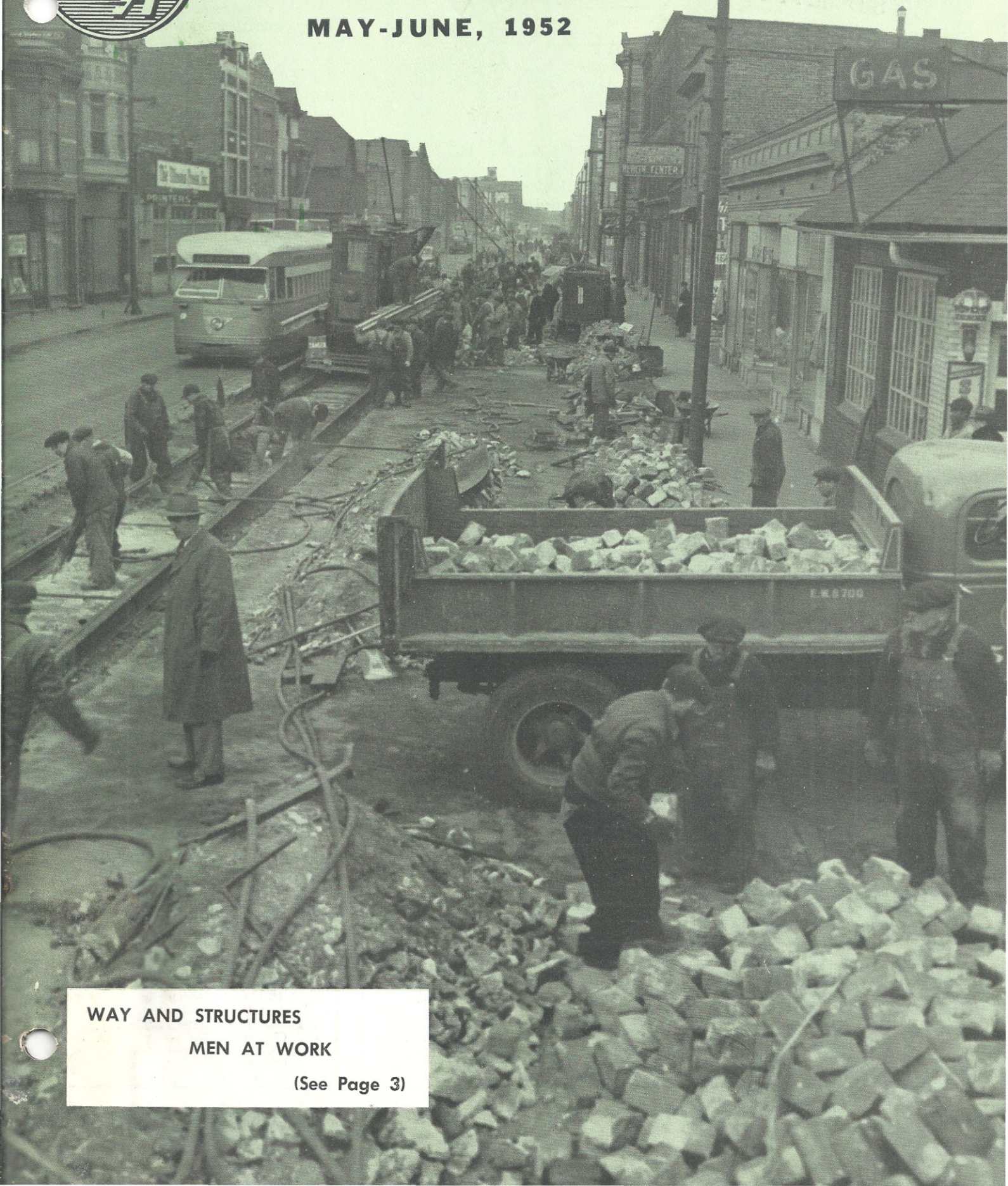




TRANSIT NEWS

MAY-JUNE, 1952



WAY AND STRUCTURES
MEN AT WORK

(See Page 3)



AN INTENSIVE drive, starting about May 1, will be made by the Citizens Traffic Safety Board to educate pedestrians in the proper observance of safety rules and regulations and to acquaint motorists with the rights of pedestrians in the streets.

The CTSB plans to get its programs across to the public through such media as newspapers, radios, television, billboards, swingboards, house organs, trade journals, signs in and on vehicles, highway signs, bill stuffers, credit card and pay-roll enclosures, imprints on packages, pamphlets, postage meter slogans, window displays, point-of-sale displays, counter cards, company bulletin boards, employe meetings, and company speakers' bureaus.

The Board was created at the request of *Mayor Kennelly* to sponsor projects designed to speed up the flow of traffic in city streets and reduce accidents. It is composed of a small group of civic and business leaders, appointed by the Mayor, to direct traffic safety programs. *Howard Willett*, of the Willett Company, is Chairman of the Board, which is financed by contributions from various Chicago industries and business enterprises. *Franklin D. Sturdy*, formerly a Chicago newspaper man, is director of CTSB. CTA is actively participating in the Board's programs.

The 269 pedestrians killed in traffic accidents last year represented 64.5% of the total of 416 of such fatalities. Most of the pedestrians killed were over 45 years of age and most were non-drivers.

The greater portion of the 7,953 pedestrians injured in traffic accidents in Chicago in 1951 were children under 10 years old.

As can be seen from these figures, pedestrians are the biggest factor in Chicago's traffic fatality records, accounting for about one-third of those injured in traffic accidents. For greater safety, both pedestrians and drivers must understand and accept their rights and responsibilities. Here are some important points to remember which may save a life—possibly your life:

1. The driver has the right of way in all streets between intersections except when there is a marked mid-block crosswalk.

2. The pedestrian has the right of way at all intersections, except at signalized intersections when there is a red light against him, or at intersections where traffic is under police control when the policeman has authorized the movement of cross traffic.

3. Pedestrians are expressly prohibited from mid-block crossings between adjacent signalized intersections and in

any business district, except where there is a marked mid-block crosswalk.

As older people and children become traffic accident statistics more frequently than other age brackets, traffic safety education in Chicago must become a family affair. This can be done by parents teaching their children; the entire family group to encourage conversation about traffic safety in the home; and children bringing home from school safety material for discussion by the entire family group.

New CTA Additions To the Armed Forces

- M. Crider*—Transportation (Armistage)
- R. H. Dobbertin* — Shops and Equipment (77th Bus)
- R. H. Fleming, Jr.*—Transportation (Blue Island)
- W. J. Guertin, Jr.* — Way and Structures (Building)
- Jesse Lane*—Way and Structures (Road)
- P. G. Lemperis*—Shops and Equipment (Wilson Terminal)
- S. S. Messina* — Transportation (Westside)
- E. J. O'Keefe* — Transportation (Limits)
- A. R. Paholke*—Shops and Equipment (West Shops)
- G. A. Popp*—Electrical
- E. L. Rusinak*—Training
- G. P. Scanlon*—Shops and Equipment (Blue Island)
- W. R. Strickland*—Transportation (Kedzie)
- D. D. Verdonck* — Shops and Equipment (South Shops)
- D. R. Wendell*—Shops and Equipment (Lawrence Bus)
- W. W. Williams*—Transportation (Blue Island)

Returned from Service

- R. J. Ames*—Transportation (Northside)
- D. H. Butler, Jr.*—Transportation (Cottage Grove)
- D. W. Clifford*—Shops and Equipment (77th Bus)
- W. W. Conley* — Transportation (Westside)
- M. M. Fidanze* — Transportation (Kedzie)
- T. J. Hastings*—Shops and Equipment (West Shops)
- J. H. Jackson* — Transportation (69th)
- W. Martin*—Transportation (69th)
- R. H. Onorato*—Shops and Equipment (North)
- D. E. Price*—Material & Supplies (Storeroom 48)
- R. D. Roy*—Transportation (North)

COST-OF-LIVING WAGE ADJUSTMENT

BEGINNING with the first pay period starting on or after April 1, 1952, the cost-of-living allowance for CTA employes covered by wage agreements, which were approved by the Chicago Transit Board on July 25, 1951, amount-

ed to 2¢ per hour over base rates.

This allowance is based on the change in the cost-of-living index for Chicago from May 15, 1951, to February 15, 1952, in accordance with terms contained in the current wage agreements.

VOLUME V

CTA TRANSIT NEWS

NUMBER 3

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

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W. M. Howlett, Editor

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



TAKING time out from a conference to pose for this picture are *H. L. Howell*, general superintendent of Way and Structures, seated, and standing from left to right, *Charles R. Potter*, superintendent of track; *George J. Schima*, assistant to general superintendent; *Edward M. Raftery*, superintendent of maintenance (Rapid Transit); *Verne B. Olson*, engineer of structures and buildings (Rapid Transit); *Harold W. Busch*, superintendent of buildings, and *Joseph Mulree*, superintendent of utility and emergency service.

COVER—A major track renewal program was recently completed along Clark street near Addison by the Surface Track section of the Way and Structures department. As per general practice, this work was performed one track at a time in order to make available half of the roadway for use by other traffic. Over 100 track employees worked on the project so that it could be completed before the opening of the baseball season. The home field of one of Chicago's major league teams is situated at Clark and Addison streets.

WAY and STRUCTURES

THE goal of any mass transportation organization, large or small, is to have modern rolling equipment operating at intervals so scheduled as to give good service and yet carry enough of a "paying load" to cover all operating and capital expenses.

The end product of all CTA activities is the actual operation in transit service of buses, street-cars, trolley coaches and elevated-subway trains. Although these vehicles are manned by Transportation department personnel, there are many "behind the scenes" activities performed by other CTA departments that make the end product possible.

One of the larger of such departments, comprised of about 1,500 employees, is known as "Way and Structures." It is under the direction of *Horace L. Howell*, general superintendent, whose office is located at 1165 North Clark Street, and who reports directly to the general manager of the CTA system.

The responsibilities of this department are extremely diversified. Principally, they include the maintenance and renewal of physical properties, excluding rolling stock. This takes in track, paving, buildings, elevated structures, subways, off-street terminals, certain new construction work, and the adaptation of existing streetcar facilities for use by automotive and trolley coach equipment in connection with CTA's modernization program. It also provides needed emergency services to clear blockades of all kinds from the right-of-way and thus keep CTA vehicles moving with a minimum amount of interruptions; and handles required hauling services via trucks and surface supply cars for all departments of CTA.

The Way and Structures department is divided into four major sections—Track; Rapid Transit (elevated-subway); Buildings; and Utility and Emergency Service. These sections are headed by *Superintendents Charles R. Potter, Edward M. Raftery, Harold W. Busch* and *Joseph Mulree*, respectively, who report to the general superintendent. *George J. Schima* is assistant to the general superintendent. *Verne B. Olson* is engineer of structures and buildings in the Rapid Transit section.

This story deals briefly with the functions of the Track and Rapid Transit sections. The Building and Utility and Emergency Service sections will be discussed in the following issue of CTA TRANSIT NEWS.

SURFACE TRACK

FIELD forces of Surface Track do the work required in connection with the construction, reconstruction, renewal and maintenance of tangent track (straight running rail), special trackwork and paving. At present approximately 500 miles of single street car track are being maintained. This section is subdivided into a North Division, under *Division Superintendent John L. Ruzich*, and a South Division, under *Division Superintendent Thomas E. McCarthy*. *Harry M. Schlachter* is chief clerk of the Surface Track section.

Each of the two divisions has two construction gangs and three section gangs. The construction gangs, numbering 60 to 80 men each, perform all of the major track work which usually involves the replacement of rails, ties, foundations



CONCRETE is being poured by a construction crew at Madison-Wacker to restore the Madison street carline tracks to their original route. Temporary run-around tracks had been installed at this location on August 20, 1951, to make way for the construction of the double-deck Wacker drive superhighway extension. *John L. Ruzich*, division superintendent, watches the operation from the background.



THE Thermit welding process is used by CTA for connecting rail ends to form a continuous rail and eliminate joints. These rails are preheated to a temperature of 1650 degrees Fahrenheit, determined accurately by an instrument called a Pyrometer. When the desired temperature is reached, the Thermit mixture is placed over the mold, ignited, and then poured. One of the three CTA Thermit welding crews recently completed a job at 53rd and Halsted streets. Shown here is the crew as they watch Foreman *John Stiglich* about to pour the mixture. At his left, holding the Pyrometer, is *Joseph S. Ruzich*, general foreman in charge of welding.

and paving. They also handle heavy maintenance work. Section gangs, of from 10 to 15 men each, take care of all ordinary maintenance work such as resurfacing track, repairing broken joints and paving repairs.

Other forces in the Surface Track section include three thermit welding crews, eighteen electric welding crews and nine grinding crews whose duties are graphically illustrated on these pages.

Eighteen switch cleaners are constantly patrolling the sur-

face system, cleaning switches and curves. It is also their duty to inspect tangent track, switches and switch protection devices along the route at least once each week day and report any track conditions that need attention. Repairs are promptly made to prevent service interruptions.

During the winter season, Surface Track forces also keep switches salted, remove snow, salt the grades at bridge and viaduct approaches on car and bus lines, and assist the Transportation department in the distribution of salt-sand mix on bus lines.

RAPID TRANSIT TRACK

THE track field forces in the Rapid Transit section have the responsibility of maintaining approximately 220 miles of single track in that section, including decking on the "L" structures. The engineering details and coordination in the field with respect to such work are under *Robert E. Harmon*, track engineer.



ELECTRIC welding crew restoring special trackwork on Western avenue near Division. *Vincent C. Scimeca*, electric arc welder, is welding in a new piece, replacing the broken arm of a switch mate. *Frank Felski*, left, is protecting the workman from oncoming traffic, and *Tom Qualter*, welding foreman, is observing the job. This type of welding is applied for repair and maintenance of special trackwork with the use of manganese welding rod which restores the top of the castings. This method has resulted in substantial savings by prolonging the life of the special trackwork. It also provides a smooth bearing for the car wheels which results in smoother, quieter riding.

