



TRANSIT NEWS

APRIL, 1953



Fun for All!



IRISH or not, everyone who attended the Saint Patrick's Party and Dance held by CTA Post No. 1216 of the American Legion spent an enjoyable evening.

Around 200 persons gathered on the night the green is worn to raise their voices and heels in St. Jude's Hall at 221 West Madison street, as shown by the accompanying pictures.

1. Music for dancing was rendered by the band of *Johnny Thorpe*, who is also the present Post Commander.

2. Piano and song solos were supplied by *Pat Hallahan*, transportation clerk at Howard terminal.

3. Door prizes, which included a lamp and smoking stand, were awarded the lucky winners by *Robert Baraglia*, west side train clerk and chairman of the entertainment committee, and *Loretta Lynge*, president of the post's auxiliary.

Next event on the post's social calendar is the annual smoker. It will be held sometime in May, and all members are encouraged to attend.



Recent CTA Additions To the Armed Forces

Nick A. Campana — Revenue Accounting
Walter S. Danloe — Electrical
John Giovenco — Shops and Equipment (Skokie)
Bernard J. Lucansky — Electrical

Returned from Service

James E. Clark — Transportation

(Westside)

Robert G. Koppers — Shops and Equipment (Beverly)

Alexander Kundrotas — Electrical

John J. McNeely — Payroll Accounting

Timothy J. Moriarity — Way and Structures

Rolla G. Pyle — Transportation (Blue Island)

Ennis L. Scott — Transportation (North Park)

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LET'S KEEP IT *Clean!*

CLEAN-UP time is not just a week's affair for CTA employes as indicated from the following excerpts taken from bulletins and rules and regulations which apply all year around:

"All employes of the Transportation Department should make every effort to see that equipment is as clean as possible. Trainmen and bus operators should pick up and dispose of papers and other articles as their cars, buses or elevated trains reach the outer terminals. Special care should be given to handling of transfers so that they are not thrown out along the right-of-way over which we operate."

"Personal cleanliness and neatness are required at all times. Uniforms must be clean, pressed, brushed and in good repair and shoes must be shined. Caps should be brushed and visors and badges wiped off daily."

WITHIN the next few days or weeks (if it hasn't already happened) thousands of American cities and towns suddenly will bloom into spic and span communities. The new look will last weeks, months and in some cases even become permanent. For it's all part of our country's perennial Spring Clean-Up activity—an activity that's typical of our national pride.

No one for sure seems to know whether the Virginia Colonists, the Puritans or the Dutch brought the "clean-up" tradition to these shores or whether it originated here in the colonies themselves.

The National Board of Fire Underwriters, which long has been a leader in this activity, is inclined to believe that Spring Clean-Up Week, as we know it, began 44 years ago when a Cleveland, Ohio, school teacher, *Bertha Chapman*, one day presented a particularly ragged pupil with a bright blue pinafore. As a result of that generous gesture, the urchin was transformed into a neat, attractive and pretty child.

But such a transformation would have gone unnoticed and modern Clean-Up Week would never have come to pass had not little *Miss Pinafore* skipped home to show her mother. And the mother, so the story goes, decided then and there to do a little cleaning up around the place. Later the neighbors got into the act. Thus was begun a clean-up campaign that spread throughout the community.

Seven years later, Cincinnati followed Cleveland's example and undertook the first city-wide clean-up drive in history. Today, nearly every American community observes this practice.

Everyone agrees, of course, that a clean community is a healthy and safe place in which to live and brings about a reduction of fire hazards, many of which are the result of litter and accumulated waste materials.

So why not follow some sound advice and discard all that junk—old newspapers, oily rags, old paints and brushes—all that stuff stored for no good reason in closets, attics, and cellars?

Wouldn't you be acting in your best interests in getting rid of it? After all, rubbish caused some 13,000 fires last year. You could be one of fire's victims this year!



LET'S get rid of rubbish like this which caused some 13,000 fires last year and claimed many lives as its toll.

AT the turnaround terminal at Cicero and Montrose, *Howard Hausknecht*, North Avenue bus operator, picks up discarded papers in his vehicle and drops them in the incinerator. This practice is in accordance with rules and regulations governing all trainmen and bus operators on the entire CTA System.



CTA REPORTS TO

(Reprint of newspaper advertisement published March 23, 1953.)

● CTA was chosen by you to purchase and modernize the surface and elevated systems of Chicago because no privately owned company would or could provide the large amount of money that was needed to replace the old red streetcars and the out-moded elevated cars. At year end 1952, five years and three months had elapsed since CTA started to do the job it was created to do. What has the CTA accomplished? What did it do in 1952 to improve local transit equipment and service? Here, for your consideration, is a summary of these busy five and a quarter years:

MODERNIZATION:



\$83,000,000 invested or committed in modernization of equipment and other facilities.

2,815 new buses and cars delivered and in daily use, including 153 trolley buses received in 1952.

Orders placed or steps taken for purchase of 300 additional odorless propane-fueled buses, and 250 "Green Hornet" type elevated-subway cars for delivery in 1953 and 1954.

FINANCES:

At year end, the CTA had met in full for the entire five years and three months its operation and maintenance expenses, the interest and principal payments on borrowed money, and the depreciation charges required to assure replacement of obsolete equipment.



Every payment of principal and interest on borrowed money had also been met in full and on time.

Revenue bond indebtedness had been retired to the extent of 5½ per cent by payments or accumulated reserves.

Equipment trust loans for the purchase of new buses and cars had been reduced from \$17,085,000 to \$6,658,332 by payments or accumulated reserves—a reduction of 61.03 per cent in 33 months.

\$2,284,306 had been paid or earmarked as compensation to the City for use of city-owned streets, subways and other facilities.

\$924,584 had been paid to the City toward the cost of repaving and resurfacing city streets.

Net transportation property value was increased more than \$45,000,000 to \$123,514,105 in 1952, a gain of 59 per cent.

FUTURE PLANNING:



Preparations are under way now for high-speed rapid transit in the median strip of the Congress Street Superhighway to Lotus Avenue (5432 West), and perhaps as far west as Des Plaines Avenue, Forest Park.

This new rapid transit facility through Chicago's West Side, scheduled for use in part at least in 1955, will be completely equipped with all-metal cars.

Coordination and integration of the surface and rapid transit services, including more passenger interchange terminals and more off-the-street terminals for surface operations, are to continue.

SERVICE:



Running time on all major "L" and subway routes speeded up by establishment of "A" and "B" stop system and use of modern operating methods.

All-metal cars now provide the greater part of the CTA's rapid transit service.

85 per cent of the riders on the former surface lines now are using new cars or buses on all or part of their trips.

Nearly 80 per cent of the former surface system mileage—1,220 miles of former surface lines routes to be exact—has been equipped with new cars and buses. Every section of the city has received new cars or buses.

Surface and rapid transit service is being coordinated by the establishment of convenient, attractive transfer interchange locations between these systems.

The number of off-the-street surface terminals has been more than doubled, and more of these terminals are under way.

YOU FOR 1952

UNIFICATION:

"One City-One System", a goal of more than half a century, achieved by purchase of the Chicago Motor Coach Company on October 1, 1952. This purchase added 595 modern buses and 172 miles of surface routes, principally on the city's boulevards, to the CTA system.



SHOPS AND OTHER FACILITIES:

\$12,000,000 of the CTA's modernization expenditures invested in new shop tools and equipment, new garages and other operating facilities.



Six car houses modernized for proper servicing, maintenance and overhaul of buses, and two car houses being converted for bus operation.

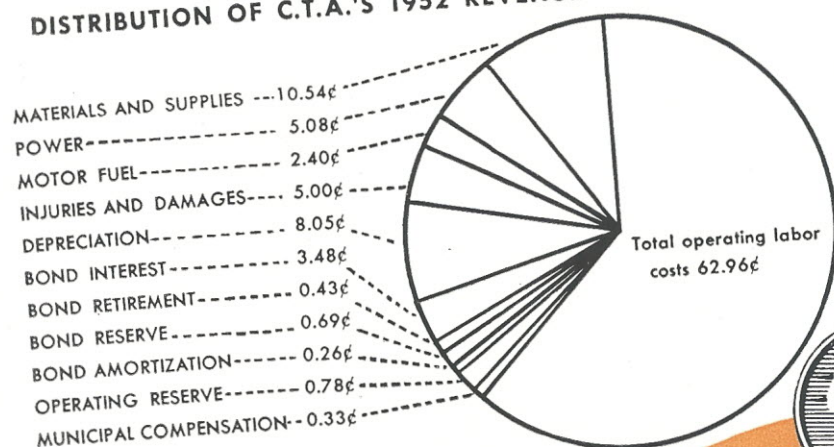
ECONOMIES:

Offsetting in part sharp increases in the costs of labor, materials and supplies, intensive and productive efforts have been made to increase efficiency, to consolidate functions and activities, to eliminate duplications, and to introduce modern operating methods and maintenance procedures.

● CTA's management presents the foregoing statement as a brief but accurate record of its stewardship. Tangible evidences of transit progress are noticeable every day in every section of the city—new cars and buses on our streets, new elevated-subway cars and a substantial reduction in street noises and operating odors directly attributable to CTA's modern rubber-insulated and rubber-tired vehicles. Our task has been complicated by an inflationary economy (for example, a modern "L"-subway car costs about \$60,000, and a modern bus about \$20,000) but a credit rating has been established that has kept the modernization program moving rapidly ahead. And every dollar earned is being reinvested in the property to improve service and equipment. In this service-at-actual-cost enterprise there are no profits paid to anyone.

During 1953, and in the future, we hope and believe that further progress can be made. For our part, we are fully conscious of our responsibilities to the more than 2,000,000 riders using CTA services each weekday, and to the communities that we serve, and we pledge our continuing best efforts to achieve the common objective of all of us—the nation's best local transit service at the lowest possible cost.

DISTRIBUTION OF C.T.A.'S 1952 REVENUE DOLLAR



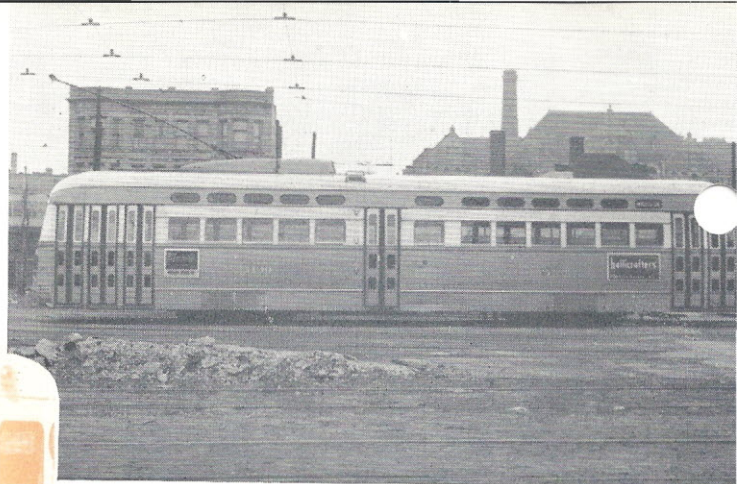
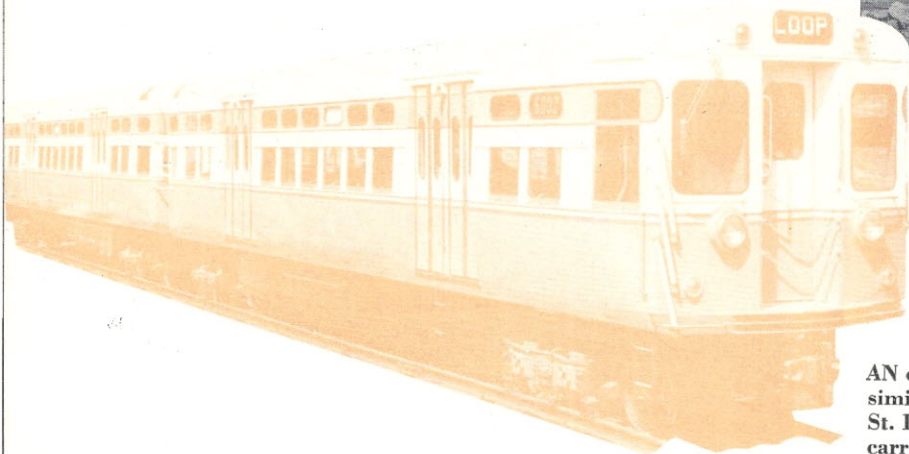
CHICAGO TRANSIT BOARD

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CHICAGO TRANSIT AUTHORITY

\$83,000,000 for Modernization



FABRICATION of the 150 "Green Hornet" type rapid transit cars involves the sale of an equivalent number of "Green Hornet" streetcars such as the one pictured here to the St. Louis Car Company. Certain components of these cars, such as trucks, electrical equipment, seats, etc., will be used in the building of the new rapid transit cars.

