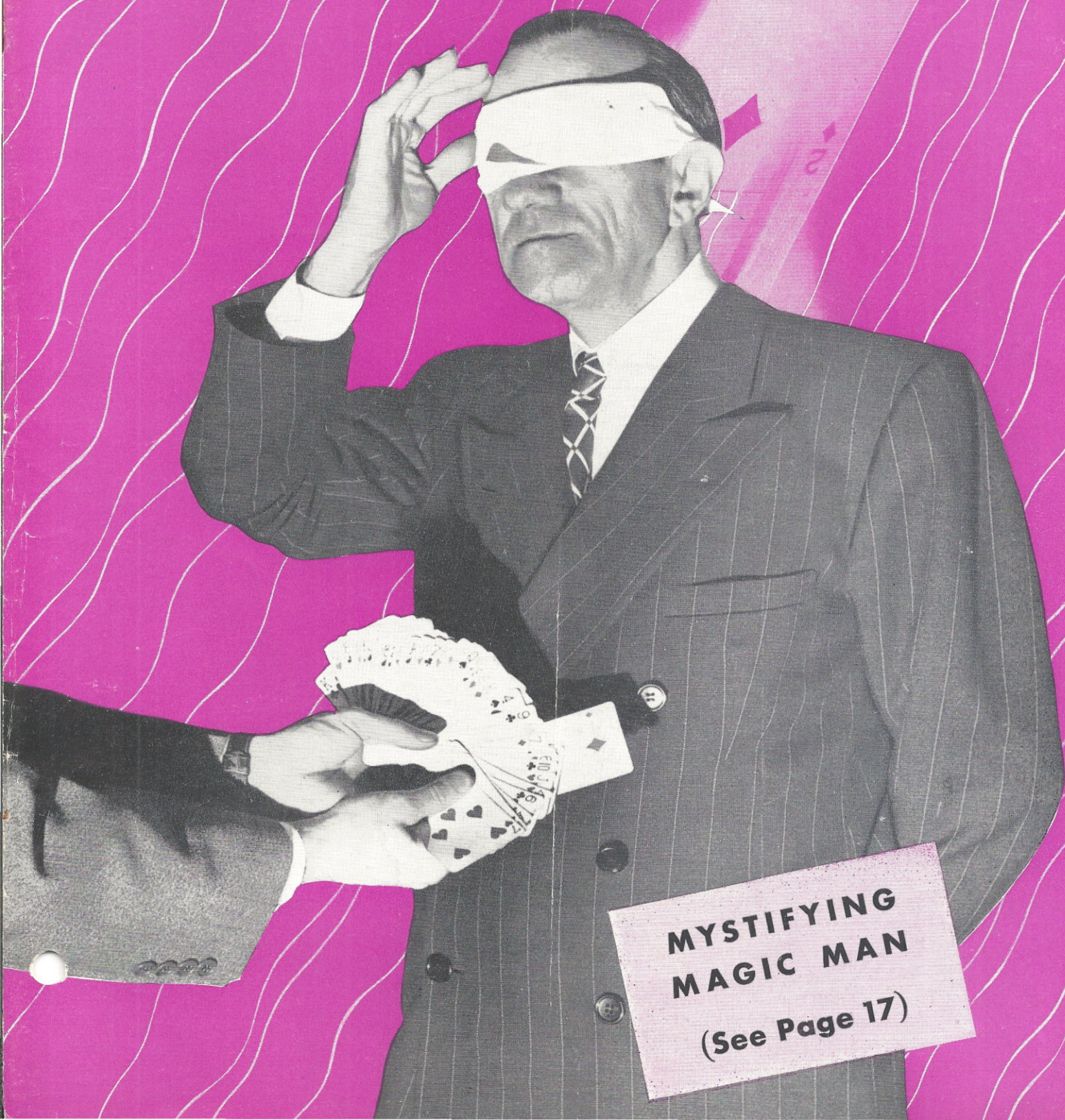




# TRANSIT NEWS

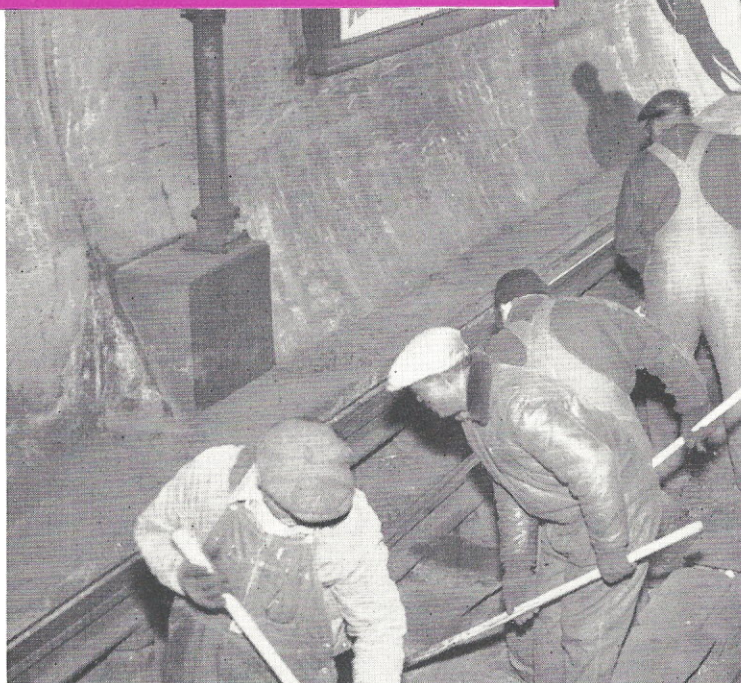
MAY, 1953



**MYSTIFYING  
MAGIC MAN**  
(See Page 17)



## "NEW LOOK" FOR SUBWAYS



THE "new look" in portions of Chicago's subways has resulted from a new method of cleaning which was recently devised by the CTA Way and Structures Department.

The new system, currently being used in the State street tube, involves manual scraping of the lower portion of sidewalls and track connections. In these regions occur a heavy accumulation of brake shoe dust, grease and dirt, resulting from braking of trains in the station areas. After it is scraped loose it is placed in drums and removed from the tube by work cars. The entire wall surface of the subway is then washed down with water under high pressure.

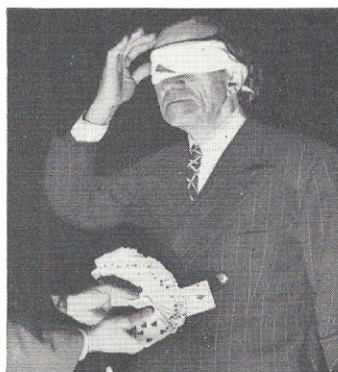
In excess of 250 tons of refuse from subway floors and sidewalls have been recently removed.

Previously, the tubes were cleaned periodically with water spray, only, by means of a special tank car designed for that purpose.

Two construction crews from the Way and Structures Department are responsible for performing the huge task of scraping and clearing the tubes.

Wall washing operations are handled by the regular crew which works the year 'round to insure the general cleanliness of stations and platforms.

COVER—*ROSCOE WAKEFIELD*, mystifying magic man, in a concentrating pose. An adept magician, his interest centers on that which is termed mental magic. Roscoe is a switchboard operator at 77th. Story on page 17.



## "TRANSIT NEWS" PLACES SECOND IN CONTEST

THE 82 points awarded CTA TRANSIT NEWS by the judges in the annual Mass Transportation contest for national transit company employee publications was two points behind the winner for Class I magazines.

In the previous year's contest, CTA TRANSIT NEWS not only won first place in its group, but also received the grand award with the highest number of points.

VOLUME VI CTA TRANSIT NEWS NUMBER 5

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### Recent CTA Additions To the Armed Forces

*Michael Barrett* — Shops and Equipment (Lake Street)

*Philip N. Boyle*—Accident Investigation (Claims)

*Francis L. Brady*—Shops and Equipment (South Shops)

*Earl A. Cliff*—Shops and Equipment (Lawndale Bus)

*John J. McGrath*—Shops and Equipment (Wilson Terminal)

*Patrick J. Murphy* — Transportation (Archer)

*James F. Orlow* — Accounting (General)

*Dan L. Scanlon* — Shops and Equipment (South Shops)

### Returned from Service

*Clyde J. Craig*—Transportation (Westside)

*Edward J. Erskine*—Transportation (North Park)

*Donald McCarthy*—Shops and Equipment (South Shops)

*Arthur Miller* — Shops and Equipment (Blue Island)

*Thomas J. Stepp*—Transportation (Cottage Grove)



# Cyclone at Beverly

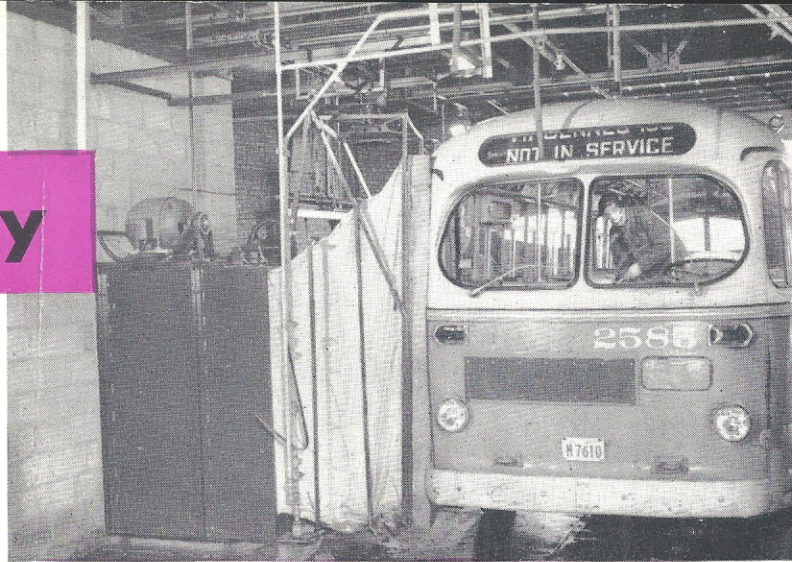
A "KING SIZE" version of the home maker's handy helper, the vacuum cleaner, was recently installed at Beverly Bus Terminal. Through its utilization, the interior of a bus can be completely cleaned in two to three minutes with more thorough results than manual methods which require more than 10 minutes per bus.

First of its kind to be placed in operation in the Chicago area, the machine, which is called the "Buck Cyclone Cleaner," was purchased by CTA from the Ross and White Company of Chicago.

Although the principle of operation of the machine is much like a household cleaner, this "king size" version is stationary. It is located near the servicing entrance to Beverly's storage garage and is so placed that when buses are driven up to it, they are also in a position to be fueled. Thus, the interior cleaning takes place while the buses are being otherwise serviced after completing their daily runs.

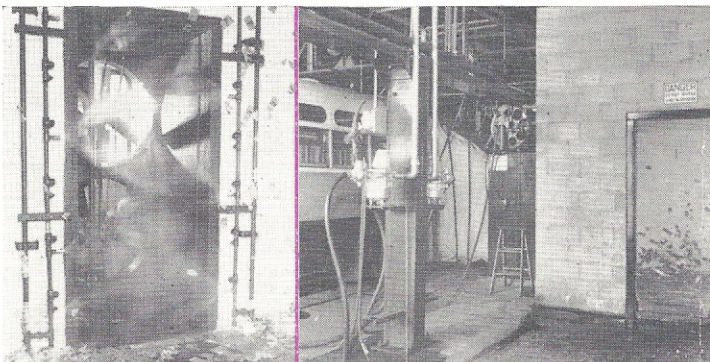
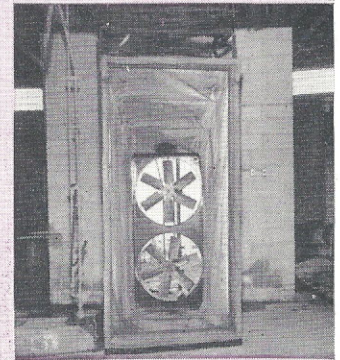
Buses then have only to be moved directly forward through the automatic washing machine which cleanses the exteriors of the vehicles. The latter device was installed and operating at Beverly when the terminal was opened by CTA in December of 1949. Approximately 110 buses are cleaned and washed over a 24-hour period at Beverly through this system.

The various functioning stages of the huge vacuum cleaner are illustrated and described briefly in the accompanying pictures and captions.



BUSES enter the storage garage through the servicing entrance and are parked with front doors opposite the "king size" vacuum. Two rear windows, the operator's window and the front doors are left open. When the cleaner is turned on, a large canvas bellows on a metal framework extends and is positioned against the open front doors . . .

BEHIND the bellows, two 28-inch vacuum fans are utilized to create an air pressure inside the bus which builds up to 30 miles per hour. Thus, a small "cyclone," for which the machine is named, is created inside the bus which draws dust, dirt and other litter through the bus . . .



INSIDE the storage container, directly behind the fan opening, a water spray is produced. Litter and dirt being drawn through the fans is immediately wet down, and consequently settles to the floor rather than remain in the air. The accumulated waste material is removed from the storage container daily . . .

THE storage container is the huge receptacle for all the waste matter. It is a cinder block structure of four walls and a mesh wire roof designed to release the built-up air pressure. The vacuum fans are mounted in the structure's front wall. The location of the fueling equipment, left foreground, makes possible simultaneous cleaning and servicing operations . . .



TO further facilitate the cleaning, *Michael J. Granger*, bus cleaner, wearing dust mask and goggles, uses an ordinary air hose to dislodge dust, paper and other litter which is then drawn through the vacuum fans and into the storage container.





STARTING with the April issue of 1951, CTA TRANSIT NEWS has carried in each succeeding issue stories describing personnel, purpose and functions of various CTA departments. This article, dealing with the Chief Engineer's Office, is a continuation of that series.

CTA'S Chief Engineer, *Stanley D. Forsythe*, shown here with his secretary, *Virginia Baldwin*, has under his jurisdiction four divisions—Car Equipment, Buildings and Structures, Specifications and Traffic Engineering.

## THE CHIEF ENGINEER'S OFFICE

*WHAT does a Chief Engineer do? That question probably has occurred from time to time to a good many CTA employes who, in the course of performing their daily duties, have no reason for direct contact with the Chief Engineer's office. The following resume of the functions of the Chief Engineer's office is intended to give all CTA employes a better understanding of the importance and necessity of this department in CTA's tremendous job of providing the best possible mass transportation at the lowest possible cost in the Chicago metropolitan area.*

UNDER the jurisdiction of the Chief Engineer, *Stanley D. Forsythe*, whose office is located in Room 7155, Merchandise Mart, are four divisions—Car Equipment, Buildings and Structures, Specifications and Traffic Engineering—which will be described in the following paragraphs.

