



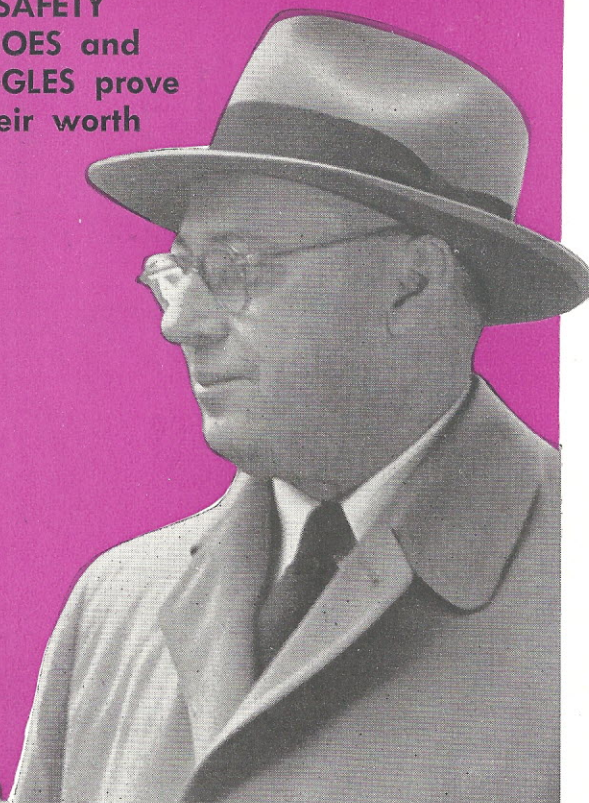
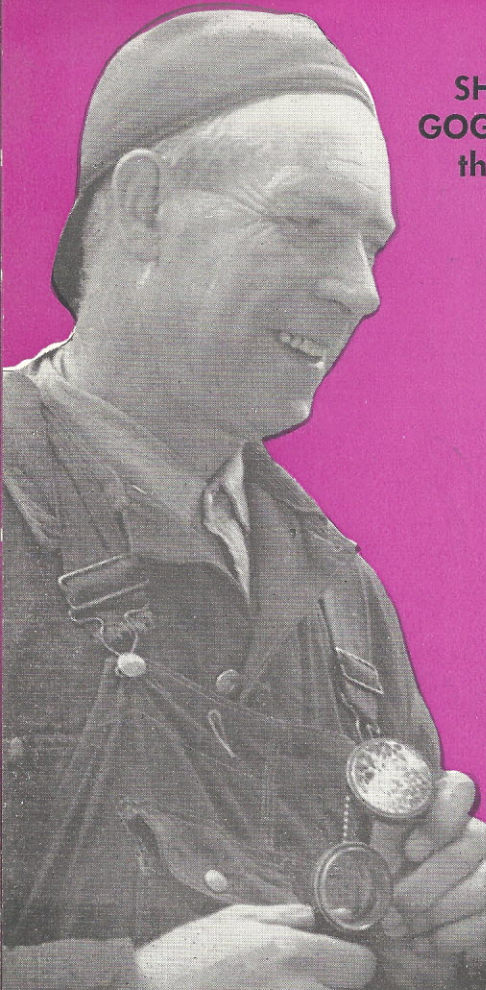
TRANSIT NEWS

JULY-AUGUST, 1952



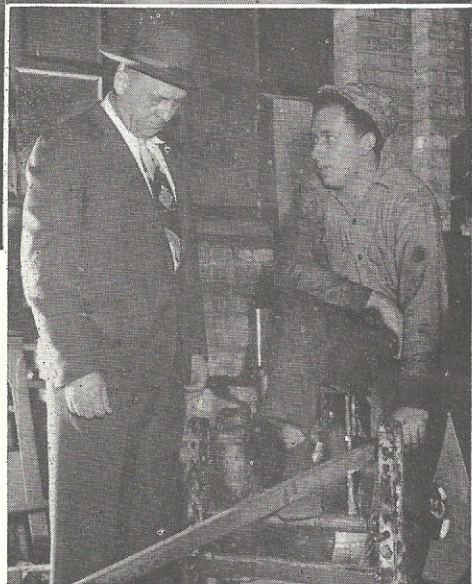
TEN CTA UNITS WIN
SAFETY AWARDS

**SAFETY
SHOES and
GOGGLES prove
their worth**



GRINDER Operator John O'Keefe, by wearing safety goggles, protected himself from very serious injury. **Douglas Dartt**, Way and Structures safety supervisor, listens as O'Keefe smilingly displays the goggles and tells how they were shattered by a piece of stone he had been chipping from near a rail so the rail grinder machine would clear the obstacle.

"THE best \$7.95 I ever spent," said **Ray J. Furtner**, truckman at Skokie shops, as he shows **General Foreman Earl K. Leaming** how his safety shoes saved his toes. Furtner was helping two other employees to position a 200-pound steel bar into a mechanical saw when the bar slipped and landed across his right foot. Although he sustained a bruised instep, he suffered no permanent disability and lost no time from his job. The shoe was not damaged to any extent.



COVER — CTA employees recently received ten safety awards from the Greater Chicago Safety Council in recognition of their achievement in maintaining or improving the accident experience during the year 1951 as compared with 1950.

Bronze plaques were presented by **Joseph Stech**, Greater Chicago Safety Council, right, to **C. M. Smith**, general supervisor of Accident Prevention, left, and **William R. Kendall**, safety inspector, Accident Prevention department.

Winners in the industrial injury prevention contest were Wilson Avenue shop, Throop Street shop and Terminals of the Rapid Transit system; the Northern Division, Way and Structures department, of the Surface system; the Electrical and Material and Supplies departments, and the West shops and West bus overhaul shops.

In the fleet drivers' contest, two CTA winners, Limits bus garage and the Utility department, received plaques.

New CTA Additions To the Armed Forces

- L. I. Compton**—Transportation (Northside)
- F. G. Ellis**—Transportation (Southside)
- E. N. Franklin**—Transportation (69th)
- D. L. Harrington**—Shops and Equipment (North Gas Bus)
- T. A. Harris**—Transportation (Devon)
- W. T. Haworth**—Shops and Equipment (South Shops)
- P. M. Petrowsky**—Shops and Equipment (Ardmore Bus)
- R. C. Pick**—Shops and Equipment (North Gas Bus)
- C. J. Thomas**—Transportation (Devon)
- E. G. Ward**—Transportation (Archer)
- E. E. Winters**—Shops and Equipment (Blue Island)
- J. J. Yates**—Shops and Equipment (North Trolley Bus)

Returned from Service

- L. D. Bridgewater**—Transportation (Lawrence)
- J. E. Chwistek**—Electrical
- T. M. Flanagan**—Shops and Equipment (Blue Island)
- W. A. Majkut**—Transportation (North)
- J. P. McGill**—Shops and Equipment (North Trolley)
- S. Pipes**—Transportation (77th)
- D. J. Sheehan**—Schedule-Traffic
- W. Silverman**—Transportation (North Park)
- D. D. Verdonck**—Shops and Equipment (South Shops)

VOLUME V

CTA TRANSIT NEWS

NUMBER 4

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

Joan Peacock, Editorial Assistant
John J. Bowen, Production

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Moving To The Mart

ALTHOUGH a few units of the CTA office force had been occupying temporary space in the Merchandise Mart, the first to be moved into their permanent space on the 7th floor were the switchboard and information operators, "L" line supervision men, radio dispatchers and power supervisors. This took place on April 19. Since then the following departments have been located in their new quarters: chairman and other members of the Chicago Transit Board, general manager, comptroller, management assistant, internal auditor, treasurer, transit engineer, assistant secretary, purchasing, budget director, cashier, and public information. The new telephone number is MOhawk 4-7200 and the new post office box number is 3555.

When the move is completed, about 900 office workers

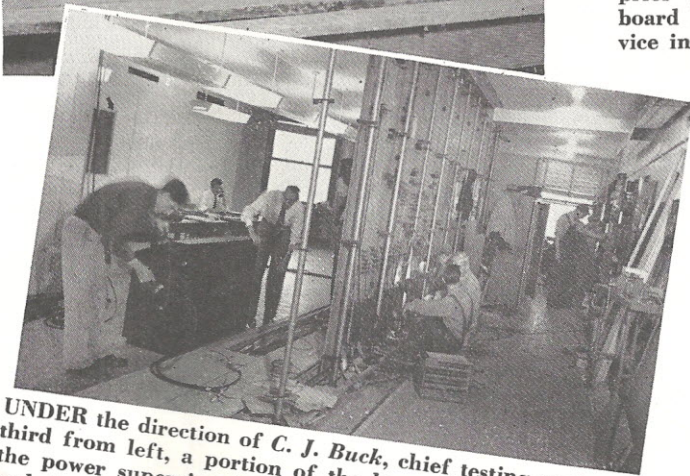
will have been transferred from five different locations to the 7th floor of the Mart, being the first time in CTA history that all offices are under one roof. The layout was planned on an efficiency basis, with offices being set up in such a manner as to facilitate the flow of work between the various departments.

The new arrangement is economical, with a saving in rental costs of \$144,000 yearly. Under the old set up, rental and operating costs amounted to \$483,000 per year. The ten-year lease in the Mart building calls for a yearly rental of \$339,000. Moving costs are estimated at \$28,000.

The two vacated buildings owned by CTA at 600 West Washington and 1165 North Clark probably will be offered for sale.

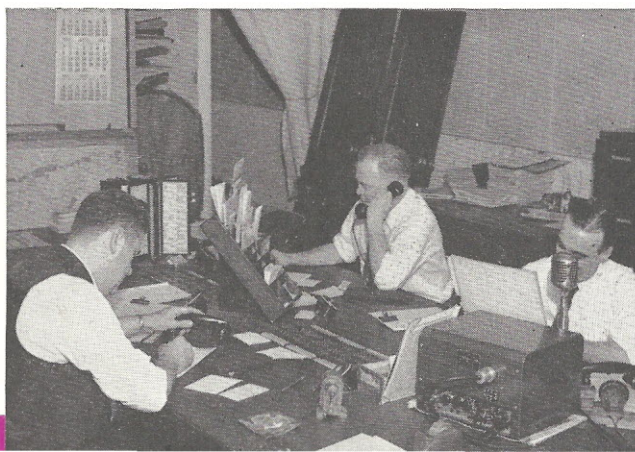


IN the construction stage, scenes like this were common on the 7th floor of the Merchandise Mart building as work progressed in readying the space for the new CTA offices.



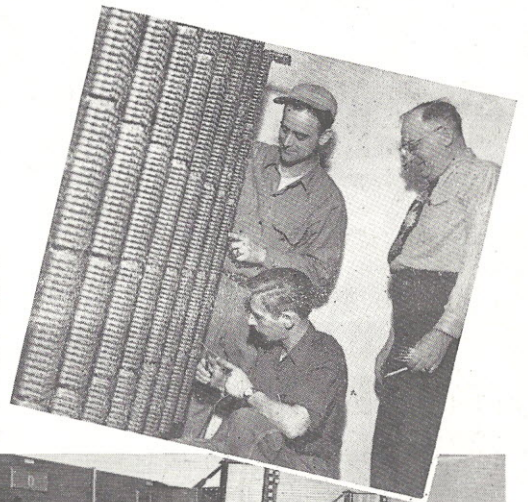
UNDER the direction of C. J. Buck, chief testing engineer, third from left, a portion of the large panels making up the power supervisors' board were set up in Room 7180 and electricians immediately began the job of tying in the intricate wiring.

RADIO dispatchers were on the job shortly after their equipment was moved into Room 7180 at the Merchandise Mart building even though final details, such as hanging the doors, had not yet been completed. Helping to keep CTA vehicles rolling are, left to right, Jack Krause, Clarence Melbye and John Stanton.



JULY-AUGUST, 1952

CONTRACT electricians complete the final tie-in under the direction of Charles Krotz, right, communication engineer, just prior to the new switchboard being cut into service in the Mart building.



ALL hooked up and operating in full swing . . . is the new switchboard in Room 7176 of the Merchandise Mart. The old board in the 79 Monroe building was cut out on the morning of April 19 and this board was cut into service. The switchboard and information operators were the first CTA group to move into completely finished new offices.

1951

ANNUAL REPORT

THE Chicago Transit Board has recently published its seventh annual report, covering activities of the Chicago Transit Authority for the fiscal year ended December 31, 1951. Members of the Board are *Ralph Budd*, chairman; *Philip W. Collins*, *John Holmes*, *William W. McKenna*, *John S. Miller*, *James R. Quinn*, and *Guy A. Richardson*.

THE balance sheet, as of December 31, 1951, indicated that revenues for the year were sufficient to cover all operation and maintenance costs, debt service requirements and to provide \$7,438,222 for depreciation, being \$61,778 less than budgeted amount.

Gross revenues of \$112,533,696 were \$3,279,288 less than in 1950.

Operation and maintenance costs of \$99,995,224, including wage increases, were \$2,060,286 less than the preceding year.

Revenue passengers numbered 696,948,179. This was 7.4% less than the number of people carried in 1950.

During 1951 . . .

Monies spent for modernization and improvements totaled \$17,352,000. . . .

New equipment received amounted to 520 propane buses, 190 trolley buses and 100 rapid transit cars . . .

The \$39,634,000 Milwaukee avenue subway began operating on February 25. It now carries over 60 per cent more riders than the elevated line it replaced . . .

Wage increases totaling 14 cents per hour were granted. A cost-of-living formula was also included . . .

Fares were increased on August 1 to 17 cents adult fare on the Surface system and 18 cents on Rapid Transit and express bus lines . . . an increase of two cents on the Surface system and one cent on the Rapid Transit system . . .

"A" and "B" express train stops, similar to those on other elevated-subway branches, were established for rush hours on the Garfield Park and Douglas Park lines . . .

Revenue streetcar track operated decreased from 669 to 413 miles. Bus single way routes increased from 782 to 1080 miles . . .

A new line supervision control system was installed to improve the reliability of Rapid Transit train operation . . .

Charter service was reorganized, which resulted in increased revenue . . .

The number of employes decreased by 1,730 to a total of 17,867 at the year's end . . .

"Honor Roll" certificates were presented to 5,038 trainmen who had completed 12 consecutive months of operation without a preventable accident.