THERE are nine grinding crews in the Track Division, composed of three men to each crew. High speed electric rail grinders are operated by these crews to remove rail corrugations, thus cutting the expense of maintaining paving and rail. This grinding operation lengthens the life of the track by keeping the rails, fastenings and paving tight, and results in smooth riding and the removal of unpleasant vibrations and noise due to vehicles operating over corrugated rails.



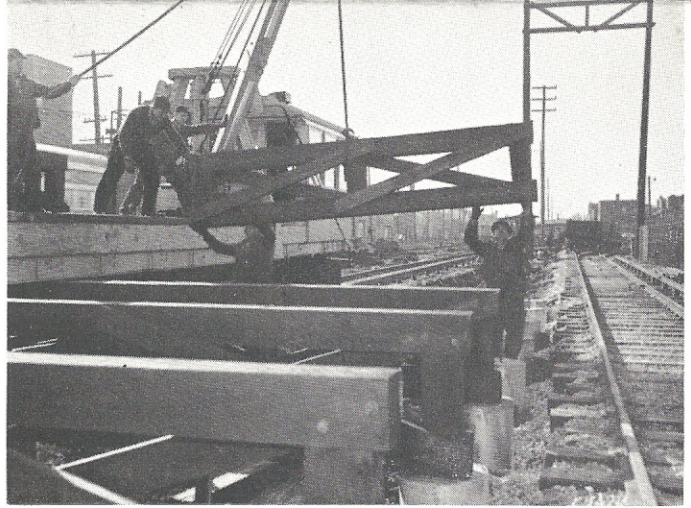
RAPID TRANSIT

THIS section of the Way and Structures department is made up of two divisions—North-South, under *Assistant Superintendent John J. Madden*, and West side, under *Assistant Superintendent Martin V. Duffy*. The restoration of steel structures and foundations is performed by the ironworkers under *William L. Uitti*, superintendent of ironworkers. *Edward F. Quinn* is chief clerk of the Rapid Transit section.

The work performed by this section entails maintenance jobs of all kinds. These employes handle all repairs and renewals of steel structure, wooden structure, structure foundations, steel rail, track ties, switches, ballast, street crossings, paving, right-of-way fences, station buildings, platforms, canopies, railings, footwalks, cable boxes, crossing cabins, switch shanties, towers and shop buildings.

They also take care of all heating and plumbing maintenance in connection with the above-mentioned buildings as well as painting of buildings and structures.

When repairs to mechanical parts in the subways (emergency exit doors, grills for ventilating shafts, subway station sewers, water lines, track sewer basins and ejector



WITH the establishment of a new terminal just West of 54th avenue, on the Douglas Park "L" branch, two new platforms had to be constructed to accommodate surface and rapid transit patrons. Pictured here are forces of the Rapid Transit section setting the bents in place, with the aid of a large derrick, for the "island" platform situated between the east-bound and westbound tracks on the north side of the Douglas Park "L" right-of-way.



FORCES of the Rapid Transit section rodding sewers in the subway. This work is necessary in order that the sewers will function properly. *Martin V. Duffy*, assistant superintendent, right foreground, and *Samuel Frase*, track foreman, third from left, watch a workman remove a large piece of concrete which evidently had fallen into the sewer when the subway was under construction. After sewers are cleaned they are thoroughly flushed out with water under pressure.

GENERAL maintenance of the steel structures is included in the work performed by the ironworkers of the Rapid Transit section. Here we see a crew restoring a steel column of the Lake street structure to the proper level. Foreman of the group is *Charlie Hodgson*, center. At the extreme left is the superintendent of ironworkers, *William L. Uitti*. The second-hand bus shown here has been converted to a tool wagon and is used for this and other purposes by the ironworkers.



INSPECTION being made with a new type of instrument to detect broken rails at joints without removing the joint bars in tracks on the Rapid Transit section. This instrument, known as an Audigage, is a supersonic electrically-operated device, and when the contact is moved along the head of the rail it audibly registers by sound any failure in the rail. Under ideal weather conditions, two men can check 500 joints in a day. The machine is being operated by *August Brosseau*; and others in this photo, left to right, are *John J. Madden*, assistant superintendent, *William M. Taylor*, and *Walter H. Helmer*, track foreman.



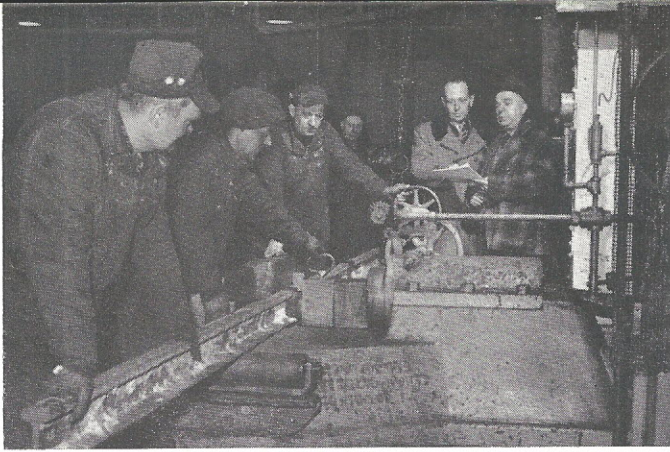
pumps) are required, it is up to the men in this section to see that they are kept in good working condition.

Snow and ice add additional duties for these men who are responsible for keeping the right-of-way clear for operation; and the installation and maintenance of gas-fired snow burners and other types of burners used at switches and other strategic points to insure efficient operation by keeping snow and ice removed from moving track parts. The maintenance of fire fighting equipment is also under their jurisdiction.

This section has its own despatcher for sending out its work trains to required spots on the elevated-subway system.

"Frog Shop"

At 61st street and Calumet avenue is located a "Frog Shop" which is under the jurisdiction of the Way and Structures department. At this shop is manufactured special trackwork such as curves, frogs (two running rails crossing each other at a sharp angle), crossings and switch points required for both Surface and Rapid Transit sections. Special trackwork, removed from abandoned tracks, is reconditioned



SPECIAL trackwork, such as curves, crossings and switch points, frogs, etc. are manufactured at the Way and Structures Frog Shop at 61st street and Calumet avenue. These shopmen are bending a straight rail into a curve. Looking on are *Theron W. Morgan*, relief division superintendent, and *Peter Mirkovich*, Frog Shop foreman.

for re-use at other locations. Special parts are also made here, including tie plates of various types, tie rods, steel shims, and rails and fillers for railroad grade crossings.

Modern Equipment

Track field forces are supplied with many labor-saving power tools and other devices, most of which are electrically operated. Power is secured from the trolley circuit for air compressors (equipped with paving breakers), tie tampers, brick removing tools, clay diggers, jack hammers, etc., for removing paving and compacting ballast. A gasoline-driven rail puller is used for the removal of abandoned rails in connection with street improvements. Other special equipment includes bucket loaders for loading excavated material, electric welding equipment, Thermit preheaters, track grinding machines, track drills, tie boring machines, spike driving machines, high-lift loaders, and electric saws.

Safety

As in all phases of CTA operations, safety is always of primary importance to workers of the Way and Structures department. Openings in the surface tracks are protected by gates and flagmen. Torches or lanterns are used at night. Signs of various kinds are used to warn the public of track work and protect the workmen. Trackmen are provided with the best types of goggles obtainable. Care is taken to purchase new, approved types of track tools with proper grades of steel which will not chip. First aid kits are provided on all jobs.

(This is the first of a series of articles about the Way and Structures department.)

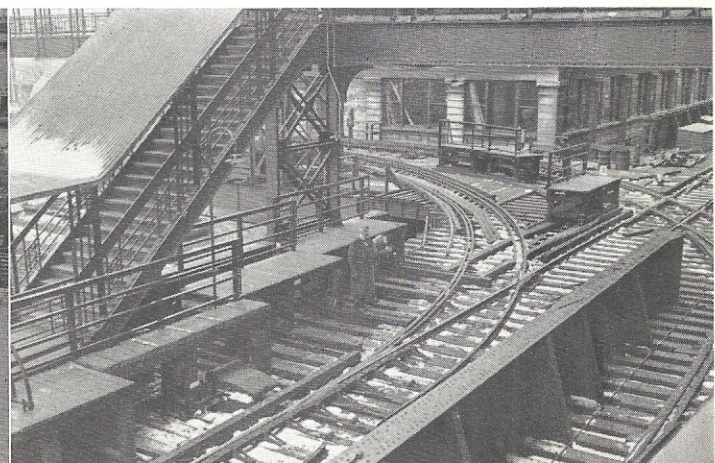
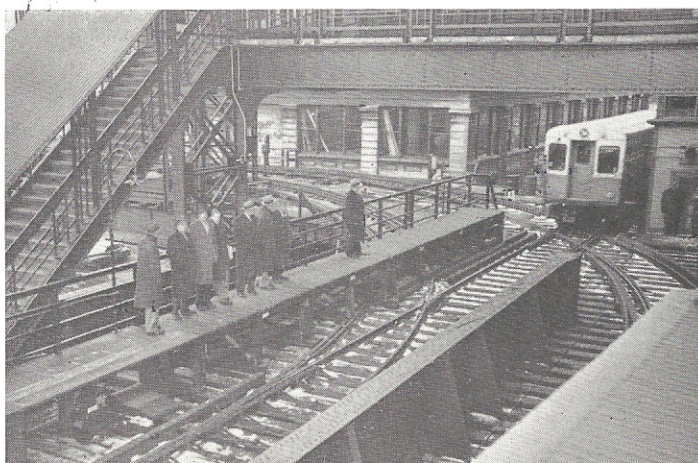


AMONG the many time and labor saving power tools used by Way and Structures men are these two—a tie boring machine, foreground, and a spike driving machine. This work was being done in connection with a large track renewal program on Clark street, near Sheffield.

LOADING PLATFORM ON ROLLERS

SOMETHING unusual had to be done to extend the south end of the northbound platform at the Merchandise Mart "L" station when berthing positions for trains were relocated to promote greater safety and convenience for CTA riders. A permanent extension could not be built as it would have blocked the tracks leading from the North Water street stub. To solve the problem, the Way and Structures department designed, built and installed a 70-foot movable extension platform, which is rolled into place and firmly bolted down

when used for loading purposes (photo at left). When it becomes necessary to operate a train out of the stub, two men can easily push the five sections on rollers out of the way to clear the tracks for the train movement. In the picture at the right, *Jules Andrews*, carpenter foreman, who supervised the building and installation of the platform, had just completed final inspection before the platform was rolled into position to be officially put into service.



OUR PUBLIC SPEAKS

Based on Actual Letters Received Recently by CTA

REPRINTED here are a few of the many letters of commendation CTA has received in recent weeks. All of these letters, and those not reprinted here, indicate that the large majority of CTA transportation employees are doing their very best to help passengers enjoy our service. They are the employees who realize the importance of their work in enabling CTA to provide courteous, efficient, service-at-cost transit facilities to local riders.

Remarkable Good Nature

"Our family and friends have commented repeatedly on the really remarkable good nature, or at least self-restraint, the helpfulness and efficiency of the conductors, motormen and drivers under the most difficult conditions. The physical circumstances at times this winter were almost impossible, and on top of that some of the riders indulged in storms and tempests of their own. While the CTA operators often became unhappy, and even occasionally gruff, we never saw one lose his temper. We think they are doing quite a job."

Certainly An Asset

"Today, when a smile and a courteous word are so hard to find, it was my pleasure to ride with your conductor No. 12140 (*James Scanlon*, Kedzie), who is certainly an asset to your organization. His pleasing disposition while handling many a trying situation was above and beyond that which was necessary to do an efficient job."

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for March, 1952, and March, 1951, as well as a summary of the first three months of 1952, compared with the same period for 1951:

	March, 1952	March, 1951
Complaints	621	727
Commendations	57	77
	Three Months, 1952	Three Months, 1951
Complaints	2,186	2,635
Commendations	204	176

It's a Pleasure

"I boarded a two-car Ravenswood train on which No. 23311 (*Frederick J. Leary*, Northside) was the conductor. All the way downtown I noticed this man's efficiency in calling all stations clearly, his help in giving directions, and his friendly manner. It is a pleasure to praise him."

A Cheery "Thank You"

"Recently I was awarded the greatest pleasure in my 28 years in business. I boarded car #4219, paid my fare, and received a very kind and cheery 'Thank You' from your conductor #5700 (*Raymond Maturn*, Devon). I sincerely hope this man will be complimented by CTA for the manner in which he conducts his route."

PRAISED BY RIDER

"I would like to commend the honesty of one of your employees. Recently I took a Lake St. 'L' on my way to Presbyterian Hospital. After I had transferred to the Douglas Park 'L,' I realized I had lost my watch. I reported it at Marshfield Station and was told to call late in the afternoon at the 'Lost and Found' department, which I did, with no results. The next morning I decided to call again, was asked to describe the watch, and found that Conductor No. 25264 (*William Hill*, Westside, below) had turned it in. I was truly amazed to get it back, and the honesty of Mr. Hill is refreshing indeed—it really gives a boost to one's morale to meet up with such integrity."



You can Help, too!



TRAVELING displays outside buses and streetcars and cards inside surface vehicles and elevated-subway coaches are promoting the sale of CTA Charter Service.

for their outings. Or, we can give the name of the individual and organization to our Charter Service Sales Manager, *E. D. Ehrlich*, who will do the rest.

Here are six features of CTA Charter Service which can help make a group's trip more enjoyable: service, convenience, comfort, dependability, economy and safety. Everything is geared to give each group top service. The friendly planning department will take over all arrangements and supply as many comfortable, roomy, modern buses as needed to handle the group movement safely and without delays. It will be found, too, that the per-person cost will be by far the most economical way for a group to have a really enjoyable trip.