In addition to being responsible for the activities of these four divisions, the Chief Engineer is the director of the Student Engineering Program which is designed to bring into the Authority and train carefully selected technical engineers in a number of different departments before their being given a permanent assignment. This opportunity is also offered to young men in the employ of the CTA who have the required background and technical training. Men who have completed student engineering training are now

ONCE a week *Chief Engineer Stanley D. Forsythe*, extreme left, meets with his staff. Others in the group, left to right, are *Charles W. Ricker, Jr.*, chief specifications engineer; *Jack Jobaris*, equipment engineer; *Evan E. Olmstead*, traffic engineer; *Harold Anthon*, engineer of buildings and structures; and *Harold A. Otis*, chief equipment engineer.



located, in addition to the Chief Engineer's office, in the Electrical, Insurance, Law, Personnel and Training, Schedule and Shops and Equipment departments, and in the Staff Engineer's office.

Chief Engineer Forsythe is chairman of the Capital Budget Committee. Each year, under the terms of the Trust Agreement between CTA and the First National Bank of Chicago, this committee is required to prepare a budget of capital expenditures for consideration by the Chicago Transit Board. After the capital budget has been adopted, all authorities for expenditures of capital funds and all applications for retirements of capital throughout the ensuing year require the approval of the Chief Engineer.

All recommendations to the Chicago Transit Board in connection with contracts of over \$2,500.00 for sales and for purchases of materials, supplies and services require the approval of the Chief Engineer. Approximately 1,750 such approvals have been made since the CTA began operating on October 1, 1947, to April 15, 1953.

Another function performed by the Chief Engineer's office is representing CTA in negotiations with other public agencies when major engineering improvements are being planned. An example is the so-called Four Way Agreement, involving the CTA, the City of Chicago, the County of Cook and the State of Illinois, and the Two Way Agreement between CTA and the City of Chicago in the construction of the West Side (Congress Street) Superhighway, including Rapid Transit facilities in the median strip.

RECEPTIONIST for the Chief Engineer's Office is *Wanda Mallon*. She also performs similar duties for the Way and Structures Department, which occupies adjoining offices.





## Car Equipment

The Car Equipment division of the Chief Engineer's office is under the direction of *Harold A. Otis*, Chief Equipment Engineer. One of the major functions of this division is in connection with the purchase of new passenger equipment from its inception until it is delivered to our property. This equipment includes motor buses, trolley buses and rapid transit cars. When consideration is being given to the purchase of new passenger vehicles, members of the Car Equipment division, after consulting with operating, accident investigation and maintenance departments, write a complete set of specifications, describing the parts and equipment to be furnished, including a number of drawings. After inquiries are sent to various manufacturers by the Purchasing Department, the car equipment people hold conferences with the builders and parts manufacturers to see that the interpretations of the specifications and parts to be furnished are clearly understood. When contracts for new equipment are awarded, it is necessary for the Equipment Engineers to make many trips to the builders' and parts manufacturers' plants to approve drawings and parts to be supplied. While the new vehicles are being built,

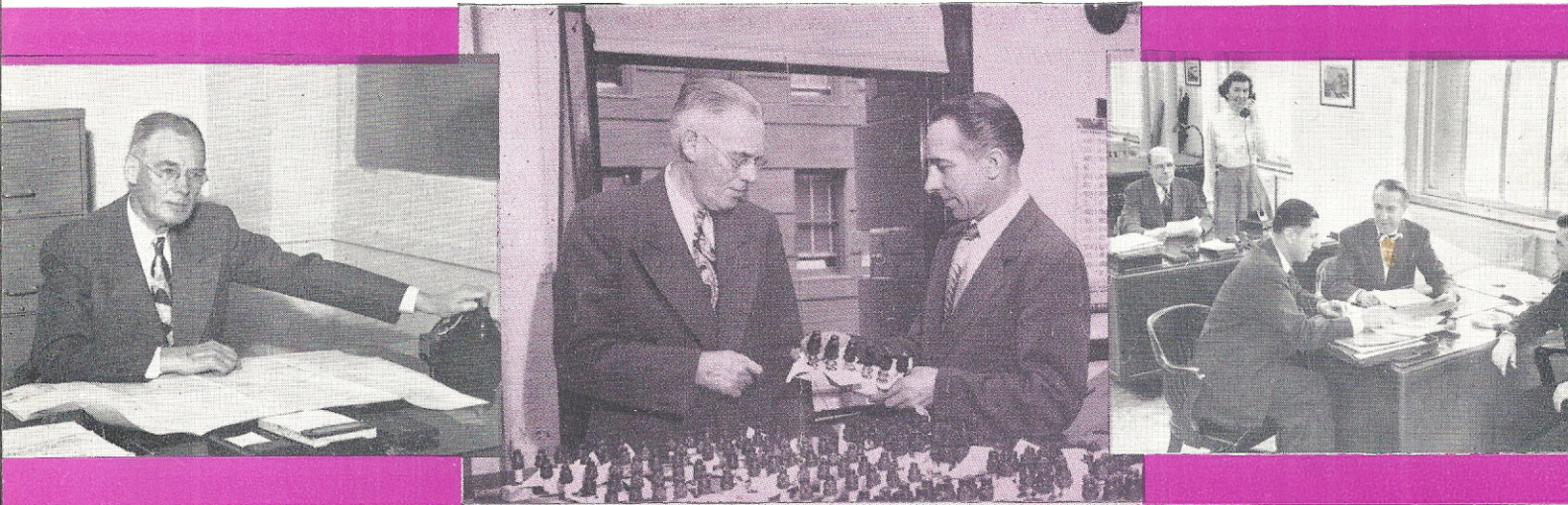
Equipment Engineers are kept at the plants to inspect every piece which goes into the vehicles. From the start of preparation of the specifications to the first delivery of any equipment takes approximately one year. An additional three months is required to build 100 vehicles.

Since the CTA began operating on October 1, 1947, the Car Equipment division has followed through on the purchase of more than 2,000 vehicles. At present 450 additional pieces are under contract, including 300 Twin propane-fueled buses and 150 rapid transit cars.

The Car Equipment forces are working with the Shop Department all the time in the correction of any failures which may occur on any of our equipment and the testing of the various parts to either increase their life or reduce the cost of maintenance. This includes such items as spark plugs, fare registers, brake linings, and car lamps.

Another activity of this division is the development of new pieces of equipment and the application of standard items to our particular use. This division developed the PCC Rapid Transit car, 200 of which are in service on our system with another 150 having recently been ordered. This type of car has become a national standard. Boston, Cleveland, and Toronto have ordered cars following the same design.

**HAROLD A. OTIS**, Chief Equipment Engineer



THESE spark plugs, being inspected by *Harold A. Otis*, chief equipment engineer, left, and *Jack Jobaris*, equipment engineer, have been given a life test in propane buses. Various tests of this type pertaining to rolling equipment and progress inspections of new vehicles under construction are handled by this division.

THE chief equipment engineer's office staff consists of these five people—from left to right, rear, *Charles E. Keevil*, equipment engineer, and *Helen Doherty*, stenographer. Front, *George B. Uding*, *Jack Jobaris* and *J. B. Jollief*, equipment engineers.

## Buildings and Structures

*Harold Anthon*, Engineer of Buildings and Structures, is in charge of the Buildings and Structures division of the Office of Chief Engineer. This division, which is responsible

for the preparation of plans for major alterations and additions to the physical plant of the CTA, is also intimately associated with the many stages in developing an improvement from early conception and preliminary layout to the completed job.

This division prepares reports, studies, preliminary lay-





**HAROLD S. ANTHON**, Engineer of Buildings and Structures



**ARTHUR U. GERBER**, consulting architect and structural engineer, who handles special projects, reports directly to Chief Engineer Forsythe.

**RECENTLY** the drafting functions of the Electrical and Way and Structures Departments were consolidated with those of the Chief Engineer's Office under Harold Anthon, engineer of buildings and structures.



**ALTHOUGH** most of their time is spent outside the office, Engineer Robert Burns, right, and Construction Inspector Robert Hodges, Buildings and Structures Division, get help on their paper work from Stenographer Jean Sehring.

outs and cost estimates of various ideas and proposals for developing improvements. These assist management in evaluating the merits of alternate possibilities. After management has made its decision, projects and preliminary layouts selected are assigned the division for completion.

The work of completing the project consists of describing adequately the scope and details of the improvements on drawings and in specifications, preparations of AFE's (Authority for Expenditure) itemizing the detailed costs of the projects, preparations of requisitions for the work, and inspection of the work progress for compliance with the requirements of the specifications and drawings. Drawings and specifications are worked out in close liaison with the department which will use the completed project to insure the improvement will have maximum utility. Each element of the improvement must be carefully designed as regards materials to be used, strength, appearance, cost, fire hazard and compliance with the Municipal Building Code.

Inspection of the construction work is a very important phase of the job of completing a project. All phases of the project construction, materials, erection, etc., are closely supervised to insure that the completed job is identical in all respects to that described by the plans and specifications.

On certain large or specialized projects, consulting engineers are employed by the Authority to prepare the detailed plans and specifications. In these cases, the work of the consulting engineer is coordinated by this division so that the completed project meets operating requirements. At the present time, plans for the construction of an additional new bus terminal and shop at Elston and Armstrong are being prepared by a consulting engineering firm. These plans





should be completed this spring and construction work started this summer.

During the past several years, numerous projects were designed and planned entirely by CTA forces. At present, plans have been completed for a new transportation building at the Douglas Park Terminal and construction work will start this spring. Plans are currently being prepared on the following major projects: structure changes at Franklin and Ontario streets, remodeling of the second floor of Limits carhouse for the Training Department, conversion of the 69th and Ashland carhouse to bus operation, a direct subway-elevated passenger transfer at State and Van Buren and CTA-Chicago Aurora and Elgin transfer facilities in Forest Park on the Garfield Park branch.

In addition to the duties outlined in the foregoing, the division maintains close liaison with work of the City of Chicago Bureau of Engineering and the State of Illinois Highway Department on subway and superhighway projects. Construction plans for improvements affecting CTA are carefully checked and reviewed. Construction progress on work is also carefully inspected. Projects currently under construction are various bridges across the Congress Street Superhighway, Van Buren Street diversion tracks and the Douglas-Lake structure connections. The Morgan Street bridge construction, where compensation was made during the past year for a total settlement of 117 $\frac{7}{8}$  inches in one of the elevated structure column footings, is a good example of the importance of this work.

Coincident with the move of this division to the Merchandise Mart in April, 1953, a consolidated drafting room was established. This move transferred to the Chief Engineer's office the drafting functions of the Electrical and Way and Structures Departments. The consolidation achieves a better distribution of drafting work load and further provides greater flexibility in operation.

## Traffic Engineering

In serving its approximately 2,000,000 daily riders, CTA vehicles compete with other users for a share of street space over 1,900 miles of surface routes. *Evan E. Olmstead*, traffic engineer, and his staff are constantly working, through studies, surveys and recommendations to proper authorities, to overcome delays to service caused by traffic congestion.

In addition to the vital problem of "traffic congestion,"

**EVAN E. OLMSTEAD, Traffic Engineer**

Traffic Engineering activities include determination of proper locations for bus loading zones, study of arterial streets to determine the need for rush-hour parking controls, analyzing one-way street plans, preparation of transit routings under one-way street operation, studies of transit routes to reduce operating expenses, preparation of detour plans because of construction projects, preparation and analyzing of bus and streetcar terminal designs and operations, studies of superhighway plans and rapid transit extensions, traffic signal installations, review of progressive traffic signal systems, and analyzing of accident statistics to effect their reduction by improved traffic controls.

Studies made by this division several years ago were instrumental in the adoption of ordinances by the City of Chicago installing rush-hour parking controls on Madison street and Milwaukee avenue. This prohibition of curb parking during the hours of maximum traffic was so successful in improving traffic and transit speeds, regularity of service and a reduction of accidents that similar controls have been extended to other major transit streets in the city.

As the control or regulation of the streets over which CTA vehicles operate is a function of the city government, much of the work done by this division is of a liaison nature—working with and making recommendations to various governmental agencies in effecting improvements to all traffic movements.

Although studies pertaining to the influence of street traffic movement on CTA operations is a major part of this division's activities, the effect of CTA operations on other traffic movement also receives attention. The proper location and use of bus and car stops to minimize congestion, expeditious movement of buses and streetcars in and out of terminals, and desirable transit routings are a few subjects that fall in this category.

Members of the Traffic Engineering division represent CTA as participating members of various traffic planning and study committees composed of public agencies charged with highway and traffic planning. By such representation, the Authority has the opportunity to contribute in the formulation of highway and traffic plans and to keep abreast of developments. Also, members of this office are frequently called upon to meet with civic and business organizations to discuss traffic problems and to talk on CTA operations.

**THE Traffic Engineer's staff consists of, left to right, Fred Potenza, Jr., traffic analyst; Wallace Braff, traffic operations and research engineer; Vincent F. Donohue, traffic analyst; Alice Pletske, stenographer; Ed W. Whiston, traffic operations and research engineer; and Frank Johnson, student engineer.**







**CHARLES W. RICKER, JR.,** Chief Specifications Engineer.

## Specifications

Under the terms of the legislative act which created the Chicago Transit Authority as a municipal organization, all materials, equipment, parts and services it requires must be purchased on a competitive, impartial basis. Therefore, each purchase, small or large, must be covered by a specification which sets the minimum level of quality that is acceptable.

Charles W. Ricker, Jr., chief specifications engineer, in charge of this division, has a staff of eight other engineers, each skilled in his own field. It is their job to develop specifications setting the proper level of quality, for each particular item to be purchased. Above all other requirements, they must set a level of quality which will assure the "using" department of a product which will perform satisfactorily, but, at the same time, they must avoid any restrictive requirement which is non-essential in itself, but which would exclude a product which otherwise would fully meet the required level of quality. On the other hand, many specifications must include tolerances, and technical restrictions which will definitely exclude certain products which are inferior.

Specifications must be maintained up to date from year to year. Changes in the industry, substitute materials, radically new materials, advancement in technical knowledge, even shortages require that specifications be modified, revised and re-written to afford the best and most satisfactory material.

If there is any doubt about a product on which the Purchasing Department receives a low bid, the engineer who developed and wrote the original specification on that particular product must contact the bidder and find out through conversation, laboratory testing, actual performance testing, and other means, if the product complies with specifications. This is called a "compliance case."

