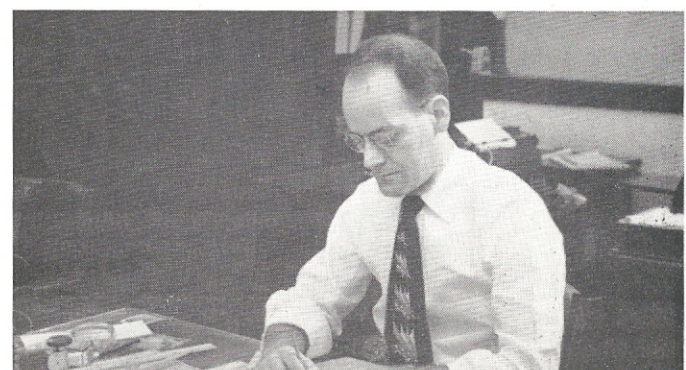
It also has the responsibility for the drafting of all leases, licenses and agreements, which must be carefully checked to see that all necessary stipulations are included to properly protect the Authority. All such documents are submitted for approval to the Law department, Insurance department and the operating department directly concerned.

The Rental section also handles the drafting and processing of all leases to the Authority from owners of property used by the CTA for operating purposes. At present about 50 such leases are in effect.



CTA property which has been leased to tenants is used for many kinds of business establishments such as restaurants, barber shops, food marts, furniture and electrical appliance stores, auto parking stations, gasoline stations, etc. Real Estate Inspector **E. P. Wade**, left, and **Ivan B. Miller**, Manager of Rentals, are shown leaving a bakery shop.

PORTIONS of CTA property which have been rented or leased for use by outside parties are marked on blueprints of the entire parcel of property by **James Baratta**, clerk.



IT WAS QUITE A STRUGGLE!



DOUBLE-parked automobiles reduced the usable width of the street at Division-State, a common sight throughout the city.

YES, it was quite a struggle, that great "battle of the blizzards" waged on Chicago's streets during November and December, 1951.

Snow began to weave a white blanket over the Windy City in November. Then a series of major snow storms struck, starting Friday, December 14, and extending into Christmas morning. By that time a total of 47.7 inches of snow had fallen, breaking all previous records for November and December. December's total—33.3 inches, as compared with 6.6 inches for a normal December—was in itself an all-time record for Chicago.

To snow already piled high on the city's streets, the Christmas Eve storm added another 8.6 inches. *Only the valiant work of CTA personnel and snow-fighting equipment*, co-operating with the forces of the City and other public agencies, averted civic paralysis. Nearly 1,000 CTA employees, manning 225 snow-sweepers and plows, and 50 sand and salt spreading trucks, fought this "battle of the blizzards" from the start to the finish.

Operating on round-the clock schedules for long, tortuous hours, these men, as well as motormen, conductors and bus operators worked to the point of complete physical exhaustion, giving up even Christmas day with their families to keep CTA service operating. Thanks to their efforts, CTA's 1,500 miles of bus and streetcar routes were kept from the storm's grasp. Not one surface route, or even a section of a single route, was lost to the elements.

Secondary streets, however, were virtually impassable, being piled high with snow, and jammed with abandoned, snow-covered automobiles. Consequently, CTA surface routes, kept usable by a constant day and night struggle at the car and bus riders' expense, became the city's principal "lifelines." Thousands of automobiles, trucks and service vehicles which normally fan out and thin out on the city's widespread network of secondary streets, were funneled onto CTA routes, blocking transit vehicles and snarling traffic.

These vital "lifelines" then quickly became open-air garages, used by motorists for temporary parking during the daytime, and all-night parking after the evening rush hours, in violation of the city's snow removal ordinance.

This was the nerve-wracking, exasperating phase of the "battle of the blizzards." These illegally parked automobiles prevented CTA sweepers and plows from cleaning the streets from curb to curb. Nevertheless, the snow-fighting equipment was kept on the streets. Hundreds of abandoned automobiles were buried in mounds of snow, establishing "new" curb lines, and reducing the serviceable width of the streets to a single lane, and even less, in each direction.

At this stage, the illegal parking became a tremendous handicap to local transit service, and to all traffic. Literally thousands of thoughtless, or selfish motorists and truckers parked their vehicles in these narrowed lanes, blocking both streetcars and buses. Delays of 15 to 40 minutes to our riders were commonplace from each instance of thoughtless or selfish parking.

The Inconsiderate-Human-of-the-Year-Award, if one existed, would go to the motorist who, in snarling traffic on N. Clark St., during the storm period, typifies the parked automobile problem which the CTA and its 2,300,000 daily riders had to contend with in December.

Here are the almost unbelievable details. A southbound Clark St. car was blocked by an automobile parked squarely in the tracks . . . the crew began a search for the motorist in nearby stores. Finally, the motorman entered the Rogers Park post office and called out the license number of the automobile . . . a man, standing in a long line at the parcel post window, admitted ownership of the parked automobile . . . "you had better move your automobile before the passengers on my car mob you," the motorman advised him . . . The motorist's reply? "Why, if I have to move my automobile, I'll lose my place in line!"

Thousands of other flagrant examples of utter selfishness were committed by inconsiderate motorists and truckers. . . . Their thoughtlessness was directly responsible for the agonizing delays to hundreds of thousands of CTA riders, despite the best efforts of the CTA's snow-fighting crews, its emergency truck crews who patrolled the routes 24-hours a day to move illegally parked and stalled autos and trucks, the motormen and conductors who themselves in countless instances shoved and pushed vehicles out of the way of CTA

THIS traffic tie-up at Wells-Grand is largely due to double-parked, snow-covered automobiles. Thousands of delays were caused by double-parked autos and trucks.



In appreciation for the tremendous job done under extremely trying circumstances, General Manager Walter J. McCarter sent the following letter to all operating employees:

"Now that the wintry nightmare which held Chicago in its grip for many days has at least temporarily abated, I want to express management's appreciation of the tremendous effort put forth by CTA operating employees to keep the city's vital transit lifelines open.

"Operating on round-the-clock schedules for long, tortuous hours, giving up even Christmas Day with your families, the trainmen . . . the employees who manned snowfighting equipment, cleaned switches, pushed stalled and illegally parked automobiles . . . the dispatchers and supervisors . . . the equipment maintenance workers . . . and many others in all departments, moving together admirably as a team, performed an outstanding job that merits the gratitude of all Chicagoans.

"To the satisfaction each of you must feel in the knowledge of a tough assignment well done, I add my sincere 'thank you'."

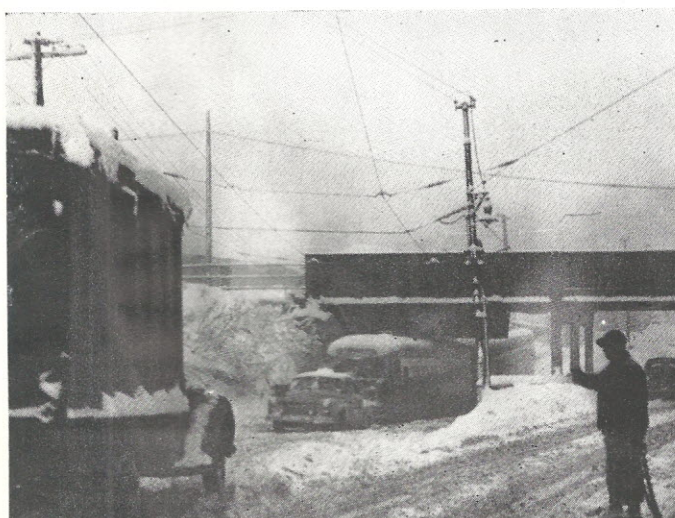
Walter J. McCarter,
General Manager

cars and buses, and track department employees who were on the job the clock round, keeping automatic switches operable.

The snail's pace to which surface transit was slowed during and following the snowstorms, principally by automobiles and trucks, can be clearly judged from a single schedule comparison—Broadway-State streetcars ordinarily make the trip from Devon-Clark to 119th-Morgan and then back to the north terminal in three hours and forty minutes . . . on Sunday, December 23, the same trip required nine hours for some streetcars.

Mayor Kennelly, alert to the seriousness of the situation, held three emergency conferences of city traffic police, fire and transit officials. Appealing for the cooperation of Chicago's citizens, following these conferences, the Mayor said:

TRUCK and taxicab combined to block a streetcar at 16th Street and Clark Street. Even in ideal weather similar incidents impose terrific handicaps upon local transit and daily delay thousands of local transit riders.



NEARLY 1,000 CTA employees manned 225 snow-sweepers and plows and 50 sand and salt spreading trucks to fight this "battle of the blizzards" from start to finish.

"Transportation authorities, the police and fire departments, and all others concerned, agreed it is absolutely imperative that the main streets of the city be kept open. . . . These main streets must be kept clear of parked autos so that snow-clearing and snow-removal equipment can operate. . . . If your car is parked on one of these streets you are in violation of the snow ordinance. . . . Under the law, your car can be towed away. . . . I appeal to you, if your car has been left on one of these streets, to remove it immediately so that we can keep these streets open."