As a further aid for organizations, an attractive "Guide to Greater Group Enjoyment" has been prepared. This folder, which contains tips for trips, is available free of charge. Write CTA Charter Service, P.O. Box 1151, Chicago 90, Illinois, or call HARRISON 7-4500 for a copy.

Remember, whether a group numbers 25 or 2,500, things will go smoother, move quickly and easily when CTA Charter Service takes the responsibility of the transportation burden.

LAST September CTA Charter Service was re-organized for the purpose of increasing charter service business. In addition to an advertising and promotional campaign at that time, all CTA employees were asked to cooperate by notifying the Charter Service sales manager of any charter prospects.

The results of these combined efforts were shown by the fact that charter service business for September through December, 1951, amounted to \$23,186.45, as compared with \$12,572.67 during the first eight months of the year.

Another publicity campaign to help Charter Service business gather further momentum is now under way. Cards have been prepared and are being posted as outside traveling displays on streetcars and buses and inside elevated-subway coaches and surface vehicles. Large banner ads are scheduled to appear on the "L" structure over busy street intersections. In addition, advertising space is being taken in community newspapers and radio time has been purchased for "spot" announcements. A section of CTA's take-one folder, "Rider's Reader," was also devoted to selling Charter Service to the public.

With spring already here and pleasant summer weather just around the corner, here is what we can individually do to help increase CTA revenues.

Practically all of us belong to a club, lodge, church or organization of some kind which will be planning picnics, trips to sports events, museums, theaters, beaches or other group excursions. We can let those in charge of such trips know how convenient and economical it is to have CTA's Charter Service department arrange transportation details



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Leaves CTA to Enter Private Practice

ACCIDENT INVESTIGATION — Congratulations to Attorney Dan McNamara on the recent birth of Patricia Anne. We are also sending Dan our best wishes, as he has left us to go into private practice.

Marge Griffin is still convalescing after her operation. . . . Jeanne Ludmann was involved in an accident, but we hope she'll be back on the job by the time this reaches print. . . . Dan Perkovich is also going to undergo an operation. Good luck to all the above.

Marge Busich, Rosemary O'Malley, and Mary Finnegan, all formerly of this department, became mothers recently. Score: one girl and two boys.

Jessie Reed had a very pleasant vacation. However, she didn't travel as her husband came home from the hospital at that time.

Our sincere sympathy to Attorney Bill O'Neil on the loss of his father. . . . Bea Condon broke a toe and returned to work wearing two different kinds of shoes. She claimed it was because of her toe.

—G and M

Enjoyed the Scenery But Not the Food

ACCOUNTING—Eileen "Murph" Miller went east via TWA plane, stopping over at Pittsburgh, en route to New York City where she visited a friend in the WAC stationed there. Then Eileen covered points of interest in Massachusetts, Connecticut, Maine and Vermont. She enjoyed the scenery, but not the food as she had to forfeit a dollar to "X" (for unknown) for every pound she might add to her now sylph-like form.

Arthur W. Johnson (IBM) participated in what was almost a cross country run on February 12. He raced the stork from the office to the far north side and thence to St. Anne's Hospital where an hour later the big bird arrived with 8 lb., 9½ oz. Richard Arthur. Baby Richard has two sisters, Lynne Marie, five years old, and Gayle, three.

Rocco Iacullo spent a week of his vacation getting his home in shape



SUPERINTENDENT FRED J. SIRR RETIRES

ABOUT 60 Transportation department employees attended a dinner on March 19 at the Morrison hotel to honor Fred J. Sirr (holding gun), who retired effective April 1. His fellow workers presented him with a shotgun and shells, a portable radio, a fishing rod and reel, and a service plaque. Mr. Sirr was District Superintendent of CTA's north-south elevated-subway route. In his nearly 46 years of transit work, he advanced from an extra trainman for the Northwestern Elevated Railroad to switchman, towerman, motorman and dispatcher. He then served as trainmaster of the North Side "L" and on November 1, 1945, was named superintendent of that line. When the north and south side rapid transit routes were consolidated by the CTA on April 1, 1950, he was placed in charge of the combined operation as district superintendent. Mr. Sirr and his wife are now making their home at Green Forest, Arkansas.

for spring and then took a trip to Rochester, N. Y., and Toledo, Ohio, to visit relatives.

Richard Conlisk flew to and from Miami Beach, Florida, where he soaked up the sunshine on the ocean beaches in the interim.

Jean Eiseman received a beautiful blanket and towel set from her co-workers when she left CTA on April 4, to become the bride of Sanford Green the next day. Rabbi Chariney performed the ceremony with only members of the immediate family present. After a honeymoon trip to Oakton Manor they will reside at 54th and Harper in Chicago. Jean is the daughter of Victor Eiseman employed with the CTA Building Department.

Charles Krug is back after a long illness and doing well.

Ralph Tonn was inducted into the service April 9. His co-workers presented him with an appropriate farewell gift.

—HELEN A. LOWE

Watch for Ted's Collection

ARMITAGE—Welcome friends to the last round-up at the Armitage depot. By way of an introduction, this writer, along with the men at the station, would like to extend their appreciation to Ted Shumon, the former scribe, who conducted a column on these pages for many years, and wish him the best in his new duties at the West shops. Incidentally, with the closing of the station, Ted will have on display mementos and objects collected during the years, showing the progress and changes in our line of work. I know the old-timers as well as the new men will find it interesting. Watch for it.

Members of our bowling squad, Bert Schaeffer, Dick LaForce, Fred Michaels and Al Hartline, will be guests at a banquet arranged by the league president, Ed La Tour.

It will be a "bounty or booby prize" affair, pending the final outcome of the league standings. A salute to city fireman James O'Boyle, brother-in-law of Relief Clerk Hugh J. O'Boyle, on winning the Tribune hero award for the month of February. It resulted from his splendid work during a recent fire.

John Harmer sends word that he is enjoying the scenery while vacationing in Appleton, Wisconsin. . . . Edwin Malinowski, meanwhile, visited Downers Grove, Ill. . . . Charlie Riggs, pensioner, made the annual trek to the Windy City from his home in Indiana and promised to see all his friends again in July.

The stork, flying pink colors on St. Patrick's day, delivered a daughter, Sandra Kay, to Mr. and Mrs. Richard LaForce, making it two girls and a boy at their house.

Frank "Speed" Martin, after a brief stay in St. Mary's hospital, is now fully recovered and we are happy to report, too, that Dick Kuchenny is back at work after his illness.

Oliver Strodman joined the rolls of pensioners April 1 with the announcement his first month will be spent fishing and hunting at Roy Croon's lodge. We will await the evidence.

—TED GALUS

Hobbies to Spare

BEVERLY—Do you have a hobby? And what do you do with your spare time? If you do not have a hobby, see Bus Operator Edward Mrozek. He will start you on one of his. His fish aquarium was quite the thing until the heat lamp keeping the water at a certain temperature went off the beam and the result was boiled fish. He has started another aquarium now.

Attention, stamp collectors. Maybe Ed has some you don't have. Compare notes with him. Trading a few won't hurt.

Miniature railroad fans: Ed also has the "O" gauge track and made quite a bit of the equipment by hand.

Model airplanes? Oh yes! They're flying around the house, also. Flow-

TRANSITAD
FOR SALE — Practically new Remington upright typewriter, pad and stand. \$65.00. Phone Larry Hippert at WE 5-2208.

ers? He has a large yard and the varieties are too many to mention. They decorate the table centerpiece. The vegetables he grows garnish each meal. He does his own carpenter work as well as cabinet making and tile setting. And as for interior decorating, see him before undertaking your spring cleaning and redecorating. You ought to have a hobby; it takes up your time.

Bus Operator John Radosevich is quite a pipe smoker. If you don't know him, or have not enjoyed the pleasing aroma that comes from his pipe full, you should. He has a pipe for every day of the week. His son, now only four years old, gets the right one ready for him when he arrives home from work.

"Horseshoes" is a game we play when we attend a picnic. But *Bus Operator Ray Dobson* would have a little different answer. He is our number one horseshoer, but we can't use him in that capacity. Maybe he can vulcanize one of the big Goodyear shoes. He remarked the other day, "Too bad the days of the horse cars are gone. I would be right there working, not playing horseshoes as I did in the Army."

Bus Operator William S. Bennis celebrated St. Patrick's Day, as did many others, by the wearin' of the green. His green was different as it came from his mother and direct from his birthplace, County Limerick, Ireland. He was the proud possessor of the real shamrock. His mother has sent them to him for the past 22 years.

Bus Operator and Mrs. Tom Renison had a visit from the stork who left a little boy, *Michael*, February 21. He weighed seven pounds, ten ounces. *Thomas, Jr.*, ten years old, is sure proud of his little brother. —DANTE F. BRUNOD

From Transportation To Electrical

ELECTRICAL—We say "Welcome" to two new comers to our ranks who transferred from the Transportation Department: *Richard Hendrickx*, posting clerk in the Line Department, and *Joseph Connelly*, assistant electrolysis tester.

William King, superintendent of construction, motored to Melbourne, Florida. He enjoyed basking in the Florida sun and did considerable sight-seeing.

Sympathy is extended to *James Stewart* in the recent loss of his father.

Archie Smith (retired), of the

WINS HIGHEST SCOUTING AWARD



FOR overall outstanding work in the entire Boy Scout movement, *Frank Dorsch*, substation operator at Van Buren and Jefferson, was recently given the Silver Beaver Award, scouting's highest honor. In the past 41 years only 267 men have received this award in the 7th Region which is composed of Wisconsin, Iowa, Indiana and Illinois. Frank is Cubmaster of Pack No. 3966, Scoutmaster of Troop No. 966, and post advisor No. 2966, Edison-Norwood Kiwanis Club, Indian Boundary District. He has been a member of his Community Council for eight years and is Commissioner for the Indian Boundary Chicago Council. Frank has been doing scouting work since 1924, and has taken his scouts on trips to all parts of the United States. In 1950 he was one of the Chicago Council Jamboree Scoutmasters at Valley Forge, Pennsylvania, and he is planning to take his troop to the California Jamboree scheduled to take place in 1953. He also intends to take 150 boys to Springfield, Illinois, to participate in a Memorial Day parade there. The trophies in the photo are some of those which have been won by his "boys" during the past few years. Frank began his transit career in the Surface Lines Electrical department in 1931.

Reported by *Gilbert Andrews*

63rd substation, passed away on March 2.

—GILBERT E. ANDREWS

Three Weeks Late Makes a Difference

DEVON—*Tom Gorze*, leaving his girl friend's home one evening, came out to his car to find that both of his fenders had been mashed in. He called his insurance company the following day about what had happened and they told him that his insurance had expired three weeks before.

Stanley Rygiel is recuperating from his illness at the Edgewater

Hospital. He expects to be home and back to work very shortly.

During all of the ice and snow that we had in the month of January, *Larry Miller* made a skating trip from here to Augusta, Georgia. He slid thru the mountains to pick up his brother who is stationed there by the Army. Coming back home, Larry had a car full of the army, and decided to take the long way home and avoid all of the ice and snow as much as was possible.

Bill Pinasco and *Fred Meyer* spent the week-end doing some ice fishing in Fox Lake. Cold hands and no fish.

Alex Sandberg is back to work

after a few weeks of taking his doctor's advice.

Don Ryan took his two and one-half year old son, *Ire Patrick*, for a ride down to 119th and Morgan to see how his leader was behaving. Mrs. Ryan stayed at home awaiting the stork. Don came home to take Mrs. Ryan to the hospital. The baby came into this world weighing eight and one-half pounds. Ire will call his new baby brother *Michael Dennis*. —JOE KLEIN

It's Hard to See A Black Dog at Night!

GENERAL OFFICE (1165) — *John Donovan*, Accident Prevention, accompanied by a couple of the fellows from 77th Station — *Walter Ose* and *Scottie Brownlow* — spent a week-end fishing thru the ice at Glen Rock, Wisconsin. The fishing was fine and the fellows brought back two barrels of fish to prove it. However, the highlight of the trip was this 'grizzly' experience of Donovan's. John got up in the middle of the night to take in the surrounding scenery—or sumptin'. The night air was crisper than he had anticipated. In fact, so much so, that he broke into a gallop on leaving the door of the house. About half way to the little 'specialty' in the rear, John encountered what he thought was his host's big black dog, rummaging in the gar-

ALL RELATED NOW



NIGHT Clerk *Tom Collopy*, left, became related to *Receiver Bill Leahy*, right, through marriage on February 26, when he became the husband of *Joan Bernard* at Our Lady of Sorrows Church. *Mrs. Collopy* and *Mrs. Leahy* are sisters. Bill functioned capably as best man and his wife, *Alice*, as bridesmaid. They then saw the newlyweds off to a Florida honeymoon. The men were schoolmates in their younger days.

Reported by *Bill Feiler*

bage can. "Shoo-Shoo," said sleepy John, but the big black image paid no heed. John then moved in closer. Ye Gads! the dog turned out to be a bear. Well, it wasn't the fish that got away in this story, it was Donovan.

Fred Burtis, Jr., A.P.D., was called for Criminal Court jury service during the latter part of March and April. He was selected to act as foreman. We surmised this was due to Fred knowing the ropes.

Vacation time is here again and the folks at 1165 are getting away to an early start. In the Employment department, we have Peg McIntyre returning from a week's vacation. She had a wonderful time until she had to say goodbye to her fiancé, Donald Redmond, who sailed for Japan. Bernice Coyne decided to spend her vacation working in her garden this year, while Betty Pacykowski, and husband, John, bus operator at Archer, plan to drive to Acton, Indiana, to visit Betty's mother.