An additional and highly important function of the

Specifications division is the testing of materials, equipment, parts and services. Such tests may be handled by office personnel, may be done by outside independent testing laboratories, or may be in conjunction with one of the "using" departments.

The Specifications division is often referred to as a "service department." As such, it must of necessity cooperate closely with "using" departments, the Stores and the Purchasing Departments. That the Specifications Division's job is being accomplished is evidenced by the complete confidence with which the Authority's procurement methods are accepted by both the general public and the suppliers.



**IN THE Specifications Division**, much detail work is required. From left to right are Lillian Skora, Jane Flood, Jo Ann Spanos and Colleen Dunne, stenographers; and Lee De Sutter, chief clerk.

**SPECIFICATIONS** engineers prepare specifications which set the minimum level of quality that is acceptable on each purchase, large or small, of materials, equipment, parts and services. Left to right, are Andrew Barr, Jim Hrubes, Tom Turcotte, Floyd Graham, Jack Larkin, John Cannady and George Adams. Walter Helmer was away from the office when this picture was taken.





# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Two Return From Korea

CLAIM AND LAW—*Bob Christian* recently landed in San Francisco after having been in Korea.

We also understand that *Joe Clark* has returned from overseas and is stationed in Kentucky while waiting for his discharge. Welcome to Virginia "*Jeanne*" *DeGrazio* who is now assisting in the vault.

It seems as if several of our adjusters are taking early vacations so as to complete their housecleaning. One of them is *Elmer Schieble*. While on the subject of vacations, we might add that *Mary Kay Rowland* is eagerly awaiting her trip to Perryville, Missouri, to see her brother ordained a priest.

Good luck to *Phil Boyle* who has gone to serve his Uncle Sam and also to *Joe Colello*, who replaced him.

Congratulations to *Don Krueger* and bride-to-be who will be married on Friday, June 5. —G & M

## First Post Card From Canada

ARCHER—The first post card of the season came from *Mike Schurko* from Canada. Mike had a nice visit with his twin sister and his ninety-year old mother. His mother has been in poor health for some time, but Mike's visit proved to be the tonic she needed.

We have learned that *Walter Malchow* is quite a horticulturist. He has been giving rose bushes to his buddies. We want to assure Walter that they are most appreciated.

Mr. and Mrs. *Walter Tujdos* attended the state Credit Union convention at Springfield and report it was very interesting and educational.

When a baby girl arrived at the home of the *Bunta* family recently, it made *Eddie* one of the proudest fathers we know. Ed has a son two years old, so little *Deborah Ann* was just what papa had ordered.

Heard in the depot—If you do someone a favor, forget it, but if someone does you a favor, always remember it.

—JACK WILLIAMS



## RETIRED EMPLOYEES HONORED

A DINNER was held on March 28, at Gus's restaurant to honor three recently retired CTA employees. Approximately 90 guests were in attendance at the affair which was arranged by members of the Electrical Department.

Those retiring had amassed 132 years of service, and included *Col. Edward J. Blair*, CTA special engineer; *John Risting*, lineman, and *Harry W. Thompson*, "B" maintainer.

*Col. Blair's* retirement, effective March 31, marked the close of a transit career covering a 49 year span. Upon retiring he was presented an inscribed testimonial signed by over 150 CTA employees.

*Blair's* local transit career was launched July 6, 1904, when he was employed as a draftsman for the old Metropolitan West Side Elevated Railway Company. By 1917 he was electrical engineer of that line when he enlisted in the Army.

He returned to the Metropolitan "L" in 1919 as organization engineer. In 1926 he was named general manager of the Chicago Aurora and Elgin Railroad and later was made special engineer, and subsequently, chief engineer of the Chicago Rapid Transit Company.

In retirement, *Col. and Mrs. Blair* will spend their time at their home in Tryon, North Carolina. Fishing, horses and golf are among their many retirement interests.

*John Risting*, lineman, closed a 40 year transit career on April 1.

*Harry W. Thompson*, "B" maintainer, climaxed his 43 year transit career by retiring on February 1.

In the accompanying photo, the latter two men display wallets which were presented them at the dinner. The group includes, from left to right, standing, *H. D. Wilson*, *Robert Fitzgerald*, *H. W. Thompson*, *F. J. Pionke*, *Col. E. J. Blair*, *John Risting* and *R. M. Dwyer*. Seated in front are *C. W. Wolf*, electrical engineer, and three men who formerly held that position, *E. A. Imhoff*, now CTA management assistant, and *C. H. Jones* and *D. L. Smith*, both of whom left CTA to accept other positions.

## Irish Baby Flies to Chicago

ACCOUNTING—It may be "a long way to Tipperary," but *Larry Collins'* newest granddaughter made it in 22 hours flying time from Shannon, Ireland, to New York to Chicago. The 21-month-old *Mary Joan* was welcomed by her adopted family, Mr. and Mrs.

*Charles Collins* and her brothers *Charles* and *Clifford*.

*Joan Riordan* (Revenue) received a beautiful diamond on Easter from her childhood sweetheart, *Edward Rafa*. They are planning a fall wedding.

*Phyllis Cusic* (Revenue) became a grandmother on March 26 when her daughter, *Phyllis Gaus-selin*, gave birth to *Mary Patricia*.

—HELEN A. LOWE

## Diane Brunod Places First in Music Contest

BEVERLY—*Diane Brunod*, daughter of *Bus Operator* and *Mrs. Dante F. Brunod* is in the 6th grade at the St. John Baptist De LaSalle School and plays the flute in the band. On April 18 the Catholic schools had their music contest at the De LaSalle High School. *Diane* received a first place medal for playing a flute solo of *Berceuse* by *Igor Stravinsky* from the *Fire Bird*.

*Bus Operator Edward Stephan* said the score is now three to one as *Mrs. Stephan* came home from Mercy Hospital with *Edna*, a little girl, born April 8. *Sally*, six, *Susan*, four, and *Edward*, one, are now helping with the odds and ends.

*Bus Operator Thomas Mulqueeny* came home from work on March 2 to find a happy little visitor in *Mrs. Mulqueeny's* arms—*Patricia Ann*, weighing nine pounds, eight ounces. There to greet her were also *Jean*, 13, *Thomas, Jr.*, 7, and *Margaret Ann*, 5.

*Bus Operator Ray Tonn* and wife motored to Moline, Illinois, and visited with and helped celebrate his mother's 81st birthday.

The practice of making out switchbacks and extra trip slips has been discontinued for quite some time. But when *Bus Operator John Dolan* went to the clerk's window and said, "May I have a switchback, please?" the result was a unanimous boo and ten different remarks protesting his request.

*Bus Operator Elmer Lippner* and wife, *Berenice*, with the help of their children, *Marion*, 10, and *Robert*, 9, celebrated their 16th wedding anniversary on April 3.

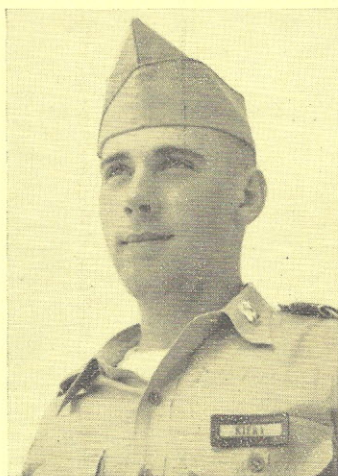
—DANTE F. BRUNOD

## He Must Have Been Down South

DEVON—*Snuffy Dressler* came back with a swell tan and some interesting stories from his well-earned vacation. *Frank Koncar* was seen without a cigar in his mouth. Buses, Buses, Buses—that is the main topic in the trainroom lately. All the boys are trying to qualify before the summer heat hits us. *Superintendent Smith* has asked if



## COURSE COMPLETED



**RONALD J.**, son of **Laddie Kiery**, Westside "L," recently completed a course of military instruction. It is expected he will soon be serving overseas with the armed forces.

Reported by **Walter J. Reich**

all the men, who as yet have not turned in their applications, will please do so. He said this would be greatly appreciated so that he will know how many want to become operators and how many do not. **Conductor William Levey**, who has been on the sick list for some time, has taken his pension with **William Langan** and **Motorman Pat Hoban**. May the best of luck and happiness be theirs in their retirement.

It has been brought to my attention that some men are not receiving their Transit News. If you do not, or know some one who doesn't, please let one of the clerks know and we will see that you get one.

Come on, fellows, we need pictures and news to keep this column going and interesting.

—H. C. THELIN

## In the Air For First Time

**ELECTRICAL—Robert O'Brien**, operator apprentice, enjoyed his first air flight. He traveled from Chicago to New York via Capital Air Lines in four and one half hours. He visited relatives and friends, and also enjoyed sightseeing in the great metropolis.

We welcome to our ranks, at Grand and Leavitt, **Clerk Raymond J. Bieniasz** who transferred from Transportation.

Our janitor, **Harry Simon**, passed away on the morning of April 17.

Harry started to work as a conductor February 26, 1929. He transferred to Grand and Leavitt as a janitor June 5, 1950. He had been ill for a few months before his decease.

—GILBERT E. ANDREWS

## Early Vacations

**GENERAL OFFICE—(Specifications)** **Walter Helmer** vacationed recently in Florida, and then motored to Charleston, S. C., Williamsburg, Va., Washington, D.C., and Logonier, Penn., where he visited his son **Walter, Jr. C. W. Ricker** vacationed at Ocean Springs, Miss., and in New Orleans where he enjoyed the beauties (the scenery that is) of the southland and perfected his golf game.

**George Adams** recently entertained with a house-warming party at his new home in Glen Ellyn. The entire 'Spec' Department had one bang-up time, but George's house still remains standing.

**(Employment)** **Ray Ruzick** returned from a trip to Starved Rock while **Art Stahl** took off for the Smokies where he will vacation with his wife and two children. **Marie Kearns** transferred from Employment to the Treasury Department.

**(Personnel)** **Toni Bovino** is beaming with happiness these days and for good reason—her one and only, **Corporal Vincent Cardillo, Jr.**, is on his way home and will be discharged after serving 17 months in Korea.

**(Accident Prevention:)** Speaking of service men—A.P.D.'s **Bob Christian** and **Joe Clark** have returned from Korea and will be discharged early next fall. We are very happy to have the boys home safe and sound, and hope they will soon be back with CTA.

—MARY E. CLARKE



"Don't you know better than to leave a loaded weapon where a child can find it?"

NATIONAL SAFETY COUNCIL

## Better Late Than Never!

**GENERAL OFFICE (Mart)**—Due to illness of your reporter, this column has been missing from the last few issues which accounts for the fact that some of the following news items are pretty old. Anyhow, here they are: On January 12, **Tom Coleman** joined the CTA Purchasing ranks, replacing **Tom Galante** who transferred to Accounting. On January 29, **Terry Focht** transferred from Insurance as a replacement for **Pat Stratton** who followed the arrow to Room 7169, Way and Structures. Pat was one of the hundreds who enjoyed the "Jam Session" down yonder in Springfield, Illinois, this past January.

In February there were no rings and no wedding bells—just one big obnoxious character who visited many. His calling card is engraved "The Flu Bug."

On March 2, **Jean Stocker** came along to take up where **Elanore Kuzniar** left off as order typist in Purchasing.

On March 14 **Elanore** presented to everyone her first daughter, **Donna Marie**, her very special reason for leaving CTA. Then on one of the last days of winter, March 16, **Emily Krautsak** transferred as a typist.

April 3 was Good Friday. In **Mary Pat McDonnell's** memory, the day will always stand out, for it was the day she became engaged to **Robert Mersch**, United States Army "Volunteer."

All is quiet on the deadline day, April 22, except that **Ivan Miller**, Real Estate, is in the hospital, suffering from a back ailment. Here is hoping he has a rapid recovery.

—CATHIE O'MALLEY

## Korean Battle Veteran Returns to CTA

**KEELER**—Well, folks, I'm proud to report in this month's issue that we have at Keeler Garage a Korean vet. He is a bus operator and his name is **William Dohrmann**. Bill served in Korea one year and a half. He was with the first Marine Division, fifth Marines, heavy weapons, Central Front. He was in the Battle of the Reservoir. Bill would be very glad to hear from any boys that served in his outfit. He can be contacted at the Keeler Garage.

Now for our proud parents department: **Mr. and Mrs. Robert Cox** announce the arrival of a nine

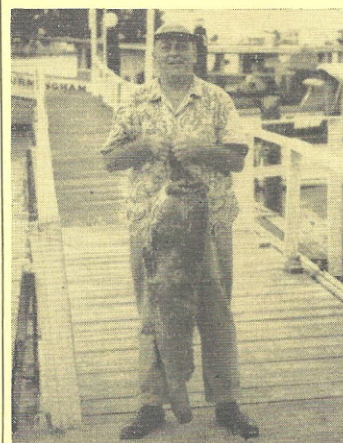
and a half-pound baby boy. Bob is so proud he is still passing out cigars. **Mr. and Mrs. Thomas Curcio** welcomed an addition to their humble home — an eight-pound, two-ounce, boy. Tim is quite the professional these days with diapers and formulas.

**Bus Operator Leon J. Upnowski** is district service officer of V.F.W. Post, Chicago Black Hawk. Leon is very active in VFW affairs and has done a whale of a job. Leon sees that the boys at Hines Hospital are not forgotten, besides rendering services to ex-servicemen. Any one wishing to join VFW or anyone needing help, contact Leon at Keeler Garage.

We understand that after 27 years of faithful service, **William Funai** of Central Shops has retired. Willie, as he is affectionately known to his fellow workers, will take a couple of months rest in California with his family before resuming his duties at his ten-cent store in Plainfield, Illinois, where he will probably become another Woolworth tycoon.

Congratulations to **Mr. and Mrs. Bowman** of the Keeler Mechanical department on their blessed event—a beautiful baby girl. The proud father is walking on clouds these days. —JOSEPH LEBRECHT

## PRIZE WINNER



**RETURNING** from a southern vacation, **Arthur E. Johnson**, Accounting, had a prize fish story to tell and the accompanying photo to convince skeptics. Art went deep sea fishing in St. Johns Pass, Gulf Beaches, Florida. His catch, a 50-pound jew fish, was the money winner of the day.

Reported by **Helen A. Lowe**



## Rural Notes

LAWNDALE — Farmer *Lou Ford* bought a roto tiller from farmer *Joe Nolan*, who is retiring from the agricultural business as of right now. *Kentucky Gabbert*, who has been farming since he was this high, will give advice to all and sundry on the subject. *Bill Leahy* put a terrific kink in his money-counting arm by swinging a rake with energy, if not dexterity.