Statement by the Chicago Transit Board

"AT October 1, 1952, five years will have passed since the Authority began its function as an actual operator of the

transit system. At September 1, 1952, the term of every Board member originally appointed will have expired. A majority of the original members no longer serve because of death, resignation or expiration of term. New appointments were made. Some members were reappointed. The continuity has been maintained. In all, this year will be a special period of stocktaking. This is further emphasized by the fact that a large program of new equipment deliveries will have been completed, and means for additional improvements must be secured.

"At the beginning of 1952, we were expecting the delivery of 159 new trolley buses within a few months' time. This will complete the delivery of the units for which most of the financing was arranged in 1950. A considerable number of additional new equipment units should be acquired at an early date. While, by the middle of the year, there will be but 250 old-type streetcars in daily operation, they should soon be replaced. About 500 new rapid transit cars would be a desirable acquisition from the standpoint of improvement of service and economy of operation.

"Additional storage and servicing facilities for the new type vehicles are highly desirable. The acquisition of these and other improvements for the convenience and comfort of patrons will be met to the fullest extent possible.

"Manpower shortages are expected to persist and the installation of a number of items may be delayed by the additional time required to secure certain materials, due to meeting the requirements of National Production Authority.

"Basic costs have been rising at a faster rate than it has been possible to effect operating economies. The Board will make every effort to fully meet its obligations to render good service, but it will do so on the basis of stringent economy.

"The Board wishes to thank the many persons who have been helpful in its efforts for better local transportation and is especially appreciative of the public attitude of good will and the fine cooperation of its employes in giving the best service possible during the several periods of exceptionally heavy snowfall."

Ralph Budd, Chairman

ON the following page is a reprint of an ad prepared for Chicago newspapers, outlining the progress made by the Chicago Transit Authority in modernizing and improving Chicago's transportation system.

\$70,000,000 in New Equipment, Facilities Speed Up Chicago Transportation

*CTA's Modernization and Improvement Program Brings You
Faster Service, Easier Riding, Greater Comfort and Convenience!*

Faster, Better Service — Unified Operation



● Up to May 1st CTA has spent \$70,000,000 to improve its services and equipment so that you get where you're going *quicker, easier, safer!*

2,815 MODERN, STREAMLINED CARS AND BUSES ARE NOW IN SERVICE over 1,166 miles of CTA's network of surface routes and on a major part of the Rapid Transit system.

SEVEN OUT OF TEN SURFACE SYSTEM RIDES NOW START ON MODERN EQUIPMENT.

This is the largest amount of new equipment purchased in the history of local transit in Chicago. Modernization of the surface system is near completion.

"A" and "B" Express stops on the major Rapid Transit routes have improved service, and cut traveling time substantially—15 minutes on the Logan Square-Milwaukee Ave. Subway, 10 minutes on the Lake Street "L" and 5 minutes on the North-South "L"-Subway route.

UNIFICATION HAS INCREASED EFFICIENCY and reduced costs by eliminating wasteful duplication of service and operations.

551 New, Clean, Odorless Propane-Fueled Buses



● Smooth comfortable traveling and fast service in CTA's 51-passenger propane buses. 551 of them now in operation over CTA surface routes.

900 New, Latest Design Gasoline and Diesel Buses

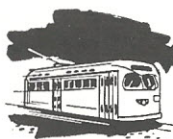
● New, big, roomy gasoline and diesel buses—recently purchased by CTA—now whisk you quickly, comfortably to your destination over many CTA surface routes.

560 New, Smooth Operat- ing, Modern Trolley Buses



● CTA's fleet of ultra-modern trolley buses gives you all the advantages of power and quiet—plus the luxury of rubber tire riding ease.

600 New, Streamlined, Noise-Proofed Streetcars



● Powerful, quiet CTA streetcars now glide rapidly over a great part of CTA's remaining streetcar routes—improving service for hundreds of thousands of Chicago riders.

204 New, All- Metal Rapid Transit Cars



● These fast, streamlined Subway—"L" cars—now in use on the Logan Square, Ravenswood, Douglas Park and Evanston routes—mean greater safety, greater riding comfort, faster service.

2 World Records!



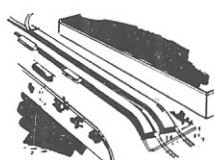
● CTA operates the world's largest fleet of propane buses. CTA's recent purchase of 349 trolley buses was the largest single order ever placed for this type of vehicle.

New Train Control System



● A new, electrically-controlled line supervision control system—the first of its kind in the transit industry—has been installed on a large part of the Rapid Transit system. This assures finger-tip control of regularity of service.

First "L"-Bus, Single-Level Transfer Terminal, Parking Facility



● At 54th Ave., the west terminal of the Douglas Park "L" route, the CTA has established a single-level "L"-Bus transfer facility and free parking lot. This terminal was designed for convenient transfer of passengers between buses and "L" trains and to encourage use of rapid transit facilities by motorists.

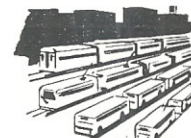
ESTABLISHMENT OF 73 OFF-THE-STREET TERMINALS FOR SURFACE ROUTES—39 since 1945—has contributed materially to the free-flow of street traffic and to safety.

\$10,000,000 in Improved Maintenance Facilities



● *You Ride Better, Safer!* New and improved tools and methods have been installed in CTA shops. Two new modern bus garages have been constructed. This means that when you ride CTA you ride *safely*—in equipment that is constantly checked and kept in top-notch condition.

1951 a Banner Year of CTA Progress



● A big part of the CTA Modernization Program was accomplished during the past year. In addition to nearly 1000 new buses, trolley buses, rapid transit cars and other equipment—seventeen streetcar lines were converted to more efficient motor bus operation, four streetcar lines converted to trolley bus operations.

**CTA'S GOAL . . . To Give Chicago the Nation's Most Modern Transportation
At the Lowest Possible Rates of Fare**

WAY and STRUCTURES

PART II

SURFACE and Rapid Transit Track and Rapid Transit maintenance sections of the Way and Structures department were discussed in the preceding issue of CTA TRANSIT NEWS. In concluding the story of this department, the functions of the Surface Building and the Utility and Emergency Service sections are briefly outlined in this article.

SURFACE BUILDING

IN direct charge of the Surface Building section is *Harold W. Busch*, superintendent, who reports to the general superintendent of the Way & Structures department, *Horace L. Howell*. Reporting to Superintendent Busch are two assistant superintendents, *Harry L. Albers* and *Russell J. Shanklin*, and Office Engineer *John D. Retzler*.

The Surface Building section is responsible for the main-



HEADING up the Surface Building division of the Way and Structures department, left to right, are *Harold W. Busch*, superintendent of buildings, *Harry L. Albers* and *Russell J. Shanklin*, assistant superintendents, and *John D. Retzler*, office engineer.

CARPENTERS of the Way and Structures Building division erecting forms for construction of new reinforced concrete slab over cable and pipe tunnel in bay No. 5, North and Cicero bus station, under the direction of foreman *George Cederborg*. Plumbers of the Building division, upper left, are preparing pipe to be installed in the tunnel. *Michael Brett* is their foreman.



tenance of 212 buildings varying in size from a square city block to small sheds. This embraces a plan area, including upper floors, of approximately 3,300,000 square feet—equivalent to a building area of approximately 10 standard city blocks. The installation and maintenance of approximately 7 miles of fences and yard walls and about 2,000 bus stop signs is also their responsibility. The work involved in major construction projects as are assigned to the Surface Building section is usually performed under contract, and is planned and supervised by the Surface Building section.

The working forces of this section perform miscellaneous building construction work in addition to the maintenance of surface buildings. Certain classes of maintenance work, such as roof renewals and repairs to large steel doors and automatic fire doors, are also done by contract under the supervision of this section.

The technical staff of the Surface Building section prepares drawings, specifications and cost estimates pertaining principally to building conversion (streetcar to bus use), off-street terminals and a variety of miscellaneous installations, including pipe lines for various purposes.

The design of special track work is included in the engineering work in this section.

Typical examples of the type of remodeling and alteration work done during the past year include conversion of the North and Cicero carhouse and the East bay No. 5 of 77th and Vincennes carhouse for inspection and storage of buses, including ventilating and steam heating equipment.

At South Shops extensive remodeling was performed, and installations were made to facilitate the repair and overhauling of buses. The former machine shop was converted for bus work. Electric, motor-operated, hydraulic hoists, large overhead doors, and degreasing rooms and equipment were installed. The former storeroom, east of the blacksmith shop, was converted to a new machine shop, and the former frog shop to a storeroom for unit assemblies of mechanical parts for buses.

An extension to the yard office building was constructed at Halsted and Pershing road material yard, and the Division street and Western Avenue carhouse was remodeled for storeroom purposes, including steam heating installation. A new brick building was constructed at the North avenue station for bulk tank storage of lubricants. Electric, motor-operated, automatic washing equipment was installed at the 69th street station for washing of streetcars, and at the Archer avenue and 77th street stations for washing of buses. Eleven terminals for gas buses and trolley buses were constructed during 1951.

UTILITY AND EMERGENCY SERVICE

THIS section is under the direction of *Joseph Mulree*, superintendent, reporting to the general superintendent of the Way & Structures department. *Robert W. Boal* is as-

THESE Way and Structures Building division painters are working on the exterior of windows and doors at the Beverly bus garage. *Patrick Sheehan*, painter foreman, and his men are kept busy cleaning and painting various buildings and glazing windows.

Assistant superintendent, and *Robert L. Prosser* is assistant to the superintendent. Mr. Mulree's office is located at the Pershing road and Halsted street yard. The Utility and Emergency Service section primarily provides emergency service to clear blockades from the Surface and Rapid Transit rights-of-way; and furnishes hauling and other services, via trucks, on the Surface and Rapid Transit systems, and supply cars, derrick cars, sand cars, and other utility cars on the Surface system. It also supplies chauffeurs for company-owned trucks used on snow plow and other winter emergency work.

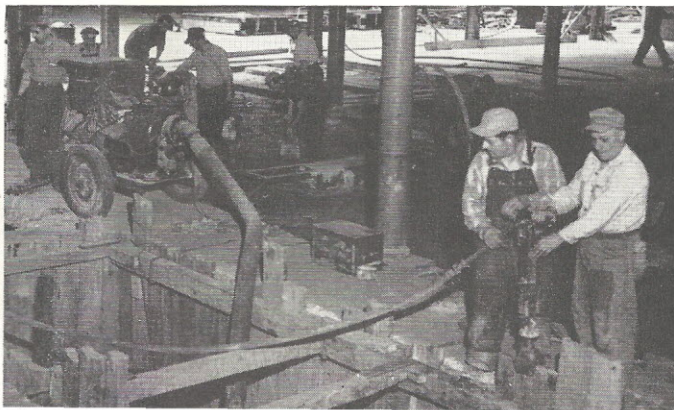
Emergency

Emergency service trucks are stationed at 10 strategic points on the system. The crew of each truck consists of a chauffeur and helper. There are three supervisory chauffeurs who work with the regular crews on major jobs.

All of the emergency service trucks are equipped with two-way radio communication for use in the field. This expedites the handling of emergency work, as direct communication can be carried on between headquarters and crews at any location on the system.

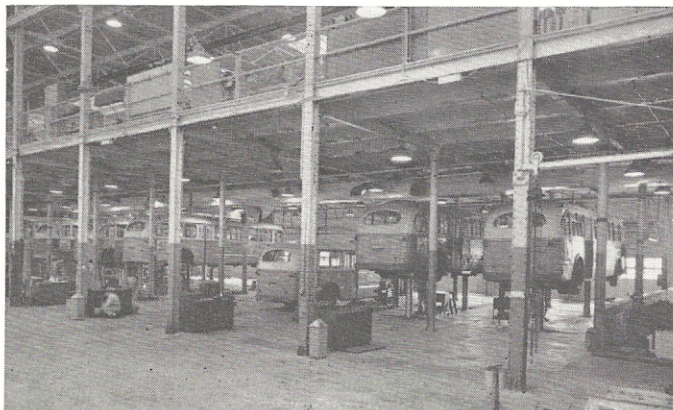
Nine of the emergency service trucks were recently equipped with the latest up-to-date equipment. This includes hydraulically-operated towers which can be elevated to a height of 21 feet, or level with the top of "L" structures at most locations. Emergency workers thereby have prompt and direct access to upper-level operations. Winches and hoists on these trucks are capable of making a lift of 20 tons. These trucks also normally carry light-weight aluminum fire-hose bridges—capable of bridging 10 leads of hose laid across a double-track streetcar line. Wooden hose bridges for bus lines are carried in carts suspended on the back of the trucks when required. Each unit also carries a full complement of jacks, hand tools, acetylene torches, and other tools for emergency service work.

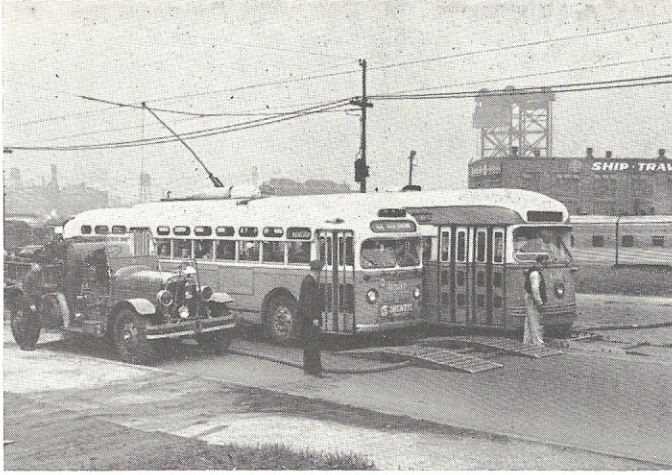
WORKERS of the Building division, Way and Structures department, constructing concrete pits for electric, motor-operated, hydraulic bus lifts in the bus overhaul shop at South shops. Under the supervision of *Michael Doljanin*, labor foreman, and *Leon Walker*, foreman in charge of carpenters, plumbers and pipefitters, eight additional lifts will be installed



MASONRY work done by Building division Way and Structures men includes brick for walls, boiler furnaces, foundations, concrete floors, decking and roofs. *Henry Ambler*, mason foreman, is on the job here with a group of his workers who are constructing a concrete block wall for a new storeroom in east bus bay No. 5 at 77th and Vincennes carhouse.

at this location this year. The photo at the right shows what the job will look like when completed. These lifts were installed last year in the bus overhaul shop at South shops by the Building division. New overhead doors were also installed at the same time in the south wall of the shop for direct access to the hoists by the buses.





