



TRANSIT NEWS

MARCH-APRIL, 1952



CASH CUSTODIANS

(See Pages 3, 4, 5)

NEW RAMP UNDER CONSTRUCTION



PART of the new ramp for CTA rapid transit trains on the Garfield Park branch is shown in this picture, taken near Van Buren and Francisco streets. The old structure, background, will be torn down to clear the way for work on the Congress street superhighway.

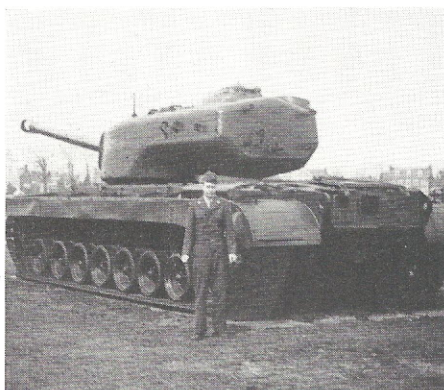
"TRANSIT NEWS" TO BE PUBLISHED BI-MONTHLY

AS a result of action taken by the Chicago Transit Board on January 18, as an economy measure, CTA TRANSIT NEWS will hereafter be published bi-monthly instead of monthly.

Although you will not receive as many issues each year as before, it is planned that the magazine will retain the format now in use and present news about CTA, its employees and their families the same as in the past.

This issue is for March-April. Future publishing dates will be on or about May 1, July 1, September 1, November 1 and January 1.

RECENTLY TRANSFERRED



STANDING beside one of Uncle Sam's giant heavy armored tanks is *Private Arnold Kocher*, son of *Bus Operator Ernest Kocher*, Archer. After a visit home during the Christmas holidays, Arnold returned to Fort Knox, Kentucky, and shortly thereafter was transferred to Camp Pickett, Virginia.

Reported by *Paul Gade*

New CTA Additions To the Armed Forces

- H. G. Bey*—Transportation (Kedzie)
- D. W. Clifford* — Shops and Equipment (77th Bus)
- H. F. Cutler, Jr.*—Electrical
- W. J. Drobena* — Shops and Equipment (Lawndale Bus)
- J. E. Durr*—Shops and Equipment (Lawndale Bus)
- R. A. Kenney*—Shops and Equipment (77th Bus)
- C. J. Madison* — Transportation (Cottage Grove)
- C. R. Meiners*—Public Information
- C. D. Payton*—Shops and Equipment (Skokie)
- T. G. Popek*—Shops and Equipment (North Gas Bus)
- Robert Robey* — Transportation (Armitage)
- A. E. Sawka* — Shops and Equipment (West Shops)
- J. Stewart*—Electrical

Returned from Service

- D. C. Cannon*—Schedule-Traffic
- L. J. Casey, Jr.*—Transportation (77th)
- F. Christensen* — Transportation (69th)
- B. P. Dinter, Jr.* — Property Accounting
- M. J. Granger, Jr.* — Shops and Equipment (Beverly)
- A. Miller*—Shops and Equipment (Lawndale)
- D. Miller*—Transportation (77th)
- J. F. Mostyn* — Transportation (North)
- D. R. Perkovich*—Way and Structures (Building)
- R. R. Rogers* — Way and Structures (Road)
- E. T. Skau* — Transportation (Limits)
- A. Wingard* — Transportation (Kedzie)

VOLUME V

CTA TRANSIT NEWS

NUMBER 2

Published bi-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
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CASH CUSTODIANS



THIS check signing machine, operated by *Paymaster Pat Kenny*, affixes facsimile signatures of the acting treasurer and chairman of the Chicago Transit Board to payroll checks at the rate of approximately 15,000 per hour. When not in use, the machine is kept under lock and key.

DAY in and day out, round-the-clock, CTA vehicles are providing mass transportation services in the Chicago area, and CTA trainmen and bus operators are collecting a steady stream of fares from passengers.

Most of us know these monies and tokens are turned in to a receiver by the train service employees, but what happens to them then?

The CTA Treasury department, under the direction of *Charles A. Burns*, acting treasurer, has general supervision over the receipt, custody and disbursement of cash and fare tokens. Located in Room A-522, 175 W. Jackson Boulevard, it maintains daily and monthly records. It is responsible for collections of accounts receivable items and the investment in U. S. securities of funds in certain reserve accounts. Such investments to earn interest with inactive monies presently amount to approximately \$11,000,000.00.

Passenger Receipts

The CTA's chief source of income is passenger receipts, amounting to around \$9,000,000.00 monthly. The major portion of these are picked up at the surface lines depots and at four locations on the rapid transit division by Brink's (an armored car service) and delivered direct to banks for deposit and use by the CTA in conducting its business activities. Deposits are checked daily and any large difference is immediately taken up with the depot receiver involved.

Some of the rapid transit division receipts are picked up

COVER—*CHARLES A. BURNS*, acting treasurer, responsible for all receipts, disbursements, investments and general financial affairs of the CTA, is consulting with his assistants, *Lester J. Hughes*, left, and *Perry W. Sears*, right. At the far left is *Florence L. Butterfield*, secretary to Mr. Burns.

by collection cars at night and placed in special bank vaults. These vaults can only be opened jointly by a bank representative and a Treasury department employee. This is done each morning and the bags of money are counted to see that they check with the number deposited during the night.

In a recent normal week-end (Friday, Saturday and Sunday) coins collected, which comprise about 53% of the dollar value of receipts, had a total weight of 15 tons.

Total funds of approximately \$15,000,000.00 are deposited in 30 separate bank accounts. A daily ledger record is made of cash receipts, transfer of funds from one type of account to another, disbursements, and investments in United States securities. A Treasurer's statement, showing balances in the various checking and trustees accounts is prepared and distributed daily to the chairman of the Transit Board and the general manager. Transfer of funds, investments and accounts receivable items require the preparation of about 250 letters per month.

PAYMASTERS *John J. O'Connor*, *Tom I. Chamberlain*, *Jim Norton* and *Tom J. McCormick*, left to right, are busily engaged in breaking up into divisions and preparing for distribution payroll checks for transportation, track, utility, building and material and supply departments.



Check Signing

Checks in payment for material and supplies, power, injury and damage claims and miscellaneous charges are signed in the Treasury department. A monthly average of approximately 5,500 such checks are signed and countersigned manually, dated, numbered and recorded on disbursement ledgers.

Almost 40,000 payroll checks are issued each month. These must bear a facsimile signature of the acting treasurer and chairman of the Transit Board. These signatures are imprinted on the checks in the Treasury department by an automatic check signing machine which also dates the checks in the same operation. When not in use, this machine is kept under lock and key. The Treasury department has control over the supply of all types of blank checks and maintains at all times a supply sufficient for several months in advance.



AT North avenue depot, transportation service employees line up to receive their pay checks from *Sam Peters*, part-time paymaster.

MAXIMUM possible protection is given to *Cashiers Walter F. Lange* and *Harry N. Vanden Berg*, left to right, in their office. Doors are kept locked and entrance is gained only by using a key. Walls and doors are sheathed with solid steel and windows are made of bullet-proof glass. Automatic police alarm signals, connected direct to Central Police station, are located at each window. There is also a direct phone wire to Central Police station, and alarm buttons are located at each desk as well as in the vault.



Paymasters

After the payroll checks are signed, they are examined by the paymasters for any irregularities in dates, signatures and amounts, sorted in paying order and placed in locked metal boxes which are picked up by Brink's men and delivered to the depots for distribution to employees. The paymasters operate from receivers' windows to pay the trainmen. Shops men are paid while at their work.

Six regular paymasters and one part-time paymaster disburse each bi-weekly pay in a period of three days on the surface division. In addition to paying the trainmen and shopmen, a pay wagon is out for three days each pay period to take care of track, building and utility employees wherever they may be working. This requires 65 to 70 miles of travel each day. Electrical department employees are paid by auto pay car which covers the entire city in one day and travels about 100 miles. All undeliverable checks are returned the following day to the cashier's office where they may be picked up by the payee.

Rapid Transit pay checks are sent to various points by porters and messengers. They are distributed to "L" employees by superintendents, supervisors and dispatchers in one day.

Another duty of paymasters is to take register readings and collect tokens from the 71 turnstiles at 28 locations in the subways and elevated stations on the rapid transit division. They also make collections jointly with a representative of the American Locker Company from the 672 lockers located in 53 stations on the rapid transit division. The CTA receives 40% of such collections.

Cashiers

Three cashiers receive and make out receipts for any payments made for rents of CTA property, sell tokens and zone passes, make out street opening, pole and house moving permits, settle with employees leaving service, and record and prepare deposit slips for miscellaneous receipts of from \$600,000.00 to \$800,000.00 per month. The cashiers also

ONCE a week tokens are collected from turnstiles on the rapid transit division. *Paymasters Jim Norton* and *Tom McCormick*, left to right, are shown working at one of the 71 token turnstiles on the CTA system. About 17,000 tokens are collected weekly in this manner.





CHIEF Clerk Clarence H. Grube, center, is shown here with, from left to right, Esther Lassen, typist, Marie Creedon, stenographer, Loretta Sullivan, typist, and Axel G. Peterson,



cashier's clerk. These employees handle the bulk of the detailed record work performed by the Treasury department.



TOKENS are counted by this machine at the rate of about 2,400 per minute. It is usually operated by Nettie M. Kingsley, who was on sick leave. In her absence, Paymaster Tom Chamberlain demonstrated its operation. This machine is also used to put tokens into tubes for resale.

check daily with depots for conductors' shortages or overages and with receivers twice a month.

About 125 final clearances are received monthly by the cashiers for employees leaving service, and 600 checks drawn in payment of retirement and federal old age benefit refunds, advances for new trainmen and payroll corrections due to errors in reporting time worked by trainmen.

The cashier has custody of all surface and rapid transit tokens. Token collections are about 300,000 per month. These are delivered by Brink's to the cashier's office. There they are counted and wrapped in rolls of 15 for the surface division and 50 for the rapid transit division. The rolls are checked with a gauge to insure correct count and then resold. Foreign tokens collected are returned to the issuing companies for exchange or redemption.



AT the filing cabinet is Harry R. Rosendal, supervisor of the bond section. Eleanor A. Roche operates the addressograph and Jeanne W. Kwidd is checking a list of names. These people handle the details of issuing defense bonds to more than 7,500 CTA employees who are currently buying them.

Other Functions

Back in November, 1942, the surface lines became qualified as an issuing agent for War Bonds. At that time 15,500 employees, 91% of a total of 17,000 workers, were buying bonds on the payroll deduction plan. At present, the bond section of the Treasury department issues Defense bonds to 7,638 people, or slightly more than 42% of the present personnel. From November 1, 1942, through December 31, 1951, 621,274 bonds, with an issue price value of \$12,694,575.00, had been distributed to employees.

The Treasury department also has jurisdiction over all postage used by the CTA. During 1951, 279,905 stamped envelopes, 7,650 post cards and 93,195 stamps of various denominations, with a total value of about \$12,000.00, were disbursed to all departments on presentation of properly approved requisitions.

TRANSIT IN THE

News



JOHN HOLMES, new member of the Chicago Transit Board.

JOHN HOLMES APPOINTED TO TRANSIT BOARD

THE appointment of *John Holmes*, president of Swift and Company since 1937, as a member of the Chicago Transit Board became effective Thursday, January 24, when he was officially seated at a regular board meeting. Mr. Holmes, who was appointed for a seven year term by *Mayor Kennelly*, replaces *Irvin L. Porter*, who died December 24, 1950.

Born in Ireland in 1891, Holmes attended public schools in Chicago and, when 15 years old, was employed as a messenger boy by Swift and Company. In the next six years he held positions as junior clerk, night timekeeper, day timekeeper, and assistant head timekeeper. He was transferred in 1912 to the office of the general superintendent and a year later was named superintendent over pork operations in all Swift plants.

During this time, Holmes continued his studies at night, attending the Y. M. C. A. College, Armour Institute, Northwestern University, and the University of Chicago.

His next position at Swift's was as technical assistant to *G. F. Swift*, who at that time was vice president in charge of pork operations. In this capacity, Holmes was responsible

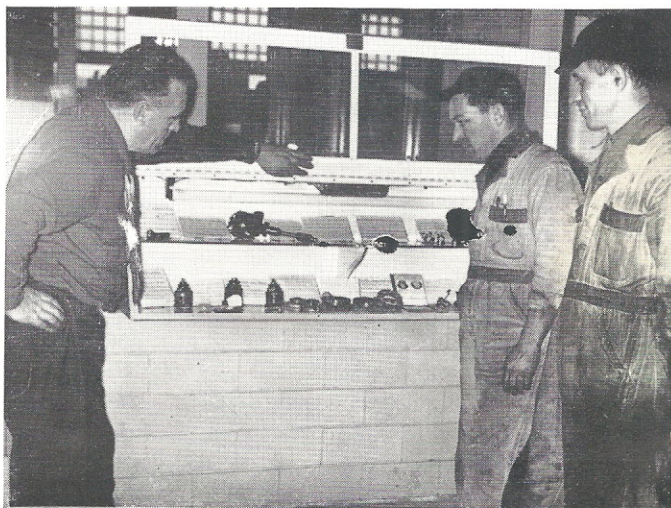
for production and distribution of meats for the military forces of World War I.