Mr. and Mrs. *Frank Matre* celebrated twenty years in double harness on April 18.

*Lee Cumber*, former Lawndale clerk, now at Devon, was a visitor recently. Lee hasn't changed much in the five years he has been away. Spiritually he seems about the same, though geographically he has acquired a little more territory around the equator and a trifle more snow on the north pole.

—BILL FEILER

## Superintendent Balfanz Returns to Work

LIMITS—After an extended illness, we welcome back into the harness *Elmer Balfanz*, our station Superintendent. The notices on the bulletin board with his individual touch are a sight for sore eyes.

I talked with Mr. Balfanz upon his return to work and he told me of all the wonderful treatment and friendliness he received from everyone. He asked me to convey the following message:

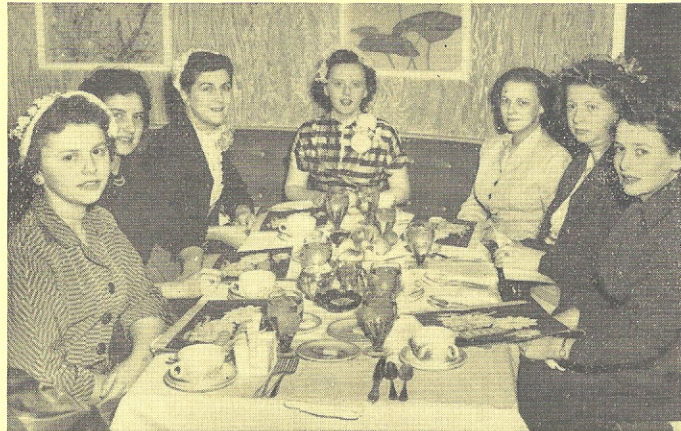
"I wish to take this opportunity to express my gratitude and heartfelt thanks for the cooperation received during my illness. How true the old adage has proven in my case, 'You never know your friends until you really need them.' I must say that I am a very wealthy man with so many friends. Words can never express my feelings."

Here is one young man that is taking the spring fever to heart. He is *Sanford G. Neal*. On March 21 he and *Shirley Nelson* marched down the isle at St. Anglens church and said, "I do." Proving that school day sweethearts really do stick, see *Roger Ward*. On April 18 he and the gal whose books he carried were married twenty-eight years. They are looking forward to many more years together.

From old Mexico comes a very colorful greeting card where *Johnny Olszewski* is enjoying a vacation.

—C. F. GREER

## NOW A BRIDE



SHORTLY before *Jane Fitzgerald's* walk down the aisle on April 25, she was the guest of honor at a luncheon given by the girls of the Public Information department at the LaSalle Hotel. Seated clockwise around the table are *Marie McLaughry*, *Lillian Rompala*, *Mary Howlett*, *Jane Fitzgerald*, *Isabel Kastengren*, *Amy Sirotny* and *Joan Peacock*. Jane was given a table lighter for her new home.

## For a Worthy Cause

LOOP — *Ann Gardner's* grandsons, *Donald*, 6, and *Robert*, 4, wanted the Easter Bunny to visit less fortunate children. So the three dollars profit they earned from the sale of popcorn and hot coffee was donated to the National Society for Crippled Children.

Though late in reporting it, *Dorothy Madigan* and her sister, *Helen*, had a very wonderful vacation. After visiting the French Quarter and dining at *Antoine's*, famous for their cuisine, they left by the White Fleet for a trip to Panama where they visited the Canal Zone and made an excursion to Lake Gatun, giving them a chance to see the flowers and vegetation of the jungles, which *Dorothy* said were gorgeous. There was a stop-over at Honduras for the ship's banana supply and to visit the plantations and see the natives cut the stalks of bananas from the trees with their machetes.

*Dorothy Parker* and her mother visited friends in Springfield, Missouri, and also went on to St. Louis to take in the high spots.

*Ann Gaughan*, we are sorry to hear, is in the Garfield Park hospital with a double fracture of her limb after an accident in her home.

*Robert Donahue* is home from Puerto Rico for fifteen days. He is to report to LaJeune Camp in North Carolina. Robert has five more months of service.

Was *Sara Cadden's* face red when she reported for work Monday and found her place filled. She

learned from *Margaret Queenan* that her vacation had started that day. Sara thought it did not start until May.

—EDITH EDBROOKE

## Surprise Party

MATERIAL AND SUPPLIES — It was really a happy birthday for *Eng Jensen*, divisional storekeeper at West Shops, on April 13, when he was surprised by his co-workers who had a nice, big, birthday cake with (?) candles for him. They presented him with a bag of gold (candy) while he cut the first piece.

Those wedding bells were ringing for *Steven Dorich*, stock clerk at West Shops, and *Theresa Mary Skychalski*, who were married Saturday, April 18, at St. John of God Church.

*Marvin Castle*, stock clerk at West Shops, surprised his girl friend with a lovely diamond ring on April 11.

We all wish a happy and long retirement to *John Toman*, laborer at West Shops, who began his pension on May 1.

That long-awaited day finally came for *Dorothy Stenbridge*, storeroom clerk at West Shops, when her youngest son walked in the office—bag and baggage—after two years in Alaska.

We extend our sympathies to *Mike Griffin*, laborer at West Shops, who lost his aunt on April 5. Mike had made his home with her most of his life.

We sure wish a speedy recovery to *Joe Cecala*, stock clerk at West Shops, who was in an auto accident April 17.

Now that it is time for sowing other things than wild oats, we have observed *Walter Miller*, stock clerk at West Shops, buying nursery equipment and seeds for sowing his acreage out in the northwest territory.

The new faces in our department are *Martha Jugin*, typist at South Shops, *Mary Cussen* and *Mary Scanlon*, typists in our general office, and *Margaret Allen*, file clerk in our general office, recently transferred from Transportation.

—JEAN O'NEILL

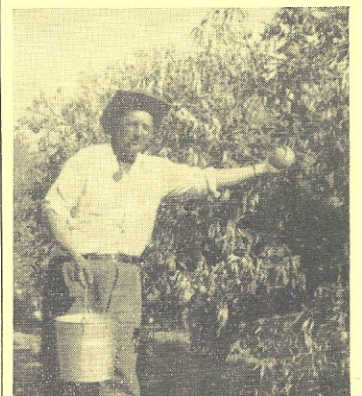
## Can They Do It Again?

NORTH AVENUE — The sport spotlight is focused on our new baseball manager, *Joe Dillon*. He immediately signed up the old standbys who won a championship for him a couple of years ago. They were *Art Tonner*, *Mel Kuehlman*, *Jim McCurine*, *Bill Londsey*, "Lucky" *Clemente*, *Wally Gersch*, *W. Gorski* and "Brother" *Newman*. "Fats" *Kowald* will be water boy.

*Operator E. McCollough* was a patient at Mt. Sinai hospital while *Clerk Ted Hoellen* was a patient at Billings Memorial hospital. Ted entered the hospital for observation and treatment of a stomach condition.

Because *Operator Ted Tedichi* was musically inclined, some of

## HAND PICKED



AFTER a visit in Tucson, Arizona, *Fred Reicke*, operator, returned to work and distributed luscious grapefruits to many of the boys at Beverly. Just to be on the safe side, Fred brought back evidence of the fact that they were hand picked —in person.

Reported by *Dante F. Brunod*



the fellows presented him with a violin.

Congratulations to *Operator John Ley* who was presented with a darling daughter last month. She was named *Stacy*.

Our congratulations are extended to *Operator Ernie Rosenfeld* who became a grandpappy when little *Ronald* made his appearance.

Being a grandpappy is nothing new to our chief janitor, *Tom Frei*, who became a grandpappy for the third time. His new grandson was named *Eugene Richard*.

Congratulations to *Operator Arthur Wernet* who celebrated his 18th wedding anniversary May 25.

Congratulations are also due *Operator Paul Jones* who celebrated his 26th wedding anniversary May 14.

—JOE HIEBEL

## His Dogs Win Prizes

**NORTH PARK**—*Bus Operator L. H. Pedersen* has been raising dogs and has a champion beagle hound. His dogs have taken many prizes. He has won in the states of Michigan, Wisconsin and Illinois.

We understand that *Bus Operator Frank Laske* is a very good golf player. Now that the warm weather is coming on, let's have a golf team at North Park.

*Bus Operator Bill Sungal* has been going ice fishing for some years, but we never hear what he catches. He is quite a fisherman.

Fellows, let's keep this column going. We surely should have plenty of news from a big depot like North Park.

We are sorry to hear that *Bus Operator Art Ploch* has been on the sick list for a long time. We hope he will come back soon.

—WILLIAM GEHRKE

## Latest Stork Derby Results

**NORTH SIDE**—This month we have the results of the Stork Derby to report. *Motorman Pat McManus* became a grandfather again when his son, *Towerman Jim McManus* announced that he was the father of a girl. *Switchman Milt Sax* and *Receiver Rudy Rudolph* both became fathers on the 6th of April. It was a girl for Milt and a boy for Rudy. On the 19th of April our North Section Superintendent became a father for the seventh time when his wife presented him with a girl,

## MART CHORUS SINGS CANTATA



AT noon on Holy Thursday and Good Friday, April 2 and 3, the Merchandise Mart Chorus sang religious music in the lobby of the Mart. Their selection was "The Seven Last Words of Christ," a sacred cantata by *Theodore DuBois*.

Four of the 60 voices in the group, composed of men and women who work in the building, belong to CTA employees — *Marie Creedon*, Auditing; *Theodore Cowgill*, Schedule; *Gabriel Grimaldi*, Claim; and *Charles B. Gash*, Legal Department. The latter two are tenor soloists.

The chorus is looking for more members, especially men. All CTA employees interested in trying out are invited to get in touch with the chorus president, *Alpha Carlson*, of the Pullman Company in the Mart.

Rehearsals are held every Tuesday at 5:00 p.m. in Room 435.

We have three that want leave of absence in the near future so that they can hear the wedding bells ring. *Extra Trainmen E. A. Sedlacek*, *L. J. Loebakka* and *J. Catalinotto* are all planning on joining the benedicts in June.

Vacation pick is the item that is topmost in everyone's conversation these days. If you can believe all the would-be Ike Waltons, the fish are in for a tough time this summer. It was strange that the fish weren't biting where they went last year, but they have a place lined up for this year where the fish will jump into your boat if you let them. It seems that we have been hearing that story every year about this time.

Our chief clerk reports that the vacations can't start soon enough or last long enough. As long as he picks first, he says that he is going to take the first period and rest for three weeks. After the three weeks' rest he will be ready to start his vacation. If he were old enough, I'd be willing to bet that he was just practicing for his pension. Like a lot more of us, he is going to be paying into that fund for a number of years.

That winds it up for this month, but how about some of that news that you threaten to send me every month after you have read this article. I can't put it in here unless you send it to me. All you have to do is address it to me at Howard Street or just—C. BOB BLANEY

## Like Father, Like Son

**RAVENSWOOD** — *Supervisor James Lynch* has been around for 30 years, but Jim's father started for the old Chicago Traction Company in 1880 and worked until 1908. The senior Lynch was shop superintendent and also master mechanic at the present Limits Depot. He supervised the erection of the electric fountain at Deming Place and Lakeview Avenue and also the ferris wheel at Dewey and Clark which was bought from the 1893 Fair to attract visitors to the site of the old Traction Company Terminal. Jim played around Limits Depot when a lad and tells us about putting a car through the wall. Also among his early recollections is being allowed to drive

the old white horse on the turntable that turned the cars around.

*Edward Collins* spent the April 11th weekend visiting his 83-year-old mother in Detroit.

*Mr. and Mrs. Ray Reed* enjoyed the company of their son, *Richard*, for 20 days recently. Richard has been with the Navy, stationed in Iceland, but has now been transferred to Atlantic City.

*Walter Sundling* returned to work on March 30 after a 15-month illness.

Sympathy is extended to *Eugene Jacobowski* whose father passed away recently.

—GEORGE D. CLARK

## TRANSITAD

**FOR SALE**—Brand new motorman's coat. Size 44. \$20. *Mr. Bizub*, 2453 W. 46th Place. 2nd Floor.

## TRANSITAD

**FOR SALE** — Two brand new snow tires and tubes, size 6.50 x 16. \$35.00 complete. Phone *D. Stetcher* at Greenleaf 5-8670.



## Couple Celebrates Silver Anniversary

ROSEMONT—*Virgil Wolfe* and his wife will celebrate their Silver Wedding Anniversary this year. *Bill Madsen* passed the FCC exam for the radio car and is now working out as an inspector on the road . . . Boys, please observe the new bulletin board for the "CTA News" that has been put into use by this reporter. Please slip any news items or photos that you would like to submit in envelope on board located in day-room . . . *Chauncey Streeter* gave a pint of blood to Hines hospital. This reporter was the driver of that bus as I have been for past 18 months . . . *Paul Johnson, Jr.*, at present a student at Iowa State college, got his draft 1A notice . . . *Bob Williams* has moved into a plush apartment at Greenleaf and Sheridan road . . . Although the late *Jim Girvin* passed on many years ago, *Bill Fox* and the *Bill Hornkohl's, Sr. and Jr.* still pay their respects yearly at his grave . . . The annual sweepstakes ended the bowling for the season . . . *Jim Hunter's* wife is feeling much better after a long illness . . . *Leonard Walker* and *John McNulty* really jumped up the seniority list when they received credit for their conductor days . . . *George Ewald* is back driving after an illness, still smiling over *George, Junior's*, separation from Korea. —AL BECK

## New Names and Faces In Schedule-Traffic

SCHEDULE-TRAFFIC — We roll out the welcome mat for the Boulevard Division Schedule group which joined with us on moving day. The new faces you now see belong to *Richard Goldstein*, *William Leeper*, *Sam DeSalvo*, *John Penny*, *Robert Loughran* and *Frank Neumann*.

*Frank Irvine* has been proudly showing us the pictures which were recently published of his son, *Lt. James*, and bride. The Lieutenant should have arrived in Japan, with the Air Force, by this time.

*Gertrude Figge* has been dazzling us with an excellent sun tan and a glowing description of a wonderful vacation which she recently spent in Florida.

### 15 Years Ago

We note that *Girard "Pete" Donahue* entered the ranks of the benedicts and *Ed Hill* announced the birth of a baby daughter, *Helen Marie*.