AN order for 150 "Green Hornet" type rapid transit cars similar to those shown here was recently placed with the St. Louis Car Company of St. Louis, Missouri. The order carries an option on the delivery of 100 additional cars at the same unit cost—\$32,332 per car.

ANOTHER major step toward complete modernization of CTA's fleet of "L"-subway cars was taken recently by the Chicago Transit Board.

An order for 150 "Green Hornet" type rapid transit cars was placed with the St. Louis Car Company of St. Louis, Missouri. The order carries an option on delivery of 100 more of the new cars at the same unit price. By its action, the Transit Board completed revision of the modernization program for 1953.

The 150 cars, at \$32,332 apiece, will cost \$4,849,800. Including this most recent order, CTA now has invested or committed by firm orders a total of about \$71,000,000 for modern buses and cars. For modernization of other facilities, such as garages, shops and shop tools, CTA has invested about \$12,000,000. Thus, its total investments or commitments for modernization presently approximate \$83,000,000.

In addition to the 150 "Green Hornet" type rapid transit cars, the 1953 program also includes purchase of 300 odorless, propane-fueled buses recently ordered from the Twin Coach Company of Kent, Ohio, for delivery beginning in May, 1953. The 300 propane-fueled buses involve an investment of \$5,818,500.

These latest orders boost CTA's modern vehicle purchases to 3,265 units. Of this total, 2,815 units have been delivered and are in daily service.

These latest purchases are to be financed by \$1,590,000 from modernization cash and by the issuance and sale of equipment trust certificates through a financing arrangement negotiated with John Nuveen and Company, Chicago investment bankers.

Fabrication of the 150 "Green Hornet" "L"-subway cars involves the sale of an equivalent number of "Green Hornet" streetcars by CTA to the St. Louis Car Company. Certain components of these streetcars—such as trucks, electrical equipment, seats, stanchions, etc.—will be used in the build-

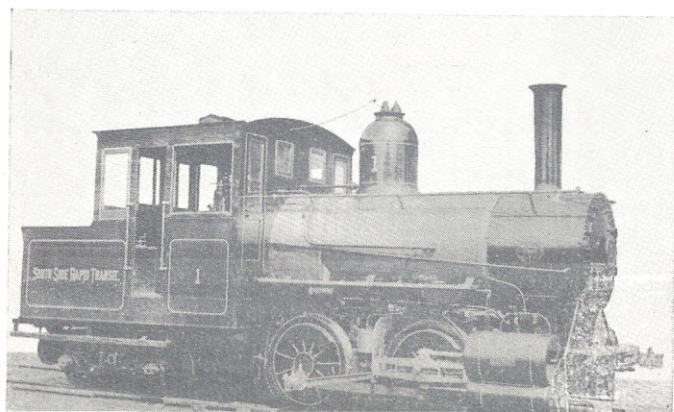
ing of the rapid transit cars, which will then be sold to CTA at the net cost of \$32,332 per each

The practicality and economy of this procedure was established by preliminary tests conducted for CTA. Engineers estimate a resultant savings of \$20,000 per unit through this procedure, and yet produce "Green Hornet" type rapid transit cars equivalent in operating quality and life expectancy to "Green Hornets" manufactured with all new components.

Deliveries of the 150 "Green Hornets" to CTA are to start in December, 1953, and are to continue at the rate of ten per week until the order is completed. As the new cars are delivered they will replace an equivalent number of outmoded cars. A fleet of them will be used to equip the Garfield Park route, which will operate in the median strip rapid transit facility of the Congress Street Superhighway when it is completed.

On the Rapid Transit System, CTA presently has a total of 659 all-metal cars, (52 percent of the fleet), including 200 "Green Hornet" type cars which were delivered in 1950 and 1951. Modernization of the Surface System is now over 80 percent completed.

CONTRASTING sharply with modern equipment, this photo shows the first steam powered "dummy" engine used on the Rapid Transit System. Twenty such locomotives arrived in Chicago in 1892, for use on the first elevated line. Power was supplied by burning hard coal. The longest trains consisted of five passenger coaches and the tiny "dummy" engine.



TRANSIT IN THE

News



AUTO SHOW QUEEN

A QUEEN at eighteen! That's *Barbara Stevens*, daughter of *Operator* and *Mrs. Chester Stevens*, Lawrence. Crowned as Miss Jefferson Park, she was that community's beautiful representative at the recently held 45th annual Chicago Automobile Show.

Winning the title was quite a thrill as well as a surprise to Barbara. She didn't even know she was in the contest until she received a written notice to appear personally at the Palmer House for the finals. Then Barbara learned that her mother had submitted her photograph as a contestant. Mrs. Stevens' judgment was vindicated when Barbara was chosen over 14 other pretty girls as Miss Jefferson Park.

As possessor of the title, Barbara, together with other selected community queens from the Chicago area, made appearances twice daily in the "Stars of Motordom" stage revue held at the auto show.

With her auto show activities still a shining memory, Barbara's thoughts are currently concerned with her graduation from Cardinal Stritch High School in June. She is active in such functions as school plays and heading the school's cheerleaders. Outside activities include roller skating, dancing, swimming and horseback riding.

APRIL, 1953



EVERYONE HELPED

FROM the looks of the above photo, women took over, at least temporarily, as *Mrs. Thomas S. Tyler*, center, chairman of the 1953 Red Cross campaign, Women's Special Gift's Division, and *Janet Bennett*, Red Cross Motor Service volunteer, gave a helping hand to *Stephen Jarvis*, a National Transit Ads employee.

In addition to the generous cash contributions of employees, CTA also aided the 1953 Red Cross fund appeal by giving freely of advertising space in vehicles and other valuable advertising locations on the CTA properties.

In all, a total of 4,700 side rack spaces on streetcars, rapid transit cars and buses; 1,000 one-sheet poster locations; 1,000 three-sheet poster locations; and 27 temporary outdoor banner "L" locations were devoted to displaying Red Cross fund appeal reminders to Chicagoans and suburbanites throughout the month of March.

The 1953 goal was set at \$4,275,000—\$525,000 higher than last year due to a government request to expand the Red Cross blood collection program to secure additional blood for processing into gamma globulin to combat paralysis resulting from polio.

RECENT SERVICE CHANGES

EFFECTIVE March 16, the south Pulaski road bus route was extended west along 76th street, from Keeler avenue to Kilpatrick avenue, during morning and afternoon rush hours and in the midnight hours on weekdays and Saturdays. Of special convenience to the employees of the Ford Motor Company plant, the extended line serves all 76th street entrances to the plant and connects with the south Cicero avenue bus line at 76th and Kilpatrick avenue.

DUE to the extensive civic construction projects taking place in the downtown area and the resulting expansion of the one-way street program, many CTA lines operating to and within the central business district have been rerouted. In an effort to keep our riders abreast of the necessary changes in CTA service, printed leaflets have been distributed which carry detailed descriptions of the reroutings. The leaflets, which are titled "The Price of Progress," have been prepared in two editions to date, and are available upon request from the Public Information Department, Room 742, in the Merchandise Mart.

"SAFE AS YOU THINK"

ABOUT 200 men at Skokie Shops recently viewed a safety film, "Safe As You Think." The screen and projector were set up inside one of the paint spray booths. The picture, which lasts one-half hour, was shown to the men in groups.



Earl K. Leaming, general foreman, (standing before screen) spoke briefly to the men prior to the start of the picture. At its conclusion, William R. Kendall, (rear, left) safety inspector, pointed out the importance of safety and distributed literature along those lines.

The use of this film as well as another, "Accidents Don't Happen," which has been recently shown to approximately 450 carhouse and garage employees, is part of the industrial safety program currently being conducted by the Accident Prevention Department.



WISCONSIN SCHOOL CHILDREN VISIT CHICAGO

A TOTAL of 25 chartered CTA buses were required recently to transport approximately 1,500 Walworth County, Wisconsin, school children to the Museum of Science and Industry from the Union Station.

The huge group arrived in Chicago March 24 about 10 a.m. on a special 20-car railroad train. In the above photo, the young out-of-town visitors are shown assembling in groups preparatory to boarding the special buses.

When their one-day visit came to a close, the buses were on hand at the Museum to return the youngsters to the railroad station for their homeward journey.

CHICAGO TRANSIT AUTHORITY CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF FEBRUARY 1953 AND 1952, TWO MONTHS AND TWELVE MONTHS ENDED FEBRUARY 28, 1953

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

	Month of February 1953	Month of February 1952	Period Ended Feb. 28, 1953 2 Months*	Period Ended Feb. 28, 1952 12 Months*
Revenues	\$9,814,995	\$9,182,449	\$20,351,307	\$118,472,680
Operation and Maintenance Expenses	8,561,853	8,259,049	18,036,795	101,447,638
Available for Debt Service	1,253,142	923,400	2,314,512	17,025,042
Debt Service Requirements:				
Interest Charges	403,283	318,038	807,524	4,216,447
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1)	83,333	—	166,666	666,667
Revenue Bond Reserve (Note 2)	23,000	107,000	46,000	615,314
	509,616	425,038	1,020,190	5,558,428
Balance Available for Depreciation	743,526	498,362	1,294,322	11,466,614
Provision for Depreciation—Current Period	785,199	734,596	1,628,104	9,477,814
Balance (Deficit) (Note 3)	41,673r	236,234r	333,782r	1,988,800
Accumulated Deficit to End of Previous Period	292,109r	499,818r	—	736,052r
Balance Available for Revenue Bond Amortization Fund (Note 3)	333,782r	736,052r	333,782r	1,252,748
Revenue Bond Amortization Fund	—	—	—	300,000
Balance Available for Other Charges (Note 3) ...	\$ 333,782r	\$ 736,052r	\$ 333,782r	\$ 952,748

NOTES:

- (1) Equal monthly installments to retire \$1,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1953.
- (2) Available to pay interest or principal on any interest or principal payment dates of Series of 1947 Revenue Bonds or interest on any interest payment dates of Series of 1952 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 and 1952 Bonds, respectively.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and \$736,052 of the \$1,988,800 balance available for the twelve months ended February 28, 1953 was applied to cover prior period deficiencies in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreement covering Series of 1952 Revenue Bonds issued October 1, 1952 provides for quarterly deposits of \$300,000 (cumulative within any one year) to the "Revenue Bond Amortization Fund" to the extent that monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve Fund, Revenue Bond Amortization and Operating Expense Reserve Fund.

r - red figures

	1953	1952	2 Months*	12 Months*
Originating Revenue Passengers	54,432,741	60,165,966	112,577,670	709,615,697
Transfer Revenue Passengers	2,278,056	3,596,859	4,667,515	31,166,756
	56,710,797	63,762,825	117,245,185	740,782,453

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at February 28, 1953

Purchased and placed in service under Modernization Program:

Diesel Buses	100
Gas Buses	800
Propane Buses	551
Trolley Buses	559
El-Subway Cars	204
P.C.C. Streetcars	600***
	2,814

1952-53 Orders:

Propane Buses	300
Conversion of P.C.C. Streetcars to El-Subway Cars (Memo only)	250
	3,114

* Includes October 1, 1952 to February 28, 1953 operations of the Boulevard System.