Despite the severe handicaps imposed by the frequent snowstorms, the illegal parking, and stalled autos and trucks, the CTA did not abandon service on a single line. Although there were long delays, and vehicles were jammed with regular riders, and with motorists who wisely chose to use CTA services instead of driving, every CTA surface route continued to operate . . . sections of some lines east of State St., between 16th and 61st Streets, were all but cut-off because of large numbers of automobiles deserted in the middle of the streets. . . . Service on the Ravenswood "L" was interrupted for a few hours early Christmas morning by interlocking switch plant trouble. . . . However, the CTA's network of Rapid Transit lines, carried in excess of 500,000 passengers on weekdays—a record total for the CTA—and maintained close to operating schedules.

The L-Subway performance in this emergency can be credited directly to the CTA's modernization of its rapid transit service by the introduction of A and B express trains, and the elimination of lightly used stations.

Snow-Fighting Is A Costly Business . . . CTA, during November and December, spent more than \$750,000 on snow-clearing operations . . . this figure includes the wages of crews assigned to plows and sweepers, operating expenses of such equipment, and the cost of sand and salt spread on the streets. Other substantial amounts for overtime pay of streetcar, bus and rapid transit operating personnel, equipment damage, etc., all directly chargeable to the snowstorms, will further swell the CTA's cost of fighting Chicago's 1951 "battle of the blizzards."

Yes, it was quite a struggle to maintain local transit service, but it can truly be said that December's bitter experiences were no more than a severe and dramatic intensification of double parking conditions that the CTA is compelled to combat daily, even when weather conditions are ideal.

These utterly selfish and inconsiderate violations of traffic ordinances, now at an all-time peak, daily subject thousands of local transit riders to delays and inconvenience.

Everyone

HAD A GOOD TIME

THE holiday season was filled with Christmas parties and probably none were enjoyed more than those given for the children of CTA employees by the CTA Post No. 1216 of the American Legion, and the CTA Post No. 9114, Veterans of Foreign Wars. At each of these annual affairs, toys and gifts were given to the children by Santa Claus, followed by entertainment, singing and refreshments. Shown in the two photos below are many of the parents and children who attended the VFW party. Other photographs on this page are of the party sponsored by the Legion Post.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY



She Must Have Asked for It

ACCIDENT INVESTIGATION — When *Lorraine McCarthy* asked for snowflurries, and we got a snowstorm, *John Daly*, *Pete Sepic*, *Harold Spitz* and *Howard Clark* began wondering what the consequences would be if she asked for a snowstorm.

We are pleased to say that *Regina Kuzius* returned to work in time to celebrate Christmas. Reggie had been off with pneumonia.

The girls all had a wonderful time at their annual Christmas party, which was held at Kungsholm restaurant. To *Jeanne Ludmann*, *Eleanor Garro*, *Rosalind Watkins* and *Eleanor Bonk* we send our "Thanks" for their efforts in making it a success. *Eleanor Bonk* was unable to attend the affair as the dentist removed a few of her "choppers."

Pfc. Tony Greene was home for Christmas and dropped in to see us.

Welcome to *Dave Munyer*, *Julian Griesmeyer* and *Don Barron*, who

CHAMPIONSHIP TROPHIES

WHEN CTA bowlers end their respective leagues sometime in April, all eyes will be turned to the annual playoff championships when the above pictured trophies will be awarded to the 1951-52 champions. Admiring the new trophies are *Walter J. McCarter*, general manager, and some of the bowling league presidents, namely, left to right: *Ted Nadrowski*, *Orville Schmidt*, *Dan O'Brien*, *William Kugelberg*, *Walter Fitzgerald*, *William Hodgson* and *William Meyers*. Trophies were purchased with proceeds from automatic canteens and dispensers that are installed at various employee locations on the property.

are all working in the Vault.

The Claim Dept. is hoping to have "Open House" when they get through with the remodeling.

A very Happy New Year to everyone. —G & M

Ten Years Early

ARMITAGE—An article in the November "Transit News" stated *Stanley Krupa* had celebrated his 25th wedding anniversary. Stanley says, "t'ain't so, it's only the 15th." Sorry.

The following trainmen have taken their pensions recently: *Motormen Frank Wilmar*, *Eddie Smith* and *Art Zeigler*, and *Conductor J.*

Fisher. Our best wishes go with them. Speaking of pensions, *Charlie Riggs*, retired Armitage conductor, paid his periodic visit to Armitage during the holidays. Charlie just passed his 84th birthday, but is still hale and hearty.

We received a letter from *Noah Moss*, retired repair shop clerk, in which he says to thank all the men from various barns who stopped in to see him at New Smyrna Beach, Florida. Noah sends the season's greetings to one and all.

Motorman La Tour has turned out to be a big game hunter. Landed a fine large buck on his recent hunting expedition.

Operator R. Milewski reports the arrival of a new \$600.00 exemption at his house. The new addition is named *Richard Wayne*. Mother and youngster are doing fine and daddy has fully recovered.

—TED SHUMON

Wishes He Was There Now

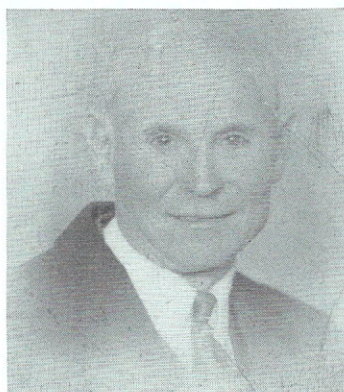
ELECTRICAL—*Patrick Quigley*, Grand & Leavitt, spent his vacation in the Deep South. Motored through the southern states, enjoyed the scenery and then spent a short time in Miami Beach. Motored approximately 4,000 miles.

Frank Parise, General Office, is the proud daddy of a baby boy, "Frank, Jr.," who arrived on November 19. This is number one for the Parises.

Alfred Morf, General Office, vacationed in the East. Motored through the New England states and home in his new car. Covered some 2500 miles.

—G. E. ANDREWS

NEVER LATE



RETIRING with the enviable record of never having been late for work in approximately 30 years is *Laborer Anthony Comparetto*, Track department. His future plans include devoting a lot of time to his eight grandchildren.

Baseball Talk In January

BEVERLY—Snowtime is not quite the time to talk about baseball, but in this case the news just leaked out a little ahead of time. *Bus Operator Stanley Suski*, one of our newcomers at Beverly, is quite a ballplayer. *Walter Ohse* and *Bill Dillon* and scouts for the big leagues who might be reading this article, give him a tryout. Could be a help on your team. He played ball with the Marine Corps and also with the Cicero Chiefs, a semipro league team.

The stork finally got *Bus Operator* and *Mrs. Jack Lerner's* address right this time for he left a cute little girl for them. They call her *Valia* and she weighed in at seven pounds, seven ounces, at the Chicago Lying-In Hospital.

Bus Operator Deloss Carson says "You can call me grandpa now." A hello for grandma, too. The reason is their son, *Raymond*, and his wife became papa and mama. *Jeneine Elizabeth*, the little granddaughter, was born December 11, 1951, at the Little Company of Mary Hospital and weighed seven pounds, two ounces.

Bus Operator and *Mrs. Jack Fisher's* son, *Jack Fisher, Jr.*, 18 years old, joined the Navy. He is now stationed at Great Lakes Naval Training Station. Dad is

wondering why they have to wear boots while in boot training. Maybe they wear boots on land to keep their feet dry. Might as well wear them now, for they aren't much good on the high seas where you get wet all over.

Bus Operator Virgil D. Trimmer, and also our faithful *Beverly Garage Credit Union* treasurer, was the winner of a turkey at a neighborhood dance.

Bus Operator John Williams is a different kind of hunter. Some hunt rabbits, ducks, pheasants or squirrels, but his specialty is raccoon. Wandering around to different coon sites, he traveled from Fox Lake to Effingham and got a total of eight raccoons. "With raccoon for a holiday meal I should worry about a turkey dinner," he said.

Raw Beef Does It

Bus Operator Gilbert Robinson and his wife *Ida* spent some of their vacation at Annhauc Lake near Houston, Texas. A most unusual fisherman he is, and did he get them. Yes, Blue Point Crabs. Here in Chicago they are worth 75 cents each. In Houston 75c per dozen. Inside of four hours he filled up three 100 pound bags. He gave them all away except for the few he took home. What you want to know is how he caught so many. For bait he used a chunk of raw beef on a four foot line; dropping it in the water, the crab would grab hold of raw beef with its pincers.

A bit of news about the old timers on pension: *Jim Cashman* visited Beverly for the first time the other day. Started out as an elephant trainer. Get him to spin some circus yarns.

Billy Hines, the Silver Haired Boy, looks as young as ever with his rosy complexion. Bass Lake also helps him stay young, fishing and boating with *Capt. Campbell*. Billy says he sees *Claude Stewart*, ex-supervisor and motorman from Burnside depot, occasionally in that part of the country.

Joe Vandergraff is now vacationing in Long Beach, California. Last year it was Florida.

Ben Crawford dropped in the other day. He looks good.

—DANTE BRUNOD

Coin Collector Gets a Bargain

DEVON—*Ed O'Brien*, counting his money one evening, came across a half dollar that didn't look just right to him. His motorman was standing alongside him and offered him forty cents for it. Ed took the forty cents. Later he found out that he had a *Booker T. Washington* half dollar that collectors were offering up to a dollar for.

Haddon Phillips has announced his engagement to *Miss Zella M. Kaiser* of Sioux City, Iowa. Miss Kaiser will complete her training as a masseuse some time this month, after which they will complete their plans for middle ailing the latter part of this month.