### 10 Years Ago

We note that *Al Pisors*, then a

## MAKING MUSIC



**KENNETH**, 11-year-old son of *Ernie Potenberg*, Beverly receiver, is an up-and-coming musician. A sixth grader at Fort Dearborn school, Kenneth plays the E-flat alto saxophone in three different bands, the Fort Dearborn, Tuley Park and Foster Park.

Reported by Dante F. Brunod

sergeant in the U.S. Army, exchanged wedding vows with his beloved. —L. C. DUTTON

## With More Schooling He'll Be First

77TH—Blackout Peter III Stardust Baby, *August Bartelheim's* thoroughbred cocker spaniel dog, took second prize for obedience in the April dog show. Augie has his eye on first prize next time because he packed Blackout off to school in Memphis, Tennessee.

*Ray Hosmer* went to Los Angeles and Santiago, California, by plane. Ray's Aunt was seriously ill and it was a quick take-off from Chicago. But, fortunately, she had improved in health during the time Ray was enroute.

The Reverend *Patrick J. McPolin*, Chaplain of Chicago Police Branch of St. Jude's League, was given a testimonial dinner on Saturday, April 18, in honor of his tenth anniversary in the Priesthood. Father McPolin is the son of retired Conductor *Pat McPolin* and the nephew of Motorman *Steve McPolin*.

On April 10, Mr. and Mrs. *Irving Sher* celebrated their 20th wedding anniversary.

*Patricia Anne*, new baby daughter of Mr. and Mrs. *James Gaskin, Jr.*, was christened on Easter Sunday. At the party in the evening, *Walt Dorigan* and *E. Gallagher*

acted as masters of ceremonies and furnished entertainment.

*Will Pugh*, who has been sick for some months, is deeply grateful to all his friends at 77th station for their kind and generous attention to him. He says his door is open to all who will visit him.

*Ralph Short* was recently hospitalized for several days to discover his ailment. After the second try the doctors found he has an ulcer in the intestinal tract.

—WILBUR JENSEN and JOE SMITH

## Welcome New Men To Skokie Shops

SKOKIE—Welcome to Skokie shops to *Armature Foreman Joe Antonucci* and to his men: *C. V. Cejallio*, *Charles Karuss*, *W. J. Leonard*, *Thomas Lopresti*, *A. J. Schmitz*, *J. F. Fabits*, *John Holbay, Jr.* and *J. H. Kurek*.

Our deepest sympathy to the family of *Electrician Roy Nubie* whose daughter, *Joan*, was killed by a hit-and-run driver April 15.

Congratulations and best wishes to *Carpenter Samuel Hamilton*, *Painter Oscar Demmel* and to *Tool-roomman Kasimir Hilkewicz* who have, with a total of 69 years of service, retired as of April 1. Among other gifts presented to these men, Hilkewicz received a Lord Elgin watch.

*Truckman Foreman Frank Olezewski* was suddenly rushed to the hospital for an emergency operation April 18. We hope for a speedy recovery.

—DAVE GURWICH

## Two Leave for Military Service

SOUTH SHOPS—Uncle Sam makes no exceptions. On March 25, *Frank Brady* (clerk-blacksmith) left the South Shop to join the armed forces. On April 10, *Dan Scanlon* (miscellaneous) left to become one of Uncle Sam's fighting men. Their co-workers presented each of the boys with a going-away gift.

Our condolences are offered to the families of *Joseph G. Yurgaitis* (retired) who passed away on April 3; and of *Peter Brady* (car repair) who passed away on April 11.

Hope for a speedy recovery is wished for *Bob Schaefer* (bus overhaul) who has been ill for several months.

—FRANCES LOUWARD and MARY ANN YERCICH

## PARROTS AND PEOPLE



UPON returning from their sixth trip south, Mrs. and Mr. *Joe Hecht, Sr.*, paint shop foreman, South Shops, told of seeing parrots as well as people.

While in Florida, they visited several CTA pensioners who are now residing in the sunny state. One of their days was spent at "Parrot Jungle," where the above picture was taken.

Reported by Frances E. Louward and Mary Ann Yercich

## A Penny for His Thoughts

SOUTHSIDE—It was a pleasant surprise to see *Towerman Bob Breitenbach's* picture in the Southtown Economist. He was presented a shiny new penny for his thoughts when interviewed by a reporter.

Wedding bells rang out for *Switchman Ed McGuire* recently which resulted in shortage of switchman as they were all present at the reception.

Congratulations to the following in the Training Department who became proud dads again: *John Baker*, *John Brucker* and *James Roche*. The same goes for *Switchman Elmer Stevens*. They were all boys, too.

*Pensioner Reinhold Pearson*, who made an extended tour of Texas, lasting over four months, has returned to the city where he plans to reside.

Our deepest sympathy to the beloved ones of former Trainman *John Stumpf* who lost his life in France while in the U.S. Armed Forces.

*Conductor Warren Hill* celebrated his thirty-first wedding anniversary with a reception at Old Heidelberg.

That friendly face in the receiver's booth at Indiana Avenue belongs to *Bob Franz* who is newly assigned there.



## NARROW ESCAPE



**DOROTHY**, daughter of **Albert A. Gibbon**, supervisor of District "C," feels lucky to be alive. She is one of the fortunate survivors of the tragic Haber Corporation explosion and fire which claimed the lives of over 30 of her co-workers.

"It was a terrifying and horrible experience," Dorothy said. She was in the women's rest room on the first floor when suddenly she was knocked down and considerably jarred by the force of the explosion. She recalls that the plumbing facilities were torn from the walls which were crumbling about her.

Upon opening the door, Dorothy met with a smoke-filled inferno. Although stunned, she had the presence of mind to cover her face with damp towels before crossing the blazing expanse.

When she reached the Inspection Department, in which she worked, it had not yet been affected by the blast. Friends there helped to calm her while the entire group moved outside to safety.

**John McAlinden**, former switchman, has decided to go into the insurance business. He mentioned that his many friends will be missed by him.

Isn't it nice to see **Night Station** Superintendent **Matt Feaheny** back on the job?

The welcome mat is out for the following new agents assigned to the South Section: **Leonard Gail**, **James Harrington** and **Vivian Searles**; also to porter **Solomon Rushing**. —LEO J. BIEN

## And Suddenly It's Spring!

**TRANSPORTATION AND INSURANCE**—What better time for a trip into the state parks of Indiana, so thought **Ralph Umstot**, as he and his wife took advantage of school vacation and headed for Brown County with their two daughters, **Marcia** and **Susan**, where Spring had already comfortably settled herself, and all resort accommodations were available and not crowded.

It's also Spring for **Cae Fahey** and **Nancy Eustace**. Looking as wistful as cocker spaniels, they have made final arrangements to love, honor and pledge their troth, to wit, as follows: **Cae Fahey** vs **Herbert Glembin**, September 19, 11:00 o'clock A.M., Little Flower Church; **Nancy Eustace** vs **Ralph Meerman**, August 22, 11:00 o'clock A.M., St. Ailbe's Church.

Spring entered the heart of **Instructor Bob Christian** when he received notification that his son, **Robert, Jr.**, was safely on United States terra cotta after a year in Korea. Young Bob returned under his own power, not as an exchanged POW. **Genevieve**, wife of **Instructor Jim**, evened a score a short time ago when another statistic was added to the Roche rostrum, making the score three and three.

**Radio Operator Krause** certainly makes the most of his long weekends. Last month a flying trip to Florida. If he ever plans a trip for a three-week vacation, it should be out of this world.

## Charity vs. Spaghetti

In the shadow of the Mart can be seen the steeple of the Church of the Assumption. A few weeks ago **Bob Murphy**, TV personality, acted as M. C. at a charity banquet attended by over 400, including His Honor, the Mayor, and all the City Fathers. Representing the CTA were **Mr. and Mrs. Joseph Gaynor**, **Mr. and Mrs. Casper**, **Mr. and Mrs. Weishaar**, **Gladys Shuflitowski**, **Marie Krausman**, **Mickey Daly**, **Julie Prinderville**, **Helen Spolec**, **Marjorie Kells**, **Agatha Barnsley**, **Marge Dorgan**, **Martha Neffus** and **Ella Emmerick**. The spaghetti and roast beef were delicious, but the sweetest of all was—CHARITY.

—JULIE PRINDERVILLE

## Some Like It Cold—But Bill Doesn't!

**WAY AND STRUCTURES** — **Robert Gilmore** received a nice letter from **Wm. N. Cecich** (Utility Division) who left for service June 15, 1952, and is now stationed at Ladd Field, Alaska, with the Service Battery of 274th Armored Field Artillery. Bill wants to say hello to all the fellows he worked with, and hopes to be in Chicago sometime in August on a furlough. His version of Alaska is quite icy. Says if you like 60° below you'll love Alaska. They live in tents and sleep in sleeping bags. For amusement they have a U.S.O. Club, bowling and shows, and the prices are considerably higher than here in the States. Bill says Chicago is ideal compared with many other places.

We are glad to welcome **Miss Mary E. Quinn** from the M&S Department who transferred to the Way & Structures office as a stenographer on March 13.

**Bert Freewald** of the Building Division retired from the CTA on April 30 after more than 12 years of service. A few weeks ago, all his friends and co-workers with whom he was associated got together and presented him with a farewell gift. Bert and his wife are planning to make their home in Arizona and intend to leave next month. They are partial to that state and are very well acquainted with it as they have spent quite a few vacation periods out there.

**Connors C. Chambers**, retired former division superintendent, (Track) was in to see us at our new location at the Mart. He just

## NEEDS HELP



**SAMMY ABBANANTI**, 12-year old son of **Operator Tony Abbananti**, Ravenswood, needs help. Eight years ago Sammy contracted a rare blood disease and has been in and out of Children's Memorial hospital on 75 occasions. Each time he needed from two to four pints of blood.

Recent surgery brings high hopes that he will become entirely well. However, Sammy will need more blood. That's where you can help.

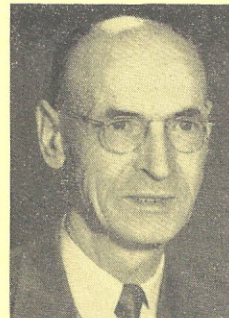
Blood donations would be greatly appreciated. Appointments can be made by calling the Children's Memorial hospital, 707 W. Fullerton, at DIVERSEY 8-4040.

Reported by **George D. Clark**

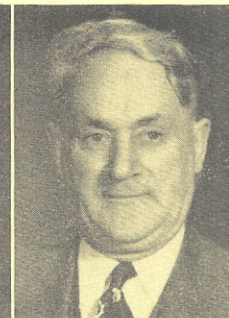
arrived from Florida to spend the summer months at Stone Lake where he has a summer cottage. He also had a pleasant visit with his son who lives in Chicago.

—VIOLET CARNES

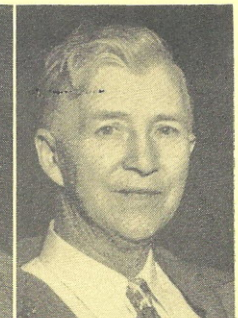
## 40-YEAR MEN RETIRE



**William J. Langan**, conductor, Devon, retired April 1 with 40 years service.



**Thomas Murphy**, conductor, Kedzie, retired May 1 with 43 years service.



**Gustave R. Klang**, janitor, North Park, retired June 1 with 40 years service.



## Everyone Has the Urge to Travel

WEST SHOPS—It looks like the CTA will be well represented in each of these United States this summer and fall, if the talk one hears around the West Shops is any criterion. *Horace (Frenchy) Regnier* is oiling fishing reels and polishing his tackle for that trip to his beloved Canadian Lakes. Your scribe and wife expect to reach Mexico City.

Remember, "Guys and Dolls," to enjoy a vacation today, your money should outweigh your baggage.

At this writing, clerks *Joe Klein* and *Orville Smith* are just finishing vacation.

Little Dan Cupid has been fluttering around the west shops lately and made two direct bull's eyes. On May 3 *John A. Siebert* marched down the aisle of St. John of God Church. The happy young lady was *Aurelia Andrejewski*. On May 9, *Fred Simmons*, that genial clerk in the paint shop, led *Nancy Mulcahy* down the aisle of Our Lady of Grace Church.

*Joe Nimkavage* and *H. L. Sobczak* are back in the Bus Overhaul department after eighteen months at the South Shops.

*Donald McCarthy*, recently discharged from the Army, is back

in the Bus Overhaul as a machinist apprentice.

*Machinist Manuel Newman* retired on pension the first day of this month, after 27 years with the company. Also retiring on the first of this month was *Robert Davidson*, laborer, with 10 years.

—TED SHUMON

## Disappearing Act

WESTSIDE — *Switchman Cimerer* along with *Motorman Pat Broderick* like to play tricks at certain times, and therefore make it difficult for *Motorman Hawkins* to hold on to the stool with which he equips himself at the start of his run. The disappearing act usually takes place around the car-house.

*Student Trainman Ray Simms* left his duties with CTA for a new occupation. Best of luck to him in his new undertaking.

*Clarence Knox* received his new motor bag about April 1, after completing his training. *A. Morris* was given his OK recently. *Instructing Motorman A. Miller* presented *Morris* with a fox terrier puppy as an extra reward.

Heartiest Congratulations to *Switchman* and *Mrs. Tolmaire* on the arrival of a baby daughter, *Anita Fay*. She was born March 11.

## SWELLING THE RANKS



INITIATION ceremonies were held on April 21 by the CTA American Legion Post Number 1216. A 2nd District ritual team, comprised of members of the Peoples Gas Light and Coke Company Post, officiated at the ceremony conducted in St. Jude's Hall, 221 W. Madison street.

*Harold Greenlee*, ritual team commander, congratulates *John W. Campbell*, one of the eight new members. The sergeant at arms of the ritual team, *Francis H. Herring*, stands to the left.

*Instructor J. Roche* has another son, *John Edward*, born March 24, making the score three girls and three boys.

*Conductor Richard Gavrys* is the proud father of a son, *Richard*, presented to him on February 22. The Gavrys also have a three-year-old daughter.

*Jimmy Craig* is back as trainman after two years of military service.

*Motorman Joe Malinowski* just returned from Wisconsin where he spent an enjoyable vacation.

*Motorman Manthey*, the proud owner of a new Packard car, had a visit with *Retired Conductor Emil Evensen*, who resides in St. Cloud, Florida.

*Conductor John Blair* and *Trainman Gaines* just returned to work after a long absence due to operations.

*Trainman Mousel's* little daughter, *Barbara*, now has a baby sister. Her name is *Christine Anne*, born March 3.