** Includes Boulevard System passengers.

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

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Recent Changes

ACCIDENT INVESTIGATION — Among recent appointments, we find *James Anderson*, chief investigator, *Edward J. Healy*, chief adjuster, *Michael J. McDermott* and *Edward Weingartner*, assistant chief adjusters and *Henry A. Praiter*, office manager.

Several of our people traveled south in search of warmth during March while we here were enjoying warm temperatures. *Ed Reichard*, *Sol Garro*, *Eleanor Bonk* and *Roy Swanson* all went to Florida, while *James Dwight* vacationed in Texas.

Don Krueger returned from service just in time to replace *Jim Gallagher*, who is now a Locator. *Dan Perkevich* replaced *Bill McConnell*, who left us to work for an insurance firm.

Congratulations to *Jules Lellinger*, who celebrated his fiftieth year in this department. *Gabriel Grimaldi* and *Charles Gash* were soloists with the Merchandise Mart Choral Society during Holy Week.

—G & M

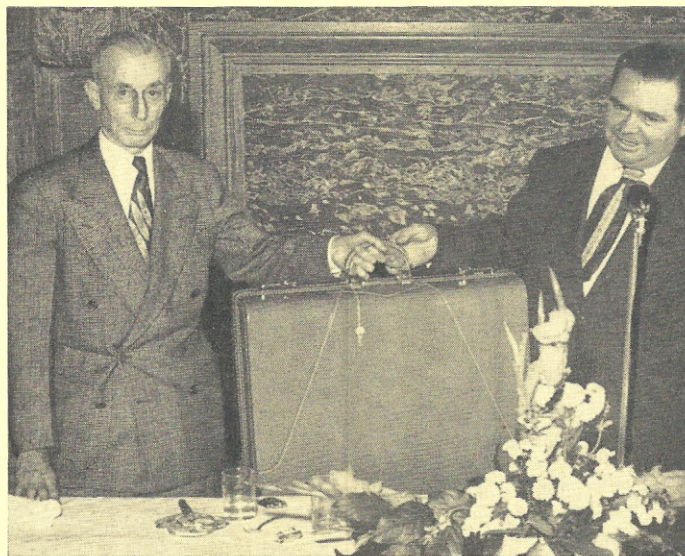
Future TV Star

ACCOUNTING — *George Triunfol* is an ardent wrestling fan. The reason is not video, but *George, Jr.* In the recent Inter-City Tournament Meets, young *George* was awarded first prize, a gold medal, in the 105-pound class. The champion works out in the Triunfol basement.

E. A. Howe is newly-elected vice-president of the Brainerd Civic Association. In addition he is active in many civic capacities, though his co-workers know him best for his horticultural interests.

Mike Verdonck passed the candy and cigars and it wasn't because of his shiny new Buick! His first grand-child, *Debra*, was born in St. Elizabeth's Hospital on March 15. This event made the daily papers also, for six hours later cousin *Jacqueline* was born in the same hospital, ushered in by the same doctor. The mothers are sisters. *Debra's* dad is *Donald Verdonck*, South Shops.

Sidney Underwood, retired, wishes to have the word "great" prefixed to his title of grandfather.



J. G. NATTINGER RETIRES

AT a dinner in his honor, *J. G. Nattinger*, left, who retired as of March 1, accepted a gift from *James A. Mahoney*, attorney, who acted as master of ceremonies at the event.

The dinner, which was held on February 26 at the Midland Hotel, was attended by about 75 co-workers.

Nattinger began his transit career with the Chicago City Railways, a predecessor company, in 1907 as a stenographer. Later he became a brief writer, and in 1924 was named chief investigator, Department of Accident Investigation, for the former Chicago Surface Lines. He held the latter position with the CTA at the time of his retirement.

His daughter gave birth to triplets, two boys and a girl, on February 20.

To escape Chicago's mild winter, *Carmella Petrella* and *Alice Walensack* spent their vacation skiing in Winter Park, Colorado. *Sarah O'Rourke* spent a week of her vacation (including St. Patrick's Day) in Glasgow — Virginia.

E. C. Kaross bowled in the ABC Tournament again this year.

Roger K. Doyle and *James R. La Rue* are new CTA employees.

Mike Ryan has returned to work after a protracted siege of illness.

—HELEN A. LOWE

Courteous Acts Are Rewarded

ARCHER — *E. (Young) Larson* is exhibiting a valuable coin which was given to him for a good luck piece. His modesty kept him from telling us that this was a reward from a passenger who had observed his numerous acts of courtesy.

Archer's renowned air traveler, *Jack Metke*, has become a student of Spanish in preparation for his sojourns in southern countries. The ease with which Jack has mastered this language leads us to believe that he will some day be an Esperanto (new international language) expert. Watch this column for some of Jack's interesting snapshots.

With the opening of the baseball season, we have heard many arguments about the possibilities of a world series on the south side. The most interesting conversationalist on this subject is *Ralph Blinkwalt*. Ralph, incidentally, was once the property of the White Sox and played first base for Little Rock while a young man by the name of *Bud Clancy* sat on the bench. A post-season injury cut Ralph's career short and Bud moved up to become a southside favorite.

A group of ex-Archerites, who are enjoying the Florida sunshine, met recently in St. Petersburg.

They were: *Floyd Franks*, with 48 years; *Frank Conway*, 44; *George Billings*, 43; *Bill Hiese*, 42; *Fred Fallon*, 41; and *Herman Prutine*, 34; giving them a grand total of 252 years of service with the CTA. We don't have to guess what they talked about!

George Stokes is very proud of his son, *Gerald*, who, in his first year of high school, has made quite a name for himself with his basketball ability. We predict a brilliant future for *Gerry*, who, incidentally, is also an expert trainer and handler of horses.

Sorry to hear that *Jack (Gadgets) Young* is in Hines Hospital.

With vacation time upon us I wish to make my annual appeal for post cards from you travelers. Each one will be acknowledged in this column, and, at the end of the year, we will announce who sent us the most interesting, the cleverest, the most comical and the one that was sent from the greatest distance.

—JACK WILLIAMS

Why Is a Baker Like a Bus Operator?

BEVERLY — *Bus Operator Robert Blair* since coming to Beverly from Archer has had an increase in appetite due to the fresh country air out here. He was seen leaving the bakery every morning on the way home with a half-eaten bismark in one hand and a bag of bakery goodies in the other. He said the baker and bus driver have one thing in common, "We are both handling the dough."

Bus Operator and *Mrs. Emil Beck* with *Curtis Best*, a CTA pensioner, formerly from Burnside, spent their winter vacation summering at Avon Park and St. Petersburg, Florida. Black bass fishing was just grand so he reports.

What can a few rainy days mean to some of our bus operators is best explained in the following story by and about *Bus Operator Frank J. Brozenec*. The name of his home town changes with the weather. In dry weather it is called Midlothian. In wet and rainy weather you can tell by his shoes that he comes from Mudlothian.

Miss Audrey Goerner, daughter of *Bus Operator* and *Mrs. George P. Goerner* became the bride of *Robert Morrison* on February 21

at St. James Methodist Church, 4611 S. Ellis avenue, climaxing a school day romance. Their honeymoon was spent in Omaha, Nebraska. With three boys and three girls at home, the Goerners have a few more weddings to look forward to.

Heard *Bus Operator Ray* (*Grandpa*) *Cazel* found a new pair of baby shoes on the bus. Looking them over he remarked, "Just the right size for *Granddaughter Dorothy*." Too bad, for on his return trip a grandmother was waiting patiently and hopefully for their return. Operator *Cazel* returned the shoes, knowing how grandma felt when she missed them.

It's orchids to *Bus Operator* (*Grandpa*) *Robert* and (*Grandma*) *Florence Holmes*. Robert gets the "Oscar" for being the youngest grandfather at Beverly — to be exact, 36 years young. Have we a younger one? If so, step to the front. His son, *Ralph*, and daughter-in-law, *Janice*, are the proud parents of *Toni Lynn*, born at the Provident Hospital February 18, weighing six pounds, nine ounces.

Bus Operator and *Mrs. Theron R. Carson* have a new grandson, *Bradley Pierce*, seven pounds, eight ounces. He was born at the Ingalls Memorial Hospital in Harvey. The parents are *Mr. and Mrs. Ralph Carson*. —DANTE F. BRUNOD

Six Men Retire at Devon

DEVON—The following men have taken their pensions as of March 1: *Conductors Charles Tworek, Walter Kuehl, Art Young, Emil Petry, and Mike Malone*; and *Motorman Pat Burke*. May their well-earned rest be filled with blessings and contentment. Accidents have hit two of our brothers in the past month—*Conductor Art Gross* and *Conductor Arvin Sandin*. Both Art and Arvin are reported coming along fine, and we hope to see them back soon. *Conductor Phil Huber* and his wife, *Ruth*, celebrated their 25th wedding anniversary at the Moody Church. It was attended by a host of friends and well wishers. May God continue to shower His blessings on their marriage. *Mrs. Robert Benson*, wife of the Devon scribe for The Union Leader, was the pianist at the Huber's anniversary. Again I want to ask for some news and pictures from you fellows to help fill this column. I would like very much to thank *Chief Clerk Meyers* for his help and cooperation.

Motorman Don Ryan has left us to go back to the Electrical Department. We would like to express our sincere sympathy to *Motorman George Kolath*, whose wife passed away very suddenly; and to *Conductor C. Timm* on the loss of his wife and son.

That's all for this time, but wish I had more. How about some news? It's your column. I just write it.

—H. C. THELIN

Ray Now Has Two Sons in the Navy

DIVERSEY—*Ray Bernard's* daughter, *Carole*, was married Saturday, March 21, to *Lee Porter*, dental technician in the Navy at San Diego, California. That gives Ray two sons in the Armed Forces, both in the Navy. Ray is our dispatcher at Keeler station.

John Igoe is at home convalescing from a long siege of illness. The boys at Central shops wish him good health.

Bill Cantor, bus operator, left on his vacation for the wild and woolly west. He hopes to do some

deep sea fishing off the sunny coast of California. All the boys will be waiting for that tall fish story or how the big one got away.

Our congratulations to *Mr. and Mrs. Stanley Twardzik* on their blessed event which occurred last March 3. It was a seven-pound, eleven-ounce boy. Another future CTA bus operator, we hope.

Another blessed event was recorded last February 24 when a baby girl, seven pounds, two ounces, was delivered by the stork to *Bus Operator* and *Mrs. Theodore Leckowicz*. Teddy is very tired these days as he is baby sitting and also learning how to wash diapers and make formulas.

Our sincere congratulations to *Al Krieman* on his promotion to clerk-receiver. This was put in here in case you drivers missed our famed Santa Claus at our Christmas parties on his run.

—JOSEPH LEBRECHT

Stork Delivers A Boy and a Girl

ELECTRICAL—Flash! The stork delivered a little baby boy, *David*

Grant, to the home of *Operator Howard C. Geier*, Crawford Substation, on February 26.

Operator's Apprentice Patrick Kenny is the proud daddy of little *Karen Blanche* who arrived on March 2.

Robert Tausch, operator's apprentice, motored to the sunny south, covering some 3,000 miles. He spent most of his time in St. Petersburg, Florida, visiting relatives and friends.

—GILBERT E. ANDREWS

Departments Move to Merchandise Mart

GENERAL OFFICE (1165)—The departure of several departments from Clark and Division to the Merchandise Mart has limited our source for news. However, from the Training Department comes word of the birth of *Supervisor John Baker's* second son on March 21 at Elmhurst Memorial Hospital. This little fellow, who weighed in at 8 lbs., 2½ ozs., will be christened *Joel Andrew*. The combination of weight and initials (J.A.B.) may indicate a training program for a future heavyweight champion. Congratulations are extended to John and his wife, *Marion*.