In October, 1928, Mr. Holmes, 37 years old at the time, was elected a vice president. In 1932, he was made a director of the company, and five years later was elected president, succeeding Mr. G. F. Swift.

Mr. Holmes is a member of the Board of Trustees of Wesley Memorial Hospital and its former president, a trustee of the Nutrition Foundation, Inc., a director of General Electric Corporation and the American Meat Institute, a trustee of the Rosenwald Museum of Science & Industry, and also serves on many industrial and civic committees.

EDUCATIONAL EXHIBIT AT NORTH PARK

AT North Park bus repair a neon-lighted display box contains defective bus parts which were detected and removed from buses as they went through routine inspection or from buses which had failed in service. *John Harnett*, bus repair foreman, is discussing with *Joe Coughlin*, center, and *Andy Kariolich*, right, bus repairmen, the items on exhibit. The signs behind the parts describe the defects as well as mistakes which may have been made in inspection or installation. The men take an active interest in this display box and bring in most of the material themselves. Consequently, the exhibit is constantly being changed. The safety angle is also brought out from time to time as the opportunity presents itself. Harnett started this educational feature when he was at Archer bus repair and continued it when he was transferred to North Park.





A PLEASANT EVENING

ABOUT 40 of your "Inside News" reporters and members of the photographic and editorial staff of CTA TRANSIT NEWS on January 14 held their annual get-together. After dinner at the Chicago Bar Association, where this picture was taken, the group attended the popular comedy, "The Moon Is Blue," at the Harris Theatre.

WAGE AND SALARY INCREASE FOR CTA EMPLOYEES

CTA employees, as provided by wage agreements approved by the Chicago Transit Board on July 25, 1951, received a 3c an hour increase in wages, effective January 1, 1952. In addition, wages were increased another 3c per hour, based on the cost-of-living index clause in the agreements. The latter increase was effective with the first pay period in January, 1952.

Those affected are shop, clerical, supervisory and transit operating employees. The latter is the major group of workers involved. The new rate for one-man operators is \$1.84 an hour; while two-man operators now receive \$1.74 per hour.

MARCH-APRIL, 1952

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF DECEMBER 1951 AND 1950 AND TWELVE MONTHS ENDED

DECEMBER 31, 1951 AND 1950

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

	Month of December 1951	Month of December 1950	12 Months Ended Dec. 31, 1951	12 Months Ended Dec. 31, 1950
Revenues	\$9,817,803	\$10,003,617	\$112,533,696	\$115,812,984
Operation and Maintenance Expenses.....	8,554,050	9,334,053	99,995,224	102,055,510
	<u>1,263,753</u>	<u>669,564</u>	<u>12,538,472</u>	<u>13,757,474</u>
Debt Service Requirements:				
Interest Charges	318,003	318,003	3,816,250	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1) .	107,000	107,000	1,284,000	1,284,000
	<u>425,003</u>	<u>425,003</u>	<u>5,100,250</u>	<u>5,100,250</u>
Balance before Depreciation.....	838,750	244,561	7,438,222	8,657,224
Provision for Depreciation—Current Period.....	625,000	541,667	7,500,000	6,500,000
Balance (Deficit) (Note 2)	<u>\$ 213,750</u>	<u>\$ 297,106</u>	<u>\$ 61,778</u>	<u>\$ 2,157,224</u>

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.....	<u>61,689,802</u>	<u>67,818,414</u>	<u>736,841,963</u>	<u>790,230,981</u>
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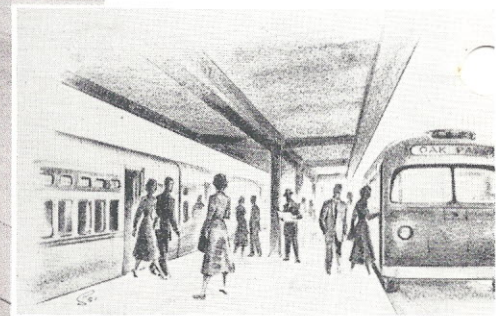
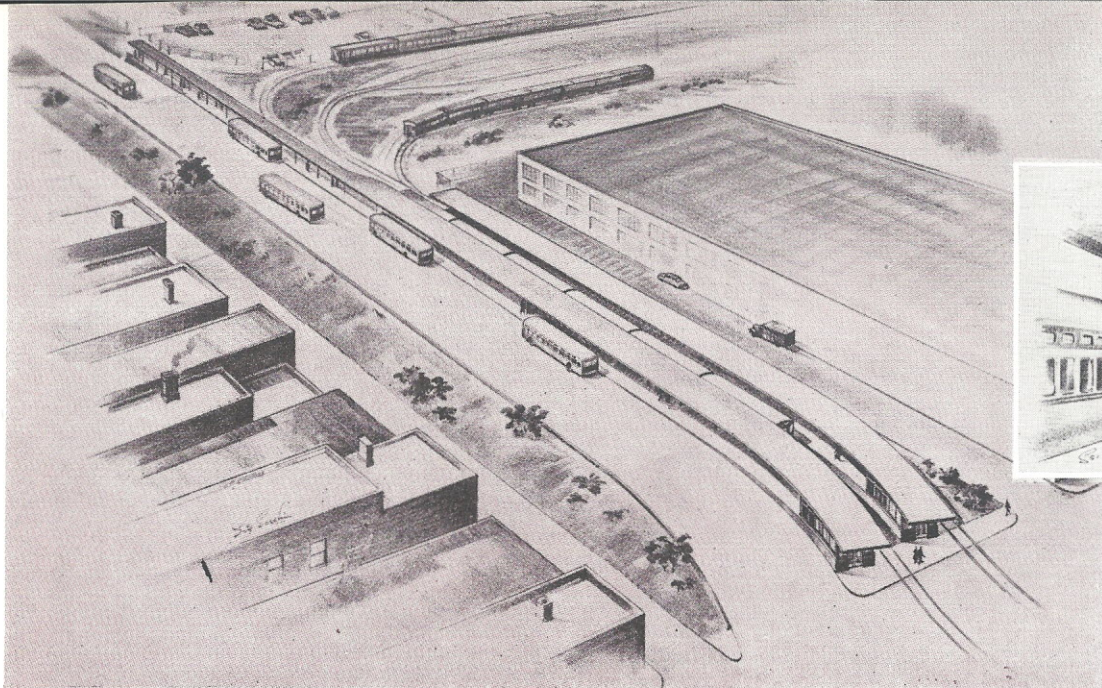
STATUS OF EQUIPMENT MODERNIZATION PROGRAM

January 21, 1952

1950 Orders —

	Delivered to Date	Remaining to be Delivered
Propane Buses	551	—
Trolley Buses	214	135
El-Subway Cars	200	—
	<u>965</u>	<u>135</u>

Delivered under previous orders.....	<u>1,714</u>
	<u>2,679</u>



THIS artist's sketch shows the convenient single-level bus-train transfer platform at the new west terminal of the Douglas Park "L" which will extend west from 54th avenue in Cicero.

A "BIRD'S-EYE" view of the new CTA bus-train transfer terminal which will be constructed in the Douglas Park "L" right-of-way, extending west from 54th avenue in Cicero. The "raised" roadway, which will lift buses to the level of the station platform, is shown in the foreground. The terminal is expected to be in service about March 1.

MODERN TRANSFER TERMINAL FEATURE OF REVISED DOUGLAS PARK "L" SERVICE

BUSES replaced Douglas Park "L" rail service in Berwyn and Cicero, west of 54th avenue, daily beginning on Sunday, February 3.

Operating in Cermak Road between Harlem avenue and 52nd avenue, the buses provide an extension of weekday service one-half mile west of the present Douglas Park terminal at Oak Park avenue and make direct connections with "L" trains at the 52nd avenue station, in Cicero.

The present 54th avenue station serves as the west terminal for Douglas Park trains until a new terminal can be constructed on CTA right-of-way just west of that point.

The Douglas Park buses make regular service stops on Cermak Road at 54th avenue, 56th avenue, 58th avenue, Austin avenue and Lombard avenue, in Cicero; at Ridgeland, East Oak Park and Home avenues in Berwyn; and at Harlem avenue in North Riverside-Forest Park.

On weekdays, the buses are scheduled one and one-half to two minutes apart in the rush hours; six to seven minutes apart in the midday and evening hours, and 32 minutes apart in the "owl" period. On Saturdays, they are operated at intervals of about five minutes in the rush hours; at intervals of seven to eight minutes during the midday and evening, and 32 minutes apart in the "owl" period. The Sunday schedule provides for headways of about eight minutes throughout the day and evening with a 32-minute interval in the "owl" period.

Douglas Park rail service continues to operate as at present east of 54th avenue. Trains run on an "A" and "B" express plan during rush hours, Mondays through Fridays, and make all regular station stops at all other times.

One of the outstanding features of the revised service is the establishment of a convenient new terminal for Douglas

Park service on CTA right-of-way west of 54th avenue which will provide direct platform transfer connections between buses and "L" trains. When completed—about March 1—it will be one of the most modern and efficient rail-bus transfer facilities in the United States.

The new terminal will have two platforms with protective canopies. A private "raised" roadway, along the south side of the present CTA right-of-way, will permit direct single-level transfer connections between buses and "L" trains.

An "island" platform will be located between the east-bound and westbound tracks on the north side of the Douglas Park "L" right-of-way. The convenient bus-train transfer platform will be constructed between the south tracks and the new private bus roadway.

The roadway for buses will be built about three feet above grade level and will extend from 54th avenue to 56th avenue. Buses will enter from 54th avenue, discharge and pick up passengers, operate west to 56th avenue, south to Cermak and west to Harlem.

Main entrance to the terminal will be through station buildings located on the west side of 54th avenue. A second entrance will be provided at the west end of the bus transfer platform for the convenience of passengers who now use 56th avenue station and for riders who leave their cars at the large parking lot which is being established in the CTA 56th avenue yard for use by "L" patrons.

The parking lot is located east of 56th avenue and north of the Douglas Park right-of-way. Motorists may enter the lot on 21st place from 56th avenue. Riders using this parking lot board "L" trains at the 54th avenue station until the new terminal is built. Initially, there will be no charge for parking and cars will be parked at the owner's risk.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Proud Fathers Keep New Mothers Busy

ACCIDENT INVESTIGATION — Two new fathers, who have kept their wives busy sewing buttons on their shirts, are *Mike Nowaczyk*, father of *Beverly Anne*, and *Lee Hudson*, father of *Bernard Michael*.

Since we last wrote a column, the Claim department has suffered two tragedies. One was the death of *Attorney Dan Colgan*, and the other the fire that destroyed *Attorney Joe Farmer's* house.

Welcome to *Dan Perkovich*, the new messenger in the vault.

Don Kirchner, former vault clerk, and *A. B. Giddings*, former photographer, are now statementmen.

Summer Home

Phil Boyle seems quite anxious about moving to the great north-west side. Speaking of moving, *Attorney Dave Watson* has been building a cottage at Lake Geneva, Wisconsin, for two years, and he has hopes of occupying it this summer.

Norm Graver has transferred from the Claim department to the Police department.

Mr. Kinderman recovered very nicely from his recent operation.

—G & M

It's Time for Wedding Plans

ACCOUNTING — The diamond gracing *Therese O'Keefe's* third finger, left hand, evidences that she will be saying "I do" to *Charles Burns*. No date has been set. *Marilyn Horan's* (M.&S.) diamond is from *Pfc. Gene Wright* of the U. S. Marines. Wedding plans are indefinite.

Delia Jennings received word from her son, *Master Sergeant William Jennings*, stationed at Randolph Field, San Antonio, Texas, that his wife had presented him with their sixth child, *Richard Francis*. That makes four grandsons and two granddaughters for *Delia*. The two eldest boys are studying at St. Anthony's Francis-



CHICAGO WINTER SCENE

APPLY described as a "typical Chicago winter scene" is this picture of a traffic tie-up at 65th and Halsted street. It was taken by *Motorman Al Grabe*, Southside. Scenes like this were common during the recent record snowfall, resulting in long delays to CTA surface riders.

can Seminary in Santa Barbara, California, and grandmother is hoping they'll qualify for the title of "Reverend."

—HELEN A. LOWE

Record Snowfall Brings Back Memories

ARCHER—As a little guy I remember the winter of 1917-18 when the snow had drifted up to the second floor, and my brother and I went out and dug a snowhouse out in front of Dad's place of business. Despite recent public opinion, the boys all over the system have

done a grand job thus far against the worst snow and weather since most of us were little kids. I think congratulations are in order for all.