EMERGENCY service trucks of the Way and Structures department are always on the job when fires occur along the CTA right-of-way. This picture shows streetcar and bus fire-hose bridges in use on a street where both types of vehicles operate. This equipment facilitates continuous transportation service and affords required protection for the hoses. The light-weight, aluminum fire-hose bridges for streetcars are normally carried at all times on emergency trucks.



ATTEMPTING to round a corner too fast, a junk truck tipped over on its side, blocking both streetcar tracks. Within a few minutes of the occurrence, an emergency service crew was at the scene to right the truck and move it from the right-of-way. *Lawrence W. Heise*, supervisory chauffeur, is in the center with hand upraised. Operating the winch controls at left rear of truck is *William J. Roskopf*, emergency service chauffeur, while *Otto Ertl*, emergency service helper, is at the rear of truck, right.

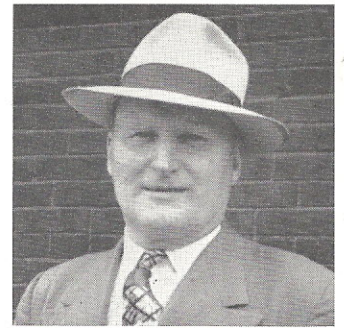
HYDRAULICALLY-OPERATED tower on Emergency service trucks expedites emergency work on the Rapid Transit division by providing direct access to upper-level operations. *Robert W. Boal*, right, assistant superintendent, watches *Joseph Haas*, chauffeur, on truck, as he positions platform to permit *William Coleman*, emergency service helper, to reach the trouble point.



AFTER the fire, emergency service crew loads bus fire-hose bridges into a portable carrier before returning to their station. These carriers are detachable units which can be speedily attached to the truck when required in the field. At the left is *Rudolph Staska*, chauffeur, and *Robert Casey*, emergency service helper.



The number of emergency calls handled in a normal year varies from 30,000 to 35,000. About 60 per cent of emergency service rendered during winter months consists of clearing blockades caused by factors beyond the control of CTA. These mainly consist of automobiles and trucks breaking down, double parking, or otherwise interfering with our operations.



JOSEPH MULREE, superintendent of Utility and Emergency service.

Centralized Hauling Control

Several years ago the Way & Structures department made a survey relating to material deliveries and other required hauling services on the system. This resulted in the establishment of a Centralized Hauling Control section as a part of the Utility and Emergency service. *John P. Flynn*, supervisor of dispatching materials and hauling, is in charge of this section. The initial step was the pooling of trucks and supply cars in the Surface track section and the assignment of units from a central source to fill the needs of the field forces. This arrangement effected substantial improvements in hauling services. Group loading of trucks and supply cars destined for the same general section of the city permitted full or near-capacity loading, reduced mileage, and resulted in increased overall efficiency due to on-time material deliveries. Later on this type of arrangement was extended to the hauling requirements of other departments on the system with similar beneficial results.

In a further move to effect improvement in desired control and coordination of the assignment of all types of hauling units, the Centralized Hauling Control office personnel was transferred recently to new office quarters in the Pershing road and Halsted street yard office of the Utility and Emergency Service section.

HEADQUARTERS for Centralized Hauling Control is at 39th and Halsted. *John P. Flynn*, supervisor of dispatching materials and hauling, who is in charge of this section, is handing a sheaf of orders to his assistant, *George F. Johnson*. In the center, talking on the phone, is *Robert A. Gilmore*, material dispatcher. Work car motorman *George A. Nolan*, at the window, is awaiting his next assignment.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Two Adjusters Retire

ACCIDENT INVESTIGATION — 'Midst tears of joy and sorrow, we bid farewell to *George Schaefer* and *Bill Egar*, both adjusters for a number of years, who retired. George was presented a watch, and Bill a suitcase, at a very lovely party held in their honor.

Once again wedding bells are ringing. This time for *Doris Kutzer*, who was married on June 21.

Erna Buchholtz recently returned from Florida, but her tan does not surpass the one *Eleanor Bonk* received right here in Chicago.

It is our sad duty to report that *Jim Killackey*, *Frank Dow*, *Eleanor Weingartner*, (*Eddie's* wife), *William Callahan*, (*Bill's* father), and *Mrs. Douglas (Lamar's* mother) passed away since our last column was written.

—G & M

Mary Alice Sweeney Married to John Sheridan

ACCOUNTING — *Mary Alice (Maureen) Sweeney* became *Mrs. John Edward Sheridan* at Nuptial Mass in Queen of Angels Church on May 17. The reception was held in the school hall and about 500 relatives and friends were on hand to felicitate the happy couple. After a honeymoon trip to the east, they are making their home on the northwest side of Chicago.

Marie Haulik flew from New York to Bermuda and spent her vacation swimming and sightseeing, taking in the sights of New York City upon her return. Prized purchases in Bermuda include some fine English cutlery and wool suiting.

Ben Ratner enjoyed an extensive tour of the west. Going by train to Minnesota, he joined his brother and proceeded by auto to the coast, visiting points of interest en route. After getting to Victoria, B. C., they drove back down the length of California to Santa Monica to visit his daughter.

The little Colleen (8 lbs.) who joined the *Jack O'Connors* (Treasurer) on June 5 has been named *Maureen*. Ma and Pa and brother Mike are one happy family. The *William Parrillos* welcomed a 6-lb. baby girl. That adds up to two boys and a girl for Bill.

GENERAL SUPERINTENDENT RETIRES



GENERAL Superintendent of Transportation *Robert J. McKinney*

Kinney retired on May 1 after 44 years of service with CTA and predecessor companies. He entered the employ of the old Chicago Union Traction Company in 1908 as a conductor on the Grand avenue line. In 1918 he was promoted to supervisor, and, after service as a division superintendent of several Surface Line depots, was named assistant superintendent of Transportation on March 1, 1935. He was appointed to the position he held at his retirement on January 1, 1950. The only break in Mr. McKinney's transit work was a 21-month period during World War I when he served as an army dispatch rider in France and Belgium.

Sympathy is extended to *Eileen Murphy Miller* whose mother passed away after an extended illness.

—HELEN A. LOWE

New System Pick Made Great Changes

BEVERLY—The system pick sure made some changes in all the depots. Some depots lost some very good friends by having them move to a depot closer to home or more to their liking. Here at Beverly we are all busy getting acquainted and making new friends. It is just like a small home town here.

We have a new father and son team—*Bus Operator Harold (Hercules) Morrison* and his son, *Martin*. The latter came here from 77th . . . Supervisor *Lester Denby*, who worked out of the old Burnside depot for years, has his son, *Bus Operator Edward J. Denby*, here with us . . . We lost *Bus Operator William Sullivan* to 77th and broke up a brother team. *Bus Operator John Sullivan* stayed here . . . *Motorman Theron R. Carson* came from Cottage Grove and is now a full fledged bus operator to make a new brother team along with *Bus Operator DeLoss "Kit" Carson*, the "Kit from Kedzie."

Bus Operator John and *Mrs. Radosevich* are happy parents again. They have added another

boy to the family, *Joseph Henry*, born May 9 at the Roseland Community Hospital. He weighed seven pounds, ten ounces. At home waiting were *John*, age three, and *James*, age one. Father John says in baseball they will be known as the three "Jays."

Bus Operator Arthur Pinelli, his wife and family were honored by a visit from Mrs. Pinelli's cousin, *Reverend Andrew Hanley* of Ireland, who spent the last nine years as a missionary in Nigeria, Africa. After a two-day stay here, he left to visit his brother he hadn't seen in years, a trappist monk in Dubuque, Iowa.

—DANTE F. BRUNOD

Club and Badge Work Wonders!

DEVON—*Mike King* is a very quiet and congenial fellow to get along with. One day he decided to visit the washroom at Devon and Clark during his lunch time. Mike picked up a private detective badge and a club. All he did was use the club on the feet of the ones that were sleeping and at the same time he flashed the badge he was wearing. The place was cleaned out so fast, even Mike stood there astounded.

Leonard Penny went to visit his summer home on the shores of Sisters Lake in Michigan on his days off. He found his home, but when

he went to look for the walk, all he could see was water. The shores of the lake extended over his property and beyond. His boat was in the boat house, so he had to hire another boat to make his trip a partial success by getting to his home. He rowed to the back door, anchored the boat and helped his family off in a very precarious manner.

All of the new men at Devon depot should go in to see the secretary of the credit union. *Bill Washau* will work out your problem of transferring your account over to Devon. All that is necessary is that you tell Bill what it's all about, drop back in a couple of days and he will have everything all ready for you.

Everyone would enjoy his vacation in his own car, to go and come as he pleases. So would *Elmer Hite*. Would someone please return the De Soto that belonged to him? He would enjoy it for his vacation. Elmer had his car parked while working. When he went to look for it, he wound up calling the Rogers Park police to report the car had been stolen.

—JOE KLEIN

Pete Anthon Honored At Retirement Dinner

GENERAL OFFICE (1165) — *Peter Anthon* retired from CTA on June 6 after 39 years of service. "Pete," the name most known to all who enjoyed working with him, started his career back in 1913 as draftsman with the Chicago Rapid Transit Company. Due to his excellent knowledge of construction work he rapidly advanced until he became Superintendent of Construction, the title he held at the time of retirement.

He was honored at a surprise luncheon on June 5 by his depart-

ATTENTION GOLFERS!

Transportation Dept.
Golf Tournament
August 15

WHITE PINES GOLF COURSE

For Reservations Call
Ed Foreman or Art Cooper
At North Avenue

RETIRES



RETIRING after 48 years of service, **Flory Cronin**, left, top seniority man at 77th, bids goodbye to **Supervisor John Crossen**.

Reported by **Joe Smith** and **Wilbur Jensen**

ment co-workers. **S. D. Forsythe**, chief engineer, and **Colonel E. J. Blair**, engineer, were there and made the presentation of a beautiful watch which was a gift from fellow employees.

Pete and his wife will board the **S. S. Stavangersjord** on July 8, bound for Norway, where they will vacation for several months before returning to Chicago.

"Tokyo Express"

A note was recently received by **S. D. Forsythe**, chief engineer, from **Bob Zralek**, formerly a student engineer in Traffic Engineering, and now an Aviation Ordnance Officer with the U.S. Navy. Bob tells of riding the "Tokyo Express" from Yokosuka to Tokyo and back. "The ride takes 1¼ hours and the train arrives and leaves the stations exactly on time. The system is famous for the way it adheres to the schedule and is never late. Those Jap motormen keep the trains at top speed through tunnels and around curves and at times it seems as if the train will leave the rails." Bob enjoys reading the "Transit News" each month, but January, 1952, was the last edition he had received. The mail service since they left the States having bogged down. He still checks at each mail call.

Wally Bruff, recently transferred to Traffic Engineering for permanent assignment, returned to 1165 to pass out cigars and candy to his many friends. Wally announced that he and his wife, **Phelba**, are

the proud parents of **Barbara Ann**, born at Augustana Hospital on May 15. She weighed in at 6 pounds, 7½ ounces.

(Accident Prevention) **Melvin (Bud) Walker's** 58th birthday was one he will remember for sometime. Mrs. Walker really surprised Bud by having a number of his former co-workers from Archer Station and their wives over for a party. All joined in several sets of square dancing to the music of the "Hot Shots" band, the leader of which is none other than **Ernest (Jim) Buergermier** of Archer Station. Mr. and Mrs. Walker, who have long been members of the famous "Forty-Niners" Square Dance team, took part in the exhibition square dancing on the WLS Barn Dance program during the month of June.

C. M. Smith enjoyed a week of fishing recently in Waterloo, Iowa. **Elliot Hirsch** spent his three weeks completing some of the interior construction work on his new home in Northbrook, Illinois, and **Glee Hoskins** went west again this year to Tucson, Arizona, while **Bill Goodall** plans a trip to Colorado.

(Training) **Rose Fahey** returned from a vacation spent in Mexico where she witnessed her first bull

fight. A new home in Wheaton together with a super-duper vegetable garden (sez here) took most of **John Baker's** vacation days. Another new home owner is **Gordon Wagner** who moved from Park Forest to Palatine, Illinois, recently.

(Personnel) **Audrey Johnson** will vacation this summer at Mackinac Island and Lake Marie. **C. E. Keiser** enjoyed some exceptional fishing at Reelfoot Lake, Tennessee. Catches of as many as 70 fish at one time (pictures to prove) should make him champion CTA fisherman of the season.

(Employment) **Dr. Tom Beveridge**, who retired from CTA on May 31, travelled to California to visit his sister, after which he will spend his pension days at his home in Northoma, Minnesota. **Delores Orosco** will be the bride of **Donald Gierhahn** on July 18. The marriage ceremony is to take place at St. Clara's Church, 64th and Woodlawn. **Betty Birkeland** will vacation in Canada and **Joan Lemieux** in Detroit.

(Job Classification) **John Howe** plans a vacation trip with his wife and two sons to the Black Hills and then on to Yellowstone Park.

—MARY E. CLARKE

ITALIAN BRIDE



WHILE on a two-month trip to Aluzzi, Italy, where he visited his brother and sister, **Anello Digianfilippo**, truckman helper at Skokie shops, also found himself a wife, **Nadine**, whom he brought back to America with him. The youngster in the picture is Anello's nephew. The lady at the left is a relative of Mrs. Digianfilippo.

Reported by **Dave Gurwich**

81 YEARS YOUNG



THE big cake being presented to **Patrick J. O'Connor** by his daughter, **Eileen**, is in honor of his 81st birthday which he celebrated recently. "Pat" has been enjoying his pension since 1947 when he retired after working 49 years as a motorman at the Kedzie depot. He was born in County Wexford, Ireland, and has one ambition — to go back and visit the home where he was born.

Power Supervisor Back from the Army

ELECTRICAL — We say "Welcome Home" to **Power Supervisor John E. Chwistek** who has returned from military service.

Operator Apprentice Joseph Griseto is a proud daddy of a baby boy, **Robert James**, who arrived on May 13. This is number two for the Grisetos.