Central Records has welcomed *Rose McCabe*, formerly of the Boulevard System. *Jim Tretton*, Boulevard System safety man, now has his office at Clark and Division and is associated with the Accident Prevention Department. *Jack O'Connor*, former paymaster, recently transferred from the Treasury Department to the Employment where he will be engaged in the work of interviewing new employees. —MARY E. CLARKE

He Must Weigh More Now

LAWNDALE—Did you know that *Sam Johnson*, the Roosevelt road operator, is an ex-Golden Glove champ? Sam won the 118-pound title in the novice division in 1943. He is a boyhood friend of *Johnny Bratton*, ex-welter champ, and fought in the amateur ranks during the same period as Bratton, but in a different weight class. Sam at one time considered turning professional, but after serving his hitch in the army during the war, he decided that he didn't want anything but peace from then on.

Clerk Joe Costello has returned to the scene after a three-month

DUTCH FLOOD RELIEF



WEARING authentic Dutch attire, *Annley Edquist*, 17-year old daughter of *Power Supervisor Stanley Edquist*, recently participated in launching Chicago's first activities for *Holland Flood Relief, Inc.*

The pretty Miss is shown here extending her Dutch hat, into which checks totaling \$7,000 were placed, marking the first contributions toward a \$150,000 goal. These were turned over by *John Nuveen*, right, Chicago chairman, while *J. B. van de Mortel*, Netherlands consul, watched the proceedings which took place in Nuveen's brokerage offices on La Salle street.

Annley, a graduating senior at Chicago Christian High, was selected to represent the school, which is fostered by churches of Dutch origin, at the ceremonies. The costume which *Annley* wears was brought to Chicago from Holland, Michigan, especially for the occasion.

United Press Photo

BRIDE AND GROOM



THE bride and groom pictured here are Mr. and Mrs. Anthony O'Donnell. Following the ceremony at 11:00 A. M. in St. Mary's Church on Valentine's day, the couple left for a honeymoon in Florida. She is the former Bridget Lahart.

Reported by Edith Edbrooke

seige of illness. Irv Birnbaum has also happily discarded the cast he wore on his broken right arm for all those weeks and is wheeling the propanes once more.

Louis Magill is the latest to turn up with that old, old title, grandpa, as his daughter presented him with a new granddaughter.

A baby boy was born March 23 to Receiver Bill Leahy and wife. Weighed in at eight pounds.

—BILL FEILER

Four New Operators On the Job

LIMITS—A big welcome to the following: Operators G. W. Connolly, Paul Lewis, E. McKenna, and L. G. Robinson. These men have now had a taste of serving with one of the greatest transportation systems in this modern age. May they learn to enjoy and love doing their duty for, in so doing, their work will not become a dreaded thing, but rather a pleasure and something to look forward to each day.

Operator Hamilton Lynum was called home March 5 to Jackson, Alabama, for his mother's funeral. Our condolence to him in his hour of sadness.

Operator Robinson reports a \$600.00 bonus this month and all because that old bird, Mr. Stork, came by and left a little bundle of joy, called a dependent.

A little food for thought and also quite inexpensive to try is that much quoted saying, "Smile, and the world smiles with you." Because the saying seems to be worn smooth, does not in any way invalidate its truth for a smile will win in the end.

Glad to see George Hansen back to work after a short illness.

Motorman John Brzezinski has joined that select group of pensioners with over forty years of service. May he have that many more years of pleasure now that he has retired.— C. F. GREER

Former Agent Returns from Italy

LOOP—Helen Lynch was elated when she received word that her daughter, Ann Mintz, a former agent, was returning from Italy with her two boys, Fred and Michael. They have lived there for over a year. Their arrival was delayed six hours when their plane was grounded by fog in French Morocco. Her husband is still in Italy awaiting transfer orders from the Navy.

William and Rita Holmes enjoyed to the fullest the last visit their daughter, Rita, will be allowed to make. On her return to the convent, Rita goes into Novitiate. Their son, William, was also granted permission to be home for the occasion.

The two Anns, Connolly and Walsh, are dividing their time in Florida between Miami and St. Petersburg, visiting friends.

We extend our deepest sympathy to Nora Elward on the death of her brother in California. She brought him here for burial.

We hope you looked up Dorothy Parker on March 14 as she has an old-fashioned custom of having a large, homemade, birthday cake on that day. Dorothy spent her vacation in and around Chicago.

The welcome mat is out for Corneliu VanderPlaeg. We are also glad to hear Andy Nielsen is recuperating at home.

—EDITH EDBROOKE

A Siren and Flasher Would Help, Too!

NORTH AVENUE—Looks like Clerk Art Ecker won't have to worry about getting a ticket for parking next to a fire plug anymore. That new red Nash Ecker is sporting makes him look like the fire chief, himself.

E. G. NASSAR DIES

EDWARD G. NASSAR, 43, station superintendent, North, motor bus operation, passed away on March 4.

Reputed throughout the CTA system for his aggressiveness, especially notable in regard to snow fighting, Nassar began in transit work as a conductor at North avenue on August 17, 1936. He advanced to a starter on January 16, 1937. On October 26 of the same year he became supervisor of Division 12, Devon avenue. When Lawrence garage was opened January 26, 1943, Nassar became one of the company's first bus supervisors. He was promoted to garage superintendent of Lawrence on April 16, 1945, where he remained until June 24, 1951, when he moved to North to assume the position he held at the time of his death.

Nassar is survived by his widow, Hanora; two sons, George and Michael; two daughters, Susan and Nuireen, and his parents, Dr. and Mrs. Naif Nassar.

He was interred at All Saints Cemetery on March 7. Fellow CTA employees were pallbearers.

George J. Dorgan, former garage superintendent of Lawrence, was appointed to succeed Nassar at North. John P. Hart was appointed to fill the vacancy at Lawrence.

It's tee time again and time for the "cow pasture pool players" to get their irons in good shape for the CTA golf tournament. Golf enthusiasm is high here at North Avenue as they eye the golf trophy. Remember, you don't have to be a pro to participate in this league. Everyone is invited. Handicaps are given to those who need it, so come out and enjoy yourself and meet a dandy bunch of fellows.

Congratulations to Operator Norman Gnadl who was presented with twin sons. They will be known as Terrence Duane and Timothy Keith.

Pensioner Louie Auer was a patient at Mercy hospital . . . Operator Ray Holland is recovering from a spine operation.

Instructor Bill Kennedy was a patient at Oak Park hospital and he wishes to thank all the fellows who were so kind as to remember him during his illness.

Congratulations to Janitor John F. Kokoska (better known as soldier) on his 40th wedding anniversary which was celebrated April 5.

Congratulations are also due James Richardson on his 21st wedding anniversary which was celebrated last month.

Received a nice letter from former Bus Operator Al Haas who now resides in Los Angeles, California. He sends his regards to all.

Instructor Tom Hickey and his wife are thrilled over the arrival of dainty little Katharine Patricia. This makes four children for the Hickeys. —JOE HIEBEL

Time Flies!

NORTH SIDE—The time when these articles are due seems to come around much too fast and all of the promised news for this column doesn't materialize. When the last

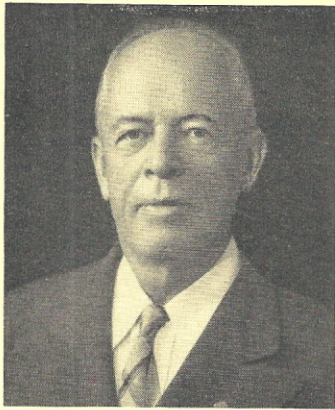
"ELECTRA"



MARY MILLER, Assistant Secretary's office, recently played the lead role of "Electra" in a premier performance of "Orestes," a Greek Tragedy written by Melvin Rubicam. It was presented for five nights during the latter part of March at the Little Theatre of the Chicago Musical College, 64 East Van Buren street. Mary is also assistant director and wardrobe manager of the Metropolitan Players, a group which produces several shows each year.

Reported by Cathy Barry

DIES SUDDENLY



REGINALD N. WADE, 70, retired engineer, maintenance of way, Rapid Transit System, died suddenly of a heart attack on March 13, while vacationing at Lake Worth, Florida. Interment was at Batavia, Illinois.

Born on April 30, 1882, in Brussels, Ontario, Canada, Wade's career in local transit work started in April, 1908, when he was employed as a draftsman by the Metropolitan West Side Elevated Railroad. He served in various capacities with that company as well as its successor, the Chicago Rapid Transit Company. In 1919 he was appointed as engineer, maintenance of way, and served the Chicago Transit Authority in that position until his retirement on March 1, 1950.

Surviving are Wade's widow, *Elsie D.*; a daughter, *Mrs. Elsie W. Gray*; and three brothers, *Edward P.*, of Batavia, Illinois, a CTA employee, *John C.*, of Minneapolis, Minnesota, and *Philip D.*, of Kansas City, Missouri.

article went in, we had just settled back for a while thinking that the pick we had just finished would last for a while and now we are in the midst of another one. Hope that this one lasts longer than the last one did.

Towerman Paul Shackley came back from his vacation and said that he enjoyed himself in New Orleans and Florida. What amazed us all was that he came back without a trace of tan. Maybe, while he was there, the only thing he saw shining was the moon.

Trainman L. J. "Louie" Ruhlach became a grandfather again and came through it fine.

Pensioner Ralph E. Moore stopped me at Uptown Station and

asked if I had put his name in the magazine when he went on pension. I assured him that I had. For good measure, Ralph took his pension on March 1, and is looking fine. He says that he has lost a little weight since he doesn't have that "coffee and" every trip.

North Side Board Member *Alex Muscato* and *Harold W. Davis*, the A.M. clerk at Kimball Avenue, were off for a while with the "Flu," but both are up and around again.

How a little help, fellows, on this news-gathering would lighten the load! If you have anything that you'd like to see here, send it to me at Howard Street or better yet just—C. BOB BLANEY

Sounds Good For Week-ends

RAVENSWOOD—*George Posthuma* is looking forward to spending the coming weekends at his McCullom Lake cottage.

Cliff Hutton will vacation in May with a week's fishing in Wisconsin and the rest with his folks in Pennsylvania.

Jack Styles, who was recently married, postponed his honeymoon until some later time.

Al Smith, who has been confined for several weeks, visited Ravenswood recently. Says he feels much better.

James Lynch, supervisor, is at home under doctor's orders.

Jack Coleman expects to spend his April vacation in Florida.

Our sympathy to *Supervisor Ronald Rantanen* whose mother passed away in February.

—GEORGE D. CLARK

He'll Have to Use Them Some Time

ROSEMONT—*John Joyce* is breaking in his new false teeth the easy way—by not using them at all.

Rumors are the order of the day, but it's a fact that our superintendent, *Bill Hornkohl*, has returned to the fold . . . *Bill Madsen* is now working the day road car—one of the 2-way radio jobs . . . *Douglas Palo's* step-son, *Eddie*, victim of a hit-run driver, is getting around in a brace these days. He was glad to shed that full-body cast . . . *Harold Dowe's* wife, *Katherine*, had her broken ankle re-set again and is resting at home . . . *Norman Baaba* is an active member in the Loyal Order of the Moose and is talking up Mooseheart all the time . . . *Bob Johnson* is sporting a brand new uniform . . . *Alex Chisholm*, *Ray Delaney*, *Joe Eiffes*, *Kenny Oestreich* and *Bob Bemiss* are the high bowlers in the latest scores posted to date . . . *Harry Pearlman* dialed the wrong Mohawk number while trying to report a break-down, and a C.E.T. man brought out a television set and installed it in his bus . . . The management is really fixing up the garage—a re-roofing job, lighting installations, windows, etc. It looks like we might stay awhile . . . *George Cook's* son wrecked his car and escaped with a broken jaw . . . *Roland Head* is still on loan to the Ravenswood cage as night receiver . . . *Art Higgins* is back from a month's vacation in the Florida sunshine.—AL BECK

MARRIED



ON February 28, *Bud Rosenthal*, industrial engineer, South Shops, surrendered a life of bachelorhood by taking *Virginia Johnson* for his lovely bride in a candlelight service at the Southtown Community Methodist Church. The bride wore ice blue, ankle-length lace and nylon tulle with a finger tip veil. She carried a bouquet of pink and white roses.