Anton Makstad, medical assistant, is headed for an Arizona vacation with his wife and two sons. They are hoping the climate there will improve the health of one of the small boys.

Ruth Havlik, Training, flew to Burma for an April vacation.

The "Spec" department hasn't been the same since Lee DeSutter's absence, due to an illness which necessitated hospitalization and an operation at St. Francis Hospital.

CTA MARRIAGE



LOTS of luck and happiness to Mr. and Mrs. Anton Gorzkiewicz who were married on February 23 at Holy Innocence Church. A reception was held at Harmony Hall. The couple honeymooned at New Orleans, Louisiana. Jean is a typist at West Shops and Tony is a stock clerk at West Shops.

Reported by Jean O'Neill

We are pulling hard for her return to good health so that she will soon be back with us.

Walter Helmer of "Specs" and his wife enjoyed a Florida vacation during the month of March.

Newcomers to 1165, whom we are delighted to have with us, are Jim Kennedy, formerly with Public Information, and Dolores Orosco, employed March 3 as typist for Employment.

—MARY E. CLARKE

Weddings and An Engagement

GENERAL OFFICE (175) —Helen Metzler became Mrs. Lee Tucker on January 12. Her gown was of white lace with a hoop and she carried carnations. Helen's attendant wore baby blue nylon and her flowers were also carnations.

Kay Frayne became Mrs. Talenco on February 23. Kay's dress was of white lace and she wore a Juliet cap as a head piece. Her two attendants wore matching white dresses and their accessories were red roses.

Kitty Cooney married Marty Gaughan April 26, in St. Gertrude's Catholic church. She wore a dress of white satin and her three attendants wore grey nylon gowns with red sashes.

There may have been 29 days to February this year, but it only took our Cathy Barry until Jan. 24 to get the sparkle on her hand to match the sparkle in her eyes. When this big event will take place has not been decided as yet.

—CATHY BARRY
VERNA RAYNOR

It Pays to Be Nice

LIMITS—Operator Al Bollinger says it pays to be nice to passengers who are hurrying to catch your vehicle and to give them more than an even break. Proof is that on St. Patrick's Day Al received from a group of his passengers a greeting card with these words on it, "Top O' The Morning To Ye." Tucked inside the card were enough green backs for Al to have a nice evening out.

Delivered March 8, one blessed event to Mr. and Mrs. Roy Almond, christened Sandra Lee. This makes two girls for them. On St. Patrick's Day that wise old bird dropped in on the Daubs home and left with George and his wife, Patrick W., weighing eight pounds.

TOGETHER AGAIN



Daily News Photo

AN Irish mother who had not seen four of her children for over 20 years was reunited with them recently when Mrs. Margaret Murphy, 73, arrived in Chicago from Dublin, Ireland, for a visit. Two of the children who were present to greet her at the airport were, center, Michael, a city policeman, and Patrick, a CTA bus operator at the 77th station. Patrick came to Chicago from Ireland in 1927, and shortly thereafter was employed by the surface system. He, his two brothers, and a sister, all of whom are living in Chicago, hope to convince their mother to remain here instead of returning to Ireland.

This makes a total of three boys.

Elmer Balfanz, our station superintendent, returned from a short sick leave in time to take on a very worthwhile job aside from his regular duties. It was that of getting the Red Cross drive started. Thanks to his efforts and your contributions it was a success here at Limits. The Boss says thanks for cooperating, fellows. But most important is the many thanks that we will know nothing of from the many needy that will be helped this year through you.

At this writing James Gohean is in St. Joseph's hospital with a broken leg. We hope he is back on the job by the time this comes out in print.

Notice to all members who served in the Illinois Reserve Militia: The annual convention of the IRMA will be held in the Morrison hotel, Madison and Clark, Saturday and Sunday, May 17 and 18. Registration starts at 1:00 P.M. on Saturday. So come early and enjoy free refreshments with the fellows before the dinner and stage show. For further information, contact C. F. Greer or just come to the Morrison Hotel.

As this is my first effort to bring to Limits Depot the news of what's going on among you, I take this opportunity to request you to pass on to me any news items that you may come across in the future. In so doing, you will help keep our column alive.

—C. F. GREER

Florida and Ireland Attract Agents

LOOP—Florida, the land of sunshine, has attracted many agents having early spring vacations. Mary Murphy and Katherine Kenney returned with a lovely tan after sunning themselves at Miami Beach. They took a trip to Key West and a tour of the highlights of the city. They took in the dogs (races), but were not taken in. Alice Murphy, her cousin, and baby, drove down there, too, visiting Hialeah Park, the home of the Flamingoes, and getting their share of Old Sol. Sarah Cadden's and Bridget Lahart's itinerary called for a circle tour of Florida, taking in Tampa, Silver Springs, Bok Tower, Cypress Gardens and a few days at Miami Beach. The remain-

INAUGURATE NEW PICKING SYSTEM



RECENTLY Division No. 241 elected among themselves to establish a system-wide seniority rather than continue with depot seniority. This enables the men to select work by depots on a seniority basis. A "special picking summary," listing all available runs as to number and type, by lines and by depots, was set up. These men were on hand at 3:00 P.M. when the picking started March 31 at Ashland Boulevard Auditorium, 1608 W. Van Buren street. First on the seniority list was *William Quinn*, whose employment dates back to February 10, 1905. He sent in a choice, electing to stay at 77th. *C. C. Schwoma*, Lawndale motorman, No. 15 on the seniority list, employed on October 5, 1907, was the first man to personally make a pick. He selected a transfer to *Kedzie*.

der of their time was spent at Daytona Beach.

Mrs. Paul Grant is recuperating nicely at home after spending fourteen days at Provident Hospital. We were grieved to hear of the passing on March 28 of *Richard Godson*, pensioner.

By way of Pan American, *Ann Connolly* went to Limerick, Ireland, to pay a visit to her sisters and brothers (two of each)—the first in eighteen years. Her niece with a new car has planned many sightseeing trips. *Joan Murnane* is accompanying Ann. The Emerald Isle has another flight visitor, *Della Byrne*, who will stop to see an aunt and uncle in Mayo and will also go to Wexford. The three-some, *Sadie Rowe*, *Minnie Reardon* and *Rose Stitesky*, hit the highways southwest—their objective, Mexico, the Floating Gardens and Acapulco. En route they will stop at any point of interest that takes their fancy.

Mary Rezab, her sister and brother-in-law motored to New Orleans and visited the French Quarter and dined at Antoine's, noted for their cuisine. Then over the Gulf Highway to St. Petersburg, Florida, down the west coast

to Miami, taking time out to enjoy the sun and sights. Last, but not least, was a plane flight to Havana, Cuba, which included a tour of the city and Morro Castle.

We are glad to note *Genevieve Harding* is back working after a serious virus infection.

—EDITH EDBROOKE

Jack Wants Cards By the Carload!

KEDZIE—Vacation time will soon be here and this is an appeal to you for loads of cards.

Motorman Joseph Davidson won the prize last year for the most interesting card and *Motorman Harry Cotton*'s card won the distance prize.

The most popular question today is not "What will you have?" It is "Are you going to stay at Kedzie?"

The wife of motorman *Tony Otis* has been in the Mayo Hospital at Rochester, Minnesota, for several weeks. Her condition is reported improved. We wish her a speedy recovery.

Motorman Adolph Rapp is planning a trip to New Briton, Connecticut, this summer to see his

sister. He has not seen her for forty-five years. Adolph left Austria in 1907, leaving behind four brothers and sisters. The first World War severed all connections he had with his family and only recently did he learn his sister has been living in Connecticut for many years.

Conductor Edward "Smiley" Jones is really giving out with the smiles these days and telling the world he has a fine six-pound, eight-ounce son, born March 20.

Motorman and Mrs. Sam Valoni celebrated their twenty-third wedding anniversary April 7. They have three sons. The oldest, *Corp. Eugene*, is in the army, stationed at Washington, D. C.

Motorman Ed McBride is *Kedzie*'s number one fight fan. Ed is a walking ring encyclopedia and never misses a show when the cauliflower boys are in action.

—C. JACK WILLIAMS

Was Statement Made Without Duress?

MATERIAL & SUPPLIES—Believe it or not—*Jack Powell*, Stock Clerk at South Shops, admits that his wife is a better driver than he, and she just learned to drive fifteen days before they purchased a new maroon Buick.

Waisley Lukasick, laborer at West Shops, and wife are the proud parents of a son, *Michael*, born on February 28, weighing 7 lbs. and 1¼ ozs.

We extend our sympathy to *Roger Justice* in the loss of his mother and to *Walter Passot* who lost his sister in March. Both Roger and Walter are Stock Clerks at our South Shops.

We are wondering if *Henry Hansen*, stock clerk at Montrose Ave., has placed a "Beware of Dog" sign in front of his home since he has acquired a part dalmation and police dog.

Kevin Doohan, laborer at Grand and Leavitt, resigned in order to take his fiancée back to Ireland to be married. They wanted to be married back home, and, as Kevin says, it is just as cheap to take a honeymoon in Ireland as here in the States.

The welcome mat is out to *Mary Fedigan*, typist in our general office. It is her first job and she says she loves it.

We grieve the loss of an old-time employe, *Frederick J. Getz*, who passed away on March 1, after a brief illness. Mr. Getz had just started his thirty-fifth year with the company, starting as a

typist on October 15, 1917. He was Assistant Divisional Storekeeper at West Shops at the time of his death. He was born on September 28, 1902. He leaves his wife and two sons and a daughter.

—JEAN O'NEILL

The Army Makes Things Tough!

NORTH—In a beautiful, candle-light ceremony at the United Congregational church, *Maryann Maltese*, daughter of *Operator Rocco Maltese*, became the bride of *Milton Priggee*. She wore a white lace gown, ballerina style, with fingertip veil. The groom, after a brief honeymoon, left for Alaska where he is stationed with the Army. Meanwhile *Maryann* is training to become a nurse.

Dan Cupid finally caught up with our popular clerk, *Jack Hester*. *Noreen Burk* is the lucky girl. The wedding will take place in October. Our best wishes to them.

It was *Operator Mike Vesper*'s turn to pass out the cigars when little *Patty Rae* made her appearance at the Norwegian American hospital. She weighed 7 pounds, and is Mike proud.

Operator Al Haas is now a member of the "Grandpappy's Club." *Roland William, Jr.*, was the name chosen for the new arrival.

SMILING MARINE



BOB Christian, on military leave from Accident Prevention, sent us the above picture just before sailing with the U. S. Marine Corps for Korea on March 22. Bob's dad is an Instructor at North Avenue station and his sister, *Marilyn*, works in Employment.

Reported by *Mary E. Clarke*

Congratulations to *Stu Sims* on his 30th wedding anniversary which was celebrated recently. "Wonderful 30 years," says Stu.

Congratulations are also due *Operator James Richardson* who recently celebrated his 20th wedding anniversary.

We were all glad to see *Instructor Bob Christian* back on the job after a long illness.

—JOE HIEBEL

North Park Back In the "News"

NORTH PARK—Surprised? We thought you would be. No, we didn't have to come to an arbitrary agreement, it just seemed there wasn't much around here that was news. But all you have to do is let a few of the boys know what is going on, and, presto, comes our column.

By the time this goes to press the system seniority pick will be well under way. We hope the men who pick North Park as their depot will be happy and well satisfied. As we all know, North Park is a wonderful depot, clean and well kept by your very able janitors.

Our newest bus operator, *Jimmie North*, has become a proud father. The sex we did not find out, but mother and baby are home from the hospital and feeling fine.

Bus Operator Ray Kennelly, who

RECEIVES DEGREE



IN the May, 1927, issue of the *Surface Lines* employee magazine appeared a picture of a 10-month-old baby. It was *Coletta Anne Duncan*, daughter of *Chief Clerk Owen T. Duncan*, 77th. That baby has now grown up and was recently awarded the degree of *Master of Education* from *Loyola University*. She appears here, right, with one of her classmates. Reported by *Joe Smith*

NORTHSIDE BOWLING LEAGUE



MEMBERS of the CTA Northside Morning Glory Bowling League, Rapid Transit, took time out from their favorite sport to pose for this group picture. Standing in the center (white shirt) is the president of the league, *Towerman Ted Nadrowski*. The teams meet every Tuesday at 11 a.m., at the *Lawrence and Western Lanes*.

Photo by *Bill Limanowski*

works on Foster Avenue, is called "pops" by the high school children from Taft High School. When he pulls up to the school stop they all sing in chorus, "Here comes our pops." When he comes into the depot his chest sticks out and he smiles from ear to ear. (Incidentally, he became a grandfather just recently.)

Bowling season is coming to a close and baseball season will soon be here. Let's hope North Park will have a winner in both events.

We were sorry to hear that *Bus Operator Tom Lobono's* boy was hurt in an auto accident. Hope by this time it has proven not to be too serious.

Up to this time, *Operator Benny Geach* is still off due to an automobile accident. Hope to see him back to work soon.

You all have probably noticed the new television stand that is adorning our trainroom. Well, that was done by the very capable and deft hands of *Operator Fred Nelson* at a reasonable cost. Just in case you need anything built, contact Fred anytime. Incidentally, the television fund is very low and it would be appreciated if you fellows that haven't donated your quarters see *Clarence Thompson*, our official treasurer.

One of our reporters, *Larry Hippert*, became a grandfather on the 12th of February. The proud father is *Donald Burton* of the Transportation Department at Limits Depot. Both son and mother have quite a time getting into the limelight with the proud males around.

Bus Operator Bill Negele and his wife announced the arrival of *Gloria Frances* on March 21, weighing seven pounds, six ounces. The other Negele children are *Tom*, *Dolores* and *Danny*. Mom and Pop celebrated their silver wedding anniversary April 23.

Now, if you want to keep this column alive, turn in your news items to the clerks or to *Larry Hippert* or *Bill Gehrke*. Barring censorship, they will appear in the following issue. Thanks again for your help.