Al Todd, taking his pension, has left Chicago and gone to Houston, Texas.

Bill Duffy takes his vacation at this time of the year so that he can take a plane trip to his home in St. Petersburg, Florida.

Axel Johnson is at the Hines hospital recuperating from a serious illness. Also at Hines is *Paul Casco*, in for a check-up.

It'll Keep!

Jim Moran received an early Christmas gift. A case of Scotch. Two days later he went to his doctor for a check up. And several days later, with a complete physical, Jim came through with ulcers. Now all he can do is look at his Scotch.

Ed Brown worked a P.M. during the heavy snow fall and came home a little later than usual, about 1 a.m. He went to bed and about 3:30 in the morning jumped out of bed, dressed, and shoveled his snow. By the time he went to work there was more snow than when he first shoveled it. —JOE KLEIN

That's a Day He Will Remember

GENERAL OFFICE (175)—December 14 was the day Uncle Sam had a cold, cold heart. That was the day *Dave Carey* was given a train ticket marked "California"-destination—Marine training base, San Diego.

That also was a very unhappy day in Purchasing, and to take Dave's place while he is on his "extended vacation" we have *Tom Galante* from Transportation. The Monday before Dave left everyone in Purchasing shared in a chicken feast and home spun entertainment at Younkers on Chicago avenue.

December Activities

In mid-December, *Willis H. Helfrich*, a member of the Medinah Chanters, sang at their pre-holiday concert. *Aileen Benson*, who attended, said that it was a night worth remembering with their unusual costumes and all.

Just to get everyone in a pre-holiday spirit *Helen Metzger* came a-sporting a left handed ring in mid-December. It's just beautiful.

Iris Phillips "hello's" now originate from the Invoice Section, after having been transferred from Accounting.

Mr. and Mrs. E. J. Cummings were guests at the annual holiday for ladies given by the Western Railway Club on Saturday, December 15.

—CATHY BARRY
VERNA RAYNOR

BAGGED THE LIMIT



A HUNTING trip to Forestburg, South Dakota, proved to be a profitable one for, left to right, *Al Nehls*, *Bob Kraemer*, and *Bill Miedema*, bus operators from North avenue depot. Each says he bagged the limit, and from the smiles they're wearing, it must be true.

Reported by *Joe Hiebel*

"King of Cravats" Getting Competition

KEDZIE—Christmas ties of all colors are common these days but *Fred Schultz* still remains the "King of the Cravats." However, that initialed number *Mike Uganus* is sporting makes him the crown prince.

A double bundle of sunshine arrived December 1 to brighten the home of *Motorman Mike Clemente*, named *Mike, Jr.*, and *Jennie Ann*. Mike almost had a total eclipse. Mother and babies doing fine, father is recuperating slowly.

Motorman Joseph Davidson, the Hoosier Humorist, spent his vacation in the hills of Ohio and Pennsylvania and, of course, a few days in Indiana before returning home.

Conductor Walter (Mr. White Sox) Blankschen can talk all day on baseball and can furnish all data on any player from *Jackson* to *Minoso*.

Watch For It

George Dipple has purchased a home and is planning a big house warming party. Everyone is invited. Watch for the announcement in the South Side Home Life Weekly.

Have you noticed *Motorman S. Black* strutting like a peacock? He has two reasons for this, a boy and a girl, who arrived at his home December 9.

The stork also delivered a baby to the home of *James Scanlon* on Thanksgiving Day. James is thankful for his four wonderful children.

Motormen Ernest Kruscha, Victor Volenc, William Andrews, Thomas Cerkez and *Conductor Walter Gorey* retired January 1. To these men we wish a long happy rest and beg them to return often to the depot for friendly chats.

Christmas presents to *Janitor George Wilson* was a new broom handle with a miniature klaxon mounted thereon. Wilson appreciated the joke and passed the horn on to a neighborhood boy.

Looking back on 1951 there are many things we will remember about that year. The very successful Credit Union party, the CTA



MEMBERS of the Electrical department honored *Larry Crowley*, recently retired, with a dinner in his honor on December 15 at the Graemere hotel. Larry, who started his transit career as a laborer in the Road department in 1908, was presented with a luggage set and billfold by his fellow employees. He was a lineman's helper in the Electrical department at the time of his retirement. Among those attending the dinner were, left to right, *R. M. Dwyer, J. J. Broderick, J. Brennan, Crowley, E. A. Imhoff, C. W. Wolf, Col. E. J. Blair, F. A. Benner, H. D. Wilson* and *R. E. Fitzgerald*.

golf outing which North Ave. Depot won, but *John Pater* of Kedzie walked off with individual honors; our many friends that transferred to North Ave. when Van Buren St. was converted to buses, the slugging of *Irv. Belmonte* in the Championship game that brought the cup to Kedzie, many friends who passed on and numerous others who retired on pension, the satisfaction I received when I was asked to conduct this column, and the many cards I received from you men vacationing.

Yes, the old year was a pretty good one to us all but let's make the New Year a banner year and this column an interesting one. With your help I cannot fail.

—C. JACK WILLIAMS

Agent's Daughter Moving to Italy

LOOP—*Helen Lynch*, agent, visited her daughter, *Anna*, a former loop agent, at Norfolk, Virginia. Ann's husband has been transferred to Italy. She and the children will follow in a few months to make their home there.

Lottie Schroeder, Mary Molinari and *Ann Gardner* are on the sick list. We hope the New Year is a change for the better and they will soon be back.

Santa's gift to *Grace LaBelle*, agent, was a sad one. A fire starting in the boiler room ruined their apartment and all their clothing.

Our deepest sympathy is extended to *Pete Russo*, tinner, whose son-in-law, *Gene Storino*, was killed by a train December 14; and *Henry Duke*, porter, whose brother was also killed December 16 in a robbery. We regret the loss of *Agents Bess Sullivan* and *Lewis Boyd*.

—EDITH EDBROOKE

The Food Must Be Good, Too

MATERIALS & SUPPLIES—Our Storeroom 50 is called "the home for the homeless" these days because another stray dog wandered to this storeroom and decided to stay. All we can say is that *Mr. Wilcox*, stock clerk at this storeroom, must feed them pretty well.

One of our former employees,

Mrs. Eldora Marshall, typist in our general office, and husband are the proud parents of their second son, *Lawrence Arthur*, born on December 13, 1951, weighing a little over six pounds.

We are wishing a speedy recovery to *Mrs. John Toman*, wife of one of our laborers at the West Shops, who was severely burned when a water tank exploded in their home.

We also hope to have *George Crofoot*, stock clerk at West Shops, back to work in the near future. George is recovering from pneumonia.

The sad expression on *John Gubbins*, stock clerk at our South Shops, was caused because he had to work on his twenty-eighth birthday, which was on December 17.

We wish a speedy recovery to *Father Joe*, who is the son of *Mr. Joseph O'Reilly*, divisional storekeeper at our elevated storerooms. Father Joe was in a very serious automobile accident during the Thanksgiving holidays and will be hospitalized for quite some time.

—JEAN O'NEILL

SANTA VISITS SKOKIE



EIGHT prancing reindeer, expertly guided by good old St. Nick, adorned the outside of the Skokie shops, 3801 Oakton, during the holiday season. This idea was born in the mind of "Art" Keiner, paint shop foreman, who also did the painting of the display, which was constructed from scrap plywood by the men in the shops. The decoration, approximately 28 feet long and about four feet high, was illuminated with spotlights.

Korean Vet Returns to CTA

NORTH—A hearty welcome to *Alfred Sturm* who has been busy helping Uncle Sam in far-away Korea. After serving ten months in Korea, Sturm has resumed his duties as bus operator.

Many thanks to pensioners *Wesley Davis*, *George Brown* and *Paul Dibborn* who were so kind to assist in the collection for our Christmas tree. Our many thanks to those fine fellows who had the big job of decorating it, namely *Arthur Kosehe*, *John Kokoska*, *Tom Frei*, *Bill Fleischman* and others.

Congratulations to *Arthur Olson* on his 20th wedding anniversary, which was celebrated last month. Congratulations to *John Ley* on his 3rd wedding anniversary, which was celebrated December 4.

We were all sorry to hear of the accident *Roy Christoffel* had when his car skidded into a ditch as he was Iowa-bound on his vacation. Luck was with him when he escaped with minor injuries.

Scott Voss is a patient at Saint Anne's hospital where he had to

have his other leg amputated. A visit to this fine fellow would be cheering.

Our congratulations to *Chester Mendriski*, who was presented with a darling baby girl. She was named *Dorothy Kathryn*, and is Daddy proud. This makes the fourth child for the Mendriskis.

Instructor Bob Christian is now recuperating at home. *Bob Christian, Jr.*, was home on leave prior to his departure for overseas duty. *Bob, Jr.*, was clerk at "Six Hundred."

Congratulations to our popular Board members, *Jerry Blake* and *Augie Johnson*, on their wedding anniversaries. Blake celebrated his 28th on January 15, and Augie celebrated his 26th on January 22.

—JOE HIEBEL

Visits Daughter In Florida

77TH—On the 22nd of November, *John W. Meegan* started his three weeks vacation. He spent most of it visiting his daughter, a nun in the Dominican Order assigned to a convent in Fort Lauderdale,

Florida. He hadn't seen her in five years.