Attending the happy couple were *Victoria Strait* and *Joseph Margetic*, engineer, West Shops. A reception for 200 guests, including many CTA employees, was held at the Raymond Hageman American Legion Post.

The newlyweds flew to the sunshine of Bermuda to spend their honeymoon, stopping in New York City for a few days on their homeward trip.

Reported by *Frances Louward* and *Mary Ann Yercich*

BILL SAVER NOW RIDING IN ALL CTA VEHICLES

BILL SAVER is now discussing CTA service and problems through a new "take-one" publication which was first introduced to riders during February. The friendly, new, four-page folder appears monthly in the "take-one" boxes in all CTA vehicles.

In the new series, *Bill Saver*, who has spoken to Chicago area transit riders for several years from car cards in CTA vehicles and from posters and other signs at rapid transit stations, receives a wide range of assistance and ideas for his "take-one" messages from his typically American family. The **SAVERS** include *Bill's* wife, *Kitty*, their teen aged son, *Jack*, and his younger sister, *Penny*, the pig-tailed princess of the family.

Interesting behind-the-scenes views of many little known but important phases of the vast CTA system will also be discussed in the new publication.

Passenger response to the new folder indicates favorable acceptance. One letter recently received, addressed to *Bill Saver*, reads in part: "I was just now reading your 'take-one' leaflet . . . I have many fine memories of traveling around Chicago for 40 years on streetcars and elevated trains." Continuing, he praised the improvements CTA has made in local transit service and extended his best regards to the Saver children, *Penny* and *Jack*.

Kathleen Arrives For Bernie and Mary

SCHEDULE-TRAFFIC — *Bernie Kincaid* proudly announces March 9 as the date when *Mary* presented him with a six-pound, four-ounce daughter. The young lady will answer to the name *Kathleen*, and the happiest of the family are her two brothers.

To *Bob LaVoie* we express our sympathies on the death of his grandfather.

Sam Soll acquired a new Studebaker on February 23. We hope it gives him a lot of pleasure.

We had the pleasure of a visit from *Fred Excell* recently and after a description of the interests and activities of this 80-year-old veteran, we feel all tired out.

Joe Billis announced the birth of a daughter on March 22. No name has been selected, but with Joe's experience in naming the other three children, we are sure he won't have any trouble with this problem.

15 Years Ago

The magazine recorded a spell of sickness for Fred Excell and 10 years ago we note that Bernie Kincaon was called upon by Uncle Sam to help win the war. If you read the first part of this column, you can see what the intervening years have done for these two fellows.

—L. C. DUTTON

New Credit Union Officers

77TH—Many of the men at 77th Station are unaware of the election of officers that took place in open meeting of the 77th Station Federal Credit Union recently: The choice of the voters is as follows: John T. Flynn, president; George Grassel, vice president; Charles Hoogstraal, treasurer; Ed F. Dunn, assistant treasurer; and Michael Maloney, clerk. Board of Directors: Tom Hughes, Charles Carey, Leonard Cramer, and Henry Luplow. Supervisory: Paul Peterson, Art Katter and S. B. Kurzweil. And on the Credit Committee are: Gerald Dalton, Tom Cullen and Jesse Rodriguez. These men are ready and willing to give you a hand financially if it is possible to do so, and they usually find a way.

Bus Operator Harry Barry went to Washington, D. C., to attend the christening of Timothy Barry, new eight and one-half pound son of Harry, Junior, and his wife, Carol. Harry, Sr., left the Chicago Airport at 8:30 A.M. and arrived in Washington at 10:25 A.M. on February 21.

Jim Gaskin had to buy a new rug for the front room right after the birth of his granddaughter. Jim paced the front room floor until the "all clear" call came from his son at the hospital with the news that Mrs. Gaskin, Jr., and the baby were doing fine.

On March 15, early in the damp afternoon, in spite of the weather, the South Side St. Patrick's Day Parade (a realization of the ideas of Owen T. Duncan, Tony Egan, and Jack Allen) got under way from 82nd and Damen Ave. Lieutenant Bob Lieber of the Army Reserves and Chief Petty Officer Jesse Rodriguez of the Naval Reserves led the parade. Officers and com-



WHEN Alfons Zolnerun, accepting gift, retired from the South Shops blacksmith section on March 1, after 27 years of service, many fellow shop employees gathered to honor the occasion. A wallet and \$50 in cash were presented him on behalf of the gathering by Edward Hines, blacksmith-welder.

Reported by Frances Louward and Mary Ann Yercich

mittee members were mostly CTA men, the most active of whom were Owen T. Duncan, Tony Egan, John Donovan, Erny Tocci, Tom Hughes, Tom Donnelly, M. Stinson, John O'Rourke, Pat J. Cannon, Pat Robinson, Harry Barry, John Maloney, Bob Lieber and Jesse Rodriguez. Tom Barry's daughter, Kathleen, reigned as queen of the parade.

Supervisor John Franz has had a change of luck. On March 12, a bolt of lightning struck the shanty at 79th and State, his regularly assigned post, and John was standing on the opposite corner, wet, but unharmed. You can bet he didn't mind being wet.

On March 14, at 1:30 A.M., William Edward McGuire, weighing seven pounds even, took his place alongside his two older brothers in the Tom and Betty McGuire family. Betty is doing fine and so is Bill. Tom is coming around nicely, slow, but sure.

Speaking of babies, the younger John Thies brought the youngest John Thies in to see John J. Thies who immediately gave the youngest John Thies his chair in the inner sanctum. The youngest John Thies looked as though he were about to interview all who might venture into the office.

Conductor Pat Cannon holds the championship for the wearing of the green on St. Patrick's day. He wore one white tie with green

shamrocks and harps on it and one green tie with white shamrocks. On the ties he had a lace green shamrock with a pipe made of white clay which he claims has been in his family for years. On both lapels he had buttons showing the Irish flag and Old Glory with green streamers. That not being enough, he wore a kelly green shirt.

William "Windy" O'Neil wore a shamrock for three days before St. Patrick's day because he said he heard that if you did this you would find a leprechaun in the bush and get three wishes.

We're glad to see Wilbur Jensen back on the job after a short illness. He is the top man on this totem pole and we like to see him around (especially the bottom man on the totem pole).

—WILBUR JENSEN
and JOE SMITH

HUMOR VIA GODFREY

DURING his morning TV program of March 24 from New York, Arthur Godfrey read a letter from a Chicago lady wherein she stated she regularly rides a CTA bus from the Union station to the Loop. She said she couldn't help but chuckle when she heard the starter announce one morning, "Loop bus in front—Wacker behind!"

He Says He Likes the Army!

SKOKIE—A letter from the Pacific from former Truckman Raymond Furtner was received by Truckman Walter Onysio. Raymond, who is serving with the U.S. Army, says that he loves it.

Received a letter from retired Machinist Michael Pfeiffer from Pontiac, Illinois, where Mike now lives with his daughter.

Welcome to Skokie to: Peter McGovern, John Marszalek, Carl Hartzog, Robert Fotsch, Virgil Coari, D. Sandeen, G. Zufelt, F. Baum and to our new secretary, Bernice Susman.

Our sympathy to the family of Blacksmith John Franczak whose father passed away March 13.

On February 19, Truckman Michael Connolly was rushed to the hospital for an emergency appendectomy. We hope that by the time this goes to print, he will have completely recovered.

Our deepest sympathy to the family of Electrician Louis Kario-lich, whose brother passed away February 22.

Seat Mender John Giovenco has enlisted in the U. S. Air Force. He left the shop March 11 for San Antonio, Texas, where he will be stationed at Lackland Air Force base.

—DAVE GURWICH

A Good Place To Be in March

SOUTH SHOPS—While we struggled with March winds *Jos. Hecht, Sr.* (paint shop) was sunning himself under the Florida sunshine.

We would like to wish a speedy recovery to the father of *Carl Welin* (machinist) who has just returned home after a serious operation; also to *Bill Meyers* (upholsterer) who has undergone surgery; to *Alfons Kumza* (car repair) and *John Rafferty* (bus overhaul).

We extend our deepest sympathy to *Chas. Riley* (machine shop) on the loss of his brother, *Rev. Jos. Riley*; also to *Henry Szebanik* (bus overhaul) on the loss of his mother, and to *Alexander Zawistowski* on the loss of his brother.

Mr. and Mrs. Ray Klaub (tin shop) became the proud parents of a little girl born February 19. Wearing a big smile is *Roy Bovington* (bus overhaul) who became the grandfather of *Deborah* on February 21.

A bundle of heaven, labeled *Deborah*, became the daughter of the *Donald Verdonck's* (carpenter) on March 15.

A life of good health, luck and the very best of everything is extended to *Alfons Zolnerun* (blacksmith) and *Henry Weiss* (miscellaneous) upon their retirement March 1, 1953.

—FRANCES LOUWARD and
MARY ANN YERICICH

It Pays to Be Honest

SOUTHSIDE—It was a pleasant and profitable experience for *Conductor Edward Hopkins* who received a letter thanking him for his honesty in helping a passenger retrieve a lost article.

A hearty welcome is extended to the following agents who joined the roster of South Section employees: *Doris Curry*, *John Meade*, and *Robert Petersen*.

The latest report is that *Joseph Hill* and *Anthony Hurley* are basking in the sun on the Florida beaches. *Towerman Emil Glatz* recently returned from there, and, if appearances mean anything, that is where everyone should spend his vacation.

Agent William Maher, who recently resigned, will be missed by his many friends. May he be successful in his new venture.

Supervisor Joseph Nonkovich, who is currently acting night sta-

SKOKIE MEN RETIRE



SKOKIE Shop men who recently retired are, left to right, *Lars Forsen*, carpenter, with 24 years of service; *Gustaf Wyngaret*, machine shop specialist, with 33 years of service; and *Fred Schmidt*, painter, with 11 years of service.

Reported by *Dave Gurwich*

tion superintendent at 61st Street, feels right at home as he has spent many years at this location.

Genial *Agent Rita Heinze* has returned to work after a long absence due to illness. We sincerely welcome her back.

The wearing of the green was most conspicuous around 61st Street on March 17, with green ties most prominent, especially on clerks *John Moran* and *Con O'Sullivan*.

Wedding bells chimed recently for pensioned *Towerman Peter Miller*. His new residence will be in Greenville, Michigan.

—LEO J. BIEN

New Faces in Transportation Office

TRANSPORTATION AND INSURANCE—Many additional names were added to the register of personnel, when several members of the Boulevard System took up residence in the general CTA Transportation department. *Joe Gaynor* brought with him *Mrs. Augusta S. (Mickey) Daly*, *Mrs. Annette Hefter*, *Anthony Calvert*, *Edward J. Murray* and "Tod" *Magnuson*. The latter has assumed the duties of an operator on the switchboard.

Genevieve Berg, Insurance, played hostess recently at a Saturday afternoon luncheon. Several girls from the Claim and Legal Departments were guests. Incidentally, *Genevieve's* sister, *Eleanor Garro*, is a member of the

Legal Department, while her brother, *Sol Garro*, is a member of the Claim Department.

Our sympathy is extended to *Frank Adams*, whose father recently passed away in Cleveland, Georgia.