—LARRY HIPPERT and
BILL GEHRKE

Frank Needs A Dog Trainer

SCHEDULE - TRAFFIC—Anyone with advice on raising and training a cocker spaniel will be welcomed by *Frank Corbett*. Frank feels that he is requiring too many newspapers with his methods. *Bob Hengl* has had a long bout with bursitis. We sincerely hope he has had the last of it. *Ed. Reilly* has recovered from his recent illness and looks as good as new. Our sympathies are extended to *Dave Jacobs* on the occasion of his father's recent death. With regret we record the death of *William H. Burkhardt* of the Property Accounting Section, who worked with us in this department from 1923 to 1945.

Barney O'Neill can be classed as an expert on garage construction and now his Nash has a new home. *Dave Jacobs* is finding out that home-owning is a lot of work dur-

ing springtime. We see *Sam Soll* sporting a new two-tone Ford with the Fordomatic drive. Hope he enjoys it a lot. —L. C. DUTTON

Needs Magic Lantern To Sub for TV

LAWNDALE—*Operator Halford* is taking up a collection to buy a magic lantern for *Supervisor Otto Brubach*. Otto finds time hanging heavily on his hands during those many hours that his TV set is out of order.

Two swell people, *Howie* and *Julia Fertig*, celebrated their 25th wedding anniversary on April 18. We wish them a hundred more years, each as pleasant as these last 25.

Ray Doll is sticking pretty close to Ogden avenue these days, but he needn't worry. *Otto Brubach* is not a vengeful man. He is not afraid of another mechanic's competition.

—BILL FEILER

A Difficult Job!

WEST SHOPS—This humble clerk has been assigned the scribe's job, left vacant by *Catherine Holton*. It's not going to be easy trying to fill her shoes as they are about six sizes smaller than mine. However, we'll try. All of us at West Shops wish *Catherine* the best of luck in her new assignment, way out there in Skokie.

On March 13, Sir Stork made a perfect three-point landing at the home of *Andrew Rusinak* of the Bus Overhaul department. Mr. and Mrs. Rusinak are now the proud parents of an eight-pound boy whom they have named *Anthony Edward*. Mother and son are doing fine and Andy has fully recovered.

Lloyd Regnier, apprentice machinist in the Bus Overhaul department, has resigned from the CTA to take over the operation of a farm in the vicinity of Round Lake. He has our best wishes for success.

A card was received recently from *Stanley Kaminski*, former booth clerk in the machine shop. He is now a machine gunner and stationed at the front in Korea.

Jack Chunowitz, also a former booth clerk in the machine shop, dropped in to say "hello" to his many friends. Jack has finished his basic training and was home on a reassignment leave. He is now in California taking his preparatory training before leaving for Korea.

Come on "Guys and Dolls," help keep this column alive. Keep me informed of what's going on.

—TED SHUMON

Pretty Young to Start Reducing!

77TH — *Lillian Kinnish*, wife of *Neal*, spent some time recently in Holy Cross hospital. While she was there at 3:16 A.M. on March 14, number one twin, a baby girl, *Denise*, happened along. Twenty one minutes later, on the same date, twin number two, a baby boy, *Dennis*, made his first attempt to imitate his father calling an extra man. Both twins were 19 inches long, but *Denise* will have to reduce immediately by 1 pound and two ounces to be as light as her brother who weighed in at 5 pounds, 12 ounces.

Jack Saunders claims he was sleeping in the park and an electric lawn mower ran over him and that's how he came by his recent new haircut.

The collegians, *Arnold Hillstrom* and *Lyman Goss*, are at it again, sartorially speaking. They are now trying to outdo each other with loud sweaters.

We're glad to see *John J. Curry*, (Muscles Curry, to you), back on the job after a long stay in the hospital due to a serious operation.

—WILBUR JENSEN
and JOE SMITH

THE EDITOR'S CHOICE



AT the age of six months a bath is nothing but fun. Here is *Michael John Donovan*, son of *Donald* and *Gloria Donovan*, proving it. Grandfather is *John J. Donovan*, formerly instructor at 77th, now assigned to Accident Prevention.

Submitted by *Mary Clarke*

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

OVER 50 YEARS OF SERVICE



FELLOW workers of *Andrew Johnson*, center, presented him with a 17-inch TV set at Wacker Drive and Madison street on February 29 to mark his retirement from service after working for CTA and predecessor companies for more than 50 years. *Johnson* began his transit career as a "tow boy" at the Madison street bridge for the old West Chicago Railways Company on October 23, 1901. He later became a track worker and on May 1, 1903, was made a track foreman. He was promoted to general foreman on June 1, 1906, and served in that capacity ever since. *John S. Gendalone* and *Fred Petrino*, left to right, are holding the set which *Johnson* received. *H. L. Howell*, general superintendent of Ways and Structures, *Charles R. Potter*, superintendent of track, and *John Ruzich*, division superintendent, were among those attending the presentation ceremonies.

Surprise Party On 25th Anniversary

SKOKIE—*Samuel Gaffin*, tool room keeper, whose 25th wedding anniversary was March 27, was given a surprise party in honor of the event on Sunday, March 30. Friends and relatives gave him 100 silver dollars. He also received a telegram from his only son who is on occupation duty in Germany.

Our deepest sympathy to *Carpenter Foreman Clarence Golz* whose father passed away last February; to *Carpenter Frank Talon* whose wife passed away March 2, and to the family of *Clerk John J. Dwyer* whose mother passed away March 27.

Truckman Casimir Hilkevicz traded his Plymouth for a 1952 Dodge sedan.

Carpenter David Jensen recently has been operated on and has now completely recovered and back on the job.

Congratulations and best wishes to *Assistant Painter Foreman Gus Schwark* who bought and recently moved into his new house.

Welcome to Skokie Shops to *Moe Williams*, *Ted Nienaber*, *Catherine Holton* and *L. G. Anderson*.

—DAVE GURWICH

New CTA Colony In Florida

SOUTHSIDE—A CTA colony is being established at St. Petersburg, Florida, as evidenced by several pensioners purchasing homes there: *William Goldschmitt*, *Felix Lienau*, and *George Keegan*. If addresses are desired, please contact the undersigned.

That gleam in *Instructor Donald Murphy's* eyes must be in anticipation of those trips he plans to take this summer in that new Ford Victoria.

It is obvious, after watching *Clerk Charles Sasso* trying to get music out of a flute turned in to the lost and found, that he never played with *Wayne King's* orchestra.

Bernard J. Trandel, 61st street clerk, is slowly on the road to recovery. A word to him at 5159 S.

Justine street will cheer him up.

Have you noticed the serious look on *Steno Verna Rothschild's* face? Being custodian of a gold fish turned into the lost and found department is a responsible duty.

In memoriam: *Agent Anna Flanagan*, who passed away March 26, and *Mrs. Peter Miller*, wife of pensioned *Towerman Peter Miller*. May they rest in peace.

Yours truly will appreciate any items of news submitted and every effort will be made to have them printed. Forward them to the 61st street office.

Daffynition: An opera—where a man is stabbed in the back and instead of bleeding, sings.

—LEO J. BIEN

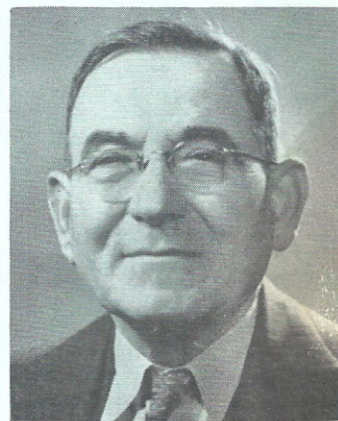
Supervisory Changes At South Shops

SOUTH SHOPS — Congratulations and a cordial welcome to the new supervisory force now making South Shops their headquarters. *R. H. Martz* was appointed superintendent, Surface Division shops; *Joe Hecht, Jr.*, general foreman; and the staff of engineers headed by *Joe Bolech, Jr.*, Division Engineer, *Al Wolfe* and *Don Rohrer*.

Our best wishes went with *Anne McCrea* who left March 1 to assume the duties of a housewife. However, we were sorry to hear that she had an accident shortly after leaving, and is wearing a cast on her left leg. We hope it isn't too long before that cast is off and she is able to hop around as well, if not better than before.

To *Frances Louward*, who replaced *Anne*, we extend a welcoming hand.

RECENT RETIREMENT



Nick G. Nanos, *Kedzie*, who retired on pension May 1 with 42 years of service.

Our heartfelt sympathies to the family of *Bernard Jasmer*, car repair, who retired March 1 and passed away March 17; also to *Charles Gerard* (bus overhaul) on the passing of his mother; and *Howard West* (air brake) on the passing of his sister.

Sporting new cars this spring are *Tony Nutile* (bus overhaul) a Buick, and *Jim Conway* (office) a Dodge.

Recent retirements were *Walter Waitkus* (car repair) and *Hattie Huard* (printing).

On March 30, the home of *Roy and Dorothy Scholten* was blessed by another little newcomer who will answer to the name of *Patti-Jean*.

John Sake (retired) is moving to St. Petersburg, Florida, where he plans to make his home.

At this writing, we find the following men on sick leave and hope it isn't too much longer before they return to their duties: *Al Cirocke* (woodmill), *Alex Horvath* (car repair), *Frank Hoffman* (paint shop), and *Harris Hansen* (tin shop). Recently recovered and back to work are *Dominic Chesna* (car repair), and *Joseph Kuodis* (upholsterer).

As the bowling season is drawing to a close, the *Rockets* are in first place and the *Machine Shop* team is a close second.

The following bowlers are going to represent the South Shop League in the Illinois Bowling Tournament, *Jim Lamont*, *Dick Bulak*, *J. Stockins*, *Irvin Krauledis*, and *Jim Fitzgibbons*.

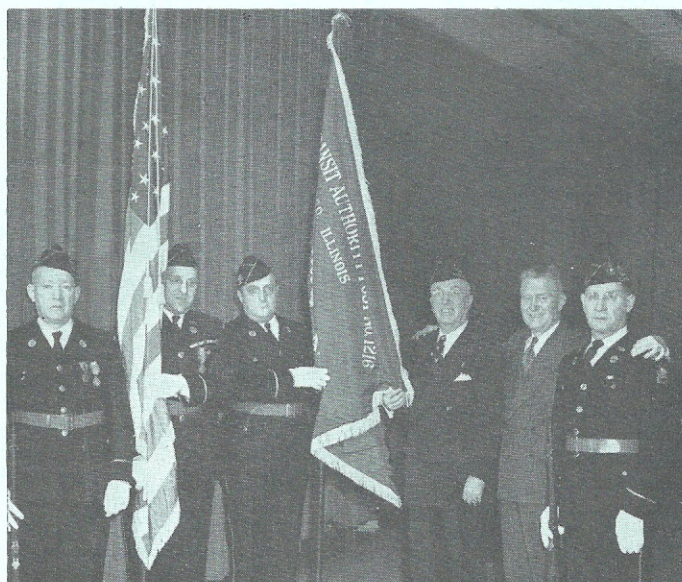
—JUSTINE JANASEK and
MARY ANN YERICICH

April Showers Brought Surprises

TRANSPORTATION AND INSURANCE—April showers on this occasion brought six pieces of Revere Wear to *Charlotte Koseck*, gifts from Insurance and Medical departments, at a surprise dinner at Ivanhoe restaurant. *Charlotte*, married recently in St. Stephens Church to *Warren Hoger*, son of *Herbert Hoger* of M.&S., is now commuting between 2660 N. Clark Street and Valpariso, Indiana, where her husband is completing the studies of a physical education instructor at Valpariso University.

Hollywood and television scouts have been watching with interest the acting ability of *Mary Miller*, Insurance, who recently played the role of "Antigone," in a drama of the same name, at the Chicago

LEGION NEWS



PROUDLY displaying the new colors of CTA Post No. 1216 are left to right, *John Casper*, *William Buerger*, *Adolph Florczak*, *Commander Jim Carney*, *Walter J. McCarter*, and *Joe Poduch*.

FEBRUARY 19 was "Management Night" at the regular monthly meeting of the American Legion. It was highlighted by the presence of *Walter J. McCarter*, general manager, who is also a member of the Legion, and other CTA officials. *McCarter* spoke to members and their friends on the importance of an active Legion post and how it benefits the company and its employees. On behalf of the Employee Welfare Fund, *McCarter* presented *Commander Jim Carney* with the new Legion colors that will be displayed at all Legion meetings and outside Legion activities. The colors were purchased with proceeds from automatic canteens and dispensers that are installed at various employee locations on the property.

REMEMBER THIS DATE—MAY 10

The grand ballroom of the Ashland Boulevard Auditorium will be the scene of the CTA Post's spring party and dance. Here will be an evening of dancing to a well-known orchestra, plus a floor show consisting of the best acts in and around Chicago. Your attention is once again called to this date—**SATURDAY, MAY 10**. Tickets can be had by contacting *Commander Jim Carney* at 1165 N. Clark Street.

Musical College. *Mary* is an assistant director.

Schools and banks closed, and many business houses declared a holiday, when *Robert Donald*, first born of *Don Burton*, transportation, said, "Hello World," on February 12, 1952.

Charles Gylling couldn't deny his recent birthday when a cake, aglow with lighted candles, was presented to him from his co-workers,

Charles Stephenson and family

recently experienced the thrill that comes once in a lifetime—they moved into their own home.

Our sympathy is extended to *Ada Gustafson*, switchboard operator at 175 W. Jackson, whose mother passed away.

Genevieve Berg, Insurance, and her husband, *Harry*, have just moved into a new apartment. They are very busy doing interior decorating.

Jack Krause, despatcher, and *John F. Schultz*, pensioned super-

visor, have just returned from a trip to Florida. *Jack* was so enthusiastic about the trip he immediately bought himself a new DeSoto, so it will be well broken in the next time he decides to drive south.