Chief Operator Thomas Callahan, of Fullerton substation, is a grandpa. His little granddaughter arrived on April 23.

From Vacationists

Cards received from the following vacationists indicate they are having a grand time: **Leo Behrendt**, chief operator, 20th substation—"Having a hot time in Georgia" . . . **Ray Siers**, of 63rd substation, motored to the Gulf of Mexico—"I am doing some deep sea fishing."

George Nelson, supervisor of personnel, is vacationing in the twin cities of Minneapolis and S Paul.

Sympathy is extended to **Richard Dorgan**, Grand Avenue substation operator, in the recent loss of his mother. —G. E. ANDREWS

We Hope That Kind of Rain Lasts Forever!

GENERAL OFFICE (MART) — On May 24, 1952, it may have rained like cats and dogs for everyone else, but to *Eleanor Klosowski*, who became the bride of *Ray Kuzniar*, it just rained happiness.

Well! Well! Look what we have here! A two-time Grandma. This time it was *John Patrick, Jr.*, who gave *Mary McCauley* her new title on June 10.

A newcomer who moved with the old timers in the big push from 175 Jackson to the Mart is *Peggy McIntyre*, of Executive, recently transferred from Employment.

Ed Whiston, Traffic Engineering, attained a sheepskin at the ripe old age of 27. He set a time record in securing a bachelor's degree in mechanical engineering from Illinois Institute of Technology after attending night school for seven years.—CATHY BARRY

Newcomers Welcomed To Limits Depot

LIMITS — Welcome, fellows, who have joined us from other depots with the first seniority pick of the system. The friendly feeling and whole-hearted cooperation which is a part of Limits depot starts from the boss down through to the last extra man. So make your-

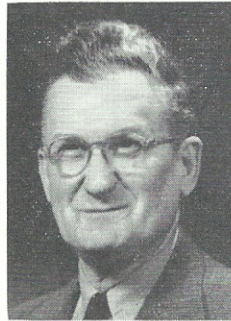
WED 25 YEARS



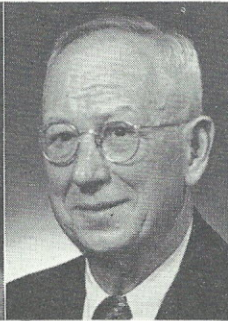
ABOUT 120 people attended the recent Silver wedding anniversary of *Welder Larry Drew*, Skokie shops, and his wife, *Katherine*. The Drews received many gifts, including 50 silver dollars.

Reported by *Dave Gurwich*

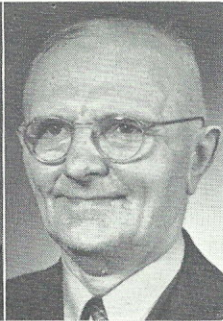
RECENT RETIREMENTS



Christ Nickola, conductor, 69th, retired June 1 with 41 years service.



Frank W. Kartch, motorman, 77th, retired recently with 48 years service.



Reginald Van Dyke, motorman, Westside, retired May 1 with 40 years service.

selves known around and get acquainted.

Limits depot is the proud possessor of the 1951 plaque for maintaining safety performance. Each and everyone of you men made it possible. So is it any wonder *Superintendents Baljanz and Milz* seem to be rightly so proud? They wish to say to you all, "Nice going, fellows, and let us all repeat this performance for 1952."

Albert Neuraurter retired after serving the Chicago public for 43 years and 5 months as a motorman. Al said that the rest of his time is going to be spent touring the U.S.A. His hobby is baseball and in time past he was secretary of one of our leagues.

Jack Klingensmier has been in and out of the hospital for quite some time now. Fellows, let's all hold some get-well thoughts for him or, better yet, drop him a card. It means so much to a fellow who is confined inside so long.

Operator Earnest Harrmann and wife are the proud parents of a seven-pound, one ounce baby boy, *Lawrence David*.

Our softball team is well on its way and is expected to give a very good account of itself under the guidance of manager *Bob Geiser* and captain *Ike Iaccullo*. Let's all support our team and have lots of fun doing it.

Motorman Edward O'Keefe, now commanding officer, battery "D," 144 AAA. AW. BN. (SP) 44th Division, Camp Cooke, California, wrote us a very interesting letter which was enjoyed by the boys at Limits. He also asked to hear from us.

Retired Conductor C. Knernio passed away in San Antonio, Texas, on May 25. —C. F. GREER

John McGlynn Retires After 47 Years of Service

LOOP—*John McGlynn*, an employee over 47 years (25 as a Loop dispatcher) was presented with fishing tackle from his friends of the Loop division and his co-workers in the Mart.

Ruby Pierson had a very enjoyable visit with her school days chum in Pennsylvania. They took auto trips to New York and New Jersey. We extend our deepest sympathy to her on the death of her son-in-law. Ruby has recovered nicely from a sprain caused by trying to save herself and grandchild from falling when she tripped on the stairs.

Clara Shaler, agent for 41 years, passed away April 4, after four years of retirement.

Margaret Wick, enjoyed her stay in Bradenton, Florida, so much that she will be back there again in October.

Frances Branal spent her vacation in Sturgeon Bay with her sister who is gravely ill. There was a reunion of her five sisters, two from convents at Racine and Green Bay.

Maureen and Betty Leahy flew with their mother, *Katherine*, to Omaha to celebrate the Silver Jubilee of their uncle, *Rev. B. J. Leahy*.

Our heartfelt sympathy is offered on the death of their mothers to *Margaret Neary*, *Walter Tolson* and *Bridget Lahart*. Bridget's mother lived in Ireland.

Theresa Strain changed her name to *Mrs. Steven Jarvis* on June 7. The bride wore beige.

Elizabeth Hill misses her son, *Edward*, as they spent their vacations together and he accompanied

her to the convention. He was married to *Elizabeth Wolfrom* May 24.

Ernest Ebbeson is driving to California with his wife for a visit. —EDITH EDBROOKE

Mostly About Babies

MATERIALS & SUPPLIES — Proud father, *Daniel Lombardo*, stock clerk at West Shops, and wife present their son, *Daniel Joseph*, born on May 24, weighing 7 lbs., 6 ozs.

Cigars are really flowing at our South Shops with new fathers—*Henry Brickman*, stock clerk presents a son, *Henry Earl, Jr.*, on April 14, weighing 7 lbs., 7 ozs.; *Bernard Fitzpatrick*, stock clerk, presents a son, *Robert James*, on April 25, weighing 8 lbs., 1 oz.; and *John Devine* laborer, blessed with a daughter, *Mary Theresa*, on May 9, weighing 9 lbs., 8 ozs.

The grandfather at South Shops for second time is *John Powell*, stock clerk. Baby's name is *Theresa Lynn Beranek*, born on June 4, weighing 6 lbs., 1 oz.

Raymond Brzezczek, stock clerk at West Shops, and wife, *Betty*, celebrated their 11th wedding anniversary on May 10.

We wish lots of luck to *Jeanette Browne*, typist at West Shops, who resigned on May 16.

Madeline Hickey is the name of our new typist in general office.

The other new faces in our de-

WEDDING DAY



THREE of her sisters, *Dorothy*, *Lillian* and *Florence*, were bridesmaids for *Eleanore Klosowski*, Purchasing, who married *Ray Kuzniar* on May 26. *Dorothy*, also a CTA employee, is at the extreme left, next to *Lillian*. *Florence* is at the extreme right. Other members of the group are *Barbara Bartnick*, second from right, and *Dorothy Kuzniar*, front, junior bridesmaid.

partment who recently transferred from other departments are: *Gene Sullivan*, in our general office; *John Mangan*, *Roy Campana*, *Leo Smith* and *Arthur Stahl* at South Shops; and *John Dunne* at our Storeroom 43 at Montrose.

We extend our sympathy to *Henry Dressler*, stock clerk at West Shops, in the recent loss of his wife.

Vacations have started in our department with *Ed Wisner*, laborer at Grand & Leavitt storeroom, taking his family to Hayworth, Wisconsin, on a fishing trip.

—JEAN O'NEILL

North Avenue Welcomes Newcomers

NORTH AVENUE — Although the new system pick went into effect May 11, this is the first opportunity we have had to welcome the new men to North Avenue Depot. Here at North we are one, big, happy family and we are proud that you picked our station. We extend a hand of welcome and hope you will enjoy working with us. For your information we have three of the finest board members, namely, *Augie Johnson*, "*Buck Bennie*" *Mathy* and *Jerry Blake*. Our credit union is tops, thanks to those happy-go-lucky fellows, *Eddie Winters* and *Eddie Carrell*.

Congratulations to our popular clerk, "*Red*" *O'Connor*, who became a pappy recently. The new arrival was a baby boy. This makes two girls and one boy for the *O'Connors*.

Operator Harold Brown was a patient at Saint Elizabeth hospital where he underwent surgery.

Operator Jeff Mulvey enjoyed his vacation at that garden spot of his at LeClaire. His first week was spent painting. "Must have worn out three brushes," says Jeff.

Operator Elmer Deegan's name was added to the "Grandpappy's" club when little *Timothy* made his appearance.

Operator Art Wernet reports a

TRANSITAD

FOR SALE—Gehl stoker, including all controls, in good condition. Reasonable. Phone *Walter Reich* at PENSACOLA 6-1887.

TRANSITAD

FOR SALE—Floor type ventilating fan. Adjustable speeds. Phone *Ken Ward* at STewart 3-4980.

RETIRED ELECTRICAL EMPLOYES HONORED



THE sixth annual dinner in honor of retired employees of the CTA Electrical department was held June 7 at the Graemere hotel . . . About 150 fellow employees attended the event at which honored guests, who retired during the preceding year, were *Anthony Pennelle*, substation utility man, *Evan J. McIlraith*, manager of maintenance and planning, and *Elmer Olson*, lineman . . . Shown here are, left to right, *Pennelle*, *McIlraith*, *Daniel Kelly*, toastmaster, and *Olson*. *Harry Lauer*, retired foreman of underground division, was unable to be present at the dinner . . . Other retired employees in attendance were: *William Broderick*, *Michael Kotlarz*, *Oscar Ohman*, *Joseph Oniones*, *Henry Richter* and *Arnt Sorenson* . . . Special tribute was given these men who have served in various capacities to advance the growth of our modern public transportation system.

Reported by *Gilbert Andrews*

pleasant vacation which was a sort of a second honeymoon as they celebrated their 17th wedding anniversary. "Wonderful 17 years," says Art.

Operator Gerald O'Connor also celebrated his 17th wedding anniversary last month.

That little man with the big chest is none other than *Operator James Dohoney*. Jimmy and wife are thrilled over the arrival of dainty little *Ann Marie*. She was born at Saint Francis hospital and weighed 7½ pounds. This makes *Motorman Dan Finley* a Grandpappy, and is he proud!

Well, what do you know? *Louie Soduski* also became a member of the "Grandpappy's Club" when little *Ronald Louis* made his appearance.

Congratulations to *Operator Ed Schneider* who celebrated his 17th wedding anniversary on Decoration Day.

—JOE HIEBEL

Bill Sungal on Television Show

NORTH PARK—Here's an unusual item about Bus Operator *Bill Sungal*. We are told he was on a television show called "Animal King-

dom" on a Saturday evening. We don't know of anyone who saw him, but understand he will make another appearance on this same show. So make it a practice to watch for this TV show as they say Bill is quite a fisherman.

We have good news for you as far as the night superintendent, *Clarence Thompson*, is concerned. He is up and around on crutches and appreciated the gift of cigars that were brought to the hospital. Here's hoping he will be back to work very soon as we all miss him.

We are very much in need of some of those interesting fishing stories and, of course, pictures to go with it, if possible, from you men who are on vacation or who are going. So help us out all you can by giving them to the clerk and he will see that they get into the magazine.

This is an old story that winds up as usual. *Ray Gehrke*, brother of your correspondent, took his family out to the lakes to give them a professional lesson on fishing, but at the end of the day his son brought in the biggest catch.

Larry Hippert tells us he has a new job driving a semi-trailer that he gave up eleven years ago to join us. So, if you have any news

now, please help out your lone writer, *Bill Gehrke*, as this is a tough job, believe it or not.

To all of you mechanics and bus cleaners and anyone connected with the shops, if you have any news you would like to see in this column, give it to one of our clerks and we guarantee you will read of it in the next column.

—LARRY HIPPERT and BILL GEHRKE

Tierney Officiated at Memorial Services

77TH—*Mike Tierney*, Department of Illinois Marine Corp League Chaplain, officiated at Memorial Services for Marine dead on June 1. The services consisted of throwing a wreath into Lake Michigan at the foot of Ohio Street. From there the members of the Marine Corp league proceeded to St. Mary's Church where Solemn High Mass was celebrated and sung by the Paulist Choir. At the Mass, Chaplain Tierney led a bugle corp as they sounded taps at the Consecration of the Mass.

The fellows in the bus garage repair received a card from *Ray Dobberty* who is in the Field Artillery stationed at Fort Sill, Oklahoma. He commended the food in quality and quantity and said he'd be home some time in August.

PFAUS RETIRES



Over 80 friends said "So long" to *Charles J. Pfaus* at a dinner party held recently in his honor. He retired June 1, after 29 years as supervisor of Traffic Checkers in the Schedule-Traffic department. *Frank Irvine*, schedule maker, left, presented him with a watch and luggage and best wishes from all his friends.

FIFTY YEARS TOGETHER



RETIRED Rapid Transit Motorman **Joseph Serritella** and his wife, **Della**, recently observed their golden wedding anniversary with an open house celebration which was attended by many relatives and friends. Marriage vows were renewed at Solemn High Mass at St. Mary Incoronata Church where Joseph has been an usher for over 45 years. Among the numerous gifts received were a 50th anniversary marriage certificate which was blessed by the Pope, beautiful rosaries and a wrist watch from the St. Vito Fraternal Aid Association to which Mr. Serritella has belonged for 57 years.

Marine Corporal Donald E. Price, son of *Charles and Nell Price*, former lift truck operator at 77th, returned from overseas and is now recovering from three major operations at Camp LeJeune, North Carolina. He hopes to be discharged soon and resume work with CTA.