The light of a single candle illuminated the faces of neighbors and friends who recently gathered to help *Robert Donald*, son of *Don Burton*, celebrate that greatest of events—his first birthday... *Vault Clerk Ray Bieniasz* left the department to take up duties at West Shops. In his place we welcome *Don Hoag*, who, strange as it may seem, has no father, uncle or brother affiliated with the CTA.

For a while we figured most any month we would be in a position to write a story of the romance of *Marilyn Wargin* and *Arthur Sala* culminating in a beautiful marriage. However, Uncle Sam assigned *Arthur* to a post in Germany. The romance lingers on—but wedding bells are temporarily silenced.

—JULIE PRINDERVILLE

One Arrives — One Leaves

WAY AND STRUCTURES—As we welcome *Patricia Patton* into the Department of Way & Structures, we all want to wish luck and success to *Mrs. Alyce Friedl*, who is transferring to another Department within the organization.

—VIOLET CARNES

Navy and Army Men Return to CTA

WEST SHOPS — *A. Paholka* has abandoned his battle wagon and is back in the carpenter shop after a hitch in the Navy. *J. McGrail*, carpenter shop, is back working again after serving a hitch in Korea.

That old, long-legged bird has been hanging around the West Shops again. On February 21, *Joe Kenny* became the father of a fine, big boy who was promptly named *Joe, Jr.* Shortly after that, *Frank Ariano* was blessed with a lovely daughter who was named *Teresa Maria*.

Speaking of birds, *Betty Brennan*, bus overhaul office, flew to Pennsylvania to visit her mother.

Adolph Naessens, truck shop, is recovering from a long sick spell and would enjoy visitors. At this writing, *J. Swanson*, carpenter shop, is in the hospital.

In the paint shop, *John Marszalek* and *Carl Hartzog* have transferred to Skokie shops, and *John Neylon* has transferred to the South Shops. *Pat Scollard* and *Bill White* have left the CTA. Best wishes to all these men in their new assignments.

Tom Gibson, Jr., is back in the bus overhaul after a couple of years at North Avenue. He is filling the spot left vacant by the resignation of *John Devine*.

The following men took their pensions on March 1: *Tony Aliunas*, with 30 years; and *John Nowak*, with 34 years.

Sympathy is extended to *Art Carlson*, assistant storekeeper, whose father recently died.

Several of the men in the various departments have been seen slyly looking over tourist guides. That time will soon be here.

—TED SHUMON

One Letter Makes A Big Difference

WESTSIDE—One of our conductors booked the last available space on the sleeper plane from Los Angeles to New York. A dear old lady standing nearby in the line seemed about to burst into tears as she told the ticket agent that she absolutely had to arrive in New York as soon as possible to see a sister who was very ill. The conductor, deeply touched, gave up his ticket for her and then went to the telegraph office to send a wire to his brother. His brother was amazed when he read the wire, which was

PICTURE OF THE MONTH



DO you remember how you enjoyed getting a squirrel to eat from your hand? Well, youngsters are still much the same today. *Viggo T. Windfeld*, North Avenue bus operator, took this picture of his five-year old son, *Jewell*, enjoying nature in Lincoln Park.

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

as follows: "Will be day late. Just gave birth to an old lady."

Sorry to have *John Kennedy* still on our sick list. It was necessary for him to be confined to the Holy Cross Hospital for about two weeks. He is back home now. Hope to soon see him back on the job.

John Blair was taken to the Franklin Boulevard Community Hospital about the middle of February.

David Siegel was taken to the Grant Hospital Feb. 25. He is now back with us again at Douglas Park.

John Suchack, *Steve Kassik*, *Ben Surwitz*, *Frank Zitnik*, and *William Branch* are still on the sick list at this writing.

Mrs. Frank Kleem passed away after returning from her husband's funeral. —WALTER J. REICH

Porter Comes to Agent's Rescue

WESTSIDE—(MET) — *Agent Edna Davies* thought she would have to spend the night at California sta-

tion after the boys had locked the padlock on the door, but *Porter Clarence Williams* came to her rescue.

Agent Madeline Hayes is moving to Hillside Manor. To be sure of getting to work, she bought a new Chevrolet.

Hope Margaret Allen is happy in her new position in the general office. We visited pensioner *Millie Brice* and she is feeling fine after the accident to her arm . . . Pensioner *Minnie Wood* is recuperating at home after a major operation . . . Agents *Joe Donahue*, *Rudolph Benes*, *Rose Janacek*, *Margaret Jurgens* and *Margaret O'Brien* are still on the sick list and would appreciate cards and visits from their co-workers.

Marie McNichols is back from visiting her brother in Alabama.

Agents *Elizabeth Paysen* and *Laura Sullivan* are back at work after being home sick.

Received cards from *Anthony Florian* who is enjoying his pension fishing and swimming at St. Petersburg, Florida.

Our sympathy is extended to the family of *Agent Bridie Marbel* who recently passed away.

The welcome mat is out to new agents *Josephine Carbonel*, *Iola Barnes* and *John Filipek*.

—KITTEE KEEGAN and
RUTH HANSON

SYMMETRY



THIS picture of an addax antelope was snapped recently by *Dante F. Brunod*, Beverly TRANSIT NEWS reporter, while visiting Brookfield Zoo. Brunod was greatly impressed by the beauty of the animal's well balanced horns.

GOOD SUGGESTION RECORD

THE best record to date for worthwhile suggestions submitted to the CTA Suggestion Committee has been established by the Shops and Equipment Department.

Since October 1, 1952, when the Suggestion System Plan was inaugurated, to February 28, 1953, members of the S & E Department have sent in 112 suggestions. Of this number, 29, or approximately one out of four, have been adjudged to have sufficient merit to be adopted. Awards on these ideas have averaged \$15.30 each.

Why not get your ideas into writing? A little extra cash in your pocket is a mighty handy thing to have these days!



We Need MEN

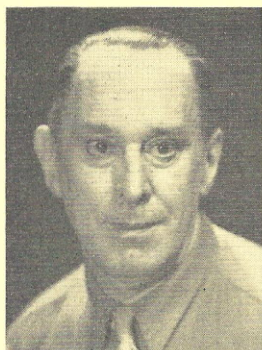
... for Surface Transportation Work

If you know of someone interested in a transportation job with CTA's surface division, send him to the Employment Department, 1165 North Clark Street. PLEASE NOTE: After April 24, new address will be Room 750, Merchandise Mart.

Hiring Requirements:

Good Physical Condition
Ability to pass simple qualifying tests

RECENTLY RETIRED CTA MEN WITH 40 OR MORE YEARS OF SERVICE



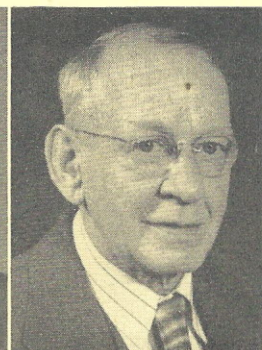
Walter A. Berthold, receiver, Limits, retired March 1 with 44 years service.



Patrick Hoban, motorman, Devon, retired April 1 with 40 years service.



Lloyd R. Echard, conductor, Southside, retiring effective May 1 with 40 years service.



Edward W. Thonnell, conductor, Westside, retired April 1 with 40 years service.

Bowls in Big Ten Pin Tourney

WILSON SHOPS—Give *Bill Herrmann* an "E" for his effort in the ABC bowling tourney. In the five man team matches, Bill rolled a 450 series and that is hard to do. Of course, Bill did better in the singles and doubles.

Fred Plattner and family motored to Indiana, for the weekend of February 28 . . . *Henry Brunderman* made a visit to the shops recently. He looks good after his operation.

Here's hoping for a speedy recovery for *Bill Jacobson*. He sprained his ankle on the icy streets in March . . . *Louis Cortopassi* is reported on the way to recovery after his operation.

Frank Detuno passed away Mar. 22, after a heart attack. Frank had worked every day with no ailments. Our sincere sympathy to his family.

All the men at Wilson shops are talking about vacations now, as the starting is not far away. So pick a good location, boys, and enjoy it.

We all miss the smiling face of *Bill Ford*, who was transferred to Kimball Avenue Terminal to replace *Adolph Nelson*.

Our sincere sympathy to *John Seitz* and family. John's mother passed away March 15.

—EVERETT E. ENGLAND

TRANSITAD

FOR SALE—'51 Nash Rambler, hardtop, radio, heater, overdrive. Low mileage, like new. Best offer. Phone *Al Ekelmann* at INdependence 3-9140.

C. A. BAXTER SUCCUMBS TO ILLNESS

CHARLES A. BAXTER, 81, retired superintendent of transportation of CTA's Lake Street "L" route, passed away at his home on March 12 after a long illness. He was buried at Oak Ridge cemetery on March 14.

Born in Chicago on August 24, 1871, Baxter's career in local transit work began in 1898 when he was employed as a trainman on the Lake street "L," just five years after that line began operating. He worked in various jobs until 1912, when he was named superintendent of the Lake street "L" line. He served in that capacity until his retirement on October 1, 1948.

Mr. Baxter is survived by a daughter, *Mrs. Margaret Jenks*, and two sons, *Robert* and *Richard*, all of Chicago; a sister, *Mrs. Madeline Allison*, of Montreal, and a brother, *Frank L.*, of Oak Park.

CLOSES SHOP CAREER



FELLOW Wilson Shop co-workers gathered to extend congratulations to *Frank Holmes*, repairman "A," on occasion of his retirement March 1, after 40 years of service. Shown standing in foreground, center, Frank accepts a gift certificate presented him on behalf of shop employees by *William Lee*, repairman "A," whose company service totals over 41 years

Reported by *Everett England*

RECENT DEATHS AMONG EMPLOYEES

WILLIAM F. AHRENS, 67, retired switchman, Southside. Died 2-3-53. Employed 3-15-10.

EDWARD BARTZ, 71, retired conductor, Northside. Died 1-17-53. Employed 1-17-19.

JAMES BRODERICK, 75, retired watchman, Track. Died 1-3-53. Employed 10-17-30.

VINCENT CANDIA, 67, retired watchman, Track. Died 1-24-53. Employed 7-8-27.

JOHN J. CHADA, 65, retired gateman, Westside. Died 2-4-53. Employed 7-30-45.

EDWARD N. CHVATAL, 63, retired conductor, Lawndale. Died 2-6-53. Employed 1-16-24.

THEODORE DAVIDSON, 75, retired conductor, Armitage. Died 1-29-53. Employed 10-30-01.

JULIUS B. GOYKE, 73, retired motorman, Armitage. Died 1-27-53. Employed 12-27-07.

CHARLES GREABERT, 76, retired machinist, Northside Shops. Died 1-20-53. Employed 2-26-20.

WILLIAM E. HICKIN, 61, retired conductor, Southside. Died 1-17-53. Employed 10-1-19.

HENRY F. KAPA, 69, retired agent, Westside. Died 2-10-53. Employed 7-6-39.

JOSEPH KARL, 56, retired conductor, Devon. Died 1-30-53. Employed 2-20-17.

OLUF KINGSTON, 82, retired electrician, Electrical. Died 1-10-53. Employed 4-15-07.

HERMAN C. KLEINFELDT, 75, retired guard, Northside. Died 1-16-53. Employed 8-19-08.

HENRY KRUSE, 84, retired conductor, 77th. Died 1-11-53. Employed 12-6-00.

CHARLES LEMKER, 80, retired conductor, North. Died 1-24-53. Employed 2-12-95.

CLEMENS LESSNER, 80, retired truck repairman, West Shops. Died 1-31-53. Employed 12-1-22.

GEORGE J. MARSH, 57, retired motorman, Devon. Died 1-11-53. Employed 8-17-12.

JOHN MCINERNEY, 74, retired conductor, Kedzie. Died 2-7-53. Employed 11-13-17.

ALBERT E. McLEOD, 64, retired watchman, Westside. Died 2-3-53. Employed 3-12-24.