Charlie Diercks, the brother-in-law of our genial night clerk, *Eddie Krause*, completed his preliminary military training and is now stationed with the Army of Occupation in Germany. His description of the voyage across was quite limited, but he was glad that he is not in the Navy, as it did not agree with his digestion. Chuck said that the countryside is beautiful and more like late springtime than winter.

—PAUL GADE

TRANSITAD

FOR SALE — 1936 Plymouth, radio and heater. Runs good. Price—\$100. *Lyle E. Wilson*. 2344 Altgeld street.

TRANSITAD

FOR SALE — Girl's 2-wheel Schwinn bicycle, maroon and cream. B-flat, all wood clarinet, made in Germany. Telephone *Mrs. Allshouse*, AUSTIN 7-4999.

Veteran Reporter Leaves Armitage

ARMITAGE—This is the end of the line for me as scribe for Armitage. After keeping this column alive for ten years, I am reluctantly laying down my pencil, by reason of transfer. Thanks to the many who have helped me get the news. I also want to thank the many men who remembered me with greeting cards during the recent holiday season.

Since my last report, the following men have either taken their pensions or applied for them: *Conductors Andy Lundsberg* and *August Zimmerman*, and *Motormen Ed Smith*, *Walter Wentzel*, *John Joy* and *Art Zeizler*.

We were all sorry to hear that *Motorman Roy Croon* and *Ted Hungerschofer* were compelled to retire on account of disability.

Heartiest congratulations to *Retired Motorman Frank Martin* and his wife, *Bridget*, who celebrated their 48th wedding anniversary on February 7.

On Saturday evening, January 12, the Armitage Credit Union held its annual meeting. Those who did not attend really missed something. The highlight of the evening was a demonstration of the latest dance steps by the incomparable conductor, *Scotty MacMillan*, ably assisted by your scribe's wife, *Marie Shumon*. Scotty also introduced a late Scotch importation called the "Waltz of the Hambone."

In closing this column, I want to wish my successor the best of luck and success.

—TED SHUMON

Korean Writing Is Hard to Read

BEVERLY—*Bus Operator Roy Engwall's* son, *Roger*, is in Korea and is learning to write that language. Roy is looking for a translator to help him with his son's mail.

Bus Operator Walter Ecklund, one of our Beverly garden bugs, sure had a great crop in 1951 and

has bigger and better plans for 1952. But, for the present, the corn he left standing in the field is still of some use. *Ex-Clerk Roy Wilker* is a great ice fisherman, one of the best in the Pistakee Bay region. He should be, using the corn borers from Ecklund's corn for bait. There's a trick to finding the borers, too.

Likes Western Water

Bus Operator Jonas Reed and his wife visited Colorado Springs while on their vacation. He says that if Chicago did not have so many mineral water distributors, he would have the mineral water shipped into Chicago from Colorado Springs. Drinking this water makes you live to 100 years of age, but who wants to be 100 and live in the city. Jonas is heading west when he gets his pension.

Bus Operator Edward J. Young and son, *Edward*, two years old, patiently awaited the arrival of a baby sister named *Terry Lynn*, born January 6 at the Mercy Hospital. She weighed six pounds.

"There's a baby sister at our house," says *Bus Operator James R. Ohse*. She joins *Rory J.*, age 2½, and her name is *Deborah Ellen*, weighing 6 pounds, 11¾ ounces.

Bus Operator and *Mrs. Vernon Thorson* are the proud parents of a boy, *Edward Roy*, born December 30. The parents also have a daughter, *Cherilyn*, four years old.

CTA's future bus mechanics can be found at the home of *Mr. and Mrs. Vincent W. Sereyka*, bus repair. *Michael David*, nine pounds, thirteen ounces, was born on February 1. *Ronnie*, age four, is home waiting for David to grow up fast. "I want someone to play with," he says.

Bus Operator Frank Black had his son, *Pfc. Frank Black, Jr.*, home for almost a month before he left for Seattle, Washington. He is with the Aviation Engineers.

Bus Operator Thomas Beland's son, *Roland*, is now with the U. S. Marine Corps in San Diego, California.

—DANTE F. BRUNOD

MOTEL OWNER



RETIREMENT days for *Charles Wenk*, former motorman at *Archer*, are spent taking care of his *Slumberland Motorcourt* located in *Ysleta, Texas*. *Charlie* has issued an invitation to all his surface system friends to visit him when they are traveling through Texas.

Reported by *Paul Gade*

It's Different From the "Windy City"

ELECTRICAL — *Bernard Toal* vacationed in the sunny south. Motored some 3,900 miles, including a very scenic trip along the east coast of Florida. Spent some time in *St. Petersburg*, the "Sunshine City," where they say the sun shines 360 out of 365 days.

William Park, of the line department, is the proud daddy of a baby boy, *William, Jr.*, who arrived on January 8.

Operator Apprentice Frank Regal is all smiles since the arrival of little *Alan Frank* on January 23.

—G. E. ANDREWS

Engagements Add "Sparkle" to News

GENERAL OFFICE (1165) — It's "sparkle-plenty" at Clark and Division these days, with a number of Uncle Sam's heroes causing the glitter in the building.

Jo Ann Kennebec of Specifications showed up with a beautiful engagement ring from *Corporal Nick Spanos*, who is now stationed at *Mather Field, California*.

Jean Sehring practically blinded her co-workers in the office of Buildings and Structures with a

sparkler from *Pvt. Jack Gagy*, stationed at *Fort Riley, Kansas*.

Antionette Bovino's engagement ring from *Pvt. Vincent Cardillo* is illuminating *Mr. Keiser's* office, while Vince is "up-front" in Korea.

Adding to those rays of lights in the Employment department, emitting from *Marilyn Christian's* left hand, we have the most recently received engagement ring which was placed on *Peggy McIntyre's* third finger, left hand, by *Pvt. Don Redmond*. Don and Peg met last Spring and it was love at first sight. He is stationed at *Battle Creek, Michigan*.

To these nice "Guys and Dolls" —best wishes for much happiness.

Draftsman Bill Guertin, Buildings and Structures, enlisted in the U.S. Air Corps. 1165 said goodbye to Bill on February 1.

Popular Club

The "Stork Club" membership at 1165 is growing by leaps and bounds. *Bob Hodgetts* of Buildings and Structures beamingly reported the birth of his son, *Robert, Jr.*, at *St. Anne's Hospital*.

Bernard Michael Hodson, born January 21, is the first baby for *Rita* and *Bernard L. Hodson*. Pop works in Accident Prevention.

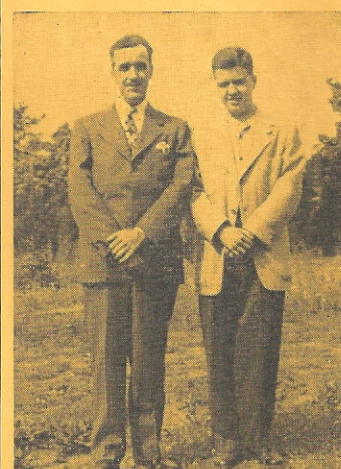
Edward Henry of A.P.D. is also a proud daddy for the first time. Grandpa, who is a CTA motorman at 77th station, was camera shy otherwise we would have had a picture of the three Edwards.

Lyman B. Herrin of Employment reported the birth of his first grandchild, little *Evan Lyman Mayerle*. That middle name is for Grandpa.

Newcomers to the building are *Don Lemm*, training assistant, and *Emil Rusinak*, training department clerk. Don transferred from Accounting and Emil from the Electrical department.

Edward Gullery, formerly employed as conductor at *Devon*, is now accident analysis clerk III in A.P.D. Ed served in the Radar Division of the British Royal Navy for five years during World War II. In 1943 his ship was torpedoed and while it was being repaired at a U.S. port, Ed came to Chicago on a furlough. Here he met *Mary Foley* and romance blossomed immediately. Mary travelled to London in 1947 where she and Ed were married. They returned to Chicago

VISITS FAMILY



HOME for a two week vacation recently was *Walter Hylton, Jr.*, son of *Painter Walter Hylton, Sr.*, Skokie. He has since returned to his studies at the *Holy Cross Seminary, Notre Dame, Indiana*.

Reported by *Dave Gurwich*

so that little *Jimmie* could be born here. Forty-eight hours after arriving in Chicago, Ed was employed by CTA.

We are pleased to see *Maurice Eisenberg* back to work after his illness. Maurice has been exhibiting to fellow workers a beautiful water-color painting. It's a gift from *Tom Mulvey* who recently took his pension and is devoting his spare time to this artistic hobby.

—MARY CLARKE

World Traveler Returns Home

KEDZIE — *Motorman Andrew R. Wingard* has returned to our depot after being discharged from the Army. Andrew enlisted in 1940 and spent most of his five years in Italy. In 1948 he was recalled and discharged the same year. He was recalled again in 1950 and assigned to the United Nations and saw duty in almost every country in Europe and Africa, as well as India. His family went along everywhere with the exception of India. His youngest son can talk two languages fluently and has a clear conception of many others.

Conductor Michael Kenny was pleasantly surprised recently when

his two sons, *Michael, Jr.*, and *Brendan*, both petty officers in Uncle Sam's Navy, returned home for a visit. *Brendan* is stationed in Maryland and *Michael, Jr.*, came home from Iceland for his first visit in over two years.

Motorman Ray Fellows says he would like to spend just one night in Iceland so that he could sleep until "half past April" or "quarter to May."

Betty Miles, daughter of *Motorman William Miles*, is only 19 years old, but is teaching two English classes in college at Berrien Springs, Michigan. She has foreign students from France, Bolivia, Belgium and Africa.

Supervisor Charles Olcik is now a proud grandfather, and can talk for hours about his grandson. He was also godfather by proxy, representing his other son, who is in Korea with the armed forces.

Commendable

The honesty of trainmen is never questioned, but *Motorman Glen Kelly* tells us of an incident which happened recently. His conductor, *Edward Reaux*, (now at Lawndale) bought a roll of pennies from the newsman at Madison and Austin. When he opened the roll, it contained dimes. Although it was his leaving time, he returned the dimes and got pennies in their place.

Conductor Edward Schlack retired February 1, and *Motorman Edward Van* and *Conductors Nick Bernard* and *Robert Willoughby* joined the fraternity of pensioners March 1.

The Credit Union party was probably the finest yet held. *John Harrington* kept busy making everyone feel at home. Through *Ed Donovan's* efforts, cigars and cigarettes were plentiful. *Ted Hefferman* and the other officers are to be commended for this social masterpiece.

I wish to thank the wives of reluctant trainmen for sending me news. If the old man is backward, just mail the news to me.

—C. JACK WILLIAMS

Nothing to It!

LAWNDALE—*Dom Papa* was having trouble starting his car one day when *Ray Doll* stepped in and of-

THE EDITOR'S CHOICE



It is usually extremely difficult for employees in the mass transportation business to find anything beautiful about the winter season. However, there are some exceptions. One of these is this photograph submitted by camera enthusiast *H. N. Vanden Berg*, Treasury department, of a "winter scene" along Salt Creek, near Westchester, Illinois.

EACH issue CTA TRANSIT NEWS will select "The Editor's Choice" from pictures submitted by employees for publication in the Inside News section of the magazine. 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.

fered to help. "All it needs is to have the points filed down," said Ray. "I've watched *Otto Brubach* do it lots of times." When Ray got through all Dom needed was some new parts and a mechanic to install them. *Otto* called Ray at home that night and asked him to please leave his name out of it the next time he repairs somebody's car. "After all," *Otto* said, "I have a reputation to uphold."

Ben "Broncho" Bruhnke became a father-in-law when his son, stationed in Japan, acquired a wife.

The Credit Union party is just a pleasant memory now, but we must say that this year's affair was the best of these annual parties. *Joe Nolan*, *Charley Neisner* and staff are to be congratulated for their success, and thanked for their efforts to make each affair better than the one before.

Your reporter held his bus one Saturday while working on 26th

street to wait for a man running for the bus.

As a reward the man opened up a package from which he took a large, beautiful steak, and laid it (absolutely nude) on the change tray. A lady later came to the rescue with a brown paper bag to put the luscious object in. P.S. Yum, Yum!!

—BILL FEILER

From High to Low— In Two Games

LAWRENCE—*Bus Operator Hank Tipperriter* has the blues. His bowling has him down. He is trying to figure out how he bowled a 197 game and then came right back the following game with a 79 score. *Bus Operator Harry Brutton* said the second game "Tippy" had mixed up with his golf game. Brutton offered to give "Tippy" lessons in both golf and bowling.

We just recently learned why *Fred Weder* is considered a "speed demon." In his youth he was a six-day bicycle rider. His partner in the races says it took him eight days to finish. Ask *Casimir "Cash" Andrews*. He has the proof.