—WILBUR JENSEN AND JOE SMITH

Dan Sheehan Returns From Military Service

SCHEDULE-TRAFFIC — We welcome back from the U.S. Marines **Sgt. Dan Sheehan** who will now be seen checking traffic . . . To **John Toomey**, who lost his father, and **Jacob Sumner**, who lost his mother, we express our sympathy . . . **Fred Weber** announced the birth of a son on May 27. The young edition will be known as **Frederick John** . . . **Glenn Crump** enjoyed the ABC bowling in Milwaukee and feels that he did well in the "all events" and the "doubles."

—L. C. DUTTON

Six New Babies At South Shops

SOUTHSHOPS—Since our last get-together, Mr. Stork has been quite busy, especially in the bus overhaul. On April 9, a little Miss by the name of **Patricia** made her home with Mr. and Mrs. **Mario Mariano**. The home of **Ralph and June Keane** was blessed by a son, **John James**, on May 3. The **Richard Thompson** and **Fred Dechon** families were increased by one on May 12. **Christine Rebecca** chose the Thompson home and **Patricia Ann** the Dechon home.

Bill Maginnis (clerk) will long remember May 19, because on that day he and **Arla** became the proud parents of **Mark William**.

June 6 was a happy day for **Anne** (formerly of the office) and **Faulkner McCrea** (paint shop) for that was the day their son **Richard Joseph** was born.

Larry Koch (car wiring), home on leave from Korea, paid his co-workers a visit.

A welcoming hand is extended to **Marion Rose Hutszi**, our new typist.

Back to work after many weeks of illness are **Edward Buza** (paint shop), **Ed Friedman** (miscellaneous), and **Ignas Staskunas** (car repair).

It's just a pleasant memory now for **Jack Sargent** who vacationed in Florida and **Harry Sapp** (car repair) who journeyed to New York.

Fatal Accident

To the family of **Joseph Laurutan** (car repair) we extend our deepest sympathy. **Joe** was fatally injured in an automobile accident on May 30.

Our condolences to **Joseph Lukes** (bus overhaul) on the passing of his wife.

It's "bell bottom trousers" for **William Haworth** (car repair) who has forsaken his civilian life for the Navy.

Many years of leisure and contentment are our wishes for **Ernest Humphreys** (machine shop), **Ignas Staskunas** (car repair), **George Booras** and **Alexander Kukuraitis** (paint shop), and **Walter Savickas** (foundry) who have recently retired.

Best wishes for a speedy recovery are being sent to **Minnie Stoffle** (clerk) who has been off duty for a few weeks.

—JUSTINE JANASEK AND MARY ANN YERICICH

Waits Two Months to Match Colors

SKOKIE—To match his new Alpine blue jacket, **Electrician Frank Capadona** waited two months for his new 1952 Mainliner Ford, which, of course, had to be that special color, "Alpine blue."

Congratulations and best wishes to **Machinist Edward Galek** and his wife whom the stork surprised April 26, with a baby girl, named **Linda Lou**.

Congratulations also are in place for **Carpenter Robert Reding** and his wife to whom the stork on April the 29th delivered a baby girl. The proud parents named her **Susan**.

Carpenter John Milas will soon move into a new home that he recently bought.

Carpenter Claus Carlson has been off sick for quite some time now. We hope that by the time this goes to press he will have completely recovered and be back on the job.

We would like to have **Ar Brakeman Michael Murphy** back on the job. Mike has been laid up sick for several weeks now.

Received a cord from **Clerk Jack Lucas** who spent his vacation fish-

MISTY AND MOM



ELEVEN days old when this picture was taken on June 7, **Misty**, the colt, proudly poses with its owner, **Bill (Red) Lanerdin**, right, son of **Operator Harry Lanerdin**, North Park, left. The colt was sired by a genuine Palamino, mated with a seven-year-old mare named **Mystery**. "Red" loves horses and is awaiting impatiently the time he can ride **Misty**, hoping, of course, that some scout will pick up the colt as a potential big-time derby winner.

Reported by **Larry Hupert** and **Bill Gehrke**

RECENTLY WED



ON April 26 **Valeria Annette Johnson**, accounting distribution clerk, became the bride of **Edward Henderson Bowman** at the North Austin Lutheran Church. A reception dinner followed in the Viking Room of the Svithoid Singing Club for 35 guests, relatives and intimate friends of the family.

Reported by **Helen A. Lowe**

ing at St. Petersburg, Florida.

John Hanus, window washer, recently entered Ravenswood Hospital for a minor operation. We hope that by the time this goes to press he will be back at work with us.

Congratulations and best wishes to **Melvin Johnson**, carpenter foreman, and his wife, **Mary**. The stork, on May 13, delivered to them a baby boy, named **Gerald Victor**.

Machinist Patrick McVerry has completely recovered from his illness and is now back on the job.

Our deepest sympathy to the family of **Electrician Robert Binnie** whose father recently passed away.

Our sympathy to **Machinist George W. Dahlin**, whose father passed away on June 1.

—DAVE GURWICH

Orchids to Poppy Sellers

SOUTHSIDE — Many thanks to the following who so unselfishly gave of their time to sell poppies: **Maxine Brown**, **Emma Douglas**, **Karen Friddle**, **Lulu Hamann**, **Rose Heidenblut**, **Kathleen McInerney**, **Mae Murgatroyd**, **Lorene Phelan**, **Loretta Potvin**, **Bessie Rentfro** and **Margaret Sherhart**.

Observe **Motorman Boleslavus Kurauskas** to see how a proud dad looks and acts on account of the arrival of a new son.

A GREAT DAY FOR THE "GREAT DANE"



WEDNESDAY, June 4, was a day that will long be remembered by **Carl Schultz** (in smock), foreman in the West Shops bus overhaul. On that day the "Great Dane," as he is lovingly known, was called to the machine shop area where he was surprised to find most of the West Shop personnel waiting to wish him good luck on his retirement. Carl's many friends presented him with a 21-inch television set. In his 25 years with the transit organization, he has made more friends than most persons do in twice that time. His two immediate superiors, **Bill Castree** (shaking hands) and **Joe Repplinger**, far right, were on hand to add their personal best wishes. Carl says he is going to work around his home in Elmwood park and just take it easy.

Reported by **Ted Shumon**
Photo by **George Olson**

Our deepest sympathy to **Switchman Charles Scales** on the loss of his wife.

Cigars were being passed out by **Supervisor Joseph Nonkovich** (grandfather) . . . **Barney Trandel** is back in town, having returned from Prescott, Arizona, where the sunshine did him a world of good . . . **Collector Pat O'Malley**, with that contagious smile, is back to work, having returned from the sick list . . . **Pensioner Peter Lagerstedt** paid us a pleasant visit as a country gentleman from Knox, Indiana . . . **Martha Strauss** and **Joseph Schuele**, pensioners, have returned to the Windy City after spending the winter in Los Angeles, the city of heavy dew . . . Also received a nice card from **Fanny O'Donnell**.

We are happy to hear that the daughter of **Lester J. Hickey** has recovered from her recent accident . . . Heaps of wedded bliss is wished **Agent Katherine Zech** (Nocton) who recently said, "I do." . . . That far-away look in **Station Superintendent Ralph Wenstrom's** eyes might be from looking at maps of the Ozarks.

James F. Christopher is enjoy-

ing his last CTA vacation as superintendent of agents and porters. A most welcome and deserving pension became effective July 1.

—**LEO J. BIEN**

Timing It Right

TRANSPORTATION AND INSURANCE—**Howard Perry's** pre-arranged and well-timed vacation arrived almost simultaneously with the first born, **Lenneth**. So Howard is happily enjoying a "baby sitting" vacation . . . **Lawrence, Jr.** young hopeful of **Larry Stephens**, is the proud possessor of a sheepskin from **St. Rita's** grade school.

There's fun a-brewing when the transportation boys get together, and a barrel of fun was brewed when **Don Burton**, **Pat Donovan** and **John Foley** packed their wives and golf clubs and motored to **Foley's** place at Twin Lakes, Wisconsin . . . That brand new, sparkling 1952 "Chevy" parked in front of **Foley's** house belongs to **Cae Fajer** of Insurance. If she's ever stopped by the boys in blue, she can produce a well-earned, authentic driver's license.

As soon as **Joe Blaa** finished installing his equipment at the Mart,

he jumped in his Packard and he and **Florence** headed for Florida.

Our sympathy to **Marge Dorgan**, Insurance, whose mother passed away so suddenly.

Phil Talik, a typist in Transportation, has severed his connections with the company. His immediate plans include a trip thru the south.

—**JULIE PRINDERVILLE**

He's Fast on His Feet

WAY & STRUCTURES—A very proud father is **Frank Monnelly**, Rapid Transit Division, whose son **Edward**, a senior at De Paul University, won the mile run in four minutes and 40 seconds in the Catholic League senior track meet at Rockne Stadium May 26.

R. N. Wade, former engineer, Maintenance of Way, Rapid Transit, dropped around to see some of his old friends during the month of May. He said he had enjoyed a very nice time in Florida near Palm Springs during the winter. He expects to go back again next year for a few months. He says "hello" to all his former fellow workers.

Connor C. Chambers, former division superintendent of the North Surface track section, also dropped in to see us and say "hello." He stopped in Chicago just long enough to see some of his friends here, and says he will be in his way to his summer home in Michigan, where he intends to stay all summer.

All friends and former co-workers of **G. M. Anderson**, former engineer of Structures and Buildings, Rapid Transit, wish to extend their sympathies to him in the recent loss of his wife.

Since vacations are well in hand, we can report that many of our employees are at this moment enjoying themselves away from the din and noise of the city. **T. W. Morgan** intends to spend a few days north of Chicago, fishing, of course. **Jonathan Wolfe** intends to work around the house and just enjoy the scenery. **Sylvester Smith** intends to catch all the fish in the lakes, and **John O'Connor** will try to do as well.

Sickness and accidents seem to go hand in hand as experienced by two of our stenographers. **Nevis Bradecish** had a bad case of the flu while **Alyce Friedl** sprained her ankle. We are glad to report that both girls are back to work and show no ill effects due to their mishaps.

J. L. Ruzich, Surface Track division superintendent, North, and

his boat, "Starlight," are coming into the limelight again this season. He received a column in the Tribune on June 2 when his boat won the second race in the Herbert cup series. Of course, this is just the beginning.

—**VIOLET CARNES**

Typist Follows Army Husband to the East

WEST SHOPS — **Ramona Evans**, typist in bus overhaul, recently resigned and has gone to live in Worcester, Massachusetts, to be near her husband, **Merrill**, now stationed at Ft. Devins.

THE EDITOR'S CHOICE



THIS pert little girl is **Cynthia**, daughter of **Mr. and Mrs. Richard J. Bulak**. She is a **Patricia Vance** model and was recently photographed at a preview, showing one of the dresses she wore at a fashion show. The young miss was kept particularly busy at Easter time, modeling all the fineries a three-year-old would wear at that time of the year. **Cynthia's** father is machine shop foreman at South Shops.

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 742, Merchandise Mart, Chicago 54, Illinois. Be sure to include the story relating to the picture and the full names of individuals in the picture.

We were all sorry to hear that the wife of *Welder Willard Lucas* was confined in Illinois Masonic Hospital for three weeks. She is home now and, we all hope, fully recovered.

Al DeMartini, bus overhaul tool room clerk, has a new \$600 exemption in the person of daughter *Debora* who weighed in at 5 lbs., 8 ounces on April 27. *Al* passed the "seegars."

Carl "Moon" Mullins, bus overhaul, resigned on June 6 and has gone to live in Boston, Massachusetts. Our best wishes go with him.

We spread the welcome mat for *Miss Carmella Ritrovato*, the new typist in *E. V. Essington's* office.

On July 1, the following men took their pensions and retired: *Mateusas Kaupas*, with 35 years of service; *Wm. Steinberger*, 34 years; *Lawrence J. Waters*, 33 years; *Henry Charleton*, 31 years; *Emil Schulz*, 31 years; *Mathias Grossman*, 30 years; *Stanley Blavascunas*, 30 years; *John Doherty*, 30 years; *James Lupo*, 29 years; *Robert Barron*, 28 years; *Tony Strba*, 25 years; and *Carl Schultz*, 25 years. Our best wishes for happiness go with them.

We extend our sympathy to *Electrician Robert Hackbarth*, whose father died recently.

—TED SHUMON

DOUBLE CELEBRATION



THERE'S a reason for the happy smiles you see here. *Julius and Emma Lueck* celebrated their 50th year of married life and also *Julius' 85th* birthday recently at a party attended by over 150 guests. Friends and relatives came from St. Louis, Wisconsin, Alabama, Florida and Indiana to give the couple their best wishes. *Julius* worked in the West Shops electrical department for 28 years until his retirement in October, 1941.



V.F.W. INSTALLS NEW OFFICERS

IN a recent ceremony at O'Connor Hall, 3359 W. Madison Street, Chicago Liberty Bell Post No. 9114, Veterans of Foreign Wars installed officers for 1952 and 1953. Front row, left to right, *Clifford Gaylord*, Chaplain; *Vincent O'Rourke*, Senior Vice Commander; *Hy Fligelman*, Commander; *Lester W. Moon*, Junior Vice Commander; and *Wm. A. Kenny*, Judge Advocate. Rear row, left to right, *George O. Johns*, *Frank Gatto* and *Joe Dombroski*, Trustees; *Edmunda Espadas*, Surgeon; *Charles Mammoth*, Adjutant; and *James Andrews*, Officer of the Day. *John Valk*, Quartermaster, was not present when the photo was taken.

Former Employees Ordained to Priesthood

WESTSIDE "L" — *William J.* and *James P. Shields*, sons of *Motorman Patrick V. Shields*; *James McCourty*, son of *Motorman Thomas McCourty*; *Theodore Stone* and *Anthony Vader* were ordained to the priesthood at St. Mary of the Lake Seminary, Mundelein, Illinois, on May 1. During the five years spent at Quigley preparatory college in Chicago, the young men worked on the "L" as student trainmen.

Conductor Raymond Ikenberry retired on pension as of April 1, and *William Hale*, our money car supervisor for so many years, went on the retired list as of May 1.

William Schneider, retired conductor, paid the boys a visit. They say he looks just as good as the day he retired some years ago . . . *Joe Fiore*, retired shopman, gets around to see the fellows once in a while. He now has a place on the northwest side with three new fig trees, already beginning to bear fruit.