EDWARD NEUENDORFF, 68, retired motorman, Lincoln. Died 1-12-53. Employed 1-21-12.

FRED NIEMANN, 69, retired conductor, Westside. Died 2-5-53. Employed 5-20-07.

MICHAEL C. O'BRIEN, 87, retired motorman, Blue Island. Died 1-21-53. Employed 4-9-86.

FANNY O. O'DONNELL, 73, retired agent, Southside. Died 1-27-53. Employed 5-10-01.

PETER E. O'SHEA, 66, retired motor rebuilder, West Shops. Died 1-13-53. Employed 4-24-23.

JOSEPH PAVLOVICH, 69, retired laborer, Track. Died 1-11-53. Employed 5-6-26.

CHRIST E. PETERSEN, 72, retired motorman, Armitage. Died 1-24-53. Employed 10-27-05.

JOHN N. POECKOS, 84, retired carpenter, West Shops. Died 2-3-53. Employed 9-1-11.

EUGENE SANFORD, 57, retired laborer, Track. Died 1-10-53. Employed 9-25-30.

HERMAN F. SCHMIDT, 74, retired motorman, 69th. Died 1-13-53. Employed 10-3-10.

JOHN J. SHARKEY, 59, retired motorman, Limits. Died 2-1-53. Employed 11-13-20.

WILLIAM R. TOPP, 68, retired trainman, Northside. Died 1-15-53. Employed 9-15-08.

ERNEST VICTORSON, 64, retired supervisor, Central Division. Died 1-11-53. Employed 5-14-05.

JOHN G. VOLK, 69, retired motorman, 69th. Died 2-2-53. Employed 12-29-04.

our Public Speaks...

AVERTS TRAGEDY

THANKS to the alertness and prompt action of *William G. O'Neill*, west side supervisor, the families residing in the two-story building at 5014 W. Congress street still have their health and homes.

When a fire broke out in the building around 2 a.m. on March 4, O'Neill was the first in the two-story building at 5014 W. Congress street still have their health and homes. He immediately contacted the dispatcher from his radio car. While the dispatcher summoned the fire department, the alert supervisor sped to the flaming dwelling and aroused the sleeping occupants.

According to the fire department, had the fire not been discovered so quickly, the results would have been disastrous.



THE passenger is the most important person in our business. Making things pleasant for him will make him a repeat passenger. There are many things, besides the minimum requirements, which can be done to achieve this. Courtesy and helpful acts are two which are appreciated by riders—so much so that they write and tell us about it. Reprinted here are some letters received recently from pleased passengers.

"Thanks and my gratitude to the crew of southbound Clark streetcar (*Conductor Robert Hintz* and *Motorman Ray Strouse*, 77th.) It was raining very hard the other morning while running for the streetcar and if the motorman and conductor had not waited a few seconds, several other people besides myself would have become soaked. It's a pleasure to think there are kind and considerate people like them."

"I should like to commend Motorman No. 1488 (*Victor Szimkewicz*, 77th) of your Broadway-State line. At Schiller and Clark streets this motorman very kindly, helpfully and courteously assisted a blind man from the front entrance of the car to the curb. Perhaps your employees are instructed to assist whenever possible those who are blind, crippled or infirm, so it was not so much the motorman's deed as much as it was his manner of doing it. He seems one well able to meet the public no matter what the situation."

"I cannot help but report an act of kindness by one of your supervisors (*Herbert Braun*, District "A"). My son and I disembarked from an eastbound 103rd street bus at Michigan avenue when I realized that my son had left his school notebook on the bus. I spoke to the supervisor there who at once offered to overtake the bus if I would wait. He returned shortly thereafter with the notebook and refused the slight compensation I offered him."

NOT all the letters received from passengers, however, are like the ones above. Included in the last several week's mail were the letters reprinted in part here.

"Last night I transferred from the 79th street bus to the Cottage Grove streetcar. The transfer given me was mis-punched and not accepted because of the operator's mistake. Please! It's not the double fare that hurt; it's my pride. It looked like I was trying to get a free ride."

COMMENT: Errors are sometimes made in punching the more than a million transfers issued daily, but a little extra care will insure their being properly punched.

"Recently while riding the 75th street line going east I went past my stop. I am not familiar with this line and did not know exactly where my stop came in. It would have helped me a lot if only the operator would have called the stops."

COMMENT: Calling out all stops is required and a great help to passengers as indicated in the letter above.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for February, 1953, and February, 1952, as well as a summary for the first two months of 1953, compared with the same period for 1952:

	February, 1953	February, 1952
Complaints	737	678
Commendations	52	67
	Two Months	Two Months
	1953	1952
Complaints	1,589	1,565
Commendations	116	147

STATION OPERATION

...at North Avenue

IN the February and March issues of CTA TRANSIT NEWS stories were carried which described the overall operation of the Surface, Rapid Transit and Boulevard Systems Transportation Department. However, the department is so large and complex that space limitations necessarily confined the articles in those two issues to generalities. In this issue is described more in detail the operation of North Avenue station, Surface System. The activities here are typical of the other 12 Surface stations and the five Boulevard System depots.

GETTING approximately 900 regular runs on the streets each day, serving 19 routes, is the job of four station superintendents at North Avenue, one of the largest stations on the CTA System, which is located at North and Cicero avenues.

To accomplish this herculean task, *Elmer Brookman* and *Myles Harrington*, day and night superintendents, respectively, of trolley buses, and *George Dorgan* and *Frank Buetow*, day and night superintendents, respectively, of gas and propane buses, have under their jurisdiction station personnel totaling about 1,160 people. Included in this total are 1,125 bus operators, 23 clerks and receivers, six janitors,

THE outer office at North Avenue station is under the jurisdiction of *John O'Connor*, chief clerk, right. Others in the picture are *Florence Blaa*, typist, and *Eugene Peterson*, relief clerk.



THESE superintendents are in complete charge of transportation personnel at North Avenue station. In the top photo are *Myles Harrington* (seated) and *Elmer Brookman*. At the bottom are *George Dorgan* (seated) and *Frank Buetow*. Brookman and Dorgan are the day superintendents in charge of trolley and gas and propane buses, respectively; Harrington (trolley) and Buetow (gas and propane) are the night men.

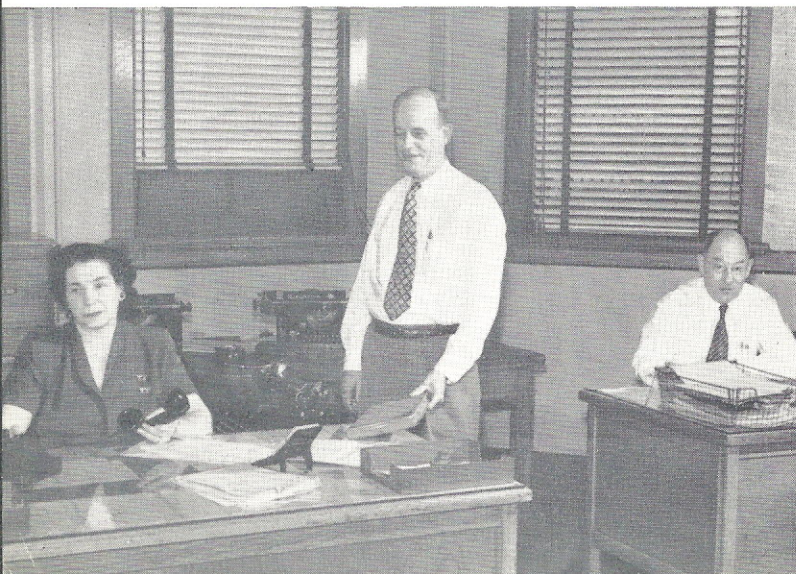
one door guard and three telephone operators. These personnel figures are approximate as the number keeps changing from day to day, particularly that of the bus operators.

To operate 900 regular runs a day requires the use of 13 gas buses, 169 propane buses and 438 trolley buses, or a total of 620 vehicles. Of this number, 600 are used in daily service and 20 are used as spares.

In addition to passenger equipment, North Avenue is assigned a total of 40 snow-fighting vehicles, including salt and sand spreaders and trucks of various types, equipped with plows.

Activity never ceases at North Avenue. All day and all night long bus operators are checking in with the clerk on duty to pick up their trip sheets and transfers. The operators' next step is to synchronize their watches with the station clock and then check their time schedules which are posted on the walls of the trainmen's room. They then check the "scheduling out" chart to find their bus numbers and bays where located. The final step is to pick up their buses and make their pull-outs "on time."

However, in order for all this activity to run smoothly,





REPORTING for work, these men are checking in with the clerk on duty to pick up their trip sheets and transfers. On the other side of the window, top photo, *Ed O'Keefe*, clerk No. 4, takes care of their needs and checks off his list to see that all runs are filled.



it is necessary that adequate planning be done and steps taken in advance to insure runs being on the streets at the proper time. This means that all station office and maintenance personnel have certain definite functions which are outlined here.

Superintendents

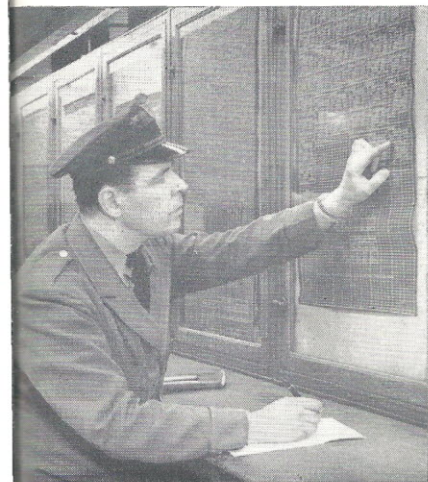
The superintendents are in complete charge of the office at North Avenue. They are responsible for the personnel operating the buses and supervise their work as well as that of all other station employes. They discipline operators in matters of operation, care of equipment, in connection with accidents, discourtesy, appearance, schedule adherence, rule infractions and any other violations which may occur.

They are responsible for having all vehicles on the street at scheduled time, promptness of crews at relief points, conduct and appearance of all employes on duty or around the property, proper cleanliness of the station, ordering and care of equipment and supplies and keeping accurate records and all pertinent information.

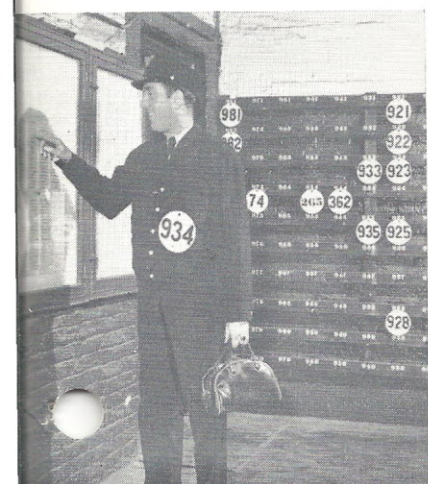
The superintendents keep abreast of all conditions and occurrences on the lines operated from North Avenue, such as traffic conditions, accident hazards, and service cuts or adds as reported by operating personnel. They are constantly in touch with the superintendent of District "C" who assumes responsibility for men and equipment from the time buses leave the station until they return.

At North Avenue Day Superintendents Brookman and Dorgan work daily from 6:00 A.M. to 3:00 P.M. with Sundays off. Night Superintendents Harrington and Buetow work from 3:00 P.M. to midnight. All superintendents are subject to call at any time in case of emergency.

These men have organized their help and delegated the work so it is done promptly and efficiently, thus relieving them of many details so that they may devote the major portion of their time to the following phases: accident prevention, schedule maintenance, station records, snow or



AFTER checking in with the clerk and picking up trip sheets and transfers, bus operators check their time schedules which are posted on the walls of the trainmen's room. Here is *T. Jay Walter*, a former Boulevard System employe, who recently transferred from Wilcox Garage to North Avenue and is now operating a Belmont avenue trolley bus.