Bus Operator John Hartmann has finally taken up an outdoor sport. He went hunting in South Dakota. The only thing he dislikes is that he had to go out looking for pheasants and they won't stand still. He says shells are pretty expensive when the birds fly away. The sound of the guns scares him and makes him close his eyes. Have *Georgie Meyers* give you some lessons, John. George is an expert, especially on the quick draw from the hip. When you get those lessons, be sure George is ahead of you, not in back.

—CHESTER PAWLAK

"That Bird" Makes Three "Male" Deliveries

LOOP—That grand old bird, *Mr. Stork*, has been a busy little man delivering sons to former agents. *Michael Thomas*, six pounds, nine ounces, to *Virginia Powers Gauger*; and *Patrick Anthony*, eight pounds, to *Winnie Caine Joyce*. *Agnes Sullivan's* daughter also received a nine-pound boy, making it two boys and a girl.

Ann Dolan, pensioner, died February 2 at Ottawa, Canada, where she has made her home since her retirement. *Fern Burton* did not long enjoy her leisure hours as she passed away in her sleep a few weeks after retiring. Our deep sympathy is extended to *Peggy Courtney* in the death of her brother and *Walter Tolson* in that of his sister in Glasgow, Missouri. *Robert Doherty, Jr.*, reported to Norfolk, Virginia, February 15.

Loretta Sullivan has been enjoying all the winter sports while vacationing in Wisconsin. *Margaret Eagle* went to southern Indiana for a family reunion.

Donald Sheehan, who resides in Nova Scotia, brought his new bride, *Betty*, to visit his mother, *Katherine*, while on their honeymoon.

Double trouble was experienced by *Mary Molinari* after returning from the sick list. She went home and found it ransacked by thieves.

—EDITH EDBROOKE

TRACK FOREMAN RETIRES FROM CTA



FELLOW WORKERS of Foreman John Cangelosi, front center, Track division, took time out recently to present him a wrist watch and billfold on the occasion of his retirement from CTA. Shaking hands with Cangelosi is Division Superintendent John Ruzich, Track Division, and at the right is general track foreman, Joseph Rasporich. Cangelosi started with the surface system in 1921 as a laborer and became a foreman in 1927.

Reported by Violet Carnes

A Sure Sign of Wedding Bells

MATERIAL AND SUPPLIES — The trend of conversation between Leonard Skrine, stock clerk at Skokie, and his girl friend seems to be furniture. Be careful, Leonard, this usually means wedding plans are in the making.

After a long seige of illness from severe burns, the wife of John Toman, laborer at West Shops, is home from the hospital. We wish a speedy recovery to Fred Getz, assistant divisional storekeeper at West Shops, who is on our sick list.

Fred Nagel, material clerk III in the general office, vacationed during the holidays, visiting his son in Boise, Idaho. While in Idaho he also became a grandfather again—the grandson was born on Christmas Day.

The welcome mat is out to the following men who have recently been transferred to our department from Transportation—Harry Schober, William Pearson, Samuel Ingrassia, Michael Griffin, Frank Rund and Howard Jensen.

Out Skokie way, we have Joseph O'Reilly, divisional storekeeper,

sporting a new Chevrolet, and Gerard Gullery, stock clerk, has a new Plymouth.

—JEAN O'NEILL

Credit Union Party A Big Success

NORTH—On January 19 our credit union put on a party for its members and friends. Refreshments were plentiful and a jolly time was had by all. We salute Eddie Winters and Walter Schwarzer on the fine job they did in arranging this swell affair. Our hats off to the four musketeers, "Buck" Benny Mathy, Jerry "Duke" Blake, Augie Johnson and Joe "Fatso" Hill for their efforts in making this party the success it was. We should do this more often. Our clerks (who had to work) were surprised when they received a box of sandwiches and cake from the party.

Congratulations to Norman Gnadt on his 10th wedding anniversary, which was celebrated February 14. Congratulations are also due Janitor Gust Keslinke who celebrated his 26th wedding anniversary March 1. Keslinke also became a grandpappy recently for the seventh time.

Received a nice letter from Walter Mootz who is stationed at Augusta, Ga. He expects to be out of the service by June or July.

George Tyrer celebrated his 32nd wedding anniversary on February 17, and Jerry Vanek will celebrate his 15th wedding anniversary on March 27.

Operator Dan Manzo was a patient at Oak Park hospital where he underwent surgery. We are glad to report that Danny is as good as new and glad to be back to work. Operator Paul Berlicher was a patient at St. Elizabeth hospital, where he was taken after he was injured in an automobile accident.

Congratulations to Operator Sam Tamburino on his 24th wedding anniversary, which was celebrated February 12. Jimmy Tamburino, son of Sam, has accepted a job in Uncle Sam's Army. This bit of news came on his 21st birthday.

Superintendent Bob Keag and his wife are rejoicing over the birth of a baby boy. The new arrival was named Douglas Andrew and is Bob proud? This makes two boys and one girl for the Keags.

Operator Ed Kruckow is now a member of the grandpappy's club.

The stork delivered little Christine recently. On January 5 there was more excitement when Ed's other daughter was married in St. John's church. All is quiet now, says Eddie.

Due to the shortage of steel, Superintendent E. Brookman is asking your cooperation in preserving your run tags. If you see a tag hanging on a post or laying around, please bring it to our depot. Run tags are necessary and each run is required to display one.

—JOE HIEBEL

Never Argue With a Horse

SCHEDULE - TRAFFIC — Judy, the daughter of Clark Johnson, became an unseated equestrian when she lost an argument with a horse. The result was that the horse was uninjured, but Judy had to spend several weeks in the hospital.

The Marine Corps decided that one and one-half years was enough service for Don Cannon, Hospital Corpsman, 1st Class, so we now have Don back in harness as a traffic checker.

Two of the "Bobs" in the department have something new. Bob Hengl is sporting a new "Henry J.," while Bob Sedlack is running up mileage on his new Hudson.

The stork kept his January appointments by leaving a six and one-half pound daughter, Joyce Lee, with Mr. and Mrs. Ted Cowgill on January 10. The same date was memorable with the Edward Crowes when daughter Elizabeth, six pounds, fourteen ounces, made the score even, one boy and one girl. Gene Lukes, who has been in Miami, sent an announcement that his expected event was a daughter, Susan Millie, born on January 18.

Bill Worcester is very busy learning about the joys of being a suburbanite in East Lombard, during the winter season. We can assure him it will look better in the summer.

—L. C. DUTTON

TRANSITAD

WANTED—Four or five room apartment, two adults, in Austin. Telephone Mary L. Howlett, HARRISON 7-4500, Ext. 259.

Pensioner Winters In Florida

SKOKIE—Received a card from pensioner *Gustav Hyde*, who is spending the winter in Hollywood and Key West, Florida.

Received a card from *Engineer George Rateike* who drove from Florida Keys on the Tamiami Trail to Fort Myers, Florida, where he and *Mrs. Rateike* and their children spent their vacation. Here in Chicago we had four feet of snow, but *George* wrote that it was sure hot down there.

Carpenter Robert Buerger, who was recently made chief sergeant of arms with three assistants at the American Legion CTA Post No. 1216, felt the need for a new automobile, so he traded in his old Pontiac for a new 1951 Chevrolet.

Congratulations and best wishes to *Electrician* and *Mrs. Louis Karolich* who celebrated their 14th wedding anniversary recently.

Welcome back to *Robert Quinett* who was laid up with pneumonia for almost a month. *Bob* is a welder at Skokie. *Air Brake Foreman William Michalik* has now completely recovered from illness and is back on the job. *Painter Foreman Art Keiner* has also recovered from illness and is working again.

Completes Basic Training

Barbara Golz, daughter of *Carpenter Foreman* and *Mrs. Golz*, graduated from basic training in the W.A.F. U.S. Army, Lackland air base, San Antonio, Texas.

Our deepest sympathy to *Clerk John J. Lucas*, whose brother, *Joseph*, passed away Sunday, January 20.

Truckman Foreman Henry Hitterman has completely recovered from his illness and is now back on the job.

Machinist Foreman Auggie Feinendegen traded in his old car for a new 1952 De Soto. *Electrician Lawrence King* traded his 50 Buick for a new 1952 model.

It was a 5-1/2 pound baby girl born at the Norwegian American hospital to *Welder* and *Mrs. Daniel Scully*. The proud parents named her *Kathleen Michele*.

We hope the wife of *Carpenter Frank Tallon* will soon recover and come home to him.

—DAVE GURWICH

ARRIVED IN TIME



WHILE celebrating their 25th wedding anniversary recently, *Machinist Paul Ehmke, Sr.*, Skokie, and his wife, were pleasantly surprised by the unexpected arrival home of their son, *Paul, Jr.* Shown here with his father, *Paul* is a pilot in the U. S. Air Corps, and is stationed at the Moody Jet Air Force base, Valdosta, Georgia.

Reported by *Dave Gurwich*

The 500 Club Has A New Member

SHOPS & EQUIPMENT (SOUTH SHOPS)—*Jim Conway* finally made the "500" club by bowling 500 on the head last week. We wonder how it feels to be a proud member of the club.

Sincerest wishes for many years of happiness are extended to *Don Verdonck* and his bride, *Elaine*. They exchanged marriage vows on January 6. A month later, *Don* left for service in the U.S. Navy.

Our deepest sympathy to the families of *Elmer Christerson*, who passed away suddenly while on duty December 29, and *Stefan Salmon*, retired.

It was another boy for *Tillie Monte*, a former employee of our office. Congratulations! The excitement of the holidays is past and with spring coming, thoughts begin to turn to vacations. The first to make such plans is *Joe Hecht*, who is leaving for Florida at the end of February.

Ed Heinze, *Sam Fiorito*, *Walter Waitkus*, *John Gasparka* and *Bernard Jasmer* have been on the sick list for a number of weeks. We wish them a speedy convalescence.

Jim Platt is the proud owner of a 1952 Pontiac.

—ANNE MCCREA and JUSTINE JANASEK

On Weekly TV Show

WAY & STRUCTURES—One of our more colorful individuals is none other than *Jack Zeravich*, chauffeur in the Utility & Emergency division, who is in the limelight and can be seen on television every week as referee at Rainbow Gardens. He was also a wrestler for many years before he became a licensed referee. During the day he works as a chauffeur for CTA, and has been with the transit lines for over 25 years.

John Cuddy, chauffeur in the Utility and Emergency division, and his wife are vacationing in Lauderdale, Florida.

We are happy to see that *Robert Gilmore* is back to work after a two-month illness. We are sorry to hear that *Frank Spangemacher* of the Building division is home ill. This is to wish him a speedy recovery.

Broken Toe

Freak accidents do occur occasionally and *Paul Britovich*, gang foreman in the Track division, was no exception. The tail gate of a truck struck and broke his large toe. As a result he was off several weeks.

Bill Guertin, draftsman in the Building division, who has just passed his 19th birthday, enlisted in the Air Corps several weeks ago. He is scheduled to leave Chicago for Texas, where he will spend some time training before leaving for the fighting zone.

Tom McCarthy, Track division, and his wife enjoyed a most pleasant vacation down South, visiting Florida, and are now back home.

A social gathering was held Saturday, Feb. 9, by *Henrietta Zander*, and most of the girls in Way & Structures, and the girls from Specifications (who are our neighbors) attended. Goodies were served and

talents displayed by some and also discussions on various problems of the world today took place.

We thought we had a new employee in the Building division when we looked at *John Retzler* recently, but we were mistaken. He is looking much better and has gained quite a bit of weight. The reason for his reformation is due to the fact that he has been taking vitamins. The only complainant is his wife, who has quite a job changing the location of all the buttons on his shirts. If he keeps this up, he may have to get an entirely new wardrobe.

—VIOLET CARNES

"Cae" and "Kay" Equal Confusion

TRANS. & INSURANCE—Never since the tumultuous days of the two *Helen Dohertys* in "Specks" has confusion reigned supreme since *Cae* (pronounced *Kay*) *Fahey*, and *Kay Fahey* joined Insurance ranks.

Insurance and Transportation boys and girls left 2660 N. Clark Street a few night ago—pay day—each with his own shopping bag. And the story follows: The representative from Northtown check cashing service failed to show. Seconds before closing time permission

JOINS THE RANKS



THE Carpenter shop at West Shops lost another bachelor recently when *Norbert Pieczyk* and *Marjorie Calliari* were married at St. John Bosco Church. The couple honeymooned at Lake Geneva, Wisconsin.

Reported by *Catherine Holton*

was given the receiver at Limits car barn to cash pay checks. So practically from the pockets of transit riders to the shopping bags of the employees—the checks were cashed—all in single dollar bills. "I was worried a bit," sez the receiver, "that I might have to resort to Indian heads."

Introductions are in order as three new employes start careers in Transportation—*Philip Talik*, who, while he isn't ice skating or swimming, as the seasons permit, is working as a typist; *John J. Foley*, clerk, and incidentally a bowler, should a league be interested; and *Ellis Patrick Donovan*, custodian of the vault. While "Pat" is new to the main office he is a veteran of 15 years service at 69th depot.