On a recent visit from Arkansas, *Retired Motorman George Brown* stopped at 77th to greet his many friends. We hope he'll come again soon. It was a great pleasure to see him.

Mr. and Mrs. Owen T. Duncan celebrated their 25th wedding anniversary beginning on Thanksgiving Day and ending the following Sunday with an open-house reception for all their friends.

Congratulations on their 25th anniversary to *Mr. and Mrs. George Sendzikowski* on Nov. 24. There was breakfast at home after Mass and a reception in the Cameo Room of the South Shore hotel in the evening.

Bus Operator Phil Keil, who was the victim in a recent automobile accident in front of the depot, is in St. George's Hospital, Room 311. He's mending nicely and intends to have a good year in 1952 in spite of all his bad luck. We wish him the best.

Sanitary Engineer Henry Ross is hunting for the hidden catapult in the depot that sends wet sponges flying across the train room in his direction.

—WILBUR JENSEN &
JOE SMITH

Blessed Events in Schedule-Traffic

SCHEDULE-TRAFFIC—*Joe Viola* announced the arrival of a new son on November 27. "*Uncle Frank*" *Iacona* is elated practically beyond words. *Joe Karel* is busy learning how to take care of his latest daughter, *Susan Lee*, born on December 6. The *Patrick O'Malleys* are busy enjoying the company of a daughter born December 11.

The Winter of 1951-52 can go down in history as the year *Joe Billis* really outfitted himself for winter traffic checking conditions, including a big pair of boots.

We wonder how *Michael Shanan's* new powder blue Ford looks with a lot of snow piled on it.

Frank Salato tells us December 22 was the date set for his exchange of wedding vows with *Josephine Flynn*.

—L. C. DUTTON

No Need Now For Alarm Clock

SOUTH SHOPS—It was the first day of his retirement, Dec. 1, and for that reason it was a bright day that dawned for *Edward Doras* (Machine Shop). After getting up at a certain time for 26 years he was able to ignore the alarm clock.

James Henry (Miscellaneous) popped buttons on December 14. The occasion was the birth of a son.

Many years of happy wedded bliss are wished for *Tom Cashin* (Power House), who took unto himself a wife on Thanksgiving Day.

Our sincerest condolences to the family and friends of *Charles Larson* (Retired), who was struck by a car on December 2, and died shortly after in the hospital.

Frank DeWitt (Office) and his mother are now the proud owners of a brand new home. *Frank* took the final week of his vacation to make arrangements and move. We're looking forward to that housewarming.

The unpredictable weather has made us all envious of *Henry Sobczak*, *Edmund Skierkiewicz* and *Michael Griffin* who took their va-

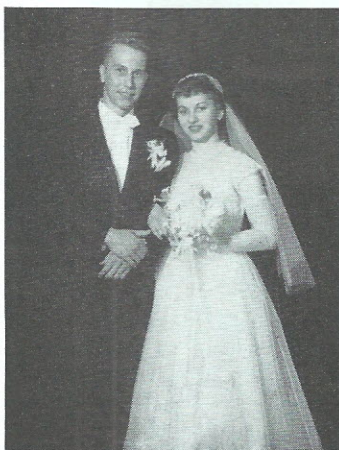
WED 25 YEARS



THE 25th wedding anniversary of *Machinist Lindsay Walker*, *West Shops*, and his wife, was celebrated with an Open House for 150 friends and relatives, including *Bruce Campbell*, the son of a nephew. The party was held November 24, 1951, at the Walker home.

Reported by *Catherine Holton*

BRIDE AND GROOM



LOTS of luck and happiness to **Mr. and Mrs. Edward Korajczyk**, who were married September 29, 1951, at Our Lady of Lourdes Church. A reception was held immediately following the wedding at the home of the bride. Dorothy is a typist in the Material and Supplies office, and is the former **Dorothy Schleiter**, daughter of **Mrs. Schleiter**, Staff Engineer's office.

Reported by **Jean O'Neill**

cations late in November and December.

Hope it isn't too long before **Edward Buza** (Paint Shop) is back to work again. **Ed** fell at work and fractured his elbow.

ANNE McCREA and
JUSTINE JANASEK

Flood Had the Right Answer

SKOKIE—**Air Brakeman Walter Zakes**: "Did you ever have a flood in your basement?"

Air Brakeman Harold Flood: "Why, yes. Every time one of us goes down into our basement, we have a 'Flood' there."

Machinist Michael Pfeffer, while ill, last July, got a paralytic stroke. Unable to work any more, Michael retired from the CTA last November. In appreciation of his friendship, the men of Throop and Skokie shops sent Michael a Christmas card with a \$50.00 check. Michael

was employed with the Rapid Transit and the CTA since June, 1926.

Welcome to Skokie shops to: **Peter Olszewski**, **Stanley Wrobel**, **A. J. Prindes**, **Joseph E. Marth**, **Geo. Beyer**, **Fred King**, **Raymond Dalke**, **Sam Caffen**, **C. Hartung**, **A. Kowalski**, **H. Douglas** and **A. O'Brien**.

In the November issue of the "Transit News," we said that the new born baby girl of **Electrician** and **Mrs. Frank Capadona** was named **Maria**, which was not true. The baby was named **Susan Elizabeth**.

Congratulations and best wishes to **Carpenter Helper Richard Wilson** who was married to **Ardice Paulman**, Saturday, December 1. The ceremony took place at the home of the bride in Evanston.

Our clock repairman, **Joseph Lelakes**, coming to work one morning, fell down the stairs of his home and broke two ribs. However, he has now fully recovered and is back at work.

Clerk Jack Lucas spent 15 minutes of his time during one of December's big snow storms digging out his car. Then he discovered he was digging out the wrong one.

Welcome to **Truckman Casimir Hilkevicz**, who has returned to work after a five-week illness.

Deepest sympathy to **Machinist Foreman August Feinendegen** and his family in the loss of his father-in-law, December 18.

—**DAVE GURWICH**

Christmas Was Also Their Birthday

TRANS. & INSURANCE—The mellow strains of "Noel" were drowned by a mere whisper and "Happy Birthday" too precedent as our two Christmas children, **Evelyn Mozerino** and **Bill Rooney**, celebrated their birthday, December 25.

Kay Wynn, having been associated with Transportation for nearly a decade, left the CTA to seek her fortune in a territory closer to home. Kay left with the best wishes of her co-workers, and a portrait of **Andrew Jackson**.

Ruth Soutter is the envy of all her friends and co-workers at this time of year, when she hops a train or plane, destination California, and an annual visit with her sister.

VISITS BUDDY



PENSIONER Nick Mootz, formerly of Elston, now living in Aurora, Illinois, took a little jaunt (2300 miles) out to San Diego, California, to see his buddy, **Charles Kinirim**, also formerly of Elston. The two men are shown on the porch of the latter's home out west.

Our deepest sympathy is extended to **Catherine Holton**, whose mother recently passed away. Down through the years Catherine's mother, **Mary Ann Holton**, became very well known and beloved by a great many of the Seventy-Niners, and it was with regret we learned of her demise.

Fred Warren Heaney, at the age of three weeks, made a tour of Transportation and Insurance Departments, then on to the Seventy-Nine Building where his mother, **Ida Lee**, pointed out to him where she was employed — until he brought her business career to a sudden end.

—**JULIE PRINDERVILLE**

RECENT RETIREMENTS



Nicholas Andriuzzo, motorman, **Kedzie**, 44 years service. "Working around the house will keep me very busy."



Michael O'Connor, yard foreman, **Westside**, 42 years service. "Taking a two month vacation in Arizona."

TRANSITAD

FOR SALE — 21-jewel Elgin railroad watch, \$31.00. Telephone **A. Anderson**, JUniper 8-3662, before 3:00 p.m.

CO-STARS IN COMEDY



A GROUP of employees from the Insurance department had more than just ordinary interest as theater-goers the other evening when they attended a three-act comedy, "Our Town," co-starring one of their fellow workers, *Mary Miller*. The show was sponsored by the Chicago Musical College and presented on four nights by the Metropolitan Players at the college's theater, Van Buren and Michigan. Mary is also assistant director and wardrobe manager of the Metropolitan Players which produce several shows each year. Her most appreciative audience at all times is her father, *Vincent*, who has been a machinist for the past 20 years at Wilson shops.

Reported by *Julie Prinderville*

Pension Club Holds Annual Dinner

WESTSIDE (MET.)—The West Side Pension Club gave its annual dinner party December 2 at Toffenetti's Restaurant, for the agents taking their pensions during the year 1951. The party was attended by 116 agents and their guests. There were eleven lovely ladies and one man agent seated at the Pension table and each lady was presented with an orchid and a beautiful compact. The man, *Mr. Innis*, was presented with a combination cigarette case and lighter. Included among the invited guests were *Mr. and Mrs. Arthur Heidecke*, *Julie Prinderville*, President *Edward O'Hara* and his wife, *Mr. and*

Mrs. T. Mullens, *Mr. and Mrs. Spulak*, *Mr. and Mrs. Fred Till*, *Mr. J. DeLong*. Julie did a fine job of composing the songs and putting the words in the right places. Fred Till acted as Master of Ceremonies and did a splendid job of it, too. Everybody had a wonderful time and enjoyed a delicious turkey dinner. Hope to see all of you next year.