We are glad to see brothers *Hickey*, *Bonelli* and *Falvey* back with us again, after being confined

to hospitals and homes for quite some time; also, *Gateman Don Runyan* who was on the sick list . . . *Motorman Manthe* had an operation recently, and is up and around again.

Our most heartfelt sympathy to *William Hunter* whose 21-year-old wife passed away quite suddenly on May 2, leaving two small children . . . *Roland Nagel*, switchman, went to Omaha, Nebraska, to attend his sister's funeral . . . *Gateman Don Runyan* went to Dayton, Ohio, to attend the funeral of his 93-year-old grandmother . . . Our sympathy goes to the family of *Towerman Earl Smith* who passed away April 27.

Former *Switchman Stover*, recently transferred to the carpenter shop, is now on the buses at North Avenue.

Brother *Holmgren* sent cards from Florida while vacationing there . . . *Receiver Louis Wiedenhoft* and his wife spent their vacation at Phoenix, Arizona . . . *Receiver Robert Brown* and his wife spent their vacation at Miami, Florida.

Stephen Dudasik and his wife are the proud parents of twin sons, *Stephen, Jr.*, and *Jerry*, born April

29 . . . *Mr. and Mrs. Warren Conley* were gifted with a new son, *Michael Warren*. *Conductor William J. Conley*, Garfield Park, is the proud grandfather.

Mr. and Mrs. Walter Reich celebrated their 40th wedding anniversary with friends at a dinner in Wheeling, Illinois, on June 5.

—WALTER J. REICH

Back on Job After 11-Month Sickness

WESTSIDE (MET)—It is nice to see *Agents Bridie Marble* and *Mildred Leppla* back to work and looking so well. *Bridie* was on the sick list for 11 months, and *Mildred* had a broken ankle.

Agent Sarah Simmons took a leave of absence to attend the wedding of her son, *David*, in New Orleans . . . *Agent Kathleen O'Donnell* spent her vacation in East St. Louis, Illinois . . . *Agent Bertie Parsons* is touring the country with her nephew and his girl friend . . . Other agents on vacation are *Rose Janacek*, *Josephine*

W. J. KEARNS DIES



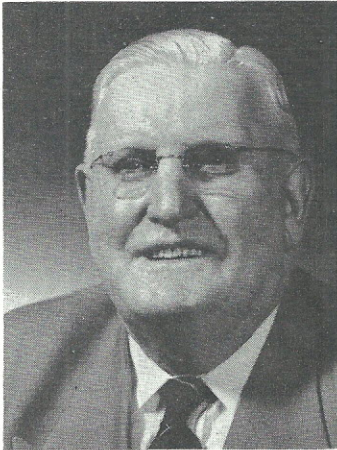
WILLIAM J. KEARNS, 43, assistant superintendent of Emergency, Way and Structures, passed away on May 12.

He entered the service of the predecessor Chicago Surface Lines on July 1, 1930, as an electrolysis checker, Electrical department. On October 1, 1935, he was transferred to the Utility and Emergency Service division as a chauffeur. On September 16, 1947, he was promoted to the position he held at the time of his death.

Survivors are his wife, *Marie*; a son, *William Patrick*; and a daughter, *Mary Ann*. Funeral services were held May 15 at Resurrection Church. Interment was at Queen of Heaven cemetery.

Reported by *Violet Carnes*

ENDS TRANSIT CAREER



WITH forty-three years of Rapid Transit service behind him, *Arthur W. Washo*, assistant station superintendent at Kimball and Lawrence terminal, retired on pension July 1. He began his transportation career as a trainman, and worked as switchman, yard foreman and despatcher. In 1945 he was promoted to assistant trainmaster, and on June 24, 1951, was appointed to the position he held at the time of his retirement.

While Washo was working as a switchman in 1935, he saved the life of a fellow worker who fell on the highly charged third rail in the Howard street yards. As the result of his heroic act, he became the first man on the Rapid Transit property to receive the Britton I. Budd gold medal life saving award.

Washo plans to spend his retirement at his newly-purchased home at Lake Nokomis near Tomahawk, Wisconsin, during the summers and in Prescott, Arizona, during the winters.

Eilert, Blanche Thomas, Burt Linne and Albert Altera.

Pensioner Bess Reilly and Agent Mary Tracey spent their vacation in Eureka Springs, Arkansas. . . We are glad to hear that Agent Kathryn Prinderville is home from the hospital and improving nicely.

The following agents have left on pension: *Florence Todd, Dorothy (Dolly) Considine, Margaret Verschure, Carrie Higgins and Catherine Bludau.* We wish them good health and many years of happiness.

We are sorry to hear that Agent Robert Benes fell off a ladder while putting up a shade and in-

jured his head and broke his ribs. A speedy recovery is wished by all his co-workers.

—KITTY KEEGAN and
RUTH HANSON

Vacationists Pick Florida

WILSON SHOPS — Repairman *Arthur Harty* and his wife spent their two weeks vacation in Florida.

Chief Clerk *Everett England* has just returned from a weeks vacation in Florida.

E. Jones, assistant general foreman of Rapid Transit terminals, has just come back from a week's vacation. He spent all his time working on the home he is building in Park Ridge.

That old bird, Mr. Stork, is a very busy man lately. He has just presented Repairman *Mike Conroy* and his wife with a baby girl on April 4.

Another girl was presented to Repairman *Frank Izzo* and his wife on June 8.

Repairman *Charles Brown* got married on May 18. We would like to congratulate him and his wife, the former *Vivian Slaughter*.

Congratulations to Repairman *Ralph Robinson* who said, "I do" to *Emmalou Harris*. This took place on June 21.

Wilson Avenue lost another one of its Irish bachelors. He is Repairman *John Hennelly* who was married on June 28. His wife is the former *Maureen McGovern*.

Congratulations to *Arthur Redlich* who has been promoted to assistant day foreman at Wilson.

We wish Mrs. *E. O'Day*, wife of *Ed O'Day*, a speedy recovery. She has been in St. Joseph Hospital.

Welcome to Repairman *John Southworth*, who has just transferred from Kimball Avenue.

Our deepest sympathy to Repairman *Everett Blackman* whose father passed away on April 1.

Welcome back to work *John Halloran, Peter DeRobertis, John Orange* and *Neal McGill* who were off account of sickness.

Edward Mizerocki, airbrakeman helper, *Walter Moench*, truckman helper, and *T. A. Kawol*, Electrical, visited the shops and rail facilities of the Illinois Terminal Railroad System and of the St. Louis Public Service Company. Knowledge of other railroads was certainly gained by these very devoted "rail fans."

—JERRY SCANNELL
and EVERETT ENGLAND

RECENT DEATHS AMONG EMPLOYEES

FRANK ABBOTT, 81, retired conductor, Metropolitan. Died 2-1-52. Employed 5-3-95.

CHARLES BAKER, 76, retired motorman, Burnside. Died 4-22-52. Employed 12-3-13.

STEPHEN H. BARTON, 51, conductor, Archer. Died 4-20-52. Employed 11-13-25.

JOHN M. BELGER, 73, retired motorman, North. Died 4-13-52. Employed 9-7-05.

ALBERT G. BINDELL, 80, retired trolley tender, Utility. Died 4-7-52. Employed 1-13-16.

JAMES M. BOGGAN, 76, retired motorman, Lawndale. Died 5-7-52. Employed 5-29-06.

EDWARD BOOTHBY, 75, retired conductor, Cottage Grove. Died 4-11-52. Employed 10-15-09.

THOMAS J. BRENNAN, 68, retired flagman, Central Division. Died 4-6-52. Employed 7-24-17.

JAMES F. DAILEY, 51, conductor, Kedzie. Died 5-15-52. Employed 5-2-27.

GEORGE B. DARGO, 56, carpenter, Road. Died 4-30-52. Employed 7-8-46.

JOHN J. DOLAN, 63, motorman, 77th. Died 4-12-52. Employed 12-14-08.

FRANK DOW, 78, investigator, General Office. Died 5-12-52. Employed 3-1-09.

ANTHONY DZIEGINSKI, 71, retired car cleaner, Archer. Died 5-2-52. Employed 5-11-24.

AUGUST EISENTRAUT, 85, retired doorman, Division. Died 3-28-52. Employed 10-22-00.

ANNA FLANAGAN, 64, agent, Southside. Died 3-26-52. Employed 2-18-18.

EDWARD J. FLESCHE, 69, retired motorman, Elston. Died 3-19-52. Employed 2-15-09.

RICHARD J. GODSON, 69, retired agent, Westside. Died 3-28-52. Employed 2-8-27.

MAX A. GRUBBE, 65, retired motorman, Lawndale. Died 4-25-52. Employed 4-7-20.

WILLIAM H. HACKBARTH, 71, retired janitor, 69th. Died 5-14-52. Employed 6-11-08.

FRANK J. HEROLD, 69, retired conductor, 69th. Died 4-24-52. Employed 5-10-06.

FRED HOBETLER, 59, retired carpenter, West Shops. Died 3-20-52. Employed 5-7-29.

THOMAS HOPKINS, 70, retired conductor, Cottage Grove. Died 4-22-52. Employed 10-26-15.

FRANK E. ISEMINGER, 75, retired motorman, Burnside. Died 5-15-52. Employed 3-8-00.

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

JOHN JOYCE, 49, conductor, Devon. Died 5-15-52. Employed 10-5-25.

JOHN F. KEANE, 66, retired motorman, Archer. Died 4-4-52. Employed 4-30-08.

WILLIAM J. KEARNS, 44, assistant superintendent, Utility. Died 5-12-52. Employed 10-1-35.

ARTHUR J. KILL, 66, retired bus repairman, North. Died 4-30-52. Employed 5-13-27.

JAMES J. KILLACKEY, 68, investigator, Accident Investigation. Died 5-2-52. Employed 1-10-44.

JOHN S. KONECKE, 54, conductor, 69th. Died 5-9-52. Employed 10-24-24.

EMIL L. KRUEGER, 56, motorman, Archer. Died 5-14-52. Employed 1-7-19.

JOSEPH LAPINSKI, 62, assistant foreman, North shops. Died 4-8-52. Employed 1-9-26.

LOUIS LARSON, 86, retired conductor, Metropolitan. Died 5-11-52. Employed 10-4-97.

PETER LAWLOR, 71, retired motorman, Kedzie. Died 3-30-52. Employed 6-21-18.

FRANCIS LEVANS, 51, watchman, 69th. Died 4-25-52. Employed 4-26-26.

EDWARD LONNEGREN, 74, retired motorman, 77th. Died 3-30-52. Employed 9-20-99.

JOHN MACHNICK, 59, clerk. Auditing. Died 4-8-52. Employed 10-17-18.

THOMAS MADIGAN, 66, car repairman, 77th. Died 5-16-52. Employed 6-28-26.

PATRICK J. MARRON, 75, retired doorman, Division. Died 3-28-52. Employed 10-17-06.

DOMINICK MASELLA, 59, car cleaner, Shops. Died 4-17-52. Employed 4-23-23.

FRANCIS J. McGOVERN, 59, retired conductor, Kedzie. Died 5-3-52. Employed 11-4-19.

THOMAS McGOVERN, 59, conductor, Kedzie. Died 5-3-52. Employed 11-4-19.

ANTON MIECZYNSKI, 75, retired motorman, Blue Island. Died 3-17-52. Employed 9-21-18.

ELMER H. MOLLER, 59, motorman, Westside. Died 5-2-52. Employed 5-9-22.

WILLIAM J. MORRIS, 73, retired conductor, Kedzie. Died 4-18-52. Employed 7-29-09.

JOHN F. MOSNICKA, 81, retired car cleaner, Lawndale. Died 3-29-52. Employed 4-24-24.

JOHN J. NAUGHTON, 60, retired motorman, 69th. Died 4-16-52. Employed 12-30-19.

ERNEST R. NELSON, 55, motorman, Limits. Died 4-22-52. Employed 11-4-19.

JAMES F. O'CONNOR, 55, retired conductor, 77th. Died 3-21-52. Employed 3-13-23.

THOMAS M. O'KEEFE, 62, retired conductor, 69th. Died 5-3-52. Employed 7-6-10.

MICHAEL PAVICH, 74, retired watchman, Track. Died 3-19-52. Employed 11-1-22.

MELBOURNE A. PAYTON, 57, motorman, North. Died 5-20-52. Employed 9-19-44.

LOUIS C. W. POTHS, 73, retired conductor, Archer. Died 4-25-52. Employed 2-8-17.

WILLIAM F. REIMER, 50, car cleaner, West Shops. Died 5-13-52. Employed 10-13-37.

JAMES C. RIDDLE, 30, car cleaner, Logan Shops. Died 5-11-52. Employed 2-6-51.

JOHN J. RUBEY, 51, motorman, Lawrence. Died 5-23-52. Employed 3-31-34.

ANTON SARACH, 71, retired laborer, Way and Structures. Died 4-7-52. Employed 7-31-16.

PAUL SEVCIK, 22, clerk, Lake St. Shops. Died 4-9-52. Employed 7-10-47.

CLARA L. SHALER, 64, retired agent, Loop. Died 4-7-52. Employed 4-12-07.

JOHN A. SKIBINSKI, 70, retired agent, Westside. Died 4-6-52. Employed 5-16-44.

EARL N. SMITH, 60, towerman, Metropolitan. Died 4-27-52. Employed 12-16-16.

CHARLES SPUDAS, 78, retired car repairman, Kedzie. Died 5-3-52. Employed 2-9-10.

ALBERT SRAGA, 72, retired fireman, North Shops. Died 3-6-52. Employed 7-30-25.

WILLIAM STEGEMAN, 57, car cleaner, West Shops. Died 4-11-52. Employed 7-4-17.

JAMES J. STEIK, 71, retired conductor, Kedzie. Died 4-14-52. Employed 6-17-07.

JOHN TAGARELLO, 63, laborer, Way and Structures. Died 4-14-52. Employed 7-16-27.

MATTHEW P. THOMAS, 72, retired pipe fitter, South Shops. Died 5-5-52. Employed 4-11-17.

EDWARD TODD, 56, retired conductor, Devon. Died 3-20-52. Employed 3-13-23.

CARL UNGER, 51, motorman, 77th. Died 4-23-52. Employed 5-22-23.

JOSEPH WASS, 83, retired repairman, Lawndale. Died 5-1-52. Employed 8-15-05.