At a farewell dinner arranged by the insurance girls, *Arlene Fethke* left the company to devote all her time to homemaking. She carried with her the best wishes of her co-workers, carefully tucked within a folding buffet, a gift from her department. Now Arlene's duties are being conducted by *Mary Barry*, also a bowling enthusiast.

Our congratulations to *Marion Linn DeGraf*, formerly Insurance, on the arrival of a son and heir, and also to the proud grandfather, *Richard Linn*, interlocking main-tainer.

—JULIE PRINDERVILLE

This "Rib" Story Was Not Funny

WESTSIDE "L" (GARFIELD PARK)—A rib story with a bad ending—*Louis Weidenhoft*, the A. M. receiver at Laramie Ave., fell on the ice sometime in December, and broke a couple of ribs. After a few days of rest he returned to work. *Robert "Bob" Brown* was not satisfied with Louis' stunt, so he fell on the ice in front of his home. This happened on New Year's day which was getting off to a rather bad start. He struck a small fence and broke several ribs, confining him to the hospital for almost a week.

Our deepest sympathy is extended to *Frank Rooney* and his family in the loss of his mother.

CTA BRIDE



WEDDING vows were exchanged recently by *Cecelia M. DiPietro* and *Donavan C. Boardman* at St. Laurence Church on January 27. *Cecelia* is employed in the I.B.M. section of the CTA Accounting department. Following a wedding dinner for family members, the newlyweds motored to Dubuque, Iowa, for their honeymoon.

Reported by *Helen A. Lowe*

Conductor George Soukop returned to work after a long illness.

Conductor Peter J. Maroncelli and *Gertrude Sarah Salmen* were married on Saturday, February 9 at Saint Philip Neri Church. His good friend, *Motorman Joseph Malinowski*, a very good soloist, sang three beautiful songs at the Mass.

Bernard O'Brien, *Ernest Maenner* and *Jim Nasti* have been appointed as acting supervisors. As a well-known comedian would say: "We'll miss these boys around here."

(DOUGLAS PARK)—*Conductor Walter Gauger*, known to most of us as the "laughing kid," and married to *Virginia Powers*, former ticket agent, lost his mother January 19. Our deepest sympathy is extended to the family. Walter's wife presented him with a bouncing baby boy, *Thomas Michael*, born February 5. Mother and son are doing fine but we haven't seen those smokes up to the present time.

(LOGAN SQUARE)—Our deepest sympathy is extended to *Motorman Herrick*, in the death of a brother, January 26. *Yard Foreman Miles E. Stricklin* recently returned to work after a long siege of illness.

Yard Foreman B. Triphahn is transferring to Garfield Park to take over *Mike O'Connor's* trick. Mike went on retirement January 1.

Logan Square has a young man in their midst, who has an eye for beauty. The man I refer to wears the high hat in the switchman's department. He has a very fine art collection, which you will appreciate. When you are in the neighborhood, stop in, ask for "Charlie." *Charles J. Baner* is proud of his collection and prizes it very highly. (LAKE STREET)—*Assignment Clerk Sidney Schapiro* was confined to St. Francis hospital recently for observation, and, after being sent home, was returned there to undergo an operation. He is now back at work. *Trainman John McCarty*, who was recently married, lost his father recently. Our deepest sympathy is extended him.

—WALTER J. REICH

Servicemen, Stork Get Around

WEST SHOPS—Recent news from our boys in service . . . *Stanley Kaminski* now in Yokohama, Japan . . . *Dick Frenette* aboard an OSD . . . *Art Pohlke* starting his Naval career up at Great Lakes . . . *Don Wunnetisch* paid us a visit while on Army furlough.

Recent news, too, from our old friend, "Doc Stork" . . . A boy, Den-

nis Frank, for the *Frank Stolarz* family on January 26 . . . A girl, *Christine Elizabeth*, for the *George Madlands* on February 1 . . . A girl, *Pamela*, for the *Nick Simonetti* family on February 1.

Welcome to *Salvador Bedame*, who joined our ranks as mail boy . . . *Don Rohrer* has returned from Indianapolis.

Our sympathy to *Art Broska* in the death of his wife . . . Also to *Frank Riddle* in the death of his father.

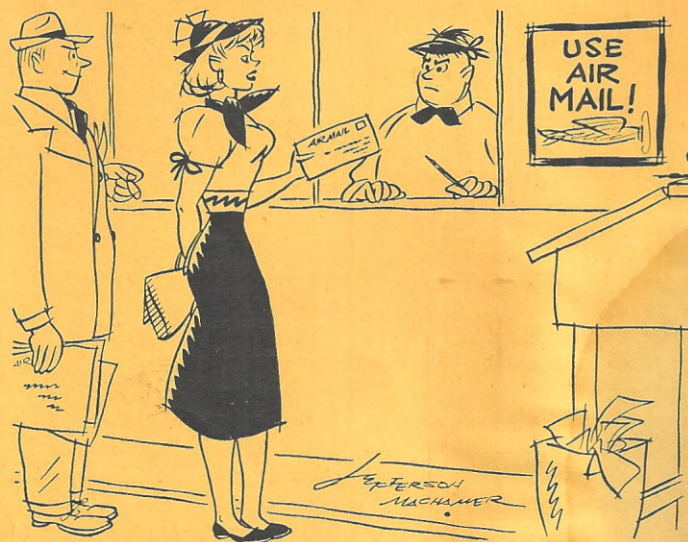
Al Blake of the Painters team recently bowled a 608 series . . . The Welders of West Shops are in first place . . . Team No. 6 of Bus Overhaul is in first place in their league . . . The Gay Jokers are in a similar place in the Women's league.

—CATHERINE HOLTON

Agents Vacation Under Florida Sun

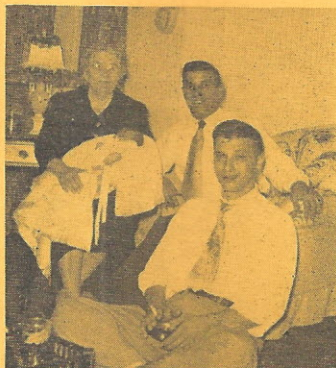
WESTSIDE (MET)—*Agent Marcella Byrnes* is driving to Miami Beach with her aunt . . . *Agent Alice Rockett* is vacationing in Tampa, Florida . . . *Pensioners Pearl Walsh* and *Augusta Kearins* are enjoying some of that sunshine in Florida, too . . . *Agent Julia Bronsek* thought she would be different so she went to sunny California.

Agent Minnie Tonn is spending her vacation in Chicago . . . *Agent*



"Do you have one that travels faster than time? This one should get there yesterday!"

FOUR GENERATIONS



FOUR generations of the Olci-ka's family are represented in this photograph, and of the four, two are CTA employees. Shown at the left is the great grandmother, *Petronele*, who is holding the newest addition to the family, *Charles III*. Seated at their right is *Charles, Sr.*, a supervisor of District C, and in the foreground is the proud father, *Charles, Jr.*, who is employed in the CTA Accident Investigation department.

Reported by *C. Jack Williams*

Ann Fay is planning on a few short trips not too far from home . . . *Agent Molly Sheil* spent a few pleasant weeks on jury duty.

Sorry to hear that *Agents Kathryn Prinderville* and *Florence Todd* are in the hospital. *Kathryn* is at the Walther Memorial and *Florence* is at the Oak Park hospital . . . Other agents on the sick list are *Dolly Considine*, *Eileen Gallagher*, *Betty Reed*, *Margaret Verschure*, *Goldie Gunderson*, *Peter McHugh*, *James Folan*, *Frank Las* and *Gordon Kelly*. Why not drop them a card or visit them. It would help cheer them up.

Our deepest sympathy is extended to *Agent Beulah Fields*, whose mother passed away.

—KITTY KEEGAN and
RUTH HANSON

Bow Ties Give Them a "Lift"

SEVENTY-SEVENTH—There has been a wave of clerks flying into the

office each morning on the wings of bow ties, the color schemes of which have never before been known to the mind of man. *Lyman Goss* and *Arnold Hillstrom* are the aviators and they really get a lot of lift due to the wing expansions of their bows.

At the convocation of Loyola University on February 2, held in the Granada Theatre, *Colletta Duncan*, daughter of *Chief Clerk Owen T. Duncan*, after many years of graduate and post-graduate work, received a degree of Master in Education. We congratulate Prof. *Colletta Duncan*. May she succeed and be content in her chosen field.

Dante Brunod of Beverly relayed an item to *Wilbur Jensen* that the *Albert Grossfurt* family had twins delivered recently. *Dante* did not say boys or girls or mixed and we have not been able to contact *Al Grossfurt*, so for the time being we'll have to be satisfied with what we have.

We'll be with you again soon, so let's get those pictures and news items in and have a representative column. This is a big outfit, let's have a big column.

—WILBUR JENSEN and
JOE SMITH

Returns to Work After Army Duty

WILSON SHOPS—*Kevin B. O'Malley* has recently returned from military duty in Korea and is back at work. He was discharged from the Army on January 12, 1952.

John Birmingham, who left us in October for the U.S. Army, is now a married man. He is presently stationed at Fort Eustis, Virginia, in the Transportation Corps.

Sonto Salinor received the Silver Star for rescuing two men from a burning tank.

Our best wishes for a speedy recovery to *Repairman Andrew Spenskowski*, who was off sick since September 24, 1951, and who was previously injured in an automobile accident.

Welcome to *Ranuald Laudanski*, *Buster McArthur*, *Thomas McClain* and *Joseph Masiaz* who are new employees.

Repairman Henry Brunderman's son, *Linus*, was married on January 27, at Lexington, Missouri. *Linus* is the youngest and last child of *Henry* to be married. He and his bride, *Lorraine*, are recent graduates of a college in Warrensburg, Missouri.

Our deepest sympathy to *Arthur Broska* in the loss of his wife. *Arthur* was a foreman at Wilson Shops until transferred to Lake street terminal shop.

Welcome back to *Reggie Kolis*, secretary to *L. H. Reichard*, superintendent of Rapid Transit, North Side shops. *Reggie* spent her holidays at home recovering from an operation.

John Ralph, truckman helper, who is now serving his country in the Navy, stopped at Wilson Shops to say hello to his fellow workers. *John* is stationed at Jacksonville, Florida.

Our master mechanic, *Anthony Antonucci*, is very proud of the title "Grandfather." A baby girl was presented him by his daughter, *Margaret*, a former CTA employee.

Welcome back to Wilson Shops to *Gordon Walters*, who returned after a long period of years at the Paint shop in Skokie, Illinois.

Congratulations to *Alphonse Schmitz*, who bowled 743 for three games at Jackson-Dearborn alleys. We know, from experience, how tough those lanes are.

—JERRY SCANNELL and
EVERETT E. ENGLAND

M & S BRIDE

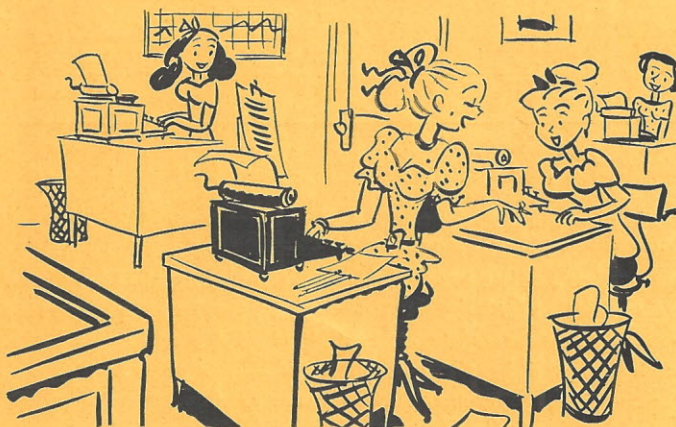


RECENT newlyweds are the former *JoAnne Brumbach* and *Robert Besch*, shown walking down the aisle of the Euclid Avenue Methodist Church in Oak Park. *JoAnne* is a typist for the Material and Supplies department of CTA. A dinner and reception for the couple were held at the Oak Park Arms Hotel.

Reported by *Jean O'Neill*

TRANSITAD

FOR SALE—24-volume Encyclopedia Britannica, 1946 edition, excellent condition, best offer. Also high right-hand oven Crown gas stove, good condition, best offer. Telephone *Irene Mostek*, IRving 8-5933 after 6:00 P.M.



"I don't know whether I'm engaged or not. I haven't had it appraised yet!"

CTA MAN CATCHES SUSPECTED PURSE SNATCHER

A CTA bus operator, *Frank Vitek*, Beverly, captured a suspected purse snatcher recently merely by shouting, "Halt or I'll shoot!"