We certainly owe a lot of thanks to *Assignment Agent Margaret Queenan* and *Julie Prinderville* for making this a big success. Also thanks to *Agent Mrs. LeBel's* son, *Jimmie*, who played the concertina.

We are sorry to hear that *Agent Florence Todd* is on the sick list, but hope to see her back on the job soon.

Our deepest sympathy is extended to *Agent Elizabeth Paysen* in the loss of her mother, and to the family of *Agent Joseph Martin*, who passed away December 4.

Agent Emily Kerner has taken her pension. Her co-workers will miss her very much. We wish her the best of luck.

My co-reporter, *Ruth Hanson*,

vacationed in Chicago. She sure knew when to pick a vacation. Ten below zero was a good time to stay in bed, sez *Ruth*.

—KITTY KEEGAN and
RUTH HANSON

Southsiders Like It

WAY & STRUCTURES—*John P. Flynn*, *N. R. Anderson*, *Frank Besch* and *George Johnson* of Centralized Hauling Control, formerly at Clark and Division, are now enjoying their new location at 39th and Halsted Yard. Since most of these men live South, their transportation has been lightened considerably, and are very happy in their new surroundings.

We are glad to see that *Russ J. Shanklin* is back to work after his automobile accident, which had him laid up for several weeks. *Robert Gilmore* of the Utility Division is on sick leave and had to spend his holidays at home. We hope he will soon be back to work again.

Bill Cameron of the building division was very enthusiastic in seeing his nephew, *Michael Tully*, who

PAID IN PENNIES



TWELVE years ago, *Phil Arnone*, left, *Robert Golden*, *Devon* motorman, and *Ernest Scheitel*, right, agreed that the last one of the three to be married would receive ten dollars from each of the other two. *Golden* held out the longest and is shown collecting his reward — 1,000 pennies from each of the other two men.

Reported by *Joe Klein*

was home for a visit from the Army.

Charley Pavesic, Track division road clerk at Racine and Armitage, was on vacation during the holidays. He did his Christmas shopping and visited places of interest in and around Chicago. The boys at Racine and Armitage missed his cheerful personality. The snow storm which followed closely on the heels of his last working day was a great source of amusement to him because he is usually quite a busy bee routing trucks and instructing the men on such occasions.

Mrs. Alyce Friedl has finally decided to become a suburbanite and has moved to Bensenville, Illinois. She had a very cold and snowy day when the movers took her furniture away, but she said it was worth it. She is now comfortably settled to enjoy her holidays in a home of her own. We are looking forward to her housewarming.

Santa made a few early visits during the holidays and made everyone happy in Room 104 (Rapid Transit). He put up a beautiful tree, decorated it (with fireplace included) and hung candy-filled stockings on the fireplace, one for each office member. Santa also

HOW TO WIN NEW FRIENDS...



TAKE ADVANTAGE OF BAD WEATHER!
PEOPLE ARE OFTEN FORCED TO RIDE WITH US! MAKE THEIR RIDE A PLEASANT ONE AND THEY'LL BE BACK WITH US AGAIN AND AGAIN.

PENSIONER



NOW living in Kankakee, Illinois, is **Gus H. Schwappach**, who retired July 1, 1949, after 35 years as a conductor. He reports he enjoys his leisure time fishing and puttering in his vegetable and flower gardens during the warmer months.

waved his wand in several of the other offices in the Dept. of Way & Structures and left a few decorations in the form of Christmas wreaths, ribbons and tinsel.

—VIOLET CARNES

Stork Brings Three Boys, Two Girls

WEST SHOPS—That "long-legged" bird, Mr. Stork, has been pretty busy of late. It's boys for the *Dan Murphys* and *Walter Olenicks*, girls for the *Eddie Evans* and *Joe Horans*. *Therese Tortorello*, formerly of this office, is the mother of a baby boy. Congratulations and best wishes to these proud parents.

The Christmas spirit again was shown at West Shops, every department having a beautiful tree. The annual Christmas party and dinner for Shop Department foremen was held on Thursday, December 20, at the 48th Club.

Our sympathy to *Roland Creger*, whose son, *Lt. Dale Creger*, was

killed in Korea. Also to the family of *John Moore* of West Shops who recently passed away. To *Ed Hess* in the loss of his mother.

The girls seem to look a little lonesome since *Don Rohrer* temporarily moved his office to Indianapolis.

We welcome *Al Oslick*, a new employe at West Shops.

Jim McIntyre dropped in recently to pay us a visit. He is

with the Air Corps at Chanute Field, Ill.

Your scribe wishes to take this opportunity to thank her many friends in the CTA for their kindness in the recent death of her mother.

The West Shops & Equipment Dept. wish all their CTA co-workers a very Happy New Year.

—CATHERINE HOLTON

PICTURE OF THE MONTH



"TIME to leave for work, daddy," says pert *Christine Limanowski* as she makes it her job to bring her father's cap and lunch box to him. Christine is the daughter of *Extra Trainman Bill Limanowski*, Ravenswood branch, North Side "L" division. Her grandfather, *Albert Limanowski*, was a repairman for 26 years at North Avenue and is now at Kedzie.

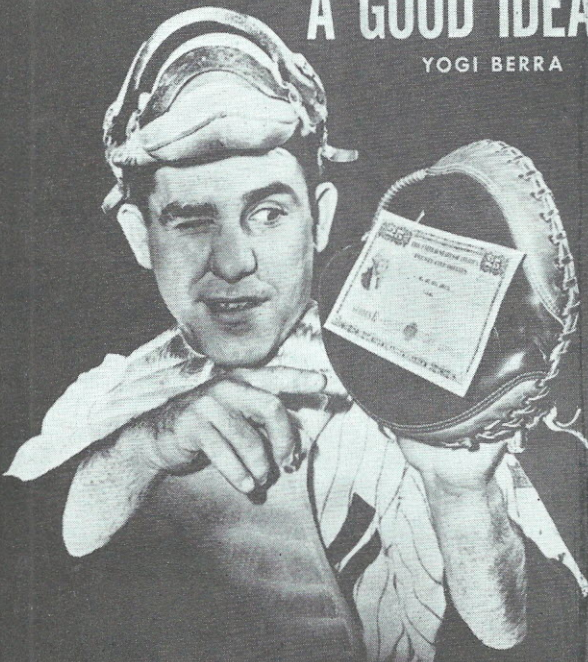
EACH month CTA TRANSIT NEWS will select the "Picture of the Month" for publication in the Inside News section of the magazine. Selection of the photographs will be made from those submitted by CTA employes. Any type of picture may be submitted, including scenic, action, portrait and still life. Entries should be given to your departmental reporter, or sent direct to the CTA TRANSIT NEWS, Attention: Photo Editor, Room A-1125, 175 W. Jackson Blvd., Chicago 90, Illinois. Be sure to include the story relating to the picture and the full names of individuals in the picture.



"No, I'm not particular—any make of suspenders will do!"

**"CATCH ON TO
A GOOD IDEA"**

YOGI BERRA



**BUY BONDS
THROUGH THE PAYROLL SAVINGS PLAN**

SURPRISE RETIREMENT PARTY



A surprise retirement party was held at Skokie Shops recently for **Martin Soderburg**, blacksmith helper. Shown presenting him with a 21-jewel gold watch, a gift from co-workers, is **General Foreman Earl K. Leaming**. Soderburg, a rapid transit system employee since 1935, plans to move to California where he can fish all of the time.

Reported by *Dave Gurwich*

RECENT DEATHS AMONG EMPLOYEES

JAMES J. ADCOCK, 53, motorman, Cottage Grove. Died 12-20-51. Employed 1-29-24.

CASPER ALAGNA, 81, retired car cleaner, Metropolitan Shops. Died 11-28-51. Employed 10-19-05.

LEWIS J. BOYD, 60, agent, Loop. Died 12-11-51. Employed 10-8-46.

WILLIAM H. BRINER, 79, retired motorman, Lawndale. Died 11-24-51. Employed 12-31-95.

LEONARD BURTON, 59, porter, Westside. Died 12-9-51. Employed 10-25-45.

HENRY G. CHRISTENSON, 59, gate-man, Westside. Died 12-19-51. Employed 8-7-30.

ALBERT DOLAN, 58, motorman, Westside. Died 11-29-51. Employed 2-11-14.

MARY A. DOMINICK, 73, retired agent, Metropolitan. Died 11-17-51. Employed 11-12-10.

MAURICE F. DONOHUE, 73, retired supervisor, District "A." Died 11-28-51. Employed 5-29-05.

PHILLIP GOLDEN, 67, retired conductor, Kedzie. Died 12-8-51. Employed 5-3-07.

GEORGE S. HARROP, 76, retired motorman, 77th. Died 11-17-51. Employed 3-25-19.

WALTER HARVEY, 61, motorman, 77th. Died 12-4-51. Employed 1-5-26.

FRANK JENRICK, 47, trainman, Westside. Died 12-14-51. Employed 10-14-39.

CHARLES A. LARSON, 73, retired carpenter, Southside Shops. Died 12-2-51. Employed 12-28-18.

WILLIAM LOUGHRIN, 52, motorman, Devon. Died 12-15-51. Employed 12-6-27.

JOSEPH J. MARTIN, 55, agent, Westside. Died 12-5-51. Employed 2-23-20.

PATRICK E. McSHANE, 63, retired motorman, Cottage Grove. Died 12-11-51. Employed 3-15-23.