It is much easier to find six men who can tell a person exactly how a thing should be done than to find one who will do it. We have now found six men at the car-house, here at Douglas Park, that can "tell you." They keep *Motorman Scheffes* busy, trying to find out how his motor bag gets filled with foreign material that is of no use to him at all.

*Conductors John Kennedy* and *Frank Zitnik* are still on the sick list.

*Conductor John Suchack* resigned on account of a disability.

We wish to welcome Messrs. *G. Julius*, *John Hart*, *George Jones*, and *J. Pugh* to the West Side section.

—WALTER J. REICH

## Agents Get Around On Vacations

WESTSIDE (MET)—*Agent Mayme Hanley* left by plane May 3 for Ireland. She planned on a three-week visit with her cousin and then she is flying to Lourdes, France, to visit the Shrine. Then she will leave on the Queen Mary for New York where she plans on a little sightseeing before she leaves for home.

*Agent Rose Stritesky* has just returned from a wonderful vacation and has a beautiful tan. She did most of her traveling by plane. She visited friends in St. Petersburg, Miami and Tampa, Florida, then flew to Havana, Cuba, and back to Florida, on to Los Angeles and New Orleans and back home.

*Agent Margaret Leighton Jungens* has taken her disability pen-

## OUTSTANDING



THE outstanding high school record of *Mary Norton*, 16-year-old daughter of *Frank J. Norton*, supervisor, district "C," will be climaxed by her graduation from Foreman in June.

Mary was the panel member leader of a group of four Foreman student representatives in attendance at the recently held Vocational Conference, sponsored by the Union League Club and Altrusa, a Chicago business women's organization. She is also editor of the Foremanal, the school year book, and is vice-president of the Foremanal Club.

Heading a long list of other achievements, Mary earned memberships in freshman, sophomore, and junior honor clubs and the National Honor Society. Recently, the busy Miss won an alternate scholarship in city-wide competition toward a teaching degree. Mary plans to enter college with aims toward either the teaching or stenographic fields.

Outside interests include extensive activities in church functions and enjoying such past-times as roller skating and bowling.

sion May 1. We wish her the best of health and many years of happiness.

We have just discovered the reason for that happy smile on *Porter Clem A. Spruill's* face. His wife presented him with an eight-pound, seven-ounce, bouncing boy January 17, whose name is none other than *Clem A. Spruill, Jr.*

Our sympathy is extended to the family of *Agent Andrew Kott*, who passed away March 28.

We are sorry to hear that *Pensioner Dorothy (Dolly) Considine* is confined to the Garfield Park Hospital. Cards of cheer would be



welcomed from her old friends and co-workers. How about it, girls?

Agents still on the sick list are: *Rose Janacek, Margaret I. O'Brien and Joseph Donoghue.*

Agents on vacation are: *Nellie Jennings, Dorothy Raimon, Margaret Nolan, Marcella Hogan, Mary Ellen Nolan and Emma Krumsieg.*

—KITTY KEEGAN and RUTH HANSON

## We Like This!

**WILCOX** — Operator *Louis Braidman* is only one of many Braidmans working for the Chicago Transit Authority. *Morris Braidman* is an operator at North Avenue and *Louis Braidman* is gas attendant at North Avenue.

*Mrs. Jean Chirafisi*, wife of Operator *Joseph Chirafisi*, is home recovering from a rare and serious heart operation. It is welcome news to hear that she is doing so well.

Operator *Joseph Grasal* has just returned to work after an operation at the Oak Park Hospital. The operation was a complete success. However, they did nothing to improve the sweet dulcet tones of the famous voice.

Operator *Henry Riccio* is anxiously awaiting the day when he and his family can move into his new home at Round Lake.

*Mechanic Foreman Bernie Aumann* has just returned from his vacation which was devoted to remodeling his home. He has returned to work so that he can get a little rest.

With the bowling season drawing to a close, it looks as though Operator *Al Baumann* is going to be the man that will walk off with the trophy for high average.

Operator *Arthur Ohm* has been off for some time due to illness. We hope to see Art back to work soon.

Operator *Louis Markowitz* has just returned from a vacation in Florida. He was well-tanned to prove he at least left Chicago.

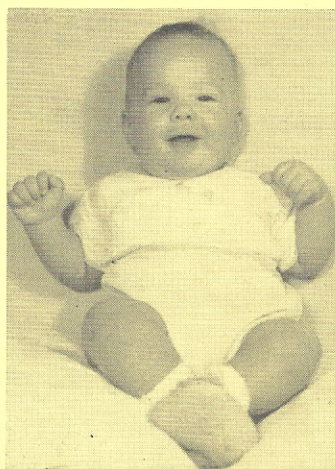
*Robert Guthrie*, supervisor, has returned to work after a long illness. It is good to see him back and we all wish him continued good health.

—THOMAS MOONEY, JR.

## Armature Room Moves to Skokie

**WILSON SHOPS**—Wilson main shop suffered the loss of the armature room and men on April 6. We miss the friendliness of *C. Ceffalio*,

## PHOTO of the MONTH



**THIS** happy little fellow says "Hi" to all his CTA friends. He is *Christopher John*, son of *Don Lemm*, Training. *Mrs. Lemm* is the former *Ida Zumpanti*, previously employed in Accounting. Photo submitted by *Mary E. Clarke*

EACH month CTA TRANSIT NEWS will select the "Picture of the Month" for publication in the Inside News section of the magazine. Selection of the photographs will be made from those submitted by CTA employees. Any type of picture may be submitted, including scenic, action, portrait and still life. Entries should be given to your departmental reporter, or sent direct to the CTA TRANSIT NEWS, Attention: Photo Editor, Room 742, Merchandise Mart, Chicago 54, Illinois. Be sure to include the story relating to the picture and the full names of individuals in the picture.

*C. Krauss, W. Leonard, T. Lopresti, J. Fabits, J. Hobay, J. Kurek and Foreman J. Antonucci.* They have moved to Skokie shops.

*Mr. and Mrs. Marcus Fiore* announced the arrival of a new son, *John Michael*, on Saturday, April 4.

*Michael O'Malley*, truckman, hopped a plane to Ireland April 4 to visit his parents.

*Francis Regnier* is in sunny California enjoying a visit with his daughter.

The doctor decided *Art Redlick* was in need of a rest and is keeping him home for two or three weeks. We all miss his smile.

*Jerry Scannell* stopped in at Wilson to say "hello." Jerry is now in school for Uncle Sam at St. Louis, Missouri.

*George Perdue* has returned to work after 16 days of illness. It's nice to see him back.

*Herbert Latham* mailed me a card last week from St. Petersburg, Florida. Bert is the ex-armature room foreman.

*Bertrand Ward* has been off sick since April 6. Here's wishing him a quick recovery.

—EVERETT ENGLAND

## RECENT DEATHS AMONG EMPLOYEES

**JOHN N. ADCOCK**, 58, retired motorman, 69th. Died 2-16-53. Employed 1-9-20.

**CHARLES H. BAKER**, 77, retired motorman, Archer. Died 1-21-53. Employed 8-13-03.

**CHARLES A. BAXTER**, 81, retired superintendent, Westside. Died 3-12-53. Employed 4-15-95.

**PATRICK BOWLER**, 67, retired watchman, Track. Died 2-19-53. Employed 7-18-36.

**PETER BRADY**, 58, South Shops. Died 4-12-53. Employed 9-28-44.

**THOMAS J. BRODERICK**, 53, conductor, Southside. Died 3-7-53. Employed 1-8-46.

**ALBERT BRUZEK**, 85, retired trackman, Road. Died 3-9-53. Employed 4-4-05.

**WILLIAM BUCHNER**, 77, retired conductor, 69th. Died 2-11-53. Employed 7-9-02.

**ALBERT CIENCIAK**, 66, retired gateman, Westside. Died 2-6-53. Employed 11-18-41.

**ANTON DABULSKIS**, 78, retired fireman, Lawndale Shops. Died 1-26-53. Employed 6-15-17.

**MARTIN DAGEN**, 80, retired janitor, Elston. Died 2-11-53. Employed 7-23-01.

**FRANK DETUNO**, 54, repairman, Northside Shops. Died 3-22-53. Employed 12-19-45.

**ANDREW ENZENBACHER**, 69, retired conductor, Devon. Died 2-8-53. Employed 3-26-18.

**WILLIAM GENSIGLER**, 88, retired fireman, Armitage. Died 2-24-53. Employed 4-19-21.

**MATHIAS F. GROSSMAN**, 66, retired machinist, West Shops. Died 3-4-53. Employed 7-20-22.

**REGINALD J. GROTEFEND**, 65, retired gateman, Westside. Died 2-20-53. Employed 7-29-27.

**MARTIN HUSKA**, 48, retired conductor, North. Died 2-22-53. Employed 1-30-24.

**JOSEPH J. JASKOWIAK**, 59, repairman, Southside Shops. Died 3-18-53. Employed 1-10-22.

**WALTER G. JOHNSON**, 76, retired agent, Northside. Died 2-22-53. Employed 5-5-20.

**THEO KAUFMAN**, 44, conductor, 77th. Died 3-3-53. Employed 9-28-46.

**THOMAS J. KENNEY**, 71, retired motorman, 69th. Died 2-28-53. Employed 1-7-11.

**FRANK KLEEM**, 54, conductor, Westside. Died 2-11-53. Employed 6-17-20.

**ANDREW KOTT**, 40, agent, Westside. Died 3-27-53. Employed 5-27-41.

**CHARLES KREUTZ**, 68, retired repairman, Southside Shops. Died 2-26-53. Employed 2-28-18.

**VIDAK S. LUBURICH**, 66, retired laborer, Track. Died 2-16-53. Employed 8-4-26.

**BRIDIE V. MARBLE**, 47, agent, Westside. Died 3-4-53. Employed 5-12-42.

**JOHN McARDLE**, 56, conductor, 77th. Died 3-10-53. Employed 8-28-23.

**WILLIAM McCARTHY**, 63, motorman, Kedzie. Died 2-9-53. Employed 1-11-17.

**JOHN E. McGRILL**, 50, conductor, Westside. Died 2-14-53. Employed 1-29-31.

**WILLIAM McILROY**, 84, retired machinist, South Shops. Died 1-17-53. Employed 7-17-21.

**MICHAEL MONAGHAN**, 76, retired janitor, 77th. Died 2-21-53. Employed 8-12-05.

**PATRICK MONSON**, 45, laborer, Track. Died 2-16-53. Employed 7-14-43.

**EDWARD MORAN**, 62, conductor, 77th. Died 3-24-53. Employed 12-30-13.

**EDWARD G. NASSAR**, 43, superintendent, North Avenue. Died 3-3-53. Employed 8-17-36.

**OTTO RAQUET**, 65, conductor, North. Died 4-8-53. Employed 9-1-22.

**EDWARD RIEDEL**, 58, retired agent, Southside. Died 2-21-53. Employed 5-23-23.

**JOSEPH P. RUSTEK**, 72, retired repairman, West Shops. Died 2-22-53. Employed 4-12-20.

**LAWRENCE C. SEGERS**, 69, retired motorman, 69th. Died 2-12-53. Employed 12-1-20.

**WILLIAM SHEEHAN**, 65, conductor, Devon. Died 2-24-53. Employed 10-20-20.

**ALFRED SHOOP**, 64, repairman, Metropolitan Shops. Died 3-23-53. Employed 7-29-42.

**HARRY SIMON**, 49, Electrical. Died 4-17-53. Employed 2-26-29.

**FRANK J. SOMMER**, 73, retired motorman, 69th. Died 2-17-53. Employed 10-23-05.

**FRANK J. WACHOWSKI**, 58, retired operator, Archer. Died 2-27-53. Employed 12-18-20.

**BERT WILKINSON**, 68, conductor, Southside. Died 2-16-53. Employed 6-4-12.

**CHARLES WOODS**, 69, retired conductor, Blue Island. Died 2-13-53. Employed 7-24-13.

**JOSEPH YURGATTIS**, 71, retired, Cottage Grove carhouse. Died 4-2-53. Employed 3-1-16.

**ADOLPH ZAWISTOWSKI**, 59, carpenter, West Shops. Died 2-21-53. Employed 1-7-24.

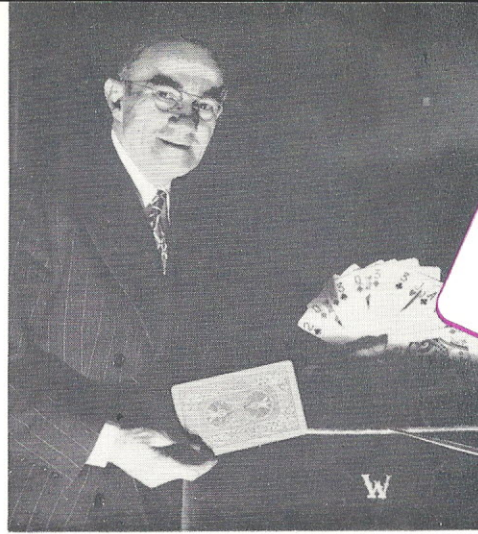
**IF YOU KNOW** of a CTA employee who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 742, Merchandise Mart, Chicago 54, Ill.

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

Name .....  
Home Address .....  
(Street and Number)  
(City) (Zone) (State)  
I am employed in the .....  
department, located at .....  
I have recently moved from:  
Old Address .....  
(Street and Number)  
(City) (Zone) (State)



THE mystifying man of magic is *Roscoe Wakefield*, switchboard operator at 77th. In recent years, his interest has centered on that phase which is termed mental magic. He has developed several effects along this line, his favorite being one called "Out Of This World."



## MYSTIFYING Magic Man

"SEEING is believing," according to an old adage. But after a visit with *Roscoe Wakefield*, one might become a bit skeptical. At least, there would be much to wonder about. For, in addition to being a switchboard operator at 77th Station, Roscoe is an adept magician.

"That man of mine just lives and eats magic," said his charming wife, *Isola*, accounting for the fact that Roscoe spends much of his leisure time pursuing his interesting avocation.