As one of his women passengers was about to board his bus at 35th and Wallace, a man knocked her to the pavement and grabbed her purse. Frank jumped from the bus and caught hold of the fellow, but he managed to slip away. He ran down the street and Frank continued to chase him, shouting, "Stop or I'll shoot." With these words, the suspected purse snatcher stopped and Frank went up behind him, sticking his finger in his back like a gun. He then turned him over to patrons of a nearby tavern.

When he returned to his bus, Frank asked a passenger to call the police who arrived at the scene a short time later and arrested the man, charging him with assault and larceny.

IF YOU KNOW of a CTA employe who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 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

My payroll number is

I have recently moved from:

Old Address
(Street and Number)

(City) (Zone) (State)

CALLING OLD MAN PAR

Each year when the month of March comes into its lion and lamb routine, CTA golfers turn their thoughts to the golfing season that's only a long drive away. Competition in the popular transportation golfing league will get under way sometime in May. The teams play on a designated day and course every week, selected by the committee in charge of activities and which will be announced at a future date. There are several vacancies for individuals and organized teams. Any employe desiring to participate in this weekly league should contact *Ed Foreman* at North Avenue depot.

RECENT DEATHS AMONG EMPLOYES

WILLIAM F. BELL, 65, retired conductor, Lawndale. Died 12-16-51. Employed 6-21-13.

FRANK E. BLUM, 66, retired conductor, 77th. Died 1-10-52. Employed 3-9-15.

FRED O. BULLOCK, 72, retired switchman, Westside. Died 12-18-51. Employed 7-14-04.

FRED CASTKA, 48, conductor, 69th. Died 1-13-52. Employed 8-19-47.

ELMER W. CHRISTERSON, 52, machinist, South Shops. Died 12-31-51. Employed 12-1-43.

PASQUALE CLEMENTO, 70, retired motorman, Metropolitan. Died 1-15-52. Employed 9-19-02.

DANIEL COLGAN, 52, attorney, Legal. Died 1-7-52. Employed 9-22-20.

WILLIAM C. DAUGHS, 66, retired conductor, 69th. Died 1-6-52. Employed 9-21-12.

DOMINIC DELIO, 67, retired laborer, Road. Died 1-7-52. Employed 2-11-21.

CHARLES F. DeMOURE, 65, retired motorman, North. Died 12-6-51. Employed 3-7-16.

JOHN FITZGERALD, 63, retired conductor, 77th. Died 1-17-52. Employed 11-3-09.

WILLIAM J. FLAVIN, 57, retired trainman, Southside. Died 1-15-52. Employed 7-18-23.

JOSEPH GERGULA, 68, retired watchman, Track. Died 1-5-52. Employed 3-1-24.

NICHOLAS M. GROH, 76, retired motorman, Armitage. Died 1-10-52. Employed 4-19-04.

JOSEPH D. GUEST, 74, retired locator, Legal. Died 11-26-52. Employed 8-5-25.

ANTON HOLGERSON, 84, retired brakeman, Northside shops. Died 12-17-51. Employed 2-7-10.

EDNA E. HORROM, 74, retired stenographer, Accident Investigation. Died 1-5-52. Employed 7-25-24.

EDMOND KENNEDY, 82, inactive. Died 1-9-52. Employed 5-4-04.

EDWARD V. KENNEDY, 66, retired motorman, Southside. Died 12-22-51. Employed 6-6-06.

ARTHUR O. KOSCHE, 58, flagman, 77th. Died 1-6-52. Employed 9-23-25.

CARL LANDECK, 59, conductor, 77th. Died 1-18-52. Employed 11-1-22.

PETER H. LARSON, 85, retired conductor, Lawndale. Died 12-15-51. Employed 1-13-96.

GEORGE H. LASCHETZKE, 72, retired conductor, Archer. Died 1-17-52. Employed 9-25-05.

HERMAN LAU, 63, chauffeur, Utility. Died 12-26-51. Employed 8-23-26.

ANGELO LEAS, 87, retired car cleaner, Archer. Died 10-27-51. Employed 6-5-18.

FRANK LIVINGSTON, 74, retired conductor, Southside. Died 12-20-51. Employed 12-23-19.

JOSEPH MALONEY, 56, inspector, Central District. Died 1-9-52. Employed 11-23-27.

EDWARD MULLANE, 69, retired gateman, Metropolitan. Died 12-25-51. Employed 6-1-27.

JAMES T. MURPHY, 54, lineman, Electrical. Died 1-20-52. Employed 8-7-22.

JOHN J. O'CONNOR, 82, retired motorman, Utility. Died 12-21-51. Employed 3-28-07.

JAMES R. PERKS, 73, retired motorman, Burnside. Died 12-28-51. Employed 8-14-16.

JAMES J. QUINN, 72, retired motorman, 69th. Died 1-16-52. Employed 8-14-22.

VITO RAIMONDI, 69, retired laborer, Track. Died 12-21-51. Employed 3-23-24.

MICHAEL RICE, 65, retired, general office. Died 12-19-51. Employed 6-1-42.

CARL A. ROGGEMAN, 70, retired conductor, North. Died 12-26-51. Employed 7-23-08.

STEFAN SALAMON, 71, retired blacksmith, South Shops. Died 1-12-52. Employed 9-4-18.

MICHAEL SARPELLI, 75, retired car cleaner, Blue Island. Died 1-6-52. Employed 10-15-09.

ROY C. SLAWSON, 71, retired janitor, Elston. Died 12-23-51. Employed 9-7-12.

JAMES E. STUVEE, 68, retired carpenter, West Shops. Died 1-5-52. Employed 12-21-09.

FRANK TADIN, 65, retired laborer, Track. Died 1-8-52. Employed 8-20-20.

FRANK TORCHIA, 80, retired watchman, Building. Died 1-7-52. Employed 5-26-20.

ALBERT TREADO, 43, motorman, 77th. Died 12-29-51. Employed 5-9-42.

THOMAS TURNER, 75, retired conductor, 69th. Died 1-12-52. Employed 7-15-13.

FRED WITT, 84, retired flagman, Burnside. Died 12-25-51. Employed 11-25-02.

JOSEPH YAROSH, 64, tieman, Track. Died 1-2-52. Employed 8-5-18.

INCOME TAXES — Grin and Bear Them

WHETHER or not you can find anything humorous in paying your income tax, you will want to test yourself with this tax quiz. It is based on material furnished by the American Institute of Accountants, the national professional society of certified public accountants.

1. Is Your Mother-in-law Worth \$600?

Your mother-in-law moved in with you on January 1, 1951. She is dependent on you for everything except conversation. However, she has a small pension of \$599 a year, which she keeps for herself. Can you list her as a dependent on your tax return? Yes? No? It all depends?

Answer. It all depends. If the \$599 pension is all the income she has—and you spent more than that in taking care of her—then she is a dependent. That means she is a \$600 exemption on your return.

The rule about dependents is simple. You may take a \$600 dependency exemption for anyone closely related to you by blood or marriage, provided that you contributed *more than* half the person's upkeep and his or her total taxable income is *less than* \$600 for the year. Any dependency exemptions, of course, are in addition to the personal exemption of \$600 you take for yourself.

2. Sawing a Married Couple in Half

Although you married your wife because you thought she had a legacy, it turns out that she has no income of her own. In fact, because she spends most of your pay check, she really has less than no income. Can the two of you split your income on a joint tax return? Yes? No? Perhaps? Only Houdini could do it?

Answer. Yes, you can—and married couples can nearly always save money by filing joint returns. You can file a joint return with your wife as long as you were married and living together on the last day of the year, or if your wife died during the year. It makes no difference whether your wife has any income of her own—or whether you get married on January 1 or December 31.

3. Form vs. Expediency

You usually file the simplified 1040A form and take the standard deduction of ten per cent of your income. Your wife says you ought to figure up your actual deductions on a long form 1040,

because it might save you money. Is this a case of doing it the hard way? Yes? No? Your wife is always right?

Answer. Your wife *may* be right. Most wage earners file the simplified form 1040A (used only when total income from all sources is \$5,000 or less) or a short form 1040 (used only when income from wages or salaries is \$5,000 or less and income from other sources is not more than \$100) and take the standard ten per cent deduction. However, many could save money by itemizing their actual deductions on a long form 1040. If your actual deductions amount to *more* than ten per cent of your income, then you have to file a long form 1040 in order to claim them.

4. Home, Sweet Home (Taxwise)

You have just received a bill of \$341 from the roof repairman who replaced the shingles blown off your house last fall. The monthly mortgage payment is due at the bank. Your property tax bill of \$225 is expected any day. Should you sell the house and move to the hills? Immediately? Next Month? You should grin and bear it?

Answer. Taxwise, you can probably afford to grin and bear it. Home owners have a number of tax advantages. The interest on your mortgage, for example, is deductible on your tax return. So are real estate and property taxes, as well as casualty losses which are not offset by insurance. (An additional deductible item is interest on home repair and other loans.)

In today's market, selling your home might result in a tax problem. Suppose it cost you \$8,000 in 1946, you have made no improvements, and you sell the house today for \$12,000. You have to pay a tax on the \$4,000 difference unless within one year before or after you sell your old house, you buy another which costs at least \$12,000. If you *build* a house costing \$12,000, you must occupy it within one year before or 18 months after your sale. However, if you sell the house at a loss, you cannot take a deduction.

5. It Almost Pays To Be Unhealthy

Your wife had twins in June, and as a result you were forced to go to the hospital for a two-month rest cure. You feel that the doctor must have charged twice as much for the twins as he would for one infant, and furthermore that it costs so much to keep well that you are better off sick. Should you retaliate by paying only half of your bills? Yes? No? Refuse to pay at all?

Answer. Your credit rating is entirely up to you, but an A-1 credit rating is certainly the mark of a good citizen. However, in a case like this, you should keep close track of your doctor and hospital expenses, since you may have an allowable medical deduction on your return. You can deduct medical expenses in excess of five per cent of your adjusted gross income, up to certain limits. If either you or your wife is over 65 years of age, you may deduct all of the medical expenses of both, subject to a special ceiling limitation. Check the instructions with your tax forms for explanation of adjusted gross income, and of what your maximum for medical deductions may be.)

6. Your Records Are their Business

You have listed on your return a few deductions (such as a personal bad debt, which actually represents your wife's losses at Canasta) which are slightly questionable. However, you figure that there's not one chance in a thousand that anyone from the Revenue Bureau will ever bother to check your tax return. Is this a safe attitude? Certainly? Certainly not?

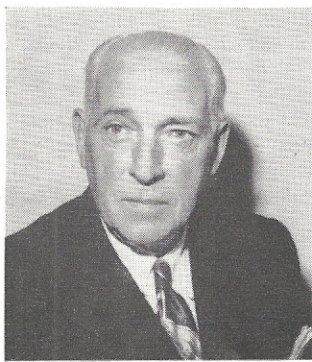
Answer. Certainly not. Actually, only a very small number of taxpayers try to cheat on their tax returns. When you list deductions on *your* tax return, be sure that you can prove them. Keep receipts of doctor or hospital bills, property tax bills, and the like. The government spot-checks income tax returns. Although the Revenue Bureau takes a reasonable attitude, many people have had deductions disallowed because they had no logical proof.

And here are some additional suggestions:

1. Your return is due March 15. File early and avoid last minute mistakes that might cost you tax money.
2. If you made less than \$600 last year, but had taxes withheld by your employer, remember that you must file a return in order to get your refund.
3. Remember that you have to file a Declaration of Estimated Income for 1952 by March 15 if you (a) will have an income of over \$100 from any sources other than wages from which your employer withholds the tax, and your total income is \$600 or more—or (b) your wages from which taxes are withheld amount to more than the total of \$4,500 plus \$600 for each exemption.
4. If you have any questions about your return, the nearest office of the Bureau of Internal Revenue will help you.

1951 in Review

WHAT were some of the major events that happened to Chicago Transit Authority and its employees during 1951? Reprinted here are some of the highlights of the year, as reported in the monthly issues of your magazine, CTA TRANSIT NEWS.



THE January, 1951, issue of CTA TRANSIT NEWS reported the death of *Irvin L. Porter*, Treasurer and Board member of Chicago Transit Authority since October 1, 1947. Mr. Porter, who was 69 at the time of his death, was also a director of the First National Bank and Treasurer of the University of Illinois. The Chicago Transit Board, in recognizing his passing, adopted a resolution extending sympathy to the family of Mr. Porter.

THE first of a total of 500 propane buses purchased by CTA arrived in January at the North Park station. This was the largest propane bus order placed anywhere. *Ralph Budd*, Board Chairman, and *Walter J. McCarter*, General Manager, were among those inspecting the first of these vehicles to arrive.



REGULAR service in the Milwaukee-Dearborn-Congress subway, Route No. 2 of Chicago's initial system of subways, began operation on February 25, 1951. Operating between the Logan Square "L" terminal and the Loop, the new subway provides 15 minute service between Chicago's central business district and the Northwest side. The subway was built at a cost of \$39,600,000, and extends a distance of 3.99 miles.