JOHN M. MOORE, 55, bander, West Shops. Died 12-10-51. Employed 7-17-25.

DANIEL MORAN, 63, steamfitter, Building. Died 12-14-51. Employed 9-29-43.

FRANK O'BOYLE, 62, retired conductor, Devon. Died 12-3-51. Employed 8-18-13.

MICHAEL J. O'CONNELL, 61, retired conductor, 77th. Died 11-26-51. Employed 10-12-15.

AXEL PALM, 78, retired car repairman, 77th. Died 10-1-51. Employed 6-18-06.

MAURICE RASMUSSEN, 77, retired motorman, Armitage. Died 11-17-51. Employed 5-9-13.

MATE RATKOVICH, 68, retired laborer, Track. Died 11-28-51. Employed 11-2-21.

ROBERT REISS, 61, retired conductor, 77th. Died 11-18-51. Employed 8-28-18.

NICOLA ROCCO, 82, retired car cleaner foreman, Northside shops. Died 11-29-51. Employed 12-13-02.

HARRY RUBENSTEIN, 57, gateman, Westside. Died 11-27-51. Employed 4-13-42.

EDWARD SANDBERG, 58, conductor, Cottage Grove. Died 11-21-51. Employed 11-8-26.

MATTHEW SCHMIDT, 82, retired car cleaner, Archer. Died 12-11-51. Employed 7-10-01.

JOHN J. SHEA, 82, retired motorman, 77th. Died 11-22-51. Employed 8-5-99.

EDWARD SIMONS, 69, retired conductor, North. Died 12-10-51. Employed 4-19-02.

JAMES SLEZAK, 74, retired upholsterer, South Shops. Died 11-26-51. Employed 1-12-15.

EUGENE STORINO, 47, laborer, Road. Died 12-14-51. Employed 10-14-39.

BESS SULLIVAN, 51, agent, Loop. Died, 12-6-51. Employed 8-15-35.

JAMES TULLY, 67, gateman, Westside. Died 11-25-51. Employed 6-28-43.

IF YOU KNOW of a CTA employee who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room A-1125, 175 W. Jackson Blvd., Chicago 90, 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.....

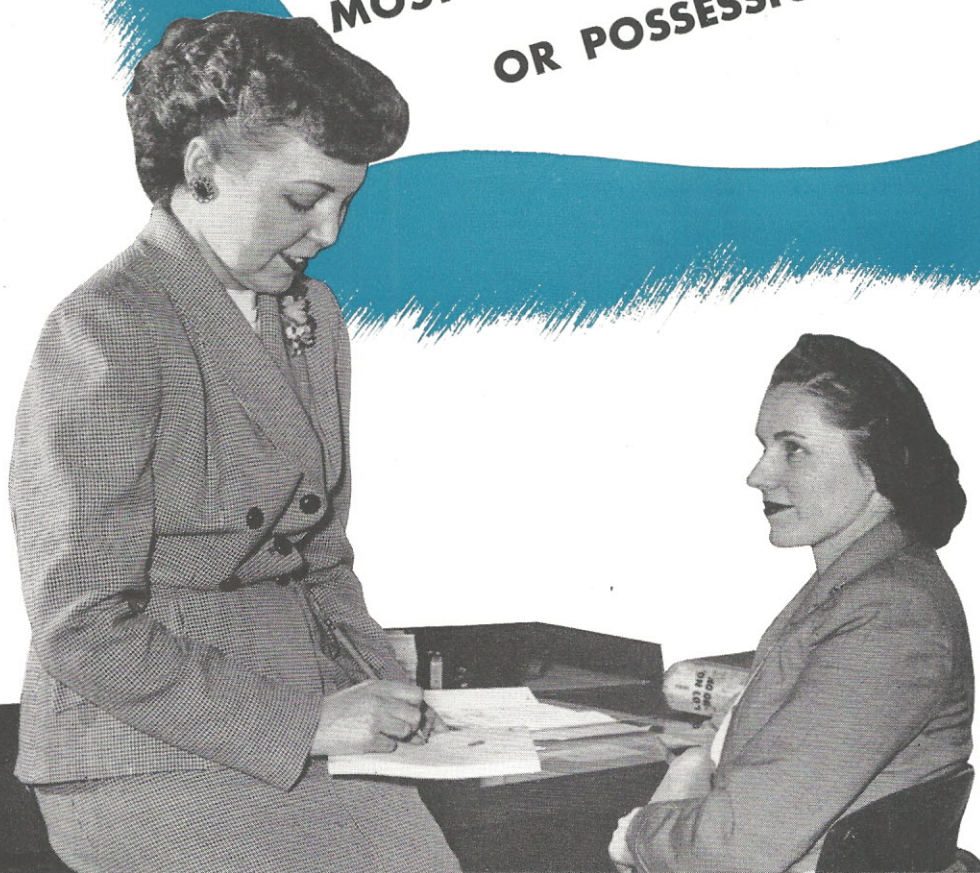
I have recently moved from:

Old Address
(Street and Number)

(City) (Zone) (State)

Inquiring Reporter: Jean O'Neill
Location: Material and Supplies

WHAT IS YOUR MOST TREASURED SOUVENIR OR POSSESSION?

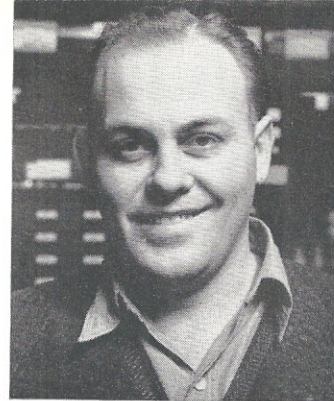


LILLIAN ZAREMSKI, Typist, General Office, is interviewed by Inquiring Reporter Jean O'Neill: "One of my most treasured possessions is a little holy medal. I value it so highly because it was carried by my husband all through the last war."

GRACE KURGAN, Typist, South Shops: "My spun glass figurine collection holds a high spot on my list of cherished possessions. I have given them a nickname of "Goops," which is easier and faster to say. They are displayed on a knick knock shelf. Their longevity, however, is very uncertain as my husband has a parakeet which flies around the house, bumping into all objects."



AL MIX, Stock Clerk, Western & Division: "My most treasured possession is happiness. I have a lovely wife, two wonderful boys, and a position that offers security for my family and myself. This has given me a better disposition and the ability to enjoy life to the utmost."



GEORGE LINDER, Stock Clerk, West Shops: "My most prized possession is a tie clasp which dates back to the Chicago Fire, and has been handed down to me by my father. He received it from his father. This clasp is made from gold which had melted and was found in a jewel box after the fire."



LARRY STEFFENS, Stock Clerk, Skokie: "My most treasured souvenir is a leather cigarette case given to me by Belgian people who were working for the U. S. Army in Antwerp, Belgium, where I was stationed after the war. When they heard I was going home on a point basis, they gave me a party and presented me with the cigarette case and a card signed by each of them."

FIDDLING WITH HIS FEET!



HOW he plays two violins simultaneously is demonstrated by *Machinist Frank Abramic, South Shops.*

WHEN *Machinist Frank Abramic, South Shops,* is called upon to entertain with his violin, people usually have the choice of hearing a solo or duet number.

No, Frank is not two people—just a talented musician who plays two violins simultaneously. This may sound impossible, yet he is able to play a violin in the conventional manner while also playing one with his feet. The latter phase of this unusual talent is accomplished by holding the violin firm with one foot and placing the bow between the toes of the other foot.

Abramic practiced this unique way of playing a violin for nine years before he was able to perform publicly. Since then, however, he plays his duet numbers as if he has been doing it all his life.

A surface system employe since 1912, Frank was born in Yugoslavia and came to this country when 16 years old. In his native land he began his musical studies on a string instrument called the tamburica. At the time he left Yugo-

slavia, he was playing in a six-piece string orchestra.

When Frank was 19 years old he decided to resume his musical studies in this country and began taking violin lessons. This he did for three years, followed by many hours of practice in his free time. Over week-ends, he spent as much as seven hours a day on the violin.

In 1940, Frank entered his first amateur contest, which was broadcast over the radio. He came home with first prize, which was a wrist watch and \$75 in cash. On the program he played a song written by Fritz Kriesler, and then proceeded to amuse the audience with his clever violin imitations of a train, mandolin, cello, bagpipe, and various types of birds. "At that time," he says, "I played only one violin because I had just began to practice playing two at the same time."

After winning the grand prize in this contest, Frank soon was asked to perform at various affairs held throughout the city. During the past several years he has devoted much of his time to entertaining veterans at Hines Hospital, as well as servicemen stationed at Great Lakes, O'Hare Field and Fort Sheridan.

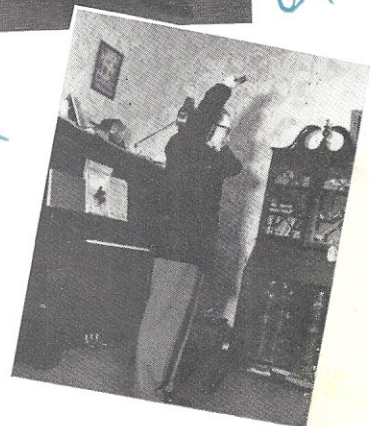
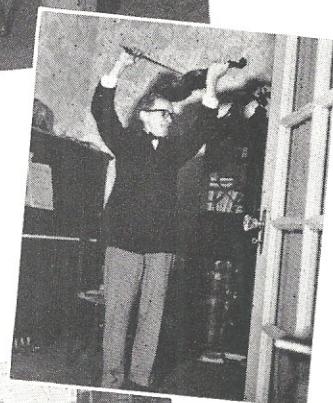
He plans to enter another amateur contest, this time playing his duet number.