—JULIE PRINDERVILLE

Agent Flies to See First Grandson

WESTSIDE (MET)—If anyone is wondering why *Agent Henrietta Brown* is floating on air these days, it's because she is a grandmother for the first time. Her son's wife presented them with an eight and one-half pound boy, *James Thomas III*, on Valentine's day. *Henrietta* had planned on taking a train to their home in Albuquerque, New Mexico, but she couldn't wait that long to see her grandson so she took a plane.

Agent Pearl Waite and her grandchild visited her home town in Toledo, Ohio. . . . *Agent Nancy Fogarty* and her mother flew to Arizona. . . . *Agent Mary O'Grady* flew to Denver, Colorado, to bring home her father who had been visiting his daughter for a few months. *Edmund O'Grady* is one of our pensioners.

Pensioner Augusta Kearns is meeting her daughter in Florida. From there they are going to New Orleans. . . . *Agents Margaret Nolan* and *Marcella Hogan* are Florida bound and *Rose Stritesky*, *Sadie Rowe* and *Minnie Rierdon* are driving to Mexico. *Agent Ann Murphy* is on her way to San Antonio, Texas, to visit her daughter. Other agents on their vacation are: *Mary Doyle*, *Laura Sullivan*, *Frieda Lambert*, *Margaret O'Brien*, *Iohanna Christianson*, *Emma Krum-sieg*, *Elizabeth Lenihan*, *Mary Avalone*, *Mary Ellen Nolan*, *Nellie Jennings*, *Beatrice Kerins* and *Elizabeth Paysen*.

Agent Lena Montesana surprised all of us. After taking a leave of absence, she came back married to *Angelo Comito*.

We welcome back *Agents Goldie Gunderson*, *Eileen Gallagher* and *James Nolan* from the sick list.

Our deepest sympathy is extended to *Agent Mary Ellen Nolan*, whose father passed away recently. . . . Best of luck to *Julia Gallagher*, who has taken her pension.

—KITTY KEEGAN
and RUTH HANSON

New Appointments At Wilson Avenue

WILSON SHOPS—We extend a grand welcome to *L. G. Anderson* who has been appointed Superintendent of Rapid Transit Division Shops and Terminals.

Congratulations to *Ed. Hendrickson* who has been appointed general foreman of R.T. Terminals and to *Mr. Jones* who was appointed assistant.

Our sympathy to *William Rocco*, foreman, in the death of his granddaughter; also to *John Hennelly* whose father died in Ireland, and to *Ed. Hendrickson* whose mother passed away in Collingdale, Pa., on March 11.

We wish *John Halloran* a speedy recovery. He has undergone an operation in Hines Hospital.

K. Raab and *E. Dawson* recovered very nicely from their recent sickness.

"It's different than Chicago," says *Kevin O'Malley* who recently vacationed in New York. While he was there with his mother and brother, they visited his younger brother who is in the Army and now stationed at Camp Penelton Maryland.

A new addition to Wilson parking lot is the beautiful '52 two-tone brown Customline Ford. This was reported to be *Chief Clerk Everett England's* new car. I wonder if he

IN KOREA



MATT Cioffe, Transit Engineer's office, is now a corporal with the U. S. Army in Korea. He recently sent back home this snapshot of himself, along with others which space did not permit us to reproduce.

Reported by *Cathy Barry* and *Verna Raynor*

has vacation planning in the making.

It looks like *Clerk George Pad-den* got a new car. Oh, it's my mistake! He just had it repainted.

We have just heard from pensioner *William Griffiths* that he is back in Hines Hospital. We wish him a speedy recovery.

Farewell and thanks to *Clerk Frank Tamberino*, originally from 77th carhouse. He has helped us for many months and now has returned to the bus garages.

Who said he is Irish? Well, he must be because *Repairman John Collins* has just taken a leave of absence to visit his mother and father in Ireland for two months.

The stork made its appearance again at Wilson Ave. It delivered to *John Halloran*, repairman, an 8-lb., 9-oz. girl on Jan. 4. *Mrs. Halloran* and daughter are doing fine.

We wish to express our deepest sympathy to the family of *Joseph Lelakes*, clock repairman, whose mother passed away February 11, and to the family of *Thomas Wall* whose father passed away February 13.

Uncle Sam Called

We at Wilson bade a farewell to *Repairman Peter Lemperis*, another young man of ours who is exchanging his railroad work for Uncle Sam's military services.

Welcome to *J. Ludtke*, *John McGrath*, *E. O'Day* and *T. Wall*, who are new employees. We hope they will like working with us and have a long and enjoyable stay.

Car Cleaner M. Maltbria has just undergone an operation at Michael Reese Hospital. We hope he will have a speedy recovery.

We have just received word from *Repairman Andrew Spenkowski* that he is in the hospital and coming along pretty good. We hope that he will soon be back with us.

We wish *Car Cleaner Oscar Carlson* a speedy recovery. He is suffering from a stroke.

Car Cleaner Foreman Patrick Halloran was hurt in the line of duty and went to St. Francis Hospital, Evanston. We are looking forward to his returning to work soon.

John Pilip, air brakeman helper, is all smiles since March 7. His wife presented him with a son, *Paul*, on that date.

Our deepest sympathy is extended to *Bernard Blauuw*, truck repairman, whose wife passed away March 9, after a long illness.

—**JERRY SCANNELL** and
EVERETT E. ENGLAND

RECENT DEATHS AMONG EMPLOYEES

DAN BIELAK, 70, retired fireman, Ardmore. Died 8-11-51. Employed 5-10-22.

WILLIAM BURKHARDT, 58, Property Accounting. Died 3-6-52. Employed 8-20-23.

FERN BURTON, 63, agent, Loop. Died 1-25-52. Employed 8-20-46.

WILLIAM CALDWELL, 81, retired guard, Southside. Died 3-4-52. Employed 1-4-10.

A. B. CALVERT, 88, retired agent, Northside. Died 2-15-52. Employed 12-9-20.

ARTHUR D. CARLSON, 67, retired motorman, Northside. Died 1-21-52. Employed 3-17-04.

EDWIN F. CLASS, 81, retired car repairman, Lincoln. Died 2-5-52. Employed 9-1905.

WILLIAM CONCANNON, 51, conductor, 77th. Died 2-23-52. Employed 3-26-24.

JOHN C. COONEY, 68, retired doorman, Elston. Died 1-24-52. Employed 6-2-09.

JAMES E. CUMMINGS, 75, retired motorman, Elston. Died 1-17-52. Employed 8-10-06.

CHARLES G. CURRY, 63, retired agent, Southside. Died 12-4-51. Employed 12-22-19.

EDWARD F. DALEY, 38, conductor, Limits. Died 2-23-52. Employed 5-20-41.

JAMES J. DALY, 51, retired conductor, Kedzie. Died 2-20-52. Employed 3-2-20.

VITAL DeZUTTER, 77, retired car cleaner, Lincoln. Died 1-10-52. Employed 7-1907.

ANN M. DOLAN, 85, retired agent, Loop. Died 2-2-52. Employed 3-15-00.

ALVIN C. DURR, 75, retired motorman, Elston. Died 1-19-52. Employed 4-3-17.

ROBERT J. FLANAGAN, 61, retired conductor, Cottage Grove. Died 3-10-52. Employed 11-4-13.

WINIFRED C. FORD, 78, retired agent, Northside. Died 2-17-52. Employed 7-17-29.

FRANK GASSI, 44, trainman, Westside. Died 2-21-52. Employed 7-21-48.

FREDERICK J. GETZ, 50, assistant divisional storekeeper, Material & Supplies. Died 3-1-52. Employed 10-5-17.

ROBERT GIVIN, 69, retired guard, Southside. Died 2-18-52. Employed 7-13-18.

GEORGE GLENBA, 46, conductor, Lawndale. Died 1-20-52. Employed 9-30-29.

HENRY W. GOLZ, 73, retired mechanic, Lake St. Shops. Died 2-14-52. Employed 10-11-05.

MAURICE R. GOODRICH, 50, retired motorman, Archer. Died 3-8-52. Employed 5-17-26.

JOHN GRIBIN, 60, Shops and Equipment, 69th. Died 2-13-52. Employed 8-5-44.

NOAH H. GROSS, 74, retired flagman, Burnside. Died 2-13-52. Employed 2-22-08.

JAMES HIGHAM, 74, retired car cleaner, North Shops. Died 3-4-52. Employed 10-3-19.

GEORGE C. HOWARD, 67, retired agent, Northside. Died 2-14-52. Employed 3-3-27.

MICHAEL HYLAND, 68, retired motorman, Devon. Died 1-29-52. Employed 10-14-06.

GEORGE B. JACOBS, 83, retired motorman, Limits. Died 1-25-52. Employed 8-23-04.

JOHN JACOBSON, 64, retired motorman, North. Died 2-15-52. Employed 8-31-18.

BERNARD JASMER, 64, carpenter, South Shops. Died 3-17-52. Employed 3-2-45.

JOHN KAKTA, 67, retired car repairman, 77th. Died 2-28-52. Employed 9-25-19.

LESLIE R. KEAG, 59, foreman, Armitage carhouse. Died 3-17-52. Employed 3-28-21.

FRANK J. KEARNS, 70, retired conductor, North. Died 1-29-52. Employed 5-8-03.

HERMAN L. KREBS, 88, retired painter, West Shops. Died 2-13-52. Employed 12-16-04.

WILLIAM C. LARSON, 75, retired conductor, North. Died 2-25-52. Employed 9-2-98.

SIMON LILEIKIS, 82, retired car repairman, 69th. Died 3-5-52. Employed 7-8-01.

RALPH LUEBKEMANN, 58, Auditing. Died 3-13-52. Employed 3-16-16.

MICHAEL MADDEN, 59, retired motorman, Devon. Died 2-24-52. Employed 1-22-24.

JOSEPH MANCZAREK, 60, West Shops. Died 2-14-52. Employed 5-5-43.

ARTHUR E. MANSON, 65, retired conductor, Lawndale. Died 3-12-52. Employed 4-8-07.

EVERETT McELWAIN, 40, conductor, 77th. Died 2-7-52. Employed 6-26-41.

ALEXANDER McKAY, 74, retired motorman, Blue Island. Died 1-17-52. Employed 1-21-20.

PETER J. McMAHON, 67, retired conductor, 69th. Died 3-9-52. Employed 5-11-21.

CARL E. MEMSEN, 65, retired conductor, 77th. Died 1-12-52. Employed 3-25-19.

TRIPLO MIJANOVICH, 61, laborer, Track. Died 2-24-52. Employed 5-6-20.

ALBERT T. MOLE, 63, retired assignment agent, Southside. Died 3-2-52. Employed 11-11-12.

CHARLES G. NEUBAUER, 81, retired motorman, Noble. Died 1-21-52. Employed 5-15-05.

KAZIMER NORKEWICH, 73, retired car repairman, Lawndale. Died 1-29-52. Employed 3-9-10.

DANIEL F. O'CONNELL, 37, car cleaner, 77th. Died 3-10-52. Employed 9-29-47.

H. G. PETERSEN, 69, retired acting structural engineer, Way and Structures. Died 2-22-52. Employed 12-18-18.

HARRY W. PHILLIPS, 49, retired motorman, Limits. Died 3-5-52. Employed 2-14-28.

DENIS M. POWELL, 52, conductor, Westside. Died 3-11-52. Employed 12-1-26.

WILLIAM PRITCHETT, 60, watchman, Way and Structures. Died 3-1-52. Employed 9-17-30.

MALACHY M. REGAN, 40, conductor, Kedzie. Died 2-22-52. Employed 3-18-36.

EDWARD M. REYNOLDS, 61, motorman, Cottage Grove. Died 3-7-52. Employed 3-27-43.

EDGAR ROBINSON, 61, conductor, 77th. Died 1-31-52. Employed 8-14-13.

DANIEL RYAN, 85, retired conductor. Died 1-20-52. Employed 8-12-03.

KAZIMER SAUNOR, 74, retired cleaner, Lawndale. Died 1-25-52. Employed 2-3-20.

HENRY SCHLUPP, 62, conductor, Westside. Died 3-5-52. Employed 4-13-11.

CHARLES SCHMOOK, 63, retired conductor, 69th. Died 1-18-52. Employed 1-24-07.

CHARLES B. SMITH, 80, retired guard, Blue Island. Died 2-28-52. Employed 10-22-17.

CHRISTOPHER J. SPATH, 84, retired motorman, Lincoln. Died 3-1-52. Employed 9-2-04.

FRANK STIGLICH, 71, retired laborer, Track. Died 2-12-52. Employed 5-8-22.

MARTIN STIGLICH, 77, retired assistant foreman, Track. Died 1-25-52. Employed 5-1913.

JOHN SULLIVAN, 91, retired carpenter, West Shops. Died 3-2-52. Employed 4-13-20.

WILLIAM THURNHOFFER, 57, conductor, Devon. Died 2-22-52. Employed 11-15-27.

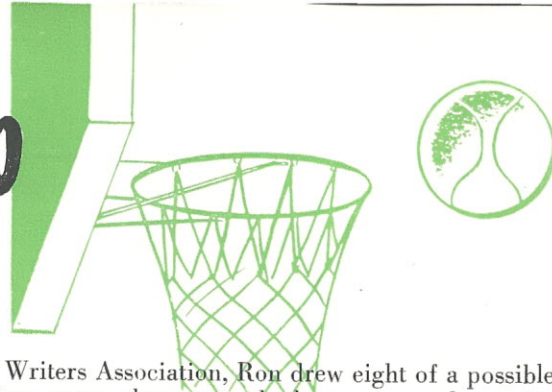
JOSEPH T. TULLY, 71, retired conductor, Kedzie. Died 1-29-52. Employed 2-15-12.