MAJOR changes in "L" service on the Douglas Park and Garfield Park branches were established during the month of December by CTA. On the Douglas Park branch, "A" and "B" express train service was inaugurated during rush hours, Mondays through Fridays, between 54th avenue and the Loop. Under the new arrangement, seven little used stations on this branch were closed. On the Garfield Park "L" route, a new west terminal was established at Desplaines avenue in Forest Park, Mondays through Saturdays, and at Laramie avenue on Sundays and holidays. Buses have been substituted for rail service on the west end of this line. In addition, "A" and "B" all-express trains now operate between Desplaines avenue and the Loop during rush hours, Mondays through Fridays. At all other hours on weekdays, and all day Saturdays, Sundays and holidays, all trains make all stops.

CTA's Job Classification program for regular office, clerical and certain supervisory employees became effective as of January 1, 1951. The terms of the Act which created CTA require that the Transit Board classify all the officers, positions and grades of regular employment required, excepting that of the Board Chairman, General Manager, Treasurer, General Attorney and Chief Engineer.

THE year 1951 saw the closing of Elston station, one of Chicago's oldest operating streetcar and bus locations. Situated at 3604 North Elston, the station was constructed in 1894 and was originally built to accommodate cable cars. Other locations closed by CTA during 1951 were the Lincoln depot and the Springfield-Madison loophouse.





AFTER a long season of knocking over the pins, the champion team and individual leader of each CTA bowling league was crowned. One of the winning league teams was Devon in the North Side P.M. League. They are, left to right, *M. Rieth, Rudy Mikulicic, Stanley Wisz, A. Dahl and Bill Pinasco*. Another sports activity during 1951 was the thrilling softball season that finished with Kedzie winning the coveted trophy. The annual CTA golf tournament was again a successful event. *John Pater, Kedzie*, won the low gross trophy with a 74 total for 18 holes.

MILITARY leaves were granted a total of 147 CTA employees to serve in our armed forces. Bringing the Korean conflict closer to home during 1951 was the news that four of these employees made the supreme sacrifice. They were *Leonard Piorunski, Archer; Richard Jankowski, Devon; James Craig, Electrical; and Maurice Angland, Material and Supplies*.

NEW fare and wage adjustments during August, 1951, were made by the Chicago Transit Board. General fares on the Surface system became 17c for adults and 8c for children under 12. On the Rapid Transit system, the fare for the middle zone became 18c and in the north and west zones, 17c. In all three zones, the children's fare became 8c. The general wage increase granted CTA employees totaled 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. A cost-of-living factor was also included in the agreement and thus far has increased an individual employee's earnings a total of 4c per hour. The base wage increases were estimated to cost the CTA \$1,544,000 in 1951; \$5,890,000 in 1952; and \$6,701,920 in 1953.

CTA continued its efforts to provide frequent, regular and efficient service by placing in operation a new line supervision control system on a large part of the rapid transit division. Installation of this control system provides CTA with more accurately dispatched and closer supervised transit operations. Nerve center of the line supervision system is an office at 79 W. Monroe street, where trained personnel is on duty around the clock. Shown are, left, *Supervisors Tom Hogan, and Edgar Ferguson*.



THE first units of a total of 349 trolley buses were delivered to CTA in May, 1951. This purchase, totaling approximately \$6,000,000, represented the largest order ever placed by any transit company in the United States for this type of vehicle. When all of these vehicles have been delivered, CTA will have the largest trolley fleet in the nation.

THE CTA Charter Service business was reorganized in 1951 to increase revenue from this service. Named as sales manager was *Edward D. Ehrlich*, former superintendent of CTA employment. Attractive low rates were established as an added incentive to help increase business. One of the features of the new program is a "mystery trip"—destination unknown—in which only the organization's chairman and CTA know the complete details of the trip.

A WEEKLY downtown zone pass, convenient and economical, was introduced by CTA in 1951, on an indefinite experimental basis. Good for unlimited riding for a full week in an area bounded by Roosevelt, Clinton, Grand and Lake Michigan, the pass is priced at \$1.25 each.



A NEW series of accident prevention and operating meetings were held during the latter month of 1951 for CTA transportation personnel at various stations around the system. Two meetings, the first in the afternoon and another in the evening, were held during the one-day visit to each station. Shown speaking to employees of the Kedzie station is *Willis Goodall*, district superintendent assigned to the Accident Prevention department.



OUR PUBLIC SPEAKS

Based on Actual Letters Received Recently by CTA

ONCE AGAIN, many CTA transportation employees were the subjects of commendation letters from passengers who wrote about the excellent service they are rendering. Letters like those reprinted here are evidence that the majority of our trainmen, bus operators and motormen know the importance of courtesy and efficient service in working with the public.

Commends Bus Operator

"I do a considerable amount of traveling on your streetcars and buses and, for the greater part, I find courteous conductors and motormen. However, I have been on the Montrose avenue line a few times and have found the most courteous, refined, thoughtful, considerate and careful driver I have ever met. His number is 2579 (*Bus Operator G. Snyder, North Park*). He is worthy of great praise and commendation."

Helps Blind Man

"On the Garfield Park train that stopped at Randolph and Wells station recently, an incident occurred for which one of your employees should receive full credit. This conductor was number 25526 (*J. Nule, Westside*). A blind man was leaving the train with other passengers. Rather than let him shift for himself, your conductor left the train and personally escorted this man safely to the stairway."

Careful Driver

"I feel it is my duty as a regular CTA patron to commend your driver, number 11084 (*Bus Operator Charles Parrich, 77th*). He is a careful driver and never fails to see that his bus is close to the curb for his passengers to enter and get off safely. He makes it easy for us, instead of a chore."

A Human Being

"Our bus had gone about two blocks when suddenly the driver (*Bus Operator M. Vioritam, North*) pulled to a stop, got out and went to the front of his vehicle. He picked up a rather large rubber ball and took it over to a very small child standing on the curb, saying: 'You'd better play in your back yard; it's safer for you.' He then boarded the bus and said something to the effect that the mother was probably busy getting the rest of her family off to school or doing the breakfast dishes. We all thank him for being a human being."

"Splendid Piece of Work"

"LAST week I witnessed a very splendid piece of work on the part of a CTA streetcar motorman that probably saved the life, or lives, of a group of small boys who darted in front of his car.

The incident occurred at 3:15 p.m. on a south-bound Broadway streetcar near Surf street. I was standing behind motorman No. 6669 (*Eugene E. Ratliff, Devon*) preparing to disembark at Surf street. As we were in the middle of the block, four small boys, who apparently had been playing between two parked automobiles, ran into the street practically in front of the moving streetcar. The motorman exhibited almost phenomenal coordination and alertness in the speed with which he acted in bringing the car to a sudden stop, without harm or shock to anyone.

"I commended him at that time, but felt that since the public has no hesitancy in reporting complaints to the CTA it would only be fair to bring this sort of thing to your attention.

"In this connection, I would like to express my pleasure and confidence in the quality of personnel which you are apparently selecting to drive your vehicles."

COMPLAINTS

UNFORTUNATELY, not all of the letters received by CTA were commendations for our transportation personnel. Many of them were complaints, such as those reproduced here.

"When the bus had just completed crossing the tracks at Kingsbury street, eastbound, I pulled the buzzer cord as I wished to get off at the next stop, Sheffield avenue. The buzzer operated but the driver didn't even slow down. As we approached the intersection, I again pulled the buzzer cord, but to no avail. He finally stopped at the next block. There were several other people who were inconvenienced by this driver."

* * *

"I would like to report a conductor who was very rude to an elderly woman who boarded his car. This woman was a very large person and had difficulty getting on the car and, in addition, was carrying a rather large package. He upbraided her unmercifully for her slowness in getting on the car. While she was paying her fare, she tried to explain why she could not move fast and he said: 'Why don't you stay home.' This brought protests from any number of passengers, including myself, as all of his remarks were very uncalled for."

HOW DID YOU GET THAT NICKNAME?

Inquiring Reporter: C. Jack Williams
Location: Kedzie Depot



J. GLEN "BADEYE" KELLY, Motorman: "I once accused my leader of having 'Tunnel Vision' and, in a joking way, called him 'Badeye.' It came so easy that soon I was addressing everyone as 'Badeye.' The name boomeranged, but I would be lost without it."



EDWARD "SPARERIBS" NOLAN, Motorman, is interviewed by C. Jack Williams: "It's been so long I really don't know. I'm sure it isn't because I desire that famous dish. I am strictly a beef eater. Maybe it's due to that 145 pounds of bone and muscle I used to carry."



DONALD "DAGWOOD" DULFER, Motorman: "The run I had called very early and the night car I took to work was due at the depot two minutes before my calling time. My daily habit was to be the first one off the car to dash to the window and check in. 'Dagwood' seemed like a natural and the name stuck."



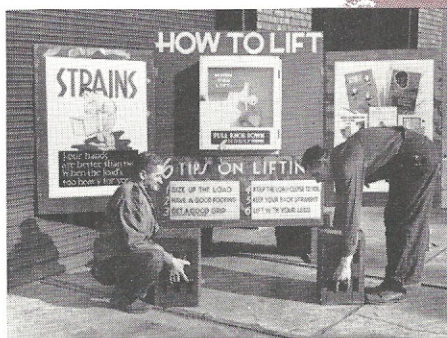
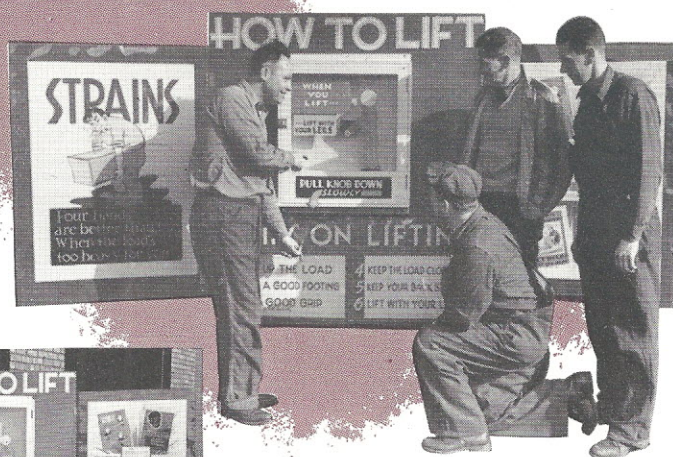
JOHN "RED" KAIN, Conductor: "They started calling me 'Red' at the age of six months after I had received my first spanking. As a teenager, I blushed very easily and the rigid outdoor life I lead today gives me a ruddy complexion. The fact that I am a redhead may have something to do with it."



PATRICK "FELIX" DONOGHUE, Motorman: "Years ago I worked on 47th street and at that time there were several motormen there who had no respect for schedules. One day one of them said that 'Felix the Cat' was the only good man on the street. That was the day a good Irish name changed to Felix."

SAFE LIFTING MEANS SAFE WORKING

MEMBERS of the Carpenter shop Safety Committee at West Shops are shown inspecting the operation of the "mechanical man." They are, left to right, Frank Stolarz, Bill Raaber and Frank Crouse. Kneeling in the front is Adam Zaraza.



DEMONSTRATING the correct way to lift is Bill Raaber, left. His feet are in the clear and set solidly on the pavement, the load is close to him and his back is straight. The wrong way to lift is demonstrated by Frank Crouse. His feet are too close together, which may result in a fall and injury to his toes or back.

MOST of us are aware of the dangers of improper lifting, but, unfortunately, we're thoughtless many times in trying to lift heavy articles. Sometimes we forget the warnings and try to lift, carry or move articles greatly out of proportion to our capacity.

Recognizing this danger to the physical health of CTA employees, the Accident Prevention department recently initiated a program aimed at informing employees of the proper way to lift heavy objects. This program includes the presentation of a 15-minute film, "How to Avoid Muscle Strains," to members of the safety committees at CTA locations; the distribution of a pamphlet, "Heave-Ho," to Shops and Equipment personnel, and a visual aid and display board which is being moved from one department to another.

One of the special features of the display board prepared by the Accident Prevention department is the "Mechanical Man." Enclosed in a wood and glass case, the mechanical man is operated by merely pulling a handle extending from the lower section of the case. When the handle is pulled, the mechanical man shows the correct way to lift heavy objects.

Other material on the display board includes posters and illustrated material

pointing out the dangers of not practicing safety in lifting heavy objects, as well as six basic principles of proper lifting technique. Following these principles, reprinted here, will do much to protect you from possible injury:

1. Size up the load. Tip it in order to estimate the weight. Face the direction you are going to walk. Get help when you need it.
2. Have a secure footing. Do not lift while you are in an awkward position.
3. Get a good grip so that you don't drop the load.
4. Keep the load close to you—dress so that you can do this.
5. Keep your back straight, and keep your head erect.
6. Lift with the muscles in your legs. Your arms and hands should hold the load in position.