JULIUS WILCOPOLSKI, 58, car cleaner, Kedzie. Died 4-28-52. Employed 10-18-44.

ANTON J. YOCUS, 66, retired car placer, Cottage Grove. Died 2-27-52. Employed 9-7-07.



PUBLIC SPEAKS

Based on Actual Letters
Received Recently by CTA

THE courteous and efficient service rendered by the majority of our transportation employees is appreciated. This is evident from the many commendations received from riders who are pleased with and enjoy CTA's transit facilities. These employees are doing a good job of winning friends for the CTA. Reprinted here are only a few of the many such letters that come in each month.

Gracious Act

"This morning I boarded a North avenue bus with eleven cents and a bill which was too large for the operator to break; my own oversight. Rather than cause me inconvenience, the operator, No. 11216 (*LeRoy T. Morris*, North), loaned me the lacking six cents from his own pocket. Will you please see that he receives the amount enclosed which he advanced to me, and I hope you will thank him for me for doing a very gracious act."

Politeness Appreciated

"I wish to call your attention to one of your very splendid employees. He is a guard on the Douglas Park line (*George Hageman*, Westside). He not only is polite, but he knows the city of Chicago. There were two passengers enroute on the "L," westbound, and both had to seek information from him. He told them in a kindly and patient manner. I hope you will let him know that his services are appreciated."

Always Calm

"As one who uses your transportation system daily I feel that I would be most ungrateful not to make mention of operator No. 5831 (*Elmer Peterson*, Cottage Grove), who operates on Indiana avenue. This man is always cool, calm, courteous, and always ready and willing to render that extra bit of service to the public, especially to women, children and the aged. These things could be said of many in the service, but, since I ride so often with this man and find such grateful pleasure in watching him doing his work so instinctively and pleasantly, I must commend him."

Efficient and Patient

"I would like to commend bus operator No. 14004 (*Reginald Park*, North Park). He is a very efficient operator, polite, and calls all streets. At one of the intersections there was a connecting bus approaching. As it was raining, he waited for passengers leaving the other bus. It was a pleasure to ride with him."

RIDERS let us know, too, when they are dissatisfied with CTA service. Here are two complaints received recently which could very easily have been avoided.

"I wish to report an annoying and embarrassing incident which occurred on one of your buses. I boarded an east-bound Grand avenue bus at Narragansett and Grand avenues, paid my fare and was given a transfer. Transferring at Homan avenue, I boarded a Homan-Kimball bus going south. The conductor refused the transfer; he said it was not punched. I paid an additional 17 cents carfare. I was not aware that this transfer was not punched and feel that I should be reimbursed. I am enclosing the above mentioned transfer."

Comment: The transfer enclosed with the above letter was not punched to show the time it was issued. This situation could have been avoided if the bus operator had been more careful when issuing the transfer.

"Almost every morning of the week there are three of us who ride the Harrison street bus to Western avenue, then transfer south on Western to our various destinations. This morning and last Friday morning just as the bus got to Western at 3:45 a.m., the Western avenue car crossed Harrison street and continued on south. The motorman could have waited for us to get off the Harrison bus and make the connection. Our bus driver on the Harrison bus flashed his lights and blew his horn, but it did not stop the Western avenue motorman from continuing on his journey south."

Comment: In the early morning hours service is not as frequent as at other times during the day. Operators should accommodate passengers by waiting at transfer points for approaching vehicles.

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

	May, 1952	May, 1951
Complaints	870	937
Commendations	46	60
	Five Months, 1952	Five Months, 1951
Complaints	3,691	4,232
Commendations	296	291

TRANSIT IN THE NEWS

CHANGES IN FARE AND WAGE STRUCTURES EFFECTIVE JUNE 1

A REVISED interim fare structure, effective June 1, was adopted by the Chicago Transit Board on May 14.

The new ordinance imposed no fare increase for riders using tokens or tickets, which may be purchased by patrons from bus operators, trainmen and Rapid Transit agents.

Surface system tokens, each good for an adult ride, are sold at the rate of five for 85 cents and Rapid Transit tokens or tickets are five for 90 cents. Children or student tickets for rides on either the Surface or Rapid Transit systems are sold at the rate of five for 40 cents. By purchasing tokens or tickets, riders receive the benefit of fares in effect prior to June 1.

The cash fare rate for adults is now 20 cents and for children (including elementary or high school students) it is 10 cents on either the Surface or Rapid Transit systems (middle, north or west zone). The through Rapid Transit adult fare between the middle and north or west zone remains unchanged at 25 cents. The middle zone includes Chicago, Oak Park, Forest Park, Cicero, and Berwyn. Maywood, Bellwood and Westchester are in the west zone. Evanston, Wilmette and Skokie are in the north zone. The local token rate in the north or west zone is five for 85 cents.

The adult rider using Surface system tokens pays an additional one cent (the same as before) when transferring to the Rapid Transit system (middle zone). For a through ride to the north or west zone, the Surface token rider continues to pay an additional eight cents. The free transfer from the Rapid Transit system to the Surface system is retained.

A free transfer to the Rapid Transit (middle zone) may be secured by a rider paying the cash fare on the Surface system. For a through transfer to the west or north zone, the cash fare rider pays a five-cent transfer charge, making a total of 25 cents, the same as the former through fare.

Riders transferring from Chicago Motor Coach buses to either the CTA Surface system or to the Rapid Transit middle zone pay a transfer charge of five cents. The transfer charge of 10 cents from Motor Coach to Rapid Transit trains to the north or west zone remains unchanged.

Weekly Pass Discontinued

Coincident with the effective date of the new interim fare, the sale of experimental downtown weekly zone passes was discontinued due to the small number of people making use of them.

Wage Increase

A general wage increase of four cents an hour became effective on June 1 for CTA employees as provided by wage

agreements approved by the Chicago Transit Board on July 25, 1951.

The new rate for one-man operators is \$1.84 an hour, plus two cents an hour cost-of-living allowance; while two-man operators now receive \$1.74 per hour, plus the two cents cost-of-living allowance.

The new wage rates will increase the annual cost of wages by approximately \$1,880,000.

An additional cost-of-living allowance of three cents per hour becomes effective in the first payroll period of July.

RECENT SERVICE CHANGES

DURING the past few months several operating changes affecting CTA lines have been made, as follows:

Rapid Transit System

SERVICE on the lightly-patronized Humboldt Park "L" branch was discontinued as of May 4. For the convenience of the relatively small number of riders who had been using the Humboldt Park "L" service, a supplementary limited stop bus service during morning and evening rush hours was integrated with regular North avenue bus service, only 150 feet south of the discontinued "L" line.

THE Douglas Park and Roosevelt Road stations, on the Douglas Park "L" line, and the Wallace station on the Stock Yards "L" branch were closed, effective May 4. The two stations on the Douglas Park line had been operating as "partial service" stops since December 9, 1951. Entrance had been through special turnstiles operated by Rapid Transit system adult tokens. The turnstiles were frequently damaged by vandals, making them inoperable and reducing use of the stations to the point that they could no longer be justified. The Wallace station had been serving only one per cent of the Stock Yards branch riders.

BEGINNING Sunday, May 18, the south terminal for Ravenswood "L" trains on Sunday and holidays was established at Fullerton Avenue station where passengers make direct platform transfer connections with north-south subway trains operating to and from the downtown area. Mondays through Saturdays trains continue to operate between Kimball Avenue terminal and the downtown "L" Loop, except during late night and early morning hours when the south terminal is at Fullerton Avenue.

Under the present arrangement, when operating on the Loop "L" structure, Ravenswood trains use the inside tracks, excepting during weekday rush hours (7:10 A.M. to 10:22 A.M. and 3:17 P.M. to 6:19 P.M.).

ALSO effective May 18, operation of trains on the Normal Park "L" shuttle branch was confined to morning and evening rush hours only (approximately 6:30 A.M. to 9:00

A.M. and 4:30 P.M. to 7:00 P.M.) Mondays through Fridays. There is no service on this branch at any other time.

Surface System

MODERN buses replaced streetcars on a daily basis on Milwaukee Avenue and Blue Island Avenue, effective May 11. New trolley buses were assigned to the Chicago Avenue line at the same time, replacing street-cars.

Milwaukee Avenue buses follow the same basic routing as the former streetcars except in the central business district. The north terminal remains at Imlay and Milwaukee. Downtown, the buses operate south in Desplaines from Milwaukee to Washington, east to State, south to Madison, west to Canal, and north in Canal to Milwaukee.

A portion of the rush hour service, Mondays through Fridays, is routed south in Clinton from Milwaukee to Harrison, east to Canal, north to Van Buren, west to Clinton, and north to Milwaukee.

Supplementary "limited stop" rush hours buses, continue to serve Milwaukee Avenue riders, Mondays through Fridays, between Milwaukee-Central and the Logan Square "L" terminal.

Terminals of the Blue Island Avenue line remained the same as formerly—26th-Kenton on the west and Monroe-Dearborn in the downtown district.

The trolley buses on Chicago Avenue operate between terminals at Chicago-Mayfield (5900 west) and at Chicago-Fairbanks Court (300 east).

OTHER changes effective May 11 included the substitution of buses for streetcars on weekends only on the Madison Street, Kedzie Avenue and Ashland Avenue lines, with no change in terminals, and the conversion of Cottage Grove Avenue service to one-man streetcars.

CTA TRANSIT NEWS WINS

Grand Award

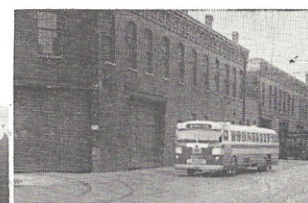
IN the national transit company employee publication contest, sponsored by Mass Transportation, CTA TRANSIT NEWS placed first in Class I magazines and also won the

grand award with 88 out of a possible 100 points.

Almost all of the major transit publications in the United States, Canada and Hawaii were entered in the contest. Entries were judged on the basis of contents, format, typography, illustrations, quality of printing, editorial balance, writing and accomplishment of objectives.

Admiring the trophies are, from left to right, *W. M. Howlett*, editor; *John J. Bowen*, production; *James J. Kennedy*, formerly assistant editor (now assigned to the Training department); and *Joan Peacock*, editorial assistant. Among others having a hand in helping to make your magazine a prize-winning publication are the CTA photographers and the departmental reporters whose names are listed below their columns in the "Inside News" section.

ARMITAGE DEPOT "RETIRED"



ON May 11, Armitage depot, 2505 W. Armitage, was closed as an operating station of Chicago Transit Authority. Previously, Burnside, Elston and Lincoln stations were closed under CTA's modernization and improvement program. Only Milwaukee streetcars had been operating from Armitage just prior to its closing, and that line was converted to buses on May 11.

The original building was constructed at this location 18 years before the turn of the century in the horse-car days, and the heavy iron rings to which the horses were tied are still imbedded in the brick walls.

One of the accompanying pictures shows the last streetcar removed from the property before final "locking up" procedures took place. In the other photo a group of retired and active employees gathered on the last day of operations as a farewell gesture to the old station. In the center, hand upraised, is *George Dorgan*, station superintendent, and to his left, wearing bow tie, is *Warren J. Powers*, night station superintendent.

The Armitage bus line now operates from North Avenue station and the Milwaukee avenue bus line operates from North Park depot.



Training School Tour

SHOP supervisory men and their families on the evening of June 3, made an inspection tour through the training school at Division and Western. *Jack N. Jobaris*, equipment engineer, explains to his wife what happens when she operates the controls of a PCC streetcar. *George L. Zamzow*, automotive engineer, and his wife, left, observe the operation. The evening was concluded with the serving of a buffet luncheon to all who attended.

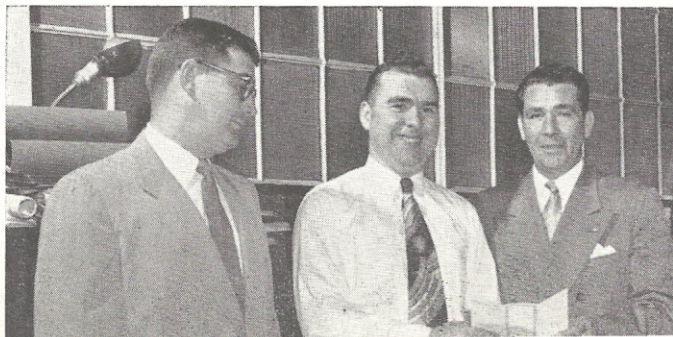
Baseball Bus

AUTOGRAPHING a baseball for *Operator Art Hamelin*, Limits, is *Jim Konstanty*, famous pitcher for the Philadelphia Phillies of the National League. The player at the left is catcher *Del Wilber* now with the Boston Red Sox. The CTA chartered bus was on hand at Wrigley Field to transport the Philadelphia team to a railroad station after the completion of their three-game series with the Chicago Cubs. In addition to this new business secured from the

Phillies, the recently reorganized Charter Service section also has supplied charter buses for other major league ball clubs, including the Cincinnati Reds and Boston Braves.

Good Guess — Better Dressed!

BY exactly estimating the braking power in a 3-strand wire rope at 28¾ tons, *Ed Gullery*, statistical analysis section of the Accident Prevention Department, won for himself a new suit of clothes. The wire rope was displayed at the recent 29th Annual Midwest Safety Show by Lowery Brothers Wire Rope Splicing Service. Over 1,300 people participated in the contest. *John W. Lowery*, right, presents Gullery with a gift certificate as *Charles E. Davy*, sales manager for Lowery Brothers, looks on.



RECENT APPOINTMENTS

EXECUTIVE orders issued April 25, by *Walter J. McCarter*, general manager, named *Thomas B. O'Connor* as general superintendent of transportation, effective May 1, and *Charles J. Mersch* as general superintendent of investigations and claims, effective April 28.

O'Connor entered the transit field on January 14, 1936, as a student engineer with the former Chicago Surface Lines. After eight years in the schedule and transportation departments, he was made assistant superintendent of transportation. He has served in that capacity until his recent new appointment. He succeeds *Robert J. McKinney*, who retired as of May 1.



T. B. O'Connor

Mersch's career in transit accident investigation and claim work dates back to May 22, 1916, when he was employed as an adjuster by the Chicago Surface Lines. He became assistant superintendent in the department of accident investigation in 1928 and was named superintendent of accident investigation on October 1, 1946. He served in that latter capacity until being appointed to the newly-created post, mentioned above.