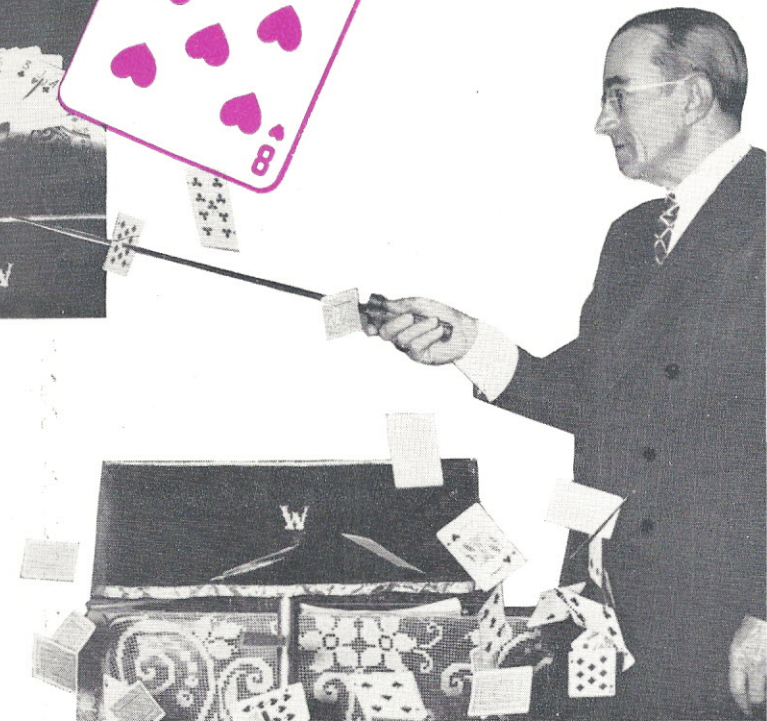
As for the mystifying man of magic, he slyly quips, "You don't have to be crazy—but it helps!"

Since most people agree that it's fun to be fooled, Roscoe, while still in his early teens, decided that it would be more fun to fool 'em. And he's been doing just that ever since.

Roscoe's interest in the baffling science of deception began when he traded a pair of pigeons for a small wooden gadget—a ball and vase combination—which enabled the user to make the ball do a disappearing act. From that beginning, he has constantly continued to further his knowledge and skill in the art of magic. Through the years, Roscoe has entertained hundreds of times at various school, church and lodge functions. A World War I veteran, Roscoe gave generously of his time and talent toward entertaining servicemen at military installations and hospitals during the second world war.

Although Roscoe is quite skilled at the more conventional means of mystifying and has several thousand dollars worth of equipment for such effects, he has devoted most of his spare time and attention over the past eight to ten years to that which is called mental magic. Such effects, according to the likable magician, appeal to the mind, and impose thought control through some super "sixth-sense."

You may laugh if you like, but Roscoe has proved his



**SPEARING** a pre-selected card from a deck fluttering through the air is a difficult accomplishment. "It can be done though," says Roscoe, who has been practicing magic effects since he was 14 years old.

ability with many performances, including some before fellow CTA employees. An example involves the use of a telephone directory. A person selects a number from one to 30, then adds a zero and turns to that page. He counts down the list of names to the number he is thinking of. From the other side of the room, Roscoe will then give him the name, correct spelling and address of the listed person. You explain it!

The amazing Roscoe is a member of the Society of American Magicians. He also holds a fellowship in the Academy of Arts and Sciences, of which he is justly proud. Admission to the latter is gained only by being the originator of an accredited effect. Also notable in Roscoe's magical background is that he once taught the famed *Harry Blackstone* some effects, one of which Blackstone used in his routine.

**WHEN** *Roscoe* is practicing new magic effects at home, his wife, *Isola*, usually gets the first preview. She readily admits that she enjoys being fooled and knows little about the intricacies of her husband's avocation.





## TRANSIT IN THE

# News

### TREE OF GOODWILL

ARBOR DAY rain proved no barrier to planting a tree on Northwestern's Chicago campus at noon on April 24. On hand with their shovels were *J. Roscoe Miller*, president of Northwestern University, center foreground, and *Ralph Budd*, chairman of the Transit Board, right foreground.



Others present at the ceremony were, left to right, *Kenneth Burgess*, president of Northwestern's Board of Trustees; *John Holmes*, Chicago Transit Board member, and *Stanley D. Forsythe*, CTA chief engineer.

The Chinese Elm tree, which CTA provided, replaced one destroyed when buses were compelled to wye back at Chicago avenue and Fairbanks court before the present off-street terminal at the east end of the route was placed in operation.

### TRANSIT LANDMARKS SOLD

TWO landmarks in local transportation history—the buildings at 600 W. Washington and 1165 N. Clark street—have been sold. The buildings, no longer useful for local transit purposes, brought a total of \$153,500.

Their sale marks the passing of major links of a bygone transit era to modern, present day operations. Both buildings held interesting histories dating back to the days of horsedrawn streetcars and cable cars.

In latter years the buildings were utilized as general offices for various departments of the CTA and predecessor companies. However, with the consolidation of offices in the Merchandise Mart, the buildings were vacated and advertised for sale since they were no longer useful or necessary for CTA's operation.

### RECENT SERVICE CHANGES

THREE CTA bus routes resumed their normal routings April 13, when the newly-repaired Franklin-Orleans street bridge was opened to traffic. Lines involved are the Merchandise Mart-Soldier Field Boulevard Route No. 149, Wacker-Wells Boulevard Route No. 128 and Clybourn Surface System Route No. 41.

EFFECTIVE April 12, shuttle streetcar service, which had been operating during certain hours of the day between Roosevelt Road-Wabash avenue and a terminal in Burnham Park, was discontinued.

### CHICAGO TRANSIT AUTHORITY CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF MARCH 1953 AND 1952, THREE MONTHS AND TWELVE MONTHS ENDED MARCH 31, 1953

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

	1953 Month of March	1952 Month of March	Period Ended March 31, 1953* 3 Months	12 Months*
Revenues .....	\$10,861,319	\$9,534,810	\$31,212,627	\$119,799,189
Operation and Maintenance Expenses.....	9,357,842	8,410,606	27,394,637	102,394,874
Available for Debt Service.....	1,503,477	1,124,204	3,817,990	17,404,315
Debt Service Requirements:				
Interest Charges .....	403,236	318,038	1,210,760	4,331,645
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1) .....	83,333	—	250,000	750,000
Revenue Bond Reserve (Note 2) .....	23,000	107,000	69,000	561,314
	509,569	425,038	1,529,760	5,642,959
Balance Available for Depreciation.....	993,908	699,166	2,288,230	11,761,356
Provision for Depreciation—Current Period....	868,906	762,785	2,497,010	9,583,935
Balance (Deficit) (Note 3) .....	125,002	63,619r	208,780r	2,177,421
Accumulated Deficit to End of Previous Period	333,782r	736,052r	—	799,671r
Balance Available for Revenue Bond Amortization Fund (Note 3) .....	208,780r	799,671r	208,780r	1,377,750
Revenue Bond Amortization Fund.....	—	—	—	300,000
Balance Available for Other Charges (Note 3) \$	208,780r	\$ 799,671r	\$ 208,780r	\$ 1,077,750

#### NOTES:

- (1) Equal monthly installments to retire \$1,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1953.
- (2) Available to pay interest or principal on any interest or principal payment dates of Series of 1947 Revenue Bonds or interest on any interest payment dates of Series of 1952 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 and 1952 Bonds, respectively.
- (3) 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, and \$799,671 of the \$2,177,421 balance available for the twelve months ended March 31, 1953 was applied to cover prior period deficiencies in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreement covering Series of 1952 Revenue Bonds issued October 1, 1952 provides for quarterly deposits of \$300,000 (cumulative within any one year) to the "Revenue Bond Amortization Fund" to the extent that monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year 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, Revenue Bond Amortization and Operating Expense Reserve Fund.

#### r - red figures

#### PASSENGER STATISTICS\*\*

Originating Revenue Passengers.....	60,348,356	62,585,516	172,926,026	707,378,537
Transfer Revenue Passengers.....	2,559,242	3,723,145	7,226,757	30,002,853
Total Revenue Passengers.....	62,907,598	66,308,661	180,152,783	737,381,390

#### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at March 31, 1953

##### Purchased and placed in service under Modernization Program:

Diesel Buses .....	100
Gas Buses .....	800
Propane Buses .....	551
Trolley Buses .....	559
El-Subway Cars .....	204
P.C.C. Streetcars .....	600***
	2,814
1952-53 Orders:	
Propane Buses .....	300
Conversion of P.C.C. Streetcars to El-Subway Cars (Memo only) .....	250
	3,114

\* Includes October 1, 1952 to March 31, 1953 operations of the Boulevard System.

\*\* Includes Boulevard System passengers.

\*\*\* 250 of these P.C.C. cars will be sold to the St. Louis Car Company during 1953 for conversion to El-Subway Cars.



# Taking Care of *YOUR HOME*

**AFTER** taking title to a new home, the owner should make a rigid inspection before moving into it. See that everything has been completed as agreed upon. The buyer will be satisfied and the builder's contractual obligations completed.



SINCE the end of World War II, more than 7,000,000 American families have bought new homes and many, many others have purchased "used" houses—probably the biggest and most important investment of their lives. To help families get the most satisfaction and service out of their homes, the National Association of Home Builders offers some free professional advice on how to take care of them. Although this series of articles, which will appear in consecutive issues of CTA TRANSIT NEWS, is slanted toward "new" home owners, much of the information is also applicable and mighty helpful to those who own "older" houses.

MOST home owners would be amazed to learn that their home is a complex machine, containing more than 3,000 component parts. Proper care and maintenance is necessary to keep it in good condition.

A new home, like a new automobile, requires careful "breaking in" by the owner, who must take over and care for its complicated assembly of materials and mechanical devices. You should know your home as well as you do your car.

A general working knowledge of some of the more important parts of your home is essential to good care and maintenance. It will enable you to understand more fully the normal results of heat, cold, humidity, expansion and contraction—conditions which affect every house, whether the price tag be \$6,000 or \$60,000.

With this working knowledge you will be able to make minor repairs yourself, without calling for outside assistance.

After taking title to your new home, take time for a complete inspection of the structure before moving into it. See that everything is as agreed upon. If items are discovered that are not as they should be, promptly call them to the attention of the builder. It is always best to do this in writing. Telephone calls, verbal statements, and rough memoranda can often go astray or be forgotten.

Now, let's discuss some of the normal problems which develop in nearly all new homes. These are universal, so don't be upset if they occur.

## The Foundation

Foundation, or basement walls, expand with summer heat, contract with winter cold. Due to this expansion and contraction, as well as the natural shrinkage which takes place in concrete as it sets, it is easily possible that some cracks may appear.

They do not affect the strength of the wall in any way! No matter how thick the foundation walls and no matter how solid may be the ground upon which the house is built, these cracks can occur and there is no way in which the builder can avoid them.

Masonry basement walls, like every other part of the house, are not waterproof in themselves, and are subject to expansion and contraction under wide temperature changes. To reduce the possibilities of leaking, the outside of the foundation, underground, is covered with a suitable coating which is impervious to water. This helps keep the house dry.

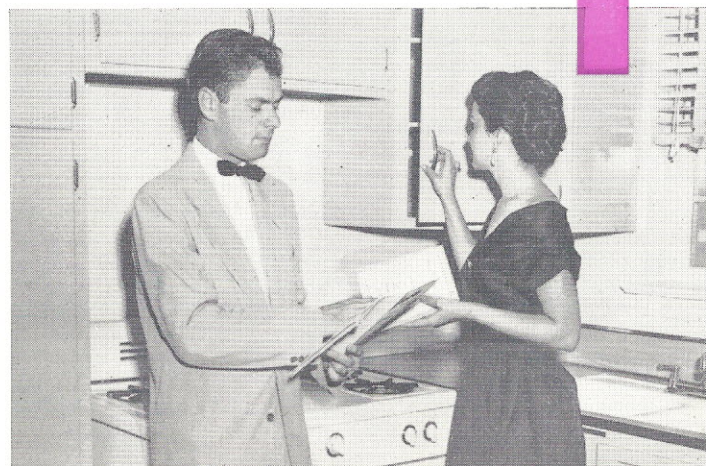
## Cement Work

It is impossible for the builder to avoid the cracking of concrete in walks, driveways, steps and basement floors. The near-zero weather of winter and the sultry heat of summer often results in cracks in cement work, and this applies to a state highway as well as to driveways, basement floors and walks.

Cement work may be completed in the summer at high temperature, and cracks will appear in the winter and summer. In addition, when frost penetrates the ground, it will raise the concrete, often to the point of changing the course of surface drainage from the downspouts, etc. When warmer weather arrives, the concrete will sometimes return to its original position. These are the results of climatic and other natural causes over which the builder has no control.

(To be continued)

**IF** items are discovered that, through an oversight of either the owner or builder, have not been completed, they should be promptly called to the builder's attention.





# our Public Speaks...

**MANY** of the passengers who daily ride Chicago Transit Authority's buses, streetcars and the "L" are appreciative of the good service they receive. Some take it for granted and others who witness an act of consideration or courtesy performed by our transportation employees take time to let us know what a fine thing they think it is. Here are some letters recently received from passengers, praising CTA employees.

"On my way home from downtown I paid some attention to the driver of the bus (Operator Fred Desch, North Park). He is an unusual man, possessing tact, kindness and paying strict attention to his duty and the welfare of his passengers."

"I had the pleasure of riding the Clark street car recently with a conductor (Patrick Tansey, Devon) who did all the right things. He was friendly and courteous with the passengers, especially elderly people. He called the streets, gave information and was at all times pleasant."

"Driver No. 5029 (Operator Patrick Robinson, 77th) is to be complimented on courtesy, waiting for transferring passengers from other buses, announcements and general appearance."

THE following letter is from a passenger who writes he was unable to suppress his urge to write to us about a polite conductor:



"He not only gave us very polite information about transfer connections, but who throughout our presence in his train received our admiration through his politeness. To name only one of the little incidents of courtesy: At one stop he held his train to help a sick person out and to the stairway. The conductor was on a Logan Square train. I do not know his name or number but it so happened that I had my ready

camera along. The shot is included. May I commend this conductor and propose that if you do have courtesy awards, this man is certainly entitled to one. If you succeed in identification, I would be happy if you would forward the slide to him with my compliments."

(The trainman in question is *John Campbell*, Badge No. 25124, with 33 years of service. He was identified by the photo reproduced here, taken at night by the pleased passenger.)

**SOMETIMES, though, through a misunderstanding or an act of thoughtlessness on the part of a CTA employee, a passenger is offended. Here are several letters citing incidents that could easily have been avoided.**

"When transferring recently to a 71st Street bus from a Stony Island bus, I handed the driver my transfer. He called me back and said that there was a discrepancy of about an hour in the time of the transfer I had given him. I explained that the transfer had just been handed me by the Stony Island bus driver, but, nevertheless, I had to pay an additional fare."