Frank and his wife, *Johanna*, are the parents of four children, *Joan*, 21; *Edward*, 18; *Francis*, 16; and *John*, 13. Joan, however, is the only one who seems to be musically inclined. She recently completed piano lessons and is

WITH his daughter, *Joan*, accompanying him on the piano, *Frank* plays a violin solo for his family.



now studying the flute. The youngest boy, John, was interested in the violin until, according to Frank, he learned how to play football and basketball.



HERE are some of the various positions in which *Frank Abramic* is able to play the violin.

What's Your SCORE?

IN the preceding issue of CTA TRANSIT NEWS, Radio's Tenpin Tattler showed us the proper starting stance and backswing to help improve our bowling score. The following article concludes this series with a discussion on correct delivery and how to grip the ball.

THE DELIVERY



IN the delivery, the ball is released close to the left ankle, the thumb emerging first and the fingers then applying the counter-clockwise twist that produces the hook action. Note the action of the right leg, shown in the role of a brake for the slide.

MOST bowlers believe that the delivery, being the "explosion point," is the most important phase of the game. Perhaps it is. But, as in the case of the backswing, it is only a component part of the whole process. If you have performed the first part of the job correctly, chances are that you will not go wrong now. Still, things do go wrong. Obviously, there are a good many things to watch for at the point of delivery.

Let's take the footwork. The final step, in any style of approach, is taken on the left foot, and is not really a step at all but a smooth slide up to the foul line. As the slide nears its climax, the right

leg is brought up behind you, and this acts as a brake for the slide while preserving your balance. The right leg is sufficiently bent so that the ball may be released close to the left ankle and thus close to the surface of the alley.

You bring the ball along smoothly in the downswing, and at a point alongside of or just beyond the left foot you release the sphere. Assuming that you are throwing a hook or curve, the thumb is withdrawn first, the fingers remaining inserted for a split second longer to apply the counter-clockwise spin or "lift" that produces the desired hook or curve. The curve is an exaggerated version of the hook, being thrown with a more pronounced lift, and traversing more of the lane's width than the hook.

The amount of hook or curve action you get will depend upon the timing you have employed in the release. Practice will tell you just how much of a "turn" is necessary to get the kind of hook that will bring your ball into the 1-3 pocket as often as possible.

But still your work is not done even when the ball is on its way, for you must complete your follow-through. The value of the follow-through is discounted by many average bowlers who do not understand the purpose of the motion. The follow-through will "groove" your delivery, and when that has been accomplished, your succeeding throws will have smoothness and accuracy. Get your body down low at the foul line. Cultivate that follow-through. You'll be able to see a noticeable difference in your accuracy.

GRIPPING THE BALL

WHEN gripping the ball, insert the fingers first, up to the second joint, then the thumb. A bowling ball specially fitted to your own hand will help improve your game.



IT'S surprising the number of bowlers who don't realize the importance of inserting in the ball first the fingers—and then the thumb. If we insert the thumb first, we cause the fleshy part of the fingers to bunch up in such a manner that discomfort and an awkward grip result. Furthermore, putting the fingers in first will give us a more uniform release, for the fingers, and not the thumb, control the ball to the final split second of release. Also, the finger-holes should never be so big that the large knuckles, or second joints of the fingers, can be inserted in the ball.

Let's consider for a moment the matter of proper equipment, which in bowling means your own ball, bag, and shoes. The great advantage of owning your own ball, of course, is the fact that the grip, weight and feel of the ball are always the same, and thus you can deliver the same type of ball time after time until your swing is so "grooved" that it becomes almost second nature. Bowling is one game in which consistency is more than a virtue—it is a necessity. And no one can be consistent if he is rolling a different ball all the time, or perhaps one that never fitted his hand in the first place.

Many times I have heard bowlers say: "This ball backs up all the time, and I don't know why it should, because I'm throwing a perfectly straight ball." On these occasions, I have them roll the ball toward me, and when they have done so, I show them that they are finishing their delivery with the thumb pointing to the right—a circumstance under which a backup (or fade to the right) is almost inevitable. The direction in which the thumb points at time of release is the real key to the type of delivery—hook, backup, or straight ball. If it points to the right, you will have thrown a backup ball. If to the left, a hook or curve. If the thumb points straight forward, a straight ball is indicated.

The hook ball is the real pin-getter, having a strike percentage that is very high and being invaluable in getting away from splits and bad leaves. Make sure that you cultivate the hook ball. Every real expert of today rolls the hook ball or its first cousin, the curve. This should be proof enough that they are the deliveries to develop.

So make sure that you get a ball properly fitted to your hand and practice the hook delivery, and you will see your game slowly but surely improve. How much it improves depends on you and the time you are willing to give to practice.

TRANSIT IN THE

News



RIDERS SHOW APPRECIATION

BECAUSE he had the Christmas spirit throughout the year, CTA Bus Operator *J. D. Phelps*, 77th, was presented a cigarette lighter from his "fan" club composed of 40 students from Aquinas High School. Phelps, 46, has been a surface system employe since 1929 and is presently working on the 71st street line.

"Those of us who ride to school with Mr. Phelps every day know him to be a smiling, considerate friend," *Miss Alice Nolan*, of 351 East 87th street, speaking for the group, said. "We decided we wanted to do something for him at Christmas time and each of us contributed ten cents toward the purchase of a gift."

In addition to the cigarette lighter, Phelps received three other gifts from his regular riders.

RECENT SERVICE CHANGES

A NEW out-of-traffic transfer terminal between three north-west side CTA bus lines and the Milwaukee avenue elevated-subway route was placed in service at Logan Square "L" station on December 19, 1951, by Chicago Transit Authority.

The new transfer facility, constructed at a cost of about \$60,000, provides an off-street connection for riders of N. Kimball avenue, Kedzie-Homan avenue and Milwaukee avenue buses, with Logan Square "L"-Subway trains.

Located on a private right-of-way beneath the Logan Square "L" structure just east of Kedzie avenue, it includes a bituminous concrete driveway, 20 feet wide and 220 feet in length; an 1800 square foot station area with agent's

booth at the rear of the present Logan Square "L" terminal, and a new sidewalk 270 feet in length.

The new driveway extends in a southwesterly direction from Milwaukee avenue to Linden Place. The added station entrance-exit and ticket booth are protected by a canopy. The new sidewalk also has a protective canopy and provides a short-cut to and from Milwaukee avenue for riders who board and leave trains at Logan Square terminal.

NEW trolley buses replaced gasoline buses on Grand avenue December 16, 1951, when thirty of these silent electrically-operated vehicles were placed in service by Chicago Transit Authority. Complete conversion of this transit line to trolley buses is expected to be accomplished in the near future.

The new buses operate between the present terminals of the Grand avenue line at Nordica avenue (7000 West) and Streeter Drive (588 East) near Navy Pier. Convenient off-street terminals are located at both ends of the route.

STUDENTS TOUR WEST SHOPS

A TWO-HOUR tour of the CTA West Shops was held November 29 for approximately 135 students from the Austin High School Engineers Club. Because of the large number of students who attended the tour, they were divided into nine groups. Shown here is *Ralph Martz*, superintendent of West Shops, explaining the operation of a milling machine to one of the groups. Operator of the machine is *John Garth*. In appreciation for the many courtesies extended the students, *Arthur R. Lehne*, faculty sponsor of the Engineers Club, wrote a letter to CTA commending the manner in which the tour was conducted.





EXTINGUISHES FIRE— SAVES CHILDREN

A FIRE, which was endangering the lives of three small children, was discovered and extinguished recently by *Bus Operator E. J. Osterman*, North Park. At about 6:45 p.m., on Tuesday, December 4, Osterman noticed a house on fire while operating his vehicle southbound in Damen avenue. He stopped his bus, asked one of his passengers to go with him and another to call the fire department. Osterman took the fire extinguisher from his bus and went to the building where he found the only occupants to be two small children. After escorting the children to a safe location, Osterman extinguished the fire which had started from newspapers placed on a hot stove.

CTA COMMUNITY FUND RESULTS

THE final figures for the 1951 Community Fund Campaign among CTA employees are as follows:

On the payroll deduction plan, 3,876 employees contributed \$13,298.84. Cash contributions from 10,090 employees amounted to \$15,234.45. The total amount contributed by 13,966 employees was \$28,533.29.

For comparative purposes, the final figures in last year's campaign showed 17,429 employees contributing \$30,132.00.

FIRST AID COURSE

DEMONSTRATING how to tie a square knot to employees of the CTA Skokie Shops is *Ray Tegtmeyer*, instructor in first aid for the American Red Cross. These employees are members of the initial class in standard first aid to be held

at Skokie Shops. The entire course runs for nine weeks, with the men attending a two-hour class each week. Similar classes are also being held at CTA South and West Shops, and the Division and Western Training School.