C. J. Mersch

IN BULLETINS dated May 19, *T. B. O'Connor*, general superintendent of transportation, announced that the following appointments as night station superintendents were effective as of May 18: *S. J. Bitel*, Archer; *R. K. Keag*, Lawn-dale-Blue Island; and *M. F. Harrington*, North Avenue.

Effective May 25, district superintendents were named as follows: *J. B. Becker* and *J. A. Kelly*, District "A"; *A. Tagler* and *John Kramer*, District "B"; *J. J. Hubberts* and *F. C. Eggert*, District "C"; *S. D. Sim*, day off relief and *J. C. Mathley*, vacation relief superintendent.

THE following changes in the Transportation department, rapid transit division, were announced recently in a bulletin issued by *T. B. O'Connor*, general superintendent of Transportation, and approved by *General Manager Walter J. McCarter*:

L. J. Hickey, District Superintendent, North-South District. *R. F. Wenstrom*, Station Superintendent South Side Section. *A. G. Anderson*, Assistant Station Superintendent, South Side Section. *M. G. Feaheny*, Night Station Superintendent, South Side Section.

EFFECTIVE June 15, *Gordon J. Wagner* was transferred from the Training department to the Transportation department as Supervisor of Training, reporting to *T. F. Moore*, Superintendent of Operating Stations.



Unexpected Visitor

EMPLOYEES in the CTA offices at Clark and Division will long remember the day "Wiggie," an eight-month-old parakeet, came and spent the day. He flew in an office window there recently and made a playful nuisance of himself perching on shoulders and the ends of pencils. When the little lost bird's picture appeared in the newspapers, CTA's switchboard was flooded with over 300 calls claiming him. "Wiggie" was turned over to the Anti-Cruelty society where he "talked" and was identified by his owner, *Mrs. Kathleen Thybony*. *Jean Sehring*, specifications, offers "Wiggie" a transfer, but being a smart little bird, he knows he doesn't need one the way he travels.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF APRIL 1952 AND 1951, FOUR MONTHS AND TWELVE MONTHS ENDED

APRIL 30, 1952

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

	Month of April 1952	1951	Period Ended Apr. 30, 1952 4 Months	12 Months
Revenues	\$9,478,035	\$9,154,093	\$38,014,041	\$113,164,147
Operation and Maintenance Expenses.....	8,238,533	8,281,094	33,954,437	99,692,627
	1,239,502	872,999	4,059,604	13,471,520
Debt Service Requirements:				
Interest Charges	318,038	318,038	1,272,153	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	107,000	107,000	428,000	1,284,000
	425,038	425,038	1,700,153	5,100,250
Balance before Depreciation.....	814,464	447,961	2,359,451	8,371,270
Provision for Depreciation—Current Period.....	758,243	625,000	3,041,123	8,041,123
Balance (Deficit) (Note 2)	56,221	177,039*	681,672*	\$ 330,147
Accumulated Deficit:				
To end of previous month.....	799,671*	896,558*	61,778*	
At April 30.....	\$ 743,450*	\$1,073,597*	\$ 743,450*	

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; and the balance of \$330,147 available for the twelve months ended April 30, 1952 was applied to cover prior deficiencies in deposits to the Depreciation Reserve Fund. Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve Fund and Operating Expense Reserve Fund.

* Red Figures

PASSENGER STATISTICS

Total Revenue Passengers.....	58,770,652	62,735,160	236,073,800	716,634,836
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM

May 19, 1952

1950 Orders—

	Delivered to Date	Remaining to be Delivered
Propane Buses	551	—
Trolley Buses	346	3
El-Subway Cars	200	—
	1,097	3

Delivered under Previous Orders.....	1,714	
	2,811	

THREE TEAMS WIN BOWLING TROPHIES

BEAUTIFUL trophies (CTA Transit News, January, 1952) were awarded to three CTA bowling teams as champions of their respective divisions.

The winners were Division 308 team of the North Side P.M. League (Surface transportation), Team No. 1 of the North Side A.M. Morning Glory League (Rapid Transit

transportation), and the Sure Way team of the Bus Overhaul League (Shops).

Eight employee leagues were in action during the past season. The winners of each league competed for the large trophies and small individual trophies which were provided by the Employees' Welfare Fund.

WINNERS of the Surface transportation trophy, the Division 308 team was composed of, left to right, *Ted Nadrowski* (alternate); *Bill Rooney*, *Herb Miller*, *Ed Schlage*, *Alex Muscato* and *Frank Wagner*.

TEAM No. 1 of the North Side A.M. Morning Glory League captured the Rapid Transit transportation trophy. Its members, left to right, rear, are *L. Herman* and *Ted Nadrowski*. Front, left to right, are *T. Woss*, *Alex Muscato* (alternate); *Ken Patchell* and *Vic Johnson*.

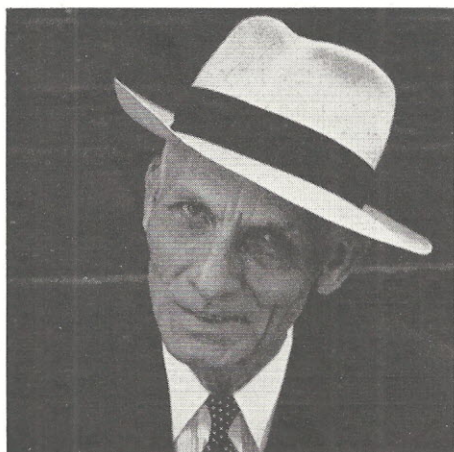
THE Shops department champions are the Sure Way team of the Bus Overhaul League. Left to right, rear, they are *Bill Peter*, *Frank Fiarito* and *Jim Meschewski*. In the front are *Joe Baldassari* and *Bill Woss*.



What was the most difficult task you ever attempted?

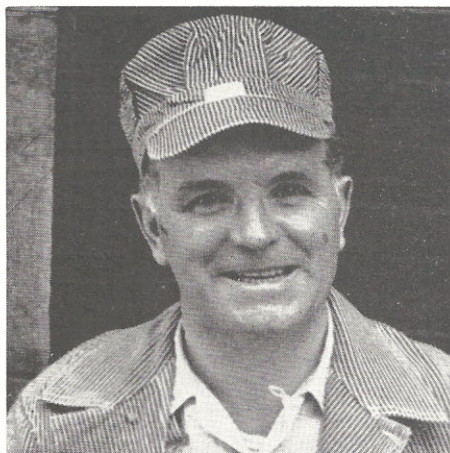
INQUIRING REPORTER: Leo J. Bien

LOCATION: Southside



CHARLES MURPHY, Yard Foreman: "In 1907 our ship dropped anchor in Guantanamo Bay, Cuba. The captain granted a group of us permission to put out in a sailing launch for diversion. The petty officer in charge, who contended he knew all about sail boats, maneuvered the boat out to sea about six miles with the wind. When we decided to return, we headed into the wind. Rowing back those six miles was the hardest thing I ever did."

JOHN KANE, Instructor: "While in a prison camp inside Germany, I was designated as representative for a group of about 50 American prisoners. It was my duty to see that supplies received from the Red Cross were equally apportioned to the men. This part of my duties was not too difficult, but seeing that our captors lived up to the Geneva Conventions was very trying."



CHARLES McMORROW, Motorman: "About 1922, while employed as a mucker in a copper mine, I had the misfortune to dislocate my carbide lamp which fell to a level 100 feet below me. I was stranded 3,500 feet below the surface in pitch darkness, wondering how long it would be before I was rescued. Fearful of moving lest I fall to the bottom of the pit, it seemed like an eternity until six hours later I was located by my tapping on a pipe. Was I afraid? No, I was hungry and mad as a wet hen."



WILLIAM LOVELL, Clerk: "During depression days, while working with a construction gang, I was given the job of digging clay—the heaviest thing in the world. It wasn't long before I realized that a certain amount of skill was required. Throwing a shovel full, I fell right on my face. I then decided there must be an easier way to earn a living."



JAMES LYNN, Messenger: "About 48 years ago I went to work for a railroad and was placed in the roundhouse. Two weeks later the superintendent asked me if I knew how to operate a locomotive. Afraid of being laid-off, I said yes. To my amazement the superintendent appointed me foreman of the night gang. What a shock."

TO THE Ladies

... from JOAN

Smart Money Management

THE secret of having more to show for your money lies not in how much you earn, but in how you manage it. To manage your money intelligently, you need a direction indicator, not a penny-pinching budget vise which will soon have husband and wife saying to each other: "You spent 23 cents too much for cigarettes last week!"

"Oh, I did, did I; you spent 18 cents too much for your lunches!"

An effective money-management plan should (1) make you decide where you want your money to go; (2) send it there; (3) show you the score. For this, a blueprint is necessary. But it should not trap you in so much detail that you lose sight of the essential purpose. Your plan should be so simple that you shouldn't have to spend too much time thinking about money. Placed right at the top of this plan are savings. Too many people think of savings as just those scrapings from the bottom of the barrel after today's impulses are answered. Then, what do you and your family want? Thousands of wants—big wants, little wants, immediate wants, future wants, wants that are occasional, urgent, or casual. Added up, they can exceed your income—probably do. List

BARE shoulders to the sun. Drink in the sun in this pastel pique halter designed for enjoying summer at its best. Wide halter straps encircle the neck and hold the halter securely in place. Shirring on both side seams flatters the bodice. The halter is made from two straight pieces that can be stitched up in a jiffy. Make several to wear with skirts or shorts. A free direction leaflet can be had by writing to: Women's Editor, CTA TRANSIT NEWS, Chicago Transit Authority, Merchandise Mart 54, Chicago.



them in black and white. Decide which ones really mean something to you, and cross off the rest. This is managing your money intelligently.

Enjoy a Workless Picnic

IT'S no fair when you have to do all the work and worry preparing the food for a picnic. Here's a way to have a picnic with novel, delicious food which requires no tiresome beforehand making and wrapping of sandwiches. Take the makings for the picnic along with you in cans and make them right there. A few little cans of meat spread such as liver, tongue, ham, a can of Vienna sausage and a big loaf or two of French bread, and you will have marvelous sandwiches everyone will enjoy. Make the sandwiches by slicing a loaf of the French bread lengthwise. Spread with butter and desired meat spread. Garnish with onion rings and tomato slices. Place second half of bread on top, and cut loaf crosswise into sandwiches. Make miniature frankfurters with Vienna sau-

sage in parkerhouse rolls. For crisp radishes, cold tomatoes and greens, put vegetables in large round paper container; add ice cubes to keep vegetables cold in transit.

HERE'S the new deal in picnics. No work at home for the hostess when you take the mainstay of the picnic in cans.



It's Strawberry Shortcake Time

EVERY year just around this time the family clamors for strawberry shortcake for dessert. How do they like it made—with whipped cream or ice cream? Served on shortcake . . . biscuits . . . or

on meringues? If their favorite is meringue, but you have always thought them too difficult to make, here are a few rules to keep in mind.

The big secret is getting the egg whites very frothy. This is easier to do if you use eggs at room temperature that are not strictly fresh. They'll beat more readily and will produce a greater vol-

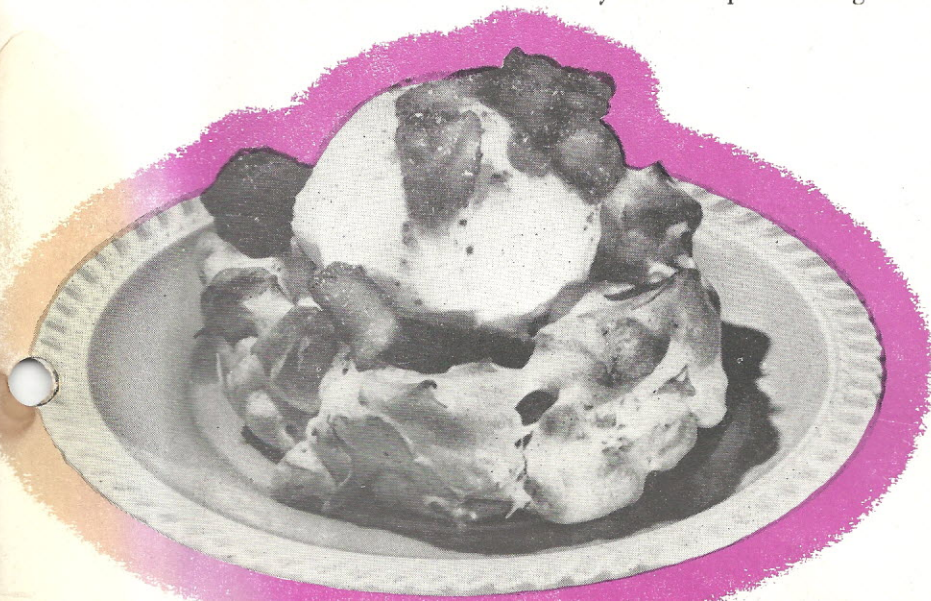
ume. Be sure to bake in a very slow oven and your meringues should be as crispy as any you've ever tasted. Fill the meringue with ice cream, cover with strawberries and you have a simple but luxurious dessert.

Meringue Shells

- 3 egg whites
- $\frac{1}{8}$ teaspoon salt
- $\frac{1}{8}$ teaspoon cream of tartar
- $\frac{3}{4}$ cup sugar
- $\frac{1}{2}$ teaspoon vanilla flavoring

Beat egg whites until frothy; sprinkle with salt and cream of tartar. Continue beating until stiff but not dry. Gradually beat in sugar, a tablespoon at a time, adding vanilla with last of sugar. Drop by tablespoons onto baking sheet covered with unglazed paper. Shape into shallow cups. Bake in preheated slow oven (275°) about 40 minutes or until lightly browned and dry on surface. Remove from paper while warm. Cool; fill with ice cream and strawberries and serve immediately.

THIS is the family's favorite Sunday dessert, but surprise them by making meringues instead of biscuits. Fill the meringue with ice cream, cover with strawberries for the dessert supreme.



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will shrivel it low



GOODWILL grows only
when you tend it well...
Watch how **GOOD SERVICE**
makes it swell



Let's nourish and guard it
with greatest care...
It needs **PERSONAL INTEREST**
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