MATTHEW WALL, 70, retired conductor, Elston. Died 2-13-52. Employed 10-6-13.

FRANK J. WHALEN, 82, retired motorman, Lawndale. Died 1-21-52. Employed 4-1-10.

AUGUST R. WINTERNS, 58, retired motorman, Kedzie. Died 1-20-52. Employed 10-7-19.

Hitting the Hoop



THE Feiereisel family, left to right, Ron, his mother, Jane; Elmer, his father, and Richard.

THE recently completed DePaul University basketball season was of major interest to many CTA employees, particularly those working at the North avenue depot. This interest was in the achievements of a rangy looking youngster who answers to the name of *Ron Feiereisel*, 6'3" guard and co-captain of DePaul's team.

Ron is the son of *Bus Operator Elmer Feiereisel*, who has spent his entire 18 years in transit work at North avenue depot. Elmer originally started as a conductor and eight years later became a bus operator.

The oldest of two boys in the family, Ron is now in his third year at DePaul University. Following a successful start in basketball at the DePaul Academy, where he won the most valuable player award in his senior year, Ron entered the University where he was a member of the freshman cage team. His first season of varsity competition marked him as another "find" of *Coach Ray Meyer*, when he chalked up a total of 222 points, fourth highest for the team.

Although this was a fine average for a sophomore player whose team competed against the top collegiate basketball aggregations in the country, Ron continued to improve and finished the recent season with a high total of 381 points. Particularly adept at dropping in free throws, he sank 113 out of 144 charity tosses, an outstanding mark.

There have been several big moments in Ron's basketball career, but he believes the biggest was DePaul's upset victory this past season over then unbeaten Illinois, 69-65. He played a brilliant defensive game, in addition to making 16 points, eight of which were free throws. As a remembrance of this game, Ron was given the victory ball and it now occupies the center spot of the living room mantel.

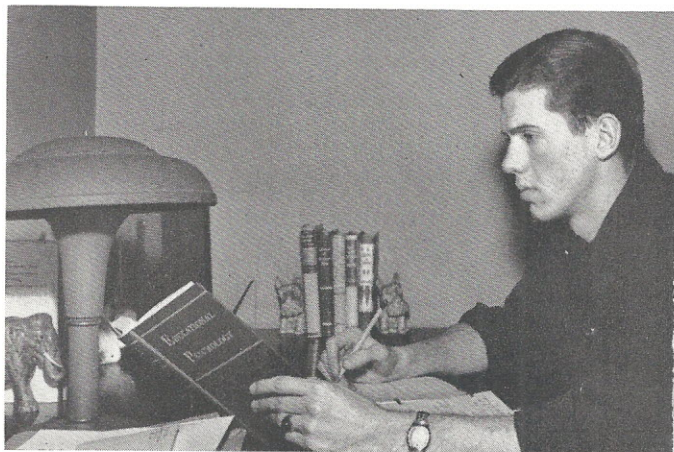
Another of his exceptional accomplishments was his selection as the outstanding player to appear in the 1952 season of collegiate doubleheaders at the Chicago Stadium. In the annual poll for this honor, conducted by the Chicago

Basketball Writers Association, Ron drew eight of a possible 12 first place votes, three second place votes and one for third place. His total was 31 points as against 13 for his closest competitor.

Ron is studying Physical Education at DePaul and looking forward to a career in basketball as a coach after he receives his degree.

As expected, Ron's most enthusiastic fans are dad, his mother, *Jane*, and his younger brother, *Richard*, 13. They were in the stands at 18 of the games he played in, several of which were out of town.

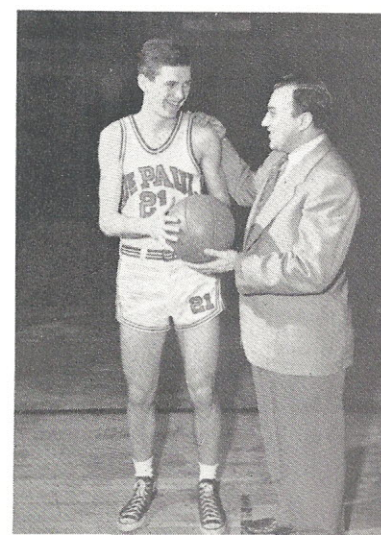
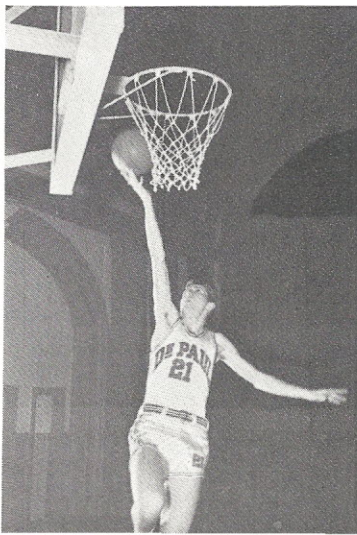
Richard, a student at St. Philemona's grade school, has hopes of being as good a player as his brother and, apparently, is off to a good start. During the past winter season, the neighborhood team on which he played won their league championship, with *Richard* contributing 75 points in seven games.



RON likes to play basketball, but is mainly interested in one thing, receiving a college degree. When not on the basketball court, he can usually be found studying in his room at home.

GOING in for one of his favorite shots, during a practice session, is *Ron Feiereisel*, star guard on the DePaul cage team. He averaged 14.1 points per game during the past season.

BASKETBALL coach of DePaul University *Ray Meyer*, is noted for his ability to develop outstanding stars in the cage game. Here he is with his latest "find," *Ron Feiereisel*.



TRANSIT IN THE NEWS

FUTURE TEACHERS TOUR SOUTH SHOPS

A TOUR of the CTA South Shops was held recently for 27 students of Chicago Teachers College who are studying to become kindergarten and first and second grade instructors in the Chicago public schools. Conducted by Shops Superintendent R. H. Martz and General Foreman J. G. Hecht, Jr., the tour for the students lasted two hours, during which time they were shown all phases of the work done at this location to keep CTA vehicles in good operating condition. Part of the group is shown here as they learn about a Diesel engine from Carl Anderson, assistant automotive engineer.



EMPLOYEES of CTA's West Shops, during their lunch period on March 17, held a St. Patrick's Day parade and celebration. Entertainment on a platform in the West Shops building was provided by the Star of Freedom Children's Band, fife and drum dancers and singers, set fiddlers, bagpipe and "squeeze box" players and Irish dancers.



RECENT APPOINTMENTS

IN a bulletin issued by General Superintendent R. J. Ruppe, Shops and Equipment, and approved by General Manager Walter J. McCarter, the following appointments were made in the Shops and Equipment department:

Rapid Transit Division

L. G. Anderson, Superintendent, Shops and Terminals; L. H. Reichard, Superintendent, Shops; E. K. Leaming, General Foreman, Skokie Shops; A. Antonucci, General Foreman, Wilson Shops; G. Rateike, Division Engineer; E. R. Hendrickson, General Foreman, Terminals.

Surface Division (Bus Overhaul)

G. J. Clark, Superintendent; G. L. Zamzow, Automotive Engineer; J. Margetic, Division Engineer; J. E. Platt, Assistant to Superintendent; J. J. Repplinger, General Foreman, West Shops Bus Overhaul; E. Nelson, General Foreman, South Shops Bus Overhaul.

Surface Division (Carhouses and Bus Garages)

J. F. Gillen, Superintendent; J. J. Murray, General Foreman, Carhouses; A. R. Hickey, General Foreman, Bus Garages, North Division; R. McClelland, General Foreman, Bus Garages, South Division.

Surface Division (Shops)

R. H. Martz, Superintendent; J. Bolech, Jr., Division Engineer; H. S. Doering, General Foreman, West Shops; J. G. Hecht, Jr., General Foreman, South Shops; E. W. Anger, Supervisor, Plant Improvement and Maintenance.

A BULLETIN issued March 24 by L. M. Traiser, Staff Engineer, and approved by General Manager W. J. McCarter, announced that, effective March 16, George Krambles was appointed Operations Planning Engineer and E. R. Gerlach was named Assistant Operations Planning Engineer.

RECENT SERVICE CHANGES

NEW trolley buses began replacing gasoline buses on 47th street on Wednesday, March 12, when eight of these silent, electrically-operated vehicles were placed in service. Conversion of the line to trolley bus service was completed by Thursday, March 20. A total of 42 vehicles have been assigned to 47th street. During the peak morning rush hour, however, eight gasoline buses continue to operate on the route. The new buses operate between the present terminals of the 47th street line at Archer avenue (3500 West) and Lake Park avenue (1400 East). The east terminal is located off-the-street.

FOR the convenience of CTA riders, an additional transfer point between CTA surface and rapid transit routes was established at the Franklin-VanBuren "L" station on Sunday, March 16. Transfers at this point are now permitted between the elevated and following surface routes: Lincoln-Wells, Taylor-Sheffield, VanBuren, Harrison (eastbound) and Harrison-Depot shuttle buses (westbound).

LOST and FOUND in 21 MINUTES



ON her way to a beauty contest, *Doris Baxter* (inset) left her bathing suit on a southbound Clark streetcar. She informed the supervisor at Clark and Madison, *Leroy Martens*, left, who quickly put in a call to his father, *Supervisory Chauffeur Charlie Martens*, right, at 20th and Dearborn. Charlie then went over to Archer and Clark where he waited for a Clark streetcar to arrive. Fortunately, the bathing suit was found on the first vehicle he searched. Within 21 minutes of the time it was reported lost, the bathing suit was back in the hands of Miss Baxter, who expressed her thanks in a letter to the CTA.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF FEBRUARY 1952 AND 1951, TWO MONTHS AND TWELVE MONTHS ENDED
FEBRUARY 29, 1952

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

	Month of February 1952	Month of February 1951	Period Ended Feb. 29, 1952 2 Months	Period Ended Feb. 29, 1952 12 Months
Revenues	\$9,182,449	\$8,816,358	\$19,001,195	\$112,998,619
Operation and Maintenance Expenses.....	8,259,049	8,152,337	17,305,297	100,091,737
	<u>923,400</u>	<u>664,021</u>	<u>1,695,898</u>	<u>12,906,882</u>
Debt Service Requirements:				
Interest Charges	318,038	318,038	636,076	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	107,000	107,000	214,000	1,284,000
	<u>425,038</u>	<u>425,038</u>	<u>850,076</u>	<u>5,100,250</u>
Balance before Depreciation.....	498,362	238,983	845,822	7,806,632
Provision for Depreciation—Current Period.....	734,596	625,000	1,520,096	7,770,096
Balance (Deficit) (Note 2)	236,234 *	386,017 *	674,274 *	\$ 36,536
Accumulated Deficit:				
To end of previous month.....	499,818 *	386,572 *	61,778 *	
At close of February.....	\$ 736,052 *	\$ 772,589 *	\$ 736,052 *	

* Red Figures

NOTES:

- (1) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purpose are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.
- (2) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative. Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve Fund and Operating Expense Reserve Fund.

PASSENGER STATISTICS

Total Revenue Passengers.....	57,053,891	60,408,073	117,991,886	727,785,621
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM March 17, 1952

1950 Orders —

	Delivered to Date	Remaining to be Delivered
Propane Buses	551	—
Trolley Buses	281	68
El-Subway Cars	200	—
	<u>1,032</u>	<u>68</u>
Delivered under Previous Orders.....	1,714	
	<u>2,746</u>	

RIDE A BARGAIN FOR 15 CENTS

DES MOINES—(UP)—An irate passenger telephoned city and state officials to complain about the Des Moines Railway Co., which operates city buses.

The unidentified passenger said a bus driver ordered him from a bus but failed to refund his 15-cent fare.

An investigation disclosed the man boarded the bus with a dog, two pigeons, a bass drum and a dishpan full of popcorn.

Reprinted from Chicago Daily News.



LEARN NEW LIFE SAVING METHOD

A NEW method of artificial respiration, known as the back-pressure arm-lift, is now being taught in all CTA First Aid training classes by American Red Cross instructors. This new method replaces the old Schaffer prone-pressure technique formerly used in first aid work.

The back-pressure arm-lift method is applied by placing the victim on his stomach with arms folded under his head and his cheek resting on his crossed arms. The operator, kneeling at the patient's head, places his hands on the victim's back so that the thumbs touch each other and the heels of the hand are just below a line running between the arm pits.

Keeping his elbow straight, the operator rocks slowly forward until his arms are approximately vertical, then he moves backward, sliding his hands to the patient's arms just above the elbows. The operator continues to rock backward, raising the arms of the subject until resistance and tension are felt at the victim's shoulders. The arms

are then dropped and the operator repeats the cycle 12 times a minute.

In the picture at the right, the new artificial respiration method is being demonstrated to members of a first aid class at CTA South Shops. Clerk John F. Boyce, Cottage Grove, acts as the victim and Repairman Marion Janicke, South Shops, as the operator. Supervising the demonstration is John Hippard, instructor in first aid for the American Red Cross. Members of this class represent several CTA locations, including the Stores department, Beverly Bus Terminal, 69th street depot, South Shops and the Cottage Grove station.

The picture at the left is of the graduation ceremonies of another first aid class held recently at South Shops. General Superintendent R. J. Ruppe, Shops and Equipment, is shown handing the graduates their first aid cards. Also present was C. M. Smith (front row, second from right) supervisor of the CTA Accident Prevention department.

STREETCAR CONVOY

EVERY workday evening at about 4:40 p.m., a train-like formation of trolley cars lines up in front of Chicago's Allstate Building. Shortly after quitting time (4:45 p.m.) the cars are jammed with Sears Chicagoans, as they begin their north or southbound journey along Kedzie avenue. Carrying 70 passengers apiece, the cars help to transport a total of 320 rush-hour evacuees from the "West Side"—Sears' oldest plant. While the Chicago Transit Authority's streetcars are syphoning off SR folks at one loading spot at Sears' plant, buses are carrying them away from another. At the famed intersection of Homan and Arthington, a bus arrives and departs every 1½ minutes. Each bus carries about 75 passengers. And in the space of 40 minutes, 2,720 passengers are whisked on their homeward way. On hand to expedite the operation and dispatch the 19 northbound and 13 southbound buses is a special supervisor who is stationed there by Chicago Transit Authority.