Serious injuries often result from improper lifting or carrying, frequently leading to permanent disability.

A major problem in lifting is to gauge just how much should be lifted. There are no set rules that can be followed on this. Physical differences in individuals make it impractical to set up positive safe lifting standards. If, after close inspection, an item appears to be too heavy, additional help should be called to assist.

ANSWER THE CALL

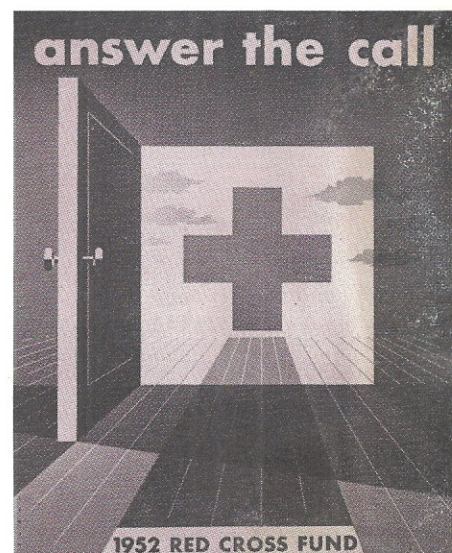
THE 1952 Red Cross fund appeal (March 1 to March 31) comes at a time of continuing world-wide crisis that demands a great voluntary effort on the part of everyone since military strength alone cannot solve existing problems.

Many of us take the millions of Red Cross workers and their humanitarian activities for granted.

Each day volunteers in towns and cities throughout the country carry on a staggering program. Blood is collected and made available to the armed forces and to civilian hospitals; servicemen and women are assisted in a thousand ways; disaster sufferers receive emergency care and shelter as well as long-term rehabilitation aid.

Through a less dramatic program of service, the Red Cross trains nurse's aides, home nurses, and first aiders—all of whom provide a foundation for civil defense—self-help. The Red Cross gives our children an opportunity to serve their community, nation, and world—thus preparing them for the responsibilities of citizenship. In the fields of health and safety, the Red Cross stands ready to give us instruction, training and information. Internationally, it helps to make the facilities and advantages of our country available to other countries and peoples in need.

CTA employees will be given the opportunity of contributing to the Red Cross through a payroll deduction plan, similar to that used in past years. When we receive our pledge cards, let's do our part to keep the services of the Red Cross geared to meet the needs of the nation and all its citizens. Answer the call of the Red Cross so that the Red Cross can answer the call of Americans in need of help.



TO THE Ladies ... from JOAN

Meals For Lenten Appeal

THE opening of the Lenten season will create problems for some of you home-makers which will add to the ones undoubtedly plaguing you in these days of high food costs. When planning your weekly menus for the Lenten season, you will find that using meat substitutes will also help you stay within the food budget. The egg, cheese, and fish dishes you will be including in your menus are highly flavorful replacements for more costly meats. Even today, when egg prices are so high, it's still economical to use them, together with ready-to-eat cereals, as main dishes. The egg-cereal combination is a good one to keep in mind since as partners they supply many of the nutrients generally derived from meat.

Here's a recipe for Egg and Cheese Casserole with a corn flakes topping that makes a colorful, taste-satisfying dish for Lent. Asparagus and stuffed tomatoes round out a menu that is pretty as a picture and wholesome and satisfying.

Egg and Cheese Casserole

- 3 tablespoons shortening
- 3 tablespoons flour
- $\frac{3}{4}$ teaspoon salt
- dash pepper
- 1 teaspoon dry mustard
- $1\frac{1}{2}$ cups milk
- 1 cup grated soft American Cheese
- 6 hard-cooked eggs



A Lenten menu pretty as a picture, wholesome and satisfying, is this egg and cheese casserole, with asparagus and stuffed tomatoes.

- 2 cups corn flakes
- 1 tablespoon melted butter or margarine

Melt shortening in top of double boiler; add flour and seasonings and stir to smooth paste. Add milk, cook, stirring until thickened. Add cheese and stir until melted. Cover the bottom of baking dish with the sauce. Cut hard-cooked eggs in half lengthwise. Arrange eggs on top of sauce. Crush corn flakes into fine crumbs, mix with melted butter. Sprinkle crumbs over eggs and sauce. Bake in a slow oven (300°F.) 10 minutes or until crumbs have browned. Yield: 6 servings.

Pancake Meals for Variety

UNTIL recently the custom was that the proper time to serve pancakes was for breakfast. Then, due to the housewives' ingenuity, pancakes began to appear as luncheon and supper dishes served with meat and fish sauces and as a dessert with fruit and berry toppings. For good eating and a new note of variety to your

Lenten menu plans, consider some of these pancake dishes:

Lenten Special: Serve pancakes with creamed eggs, tuna or salmon. Add pimiento and green pepper, if desired.

Cheese Pancakes: Fold $\frac{1}{2}$ cup grated cheese into batter before baking. Serve pancakes with applesauce.

Sunshine-Topped Buckwheats: Serve buckwheat pancakes topped with a poached egg.

Fish 'N Mushroom Pancakes: Fold 1 cup flaked tuna or salmon into batter before baking. Serve with mushroom sauce.

Cottage Cheese Roll-Ups: Place 2 cups creamed cottage cheese, $\frac{1}{4}$ cup chopped celery and $\frac{1}{4}$ cup chopped green pepper in top of double boiler over boiling water. Remove double boiler from heat; cover and let cheese mixture stand over the hot water while baking pancakes. Place a spoonful of this mixture across the center of each baked pancake and roll up.

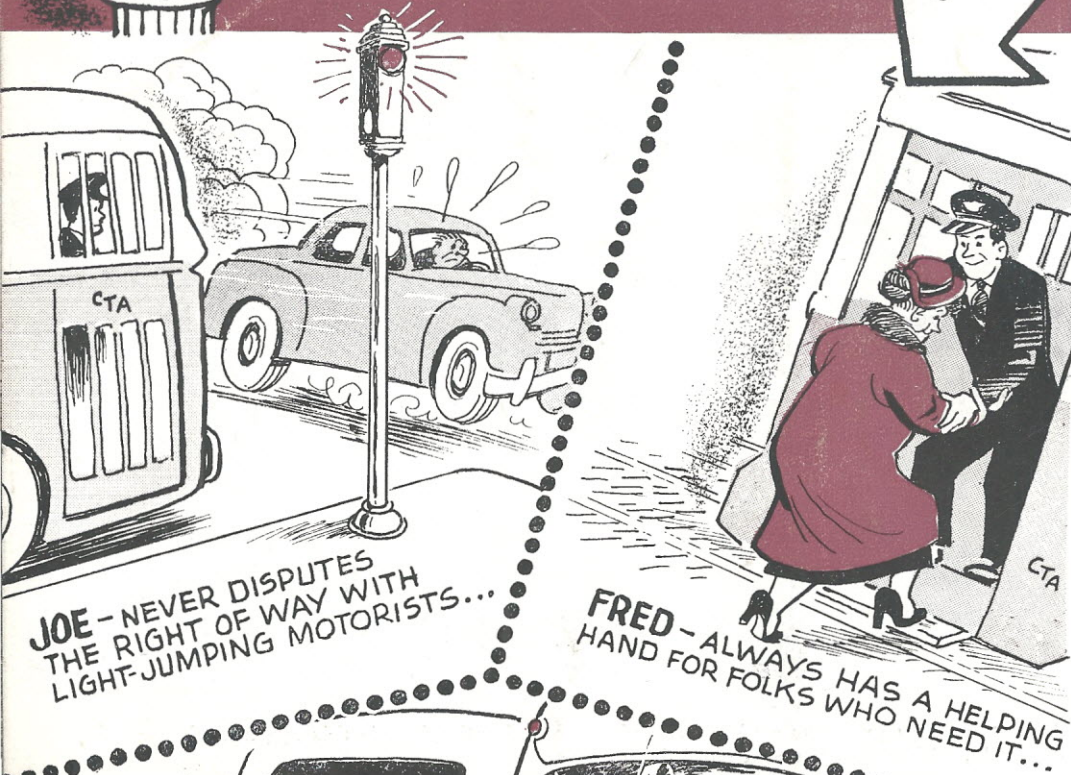


JUST the thing for either boy or girl. You can have the free directions for this "Gaucha Pull-over" shirt in sizes 6, 8 and 10 by writing to Women's Editor, CTA TRANSIT NEWS, 175 W. Jackson Blvd., Chicago 90, Ill.



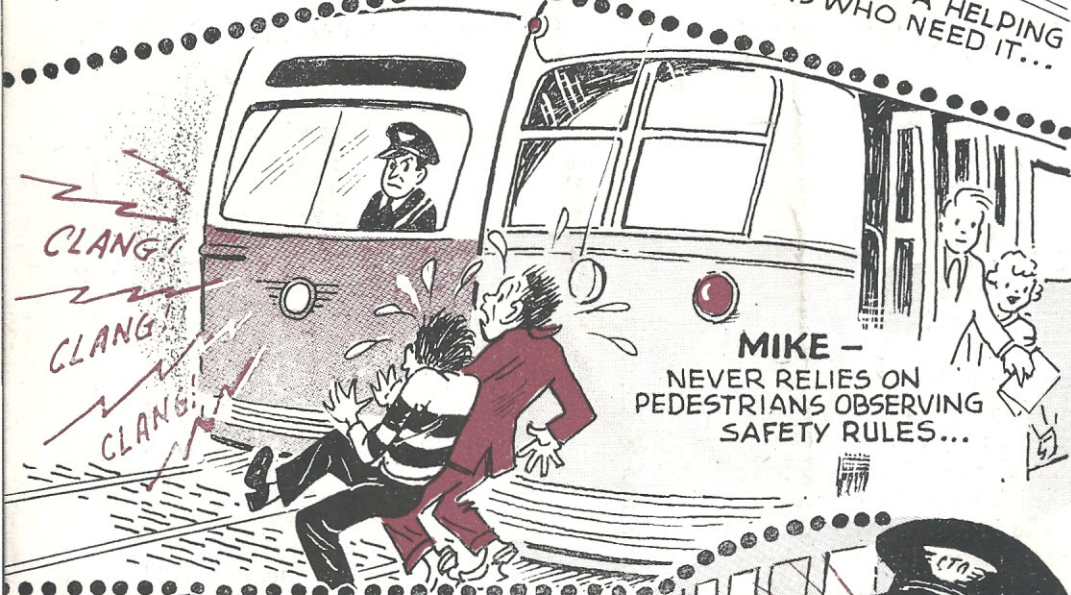
We nominate for our **HEROES' HALL-**

THE CHICAGO TRANSIT AUTHORITY
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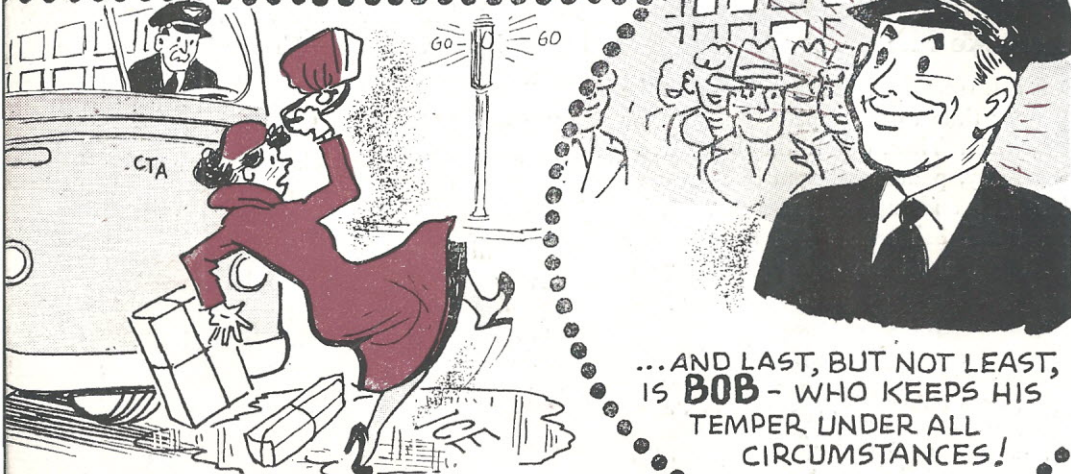


JOE - NEVER DISPUTES
THE RIGHT OF WAY WITH
LIGHT-JUMPING MOTORISTS...

FRED - ALWAYS HAS A HELPING
HAND FOR FOLKS WHO NEED IT...



MIKE -
NEVER RELIES ON
PEDESTRIANS OBSERVING
SAFETY RULES...



...AND LAST, BUT NOT LEAST,
IS **BOB** - WHO KEEPS HIS
TEMPER UNDER ALL
CIRCUMSTANCES!

JIM - REMEMBERS TRAFFIC CONDITIONS
ARE SOMETIMES BAD FOR EVERYBODY...

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