CHICAGO TRANSIT AUTHORITY

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

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

	Month of November 1951	1950	Period Ended Nov. 30, 1951 11 Months	12 Months
Revenues	\$9,624,724	\$9,489,602	\$102,715,892	\$112,719,510
Operation and Maintenance Expenses	8,683,532	8,570,369	91,441,174	100,775,228
	941,192	919,233	11,274,718	11,944,282
Debt Service Requirements:				
Interest Charges	318,003	318,003	3,498,246	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1) ..	107,000	107,000	1,177,000	1,284,000
	425,003	425,003	4,675,246	5,100,250
Balance before Depreciation	516,189	494,230	6,599,472	6,844,032
Provision for Depreciation—Current Period	625,000	541,667	6,875,000	7,416,667
Balance (Deficit) (Note 2)	\$ 108,811	\$ 47,437	\$ 275,528	\$ 572,635

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) 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

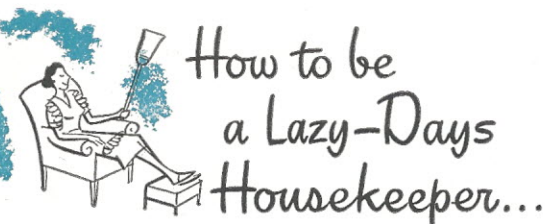
	PASSENGER STATISTICS
Total Revenue Passengers	59,378,654 64,812,146 675,152,161 742,970,575

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

December 17, 1951

1950 Orders —	Delivered to Date	Remaining to be Delivered
Propane Buses	551	—
Trolley Buses	170	179
El-Subway Cars	200	—
	921	179
Delivered Under Previous Orders	1,714	—
	2,635	—

TO THE Ladies ... from JOAN



NOW that the holidays have come and gone, you'll probably heave a sigh of relief and decide you deserve a rest from any and all housewifely duties, and we agree. Being lazy after the holidays doesn't necessarily mean you have to have a messy house. This kind of laziness is just good common sense. Here are some time-saving tips. Some will save you a matter of minutes, others much longer.

A wastebasket in every room, a clothes hamper in the bedrooms and the bath will save you many extra trips and you won't have to grumble at the family to keep paper and clothes picked up.

Another idea is to carry your cleaning supplies in a lightweight basket as you make the morning rounds sprucing up the house. Include a paper sack for ashes and such, dustcloths, paper tissue

to slick out the ash trays, and do it all in one fell swoop.

Use a long-handled mop to slick up the kitchen linoleum. There's no need for you to get down on your hands and knees. The new type mop with cellulose sponge does a speedy washing job. You press out the water with a built-in squeezer. This way you keep your hands dry, your nails neat.

Wipe up whatever you spill on the floor or counter quickly. The new absorbent paper toweling gets it done pronto and leaves no disposal or washing problems. Also, try spreading a newspaper on the counter before you clean or peel vegetables or fruit.

Use plastic place mats. They're good-looking and you skip both washing and ironing table linens. It's a good idea to do away with serving dishes when possible. Just dish up dinner onto the plates at the side of the range. Then carry them to the table on a cart or tray.

Skip ironing by choosing fabrics that won't need it—nylon, jersey, seersucker, corduroy. Fold your sheets, towels, and pillowcases right off the line onto a cart. Some of them can bypass the iron on "lazy" days.

Stain Removal Tips After the Holidays

THE only thing we *don't* like about turkey dinners and all the fixings is the

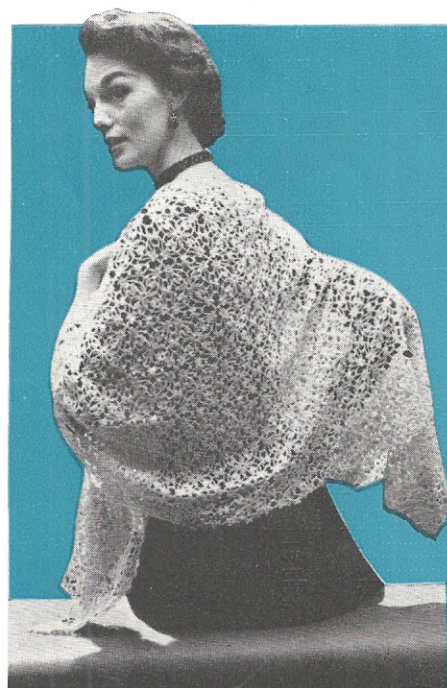
inevitable aftermath of hard-to-remove stains on tablecloths and clothing.

Cranberry Sauce—It's fine with turkey, but not so nice on your new rayon dress. If the fabric is washable, rinse thoroughly with warm water. If the stain persists, use a mild chlorine solution on white fabric, then rinse with weak vinegar and water. For non-washable rayons, sponge with luke-warm water, diluting the stain as fast as possible. Wipe away excess moisture to avoid a ring.

Gravy—Here's another mealtime spot hazard. Launder washable rayons in warm soapy water to remove gravy stains. For non-washable rayons, dust with absorbent powder. After it absorbs the grease, brush off and sponge the spot with cleaning fluid.

Candle Wax—If a festive holiday candle spattered your favorite rayon, scrape away as much wax as possible. Place the stain between two blotters and press with a warm iron, changing blotters as they absorb grease. Then sponge with cleaning fluid.

Beverages—Here's a tip on how to safely remove beverage stains. Launder washable rayons as soon as possible, before the fabric becomes damaged. Use warm soapy water. For non-washable rayons, sponge with clear warm water to dilute and remove the stain quickly.



BECAUSE so many of you like to crochet, we know you won't be able to resist making this fetching stole for dress-up, to be worn any season of the year. It is made of crocheted lace squares joined together. Pale yellow wool yarn shot through with rayon thread for extra lustre and beauty is used to make it. Two other stole fashions are included in a new direction leaflet for making these important accessories. One design, knitted of white angora, has gold trimming touches crocheted in metallic thread. A more tailored style is knitted in honeycomb effect of flecked yarn and trimmed with knotted fringe.

FREE instructions are available for the Crocheted Soaker and Stole. Write to the Women's Editor, CTA TRANSIT NEWS, 175 W. Jackson Blvd., Chicago 190, Ill.

AN ideal gift for your friend's baby is this gay little baby soaker crocheted in a new rayon yarn, non-scratching, non-irritating to baby's tender skin—and shrink-resistant to make it especially practical. Crochet this soaker, with detachable bib, in white, and put the colored ribbons in at the last minute if you're doing it "on speculation."





GIVE *Voluntarily* TO
MARCH OF DIMES
JANUARY 2-31

★
**FIGHT
INFANTILE
PARALYSIS**
↓



**THIS
FIGHT
IS YOURS**

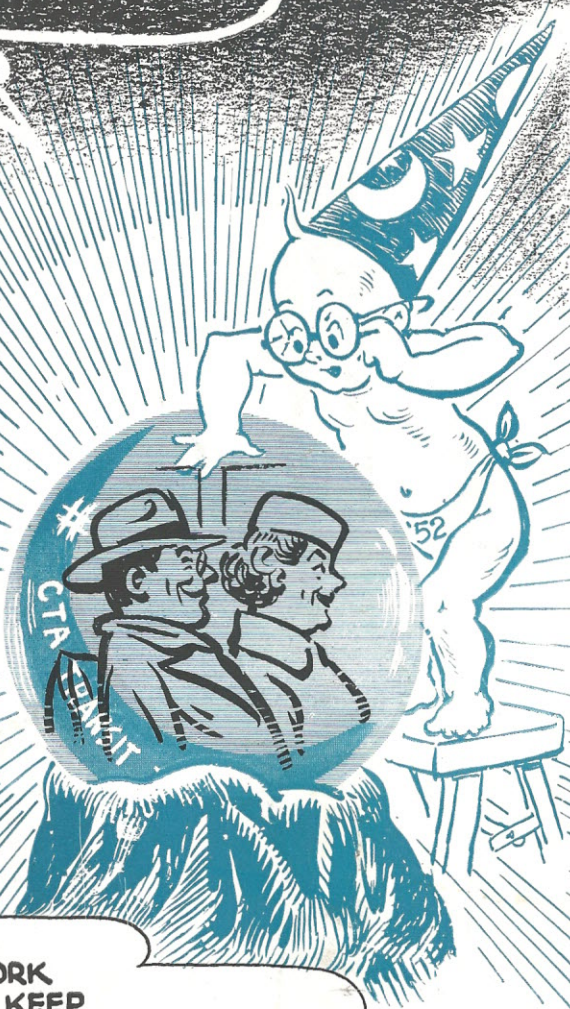
JOIN THE MARCH OF DIMES

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS • FRANKLIN D. ROOSEVELT, FOUNDER

★
**FIGHT
INFANTILE
PARALYSIS**
↓

Form 3547 Requested.

HM-M-M? I SEE ...
THE FUTURE IN 1952 ,
DEPENDS A LOT ON WHAT YOU DO !



WE'LL ALL WORK
TOGETHER TO KEEP
OUR VEHICLES *CLEAN*
AND *SAFE*, PROVIDE *SAFE*
AND *COURTEOUS* SERVICE
AND HELP GIVE CHICAGO
THE *BEST* IN LOCAL TRANSIT!

GEORGE T KELLY
446 E 29TH ST
CHICAGO 16 ILL
005

SEC. 34.66, P. L. & R.
U. S. POSTAGE
Paid
CHICAGO, ILL.
PERMIT NO. 8021

Ferd Himme