Reprinted from Sears News-Graphic



Photo by Sears News-Graphic



GEORGE W. HEHR, Operator: "No, because in returning a lost article or money to its owner you make the person happy and let him know he need not lose faith in humanity."



EARL WILSON, Bus Operator: "Yes, a person should be grateful enough to leave some small token of appreciation to the finder. The man who turns in something of value knows he has done a good deed, but still likes to see a little gratitude shown."



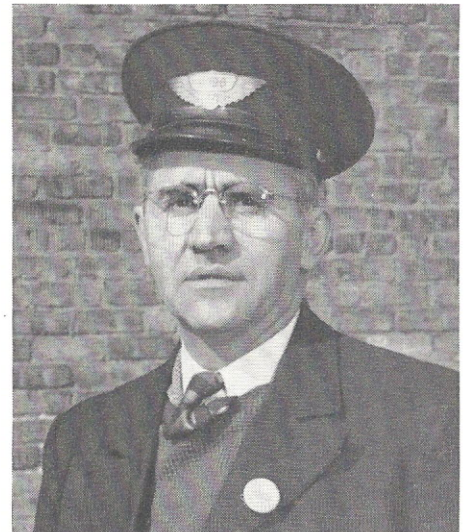
RUSSELL CROUSE, Bus Operator: "No, I don't think a person who finds a lost article should *expect* a reward for turning it in as this is a regular part of his job. Some expression of thanks, though, is always appreciated."

Inquiring Reporter: William Feiler
Location: Lawndale Depot

Should a Person Expect a Reward for Returning Lost Money?



JOHN "SCOTTY" BURROWS, Schedule man: "I think a person who turns in valuable goods should be rewarded by a thank you note, word of mouth or other means. It gives the finder an incentive to be a good and honest employee and to turn in anything of value found thereafter."



CHARLES SMRT, Conductor: "One time I found a purse containing \$26 and some valuable papers. The woman who had lost the purse left a very grateful note and the \$26 in the office for me. It was gratefully received, I assure you. The money wasn't necessary, however; the note or a sincere 'Thank you' would have been enough."

HERE are just a few of the prizes *Harold Burda*, West Shops, has won since he began playing darts about four years ago.



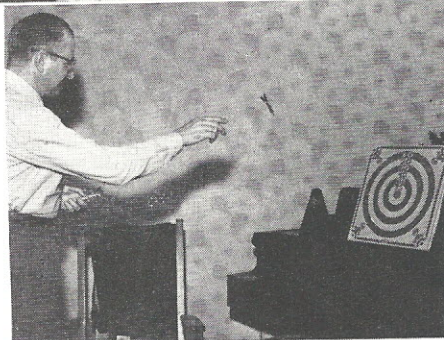
A "DEADEYE" AT DARTS

THE game of darts is generally considered an English sport, but *Harold Burda*, West shops stock clerk and a Bohemian-American, has proven that the English have no priority on acquiring skill at this fascinating pastime. One look at the prizes in Harold's attic and basement will convince you that his aim in this game is as good as that of any Englishman's. Among those who agree with this statement are the many owners of carnivals who have watched him walk off with any number of valuable articles after playing their dart games.

It was just four years ago when Harold first learned that he was quite skilled at throwing darts into the winning circle. At that time, he attended a carnival with his wife, *Mildred*, who saw a toy horse at the dart stand that she wanted. Not expecting to win it, Harold paid the usual fee and, sure enough, he scored enough points to win the horse.

After this successful start, Harold and his wife began attending more carnivals and each time he became more skilled at the game. Soon he was winning several prizes every time he played.

As years passed and the Burdas became more familiar to carnival owners, Harold found that they made it more difficult for him to play. On several occasions the owners barred him after he had won one prize. Other times they just asked him not to play. However, not all owners took this attitude. Many were glad to see him play and win be-



HAROLD demonstrates his skill at the game of darts. A former conductor and one-man operator for 14 years, Harold recently transferred to West Shops as a stock clerk.

cause it encouraged business from those who were skeptical about the game. On one occasion, Harold had won three prizes at a stand and decided it was time to quit. But the operator of the game pleaded with him to continue because he wanted to go home. An hour later Harold had cleaned out the stand of some 47 prizes and the operator closed up for the day.

Harold estimates that he attends an average of 150 carnivals a year and has won approximately 5,000 prizes, ranging from balloons to radios, chairs, toasters and floor lamps. He has about 2,000 of these stored away in his home. The others have either been sold, used as Christmas gifts, or given away. Many times he gave the gifts away to children at the carnival who were watching him play. A good number of his prizes are

sent to the children at Mooseheart, Illinois, and, in particular, to *Cindy Rae Weaver*, 4 years old, whom Mrs. Burda has adopted as a "Sunshine Mother." A "Sunshine Mother" is one who remembers a particular child's birthday, at Christmas, and other important holidays of the year.

According to Harold, the best way to win at darts is to get the first one in the payoff territory and use that as a guide for the others. There is one thing to watch out for, though, and that's the dart itself. Some darts, says Harold, are lightweight and cannot be guided in if the day is windy. Other darts have heavy lead tips that sweat on a humid day, thus causing them to sink. "Usually," comments Harold, "the 'gyp' carnivals use this scheme to make it harder for the customer to win." At any rate, Harold Burda must be able to overcome this handicap because, as his wife says, "He's wonderful—everything I want he wins for me."



A FEW pointers from the "master" has given Harold's oldest son, *Duane*, nine, some valuable help in his determination to become as good as his father. Duane won his first prize playing darts last summer. It was a salt and pepper set.

THE new member of the Burda family, Craig, two months, held by his mother, has plenty of toys to play with as he grows up.



TO THE Ladies ... from JOAN

SHOW any woman a fur coat and watch the expression on her face. In her mind she immediately pictures it on herself, and what a wonderful vision. Show a group of women a collection of beautiful fur wraps and coats worth over \$50,000 and you will have the fascinated audience that attended the style show given by CTA American Legion Post No. 1216 on March 18.

Over 150 Legion members and their wives watched the advance spring showing of coats and wraps at St. Jude's Hall, 221 West Madison street. Nine lovely girls from CTA offices and members' wives displayed the fashions in the style show which was the main attraction for ladies' night at the open meeting of the Post. The furs, which set each woman to dreaming of wearing a mink on Easter morning were from Kolk and Teich Furriers.



THE moonglo muskrat sling cape worn here by *Othelia Ruetten* has a shawl collar and double rounded front effect.



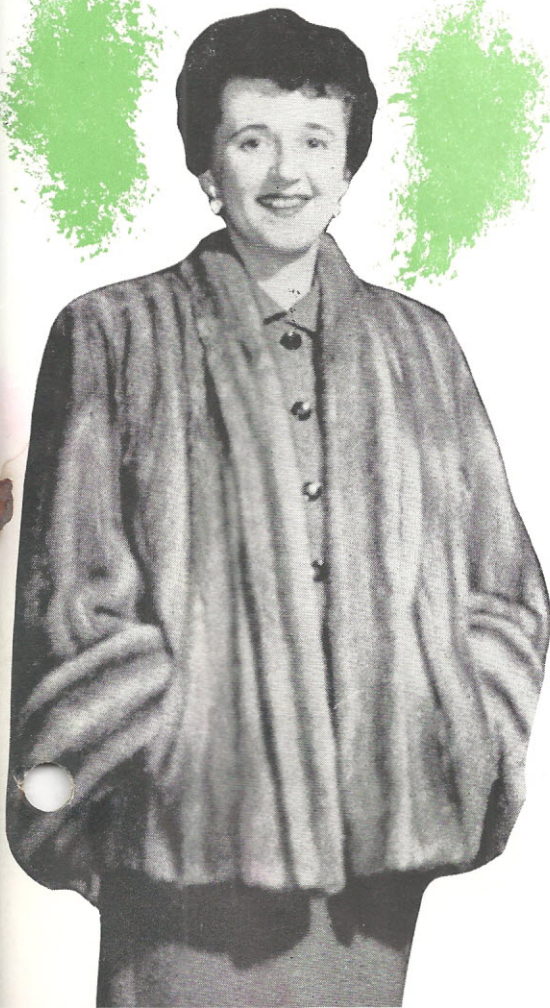
MODELING a fur jacket of pastel dyed American broadtail is *Adele Ackerman*, general accounting. An added style feature is the push-up cuffs.



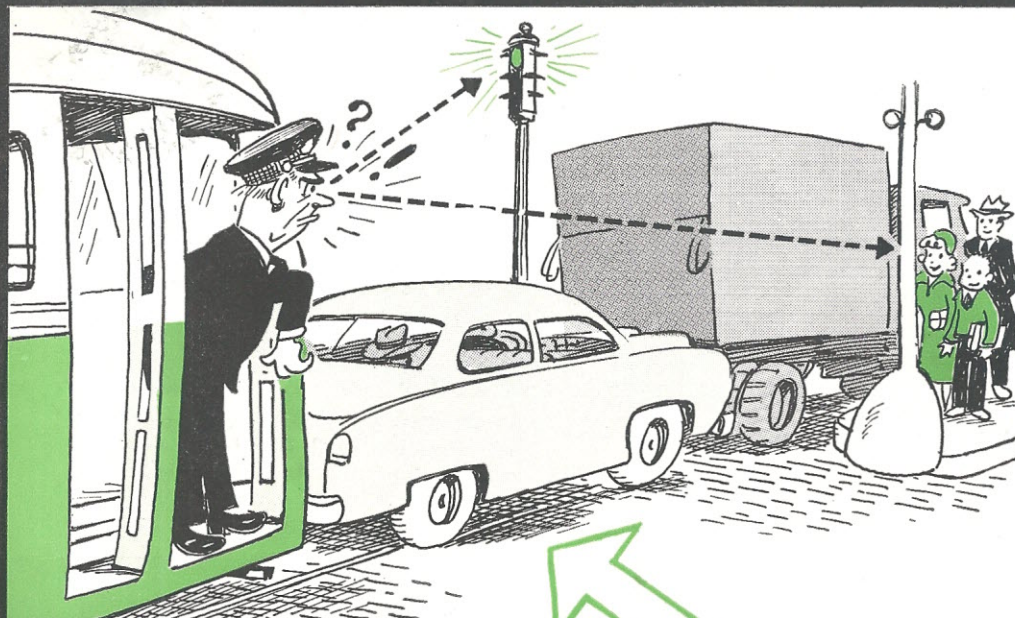
AN ADVANCE spring showing of fur coats and capes was displayed at St. Jude's Hall March 18 to an audience of CTA's Legion Post members and wives. The models from CTA's offices were, left to right: *Mae Bujnowski*, payroll accounting; *Marilyn Christian*, employment; *June Hamilton*, accident prevention; *Othelia Ruetten*; *Lois Liberty*, payroll accounting; *Adele Ackerman*, general accounting; *Jane Hackett*, revenue accounting; *Barbara Linton*, purchasing; and *Teresa O'Keefe*, payroll accounting.

SAPPHIRE ranch mink capelet with a > tuxedo front is displayed by *Marilyn Christian*, employment. Sapphire is the scarcest and most expensive of the mutations.

< THE extravagantly styled cape jacket *Jane Hackett* is wearing is of silver blue ranch mink. Jane works in revenue accounting.



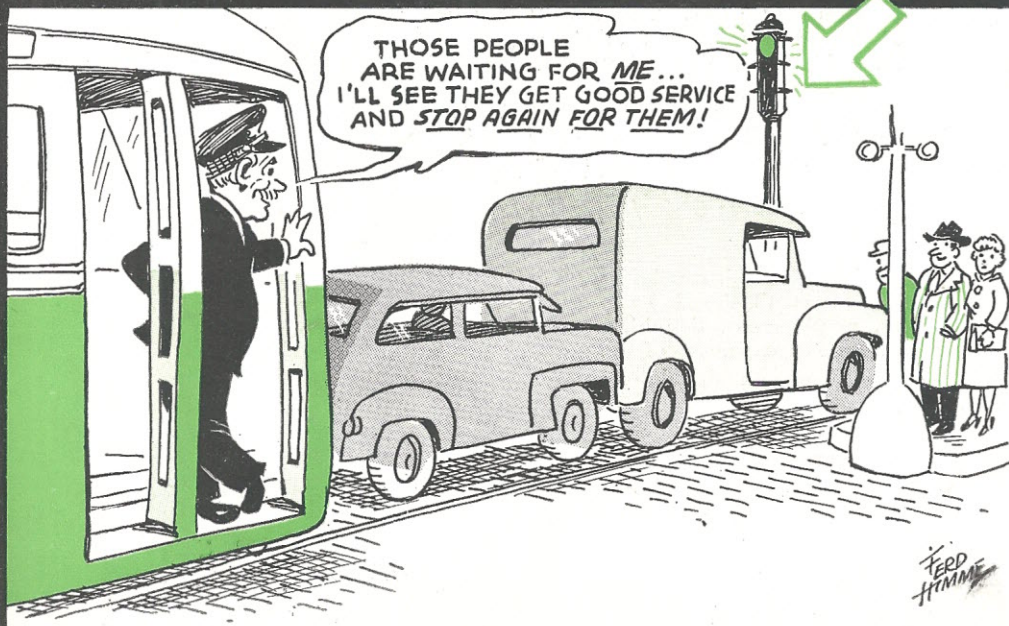
*There's a **WRONG** way ...*



.. of doing a Job



*... and a **RIGHT** way !*



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