Comment: All conductors and operators should be careful that they issue correctly punched transfers at all times.

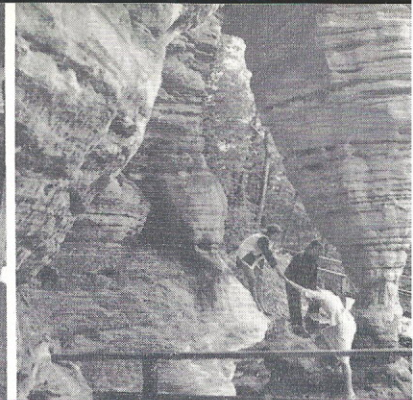
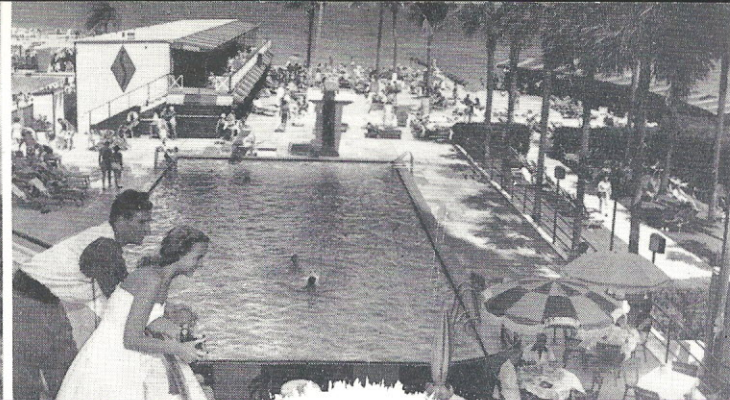
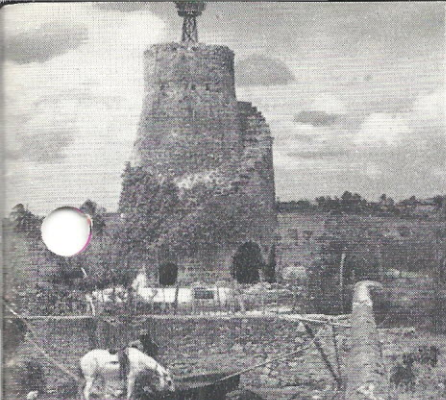
"The other day I had to pay forty cents for transportation to go just a short way. I boarded a Broadway car and being new in the city did not realize I was going in the wrong direction. I told the conductor but he simply told me to get off and catch a car going the opposite way. The conductor on the other car would not honor my transfer as it was not punched."

Comment: The conductor on the first car should have issued a properly punched emergency transfer enabling the passenger to reverse her direction without additional cost.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for March, 1953, February, 1953, and March, 1952:

	March, 1953	February, 1953	March, 1952
Complaints	922	899	721
Commendations	82	75	86





FAR off, but yet within easy flying distance of the Chicago area are the Virgin Islands. The ancient windmill pictured is but one of many such relics remaining from the period when Denmark controlled the Islands which are now U. S. controlled.

*Photo courtesy Pan American World Airways*

THE attractions of Florida, such as shown here, are becoming increasingly apparent to CTA people as evidenced by the many retired employees who are now making their homes in the sunny state.

*Photo courtesy Eastern Air Lines*

WITHIN easy driving distance are the Wisconsin Dells, about 200 miles northwest of Chicago. This rock formation is called the "Hornet's Nest" because of the tapering shape. It is located in the upper section of the Dells.

*Acme photo*

## Room to Roam...

VACATION season is here. And amid the joy it brings to CTAer's, it may also present the annual problem of where to go. If you're still undecided, you may find some helpful ideas on this page.

FOR those who would rather not travel too far from home, historic Starved Rock State Park, near Ottawa, Illinois, is an ideal vacation spot. This view is from Horseshoe Canyon of the Illinois River.

*Acme photo*

LAKEs and streams in Canada are plentiful with scenic beauty as well as fish.

*Photo courtesy Northwest Airlines*

SUNNY California offers a wide variety of attractions. Here is a typical view from almost any part of San Diego overlooking the small boat section of the city's spacious harbor. Settings of green grass, shrubs and palm trees extend almost to the shores of the Pacific ocean.

*Photo courtesy American Airlines*

PUERTO RICO, the Caribbean "Isle of Enchantment" has miles of beautiful uncrowded beaches for swimming and sun bathing. This secluded, palm-fringed beach is only a fifteen minute drive from San Juan, the capital city.

*Photo courtesy Eastern Air Lines*

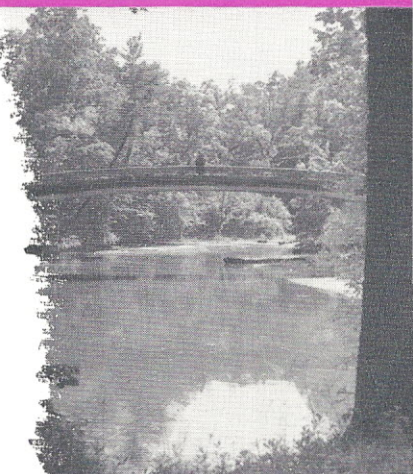
A RESTFUL stretch on a wilderness ride near Gallatin Gateway, Montana. Attractions in the area include the site of the historically famed battle of the Little Big Horn and Glacier National Park.

*Photo courtesy Northwest Airlines*



ELY is the gateway to Minnesota's wilderness area where lakes such as this are spaced only yards apart. From here it is only a short way up into Canada.

*Photo courtesy Northwest Airlines*





# Inquiring Reporters...

MARY KAY ROWLAND and GRACE SHEAHAN

LOCATION: Claim and Law Departments

QUESTION: What do you remember as being the most unusual thing that happened at your former office building at 600 W. Washington?

ELEANOR BONK, Legal Stenographer, is interviewed by *Mary K. Rowland*: "The thing that sticks in my mind about our former office is Paul, our faithful '3:00 on-the-dot candy man,' who was a familiar and welcomed sight at '600.' The ringing of his bell was the call for 5 cent candy bars which he sold for 6 cents (inflation, you know). Then, 'Paul's a'go now' could be heard upon his departure."



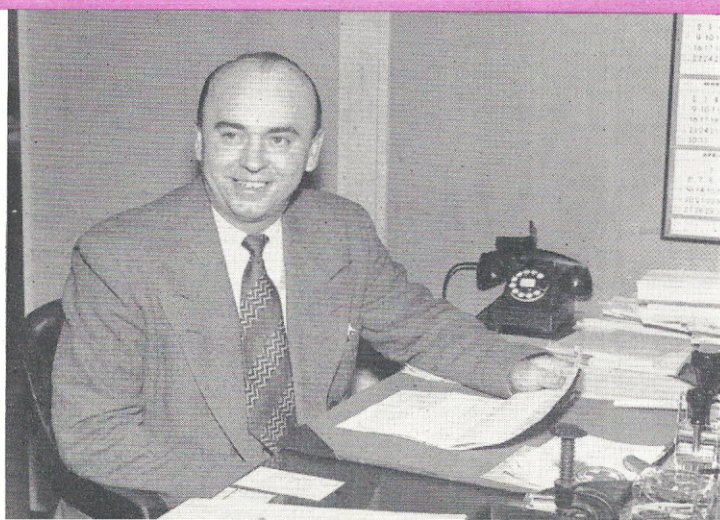
WILLIAM NOTT, Compensation Clerk: ▶ "My tenure at '600' doesn't go back quite as far as most of the employees of the Claim Department. However, what seemed most unusual to me was the friendly and co-operative spirit displayed between all employees, and in particular, that same welcome spirit accorded a new employee."

◀ GRACE JOHNSON, Chief Clerk: "The most unusual experience I had at '600' occurred when the office was held-up by masked bandits, armed with sawed-off machine guns, and all employees were told to lie on the floor."



BARBARA ANDERSEN, Statement Taker, gives her answer to *Grace Sheahan*: "Through the years, many unusual things developed throughout the office. It is my opinion, however, that the most unusual incident which occurred in the history of '600' was the moving of the combined departments to their new and modern quarters in the Merchandise Mart."

EDWARD WEINGARTNER, Assistant Chief Claim Adjuster: "There was one incident I'll probably always remember. After a collision of cars occurred in Washington street some years ago, I assisted in moving the injured to '600' for medical treatment. During the confusion, someone took my hat. A new one was promised me by our superintendent, who has since retired, and I'm still minus the hat. I'll need one soon—as you can see!"





# TO THE Ladies

## ... from JOAN

HERE'S how to give your home the new 1953 look. You can give a room a look of elegance and luxury with a new rug and on a budget too. Cotton carpeting made on needle-tufting machines, like giant sewing machines, are being used in so many homes. They come in a wide range of colors and textures suitable for any room, any decor. They are manufactured with a strong latex coated backing that keeps it firmly in place on the floor and makes for ease of cleaning with vacuum or carpet sweeper. When buying a rug it is practically impossible to tell type or quality of a carpet by the name of its weave. The important thing to do is buy the style you like in the best quality your budget permits. The amount of material in a carpet determines its quality. There are three things to look for—weight of yarn, height of pile and closeness of weave. To assure you of the best carpet your money can buy, depend upon the label of the manufacturer plus the reputation of the dealer.

Here are some tips on how to preserve the beauty of your new rug:

1. Follow a simple housekeeping schedule and your new carpets will give you longer wear and lasting beauty! Use a carpet sweeper daily, vacuum once or twice a week, act quickly when something is spilled, and have your carpets professionally cleaned once a year.
2. Your new rug or carpet will last longer, wear better, feel softer underfoot with rug under-cushion. It can be made of hair, rubber or sponge rubber.
3. Be sure to buy a rug large enough for your room. One that is too small will have a lost, lonesome look. Your dealer will help you select the size best adapted to your particular room.
4. Turn your room-size rugs around once or twice a year. This will add extra years to their life by distributing the wear over the entire surface, thus avoiding wear lanes at doorways, near the television and in front of sofas.

### APPLESAUCE CAKE

Applesauce, nuts n' spice make this cake a real taste treat for all the family.

It has a "stay-fresh" quality, but you'll find this cake won't last long enough to worry about its freshness. For the glamorous flavor cap on this cake use browned butter frosting.

- 3 cups sifted enriched flour
- 4 teaspoons baking powder
- 1/2 teaspoon soda
- 1 teaspoon salt
- 1 teaspoon cinnamon
- 1 teaspoon cloves
- 1 teaspoon allspice
- 1 cup shortening
- 1 3/4 cups brown sugar
- 4 eggs

- 1/4 cup butter or margarine
- 4 cups sifted confectioners' sugar (about)
- 1 egg
- 3 tablespoons cream
- Dash salt

- 1 cup thick unsweetened applesauce
- 3/4 cup milk
- 1/2 cup chopped citron, if desired
- 1 cup chopped nuts

Sift together flour, baking powder, soda, salt and spices. Cream together shortening and sugar until light and fluffy. Add eggs and beat thoroughly. Stir in applesauce. Add flour mixture to creamed mixture alternately with milk, mixing well after each addition. Fold in citron and nuts. Pour into 2 greased, paper-lined 9-inch layer pans. Bake in moderate oven (350°F.) about 45 minutes. Frost when cool.

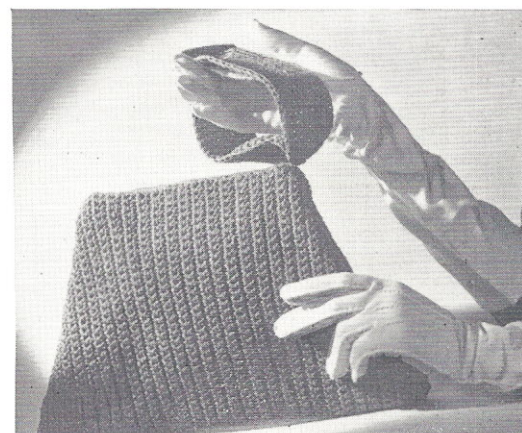
### BROWNED BUTTER FROSTING

Brown butter or margarine in heavy saucepan. Stir in 2 cups confectioners' sugar. Add egg, cream and salt and mix thoroughly. Add enough more sugar to make spreading consistency. Beat until light. Spread on cake.

THE spicy goodness of an Applesauce Cake topped with Browned Butter Frosting will be a "just dessert" for hungry appetites.

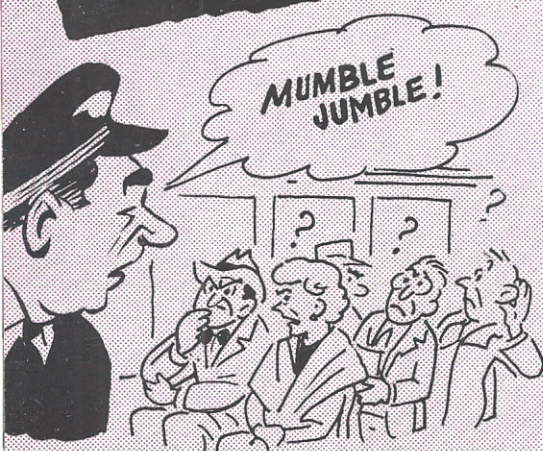


FASHION your own bag and wear it proudly with your suits and silks. This neat style with shaped sides is simply made of rounds of single crochet. There's a 7-inch zipper opening on top and a wide handle for easy carrying. On the direction leaflet for the bag, you will also find directions for a matching hat with a brim that turns down snugly on the head-hugging crown. A direction leaflet is available to you free by writing Women's Editor, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.





There's a **WRONG** way ... and a **RIGHT** way  
to do a Job ...



YOU CAN MUMBLE YOUR ANNOUNCEMENTS  
and CREATE A BUNCH OF CRANKS...



... OR CALL EACH STOP SO CLEARLY  
YOU EARN THEIR LASTING THANKS



WHEN OLD PUBLIC RINGS YOUR TELEPHONE  
YOU CAN TREAT HIM LIKE A "SQUARE"



... OR YOU CAN TURN ON ALL YOUR CHARM  
AND HIS PROBLEMS WITH HIM SHARE



YOU CAN BULL YOUR WAY THRU TRAFFIC  
TURN RIDERS' HAIR PURE WHITE...



... OR DRIVE SO SAFELY, RIDERS SAY  
"HE DRIVES THIS BUS JUST RIGHT!"

**YOU ARE CTA TO OUR PUBLIC ...  
LET'S DO EACH JOB THE RIGHT WAY**

THE CHICAGO TRANSIT AUTHORITY  
P. O. Box 3555, Chicago 54, Illinois  
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