JUST about ready to go to work, *Jack Murphy* has picked his run number plate from the board and is checking the scheduling out chart to find his bus number for the run and the bay where it is located.

ALL set to go is *Mike Gallagher*, who has checked in with the clerk, secured his trip sheet and transfers, checked his time schedule, picked up his run number plate, checked the scheduling out chart and located his bus which he is preparing for service.



rain storms or other emergencies, co-ordination of efforts with instruction group, and miscellaneous discipline.

Clerks

The chief clerk at North Avenue, *John O'Connor*, is in charge of the clerical and receiver force. He assigns work to the office force and also checks to see that it is being done properly. Among the routine work assignments handled by clerks at North Avenue are accident reports, accident chart and classification sheets, checking in operators at the call window, making up the extra list and seeing that all runs are filled for the schedule, keeping the record of all employees reporting on the sick list, making up a daily payroll for each operator on which is recorded the actual time worked by each man, handling lost and found articles and keeping an accurate record of each item, checking in of all transfers delivered to the station and putting them up in bundles for the operators, handling typing of all memos and letters, assigning chartered buses to operators and seeing that proper forms are made out, posting of notices to inform the operators when picks will start and then type up the results of the picks, recording blind cases (where a complaint or violation is reported without identifying information) and making a list of operators who might be involved and notifying each to report to the superintendent.

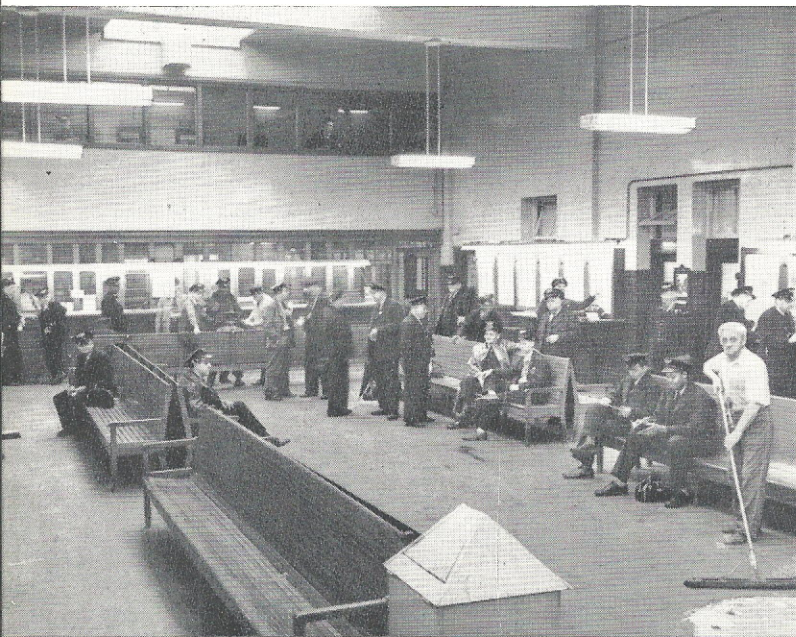
In addition, the clerks, in conjunction with the superintendents, help secure men to operate snowfighting equipment when needed. They also make up special snow trip sheets and a snow payroll for the track department men called into action.

The chief clerk prepares the office daily payroll and if a clerk or receiver is off sick, he checks with the general office to see if it can fill the job temporarily. If not, with the superintendent's permission, the chief clerk makes arrangements to have a man on the job. The chief clerk also



WHEN the day's work is over, North Avenue bus operators turn in their receipts to receivers on the second floor of the station building (top photo). In the picture at the bottom, receivers work behind locked doors which are opened only to authorized personnel. Left to right are *Art Olsen*, *Bill Pinasco* and *Frank Pasche*. They also sell tokens, tickets and nickels to operators, issue refund slips, and make out slips on all men who appear on the shortage-overage list.

BEFORE leaving the station after completing a day's work, Operators *Emil W. Miller*, left, and *Charles Holley* indicate on "sign in sheets" the nature of any defects detected on their buses that day.



THE trainmen's room at North Avenue is kept clean and neat at all times. The floors are swept every two hours and mopped every other night. The windows in the schedule frames are cleaned every night and transfer boxes or containers are emptied every three hours.



ABOUT 75,000 transfers per day are made up into approximately 900 bundles by *Earl McLaughlin*, transfer clerk at North Avenue, right. On each bundle he marks the run number. These bundles are made up for two days in advance of actual use and placed in racks. *Earl Glonke*, janitor, is removing a rack which has been completed as McLaughlin works on a new one.

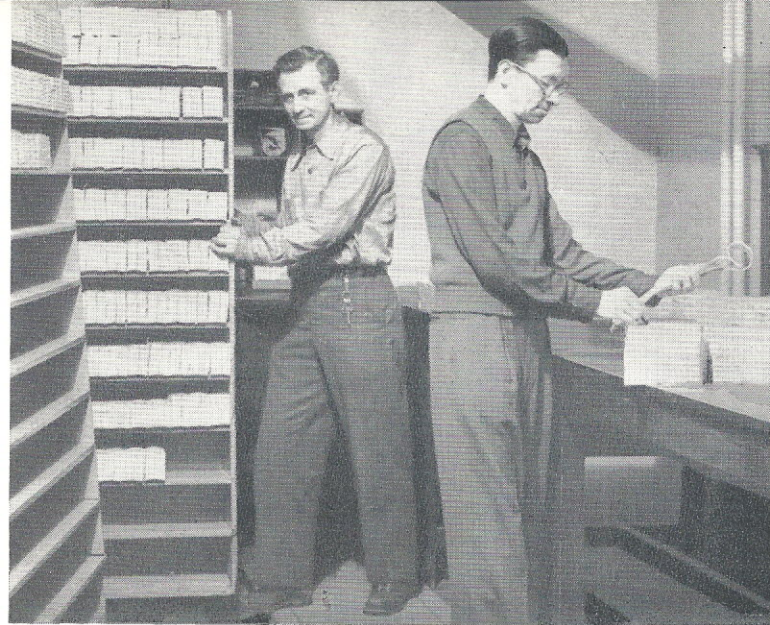
makes up a requisition once a week for trainmen which is sent to the general office, after being signed by the superintendent.

Pay days at the station are busy ones. If any operators are short, the clerks have these men fill out a shortage slip, check the daily payrolls and runs the men worked against the shortage slip, figure out the pay hours, and, if a shortage exists, send the shortage slips to the Payroll Department so proper adjustments can be made.

Clerks also check each day to see what stationery and supplies are needed and then make out a requisition, which is signed by the superintendent, for enough to cover a 30-day period.

When violation slips arrive in the mail from the general office, the clerks find out from the payroll sheets what operators are involved. At the same time the clerks check the time, run, bus number and any previous violations. This information is then given to the superintendent and a list of involved operators is typed and posted in the trainroom, directing those concerned to the superintendent immediately.

Among other things, the clerks make up and post "sign in sheets" on which trainmen can mark the nature of any defects detected on their buses that day, keep all records and books, record changes of address and the names of men leaving service, read all fare box statements daily and assign



TWO days a week, every Monday and Thursday, *Instructor Al O'Shaughnessy*, extreme right, works at North Avenue station. He instructs new men on transfers and trip sheets and re-instructs other operators. In this group are, left to right, *Wesley Luckett*, *Mike Brashavetz*, *John Fitzpatrick*, *Kazmer Hojnacki* and *Stanley M. Walensa*.

THREE telephone operators, working in shifts, man this switchboard at North Avenue station. *William G. Echols* is shown here as he checked the lost and found book in response to a telephone inquiry.





SUPERVISING instructor of the north section, *Ed Wehmeyer*, makes his headquarters at North Avenue. He also works at Kedzie, North Park, Devon and Limits. His job is to give refresher courses to operators, stressing the fact that by using good judgment to avoid getting into difficult situations many "unavoidable" accidents could be prevented.

A **BUS** operator at North Avenue, *Bill Nehls*, right, checking his time schedule on a new run, is given some helpful instructions about the route by *Supervisor Fred Hansen*.



ABOUT 1,600 members belong to the North Avenue Credit Union. This is more than the entire personnel at the station, but is due to the fact that many men who formerly worked at North Avenue have retained their membership even though they transferred to other stations on the CTA System. Making a deposit is *Joe Cochrane*, bus operator. In the cage is *Bus Operator Ed Winters* who is Treasurer of the Credit Union.



all defective boxes to the shop for repairs and follow through to see when they are returned from the shop.

Receivers

The main duty of receivers is taking in money from the operators when through with their day's work. The change is run through a coin-counting machine and the bills are counted by hand. The total is then checked against the figures on the operators' trip sheets. If they coincide, the receivers initial the trip sheets and check them off so they will know at the end of the day if all trip sheets are accounted for.

The receivers start their day's work by clearing and putting bags on their counting machines for the coins to drop into. They then take their starting statements and at the end of the day take their closing statements. The difference must correspond with the total of cash and token fares reported on the day's trip sheets handled by each operator. Half-fare tickets are counted and checked separately.

A ticket is placed on each bag of money to indicate the amount contained therein. When through for the day, receivers list the number of bags of money on the record sheet. The head night receiver checks the figures on the sheets and counts all the bags of money which must be the same as is shown on the sheets. After being sealed, all money bags are placed in the vault where they stay until removed by Brinks guards. Bank deposit slips are also made out by the receivers and foreign or mutilated coins are culled out and sent to the general office periodically.

Besides taking in operators' receipts, receivers also sell tokens, tickets and nickels to operators on request. They also issue refund slips, take shortage money from operators, and give back overages, and make out slips on all operators who appear on the shortage-overage list.

Janitors

Six janitors at North Avenue keep the station spic and span at all times. To do this, a strict schedule of what must be done is maintained. The trainroom, toilets and assembly hall are swept every two hours. The floors are mopped every other night. The windows in the schedule frames are cleaned every night. The building windows are cleaned once a week. The transfer boxes or containers are emptied every three hours. All transfers and papers are burned in the furnace. The woodwork in the trainroom and assembly hall is dusted every five hours.

In the office the floor is mopped every night and waxed every other night. The office toilet and fixtures are cleaned every night along with the toilets in the trainroom. The latter are also cleaned twice a day in addition. Window blinds are dusted every day and washed once a week. The office floor and the receivers' room is cleaned twice daily.

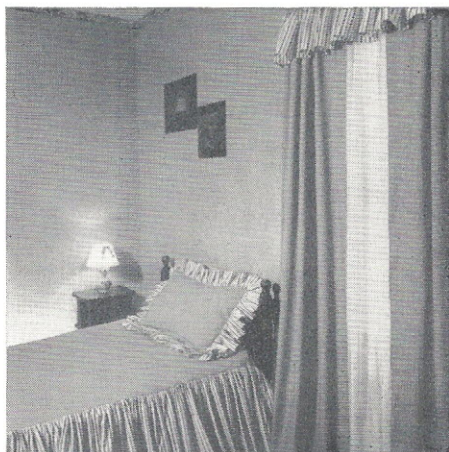
The janitors also have seven terminal lavatories at North Avenue which must be kept clean and stocked with the necessary supplies.

Every Wednesday a week's supply of transfers is delivered to North Avenue. The janitors check them in and place them in stalls by date. As many as 240 bundles may come in at once.

(Although the foregoing article describes the activities at North Avenue station, it is typical of operations at other Surface, Boulevard and Rapid Transit stations.)

TO THE Ladies

... from JOAN



STRIPED pique and denim contrast brightly in this bedroom ensemble that you can make. The color combinations of this set can bring spring right into your bedroom. Striped fabric is used for the ruffle valance on the drapes, the side skirts of the spread and the ruffle on the pillow sham. The direction leaflet contains cutting diagrams and sewing directions for making this set.

HOUSECLEANING SAFETY RULES

To save many women and householders from possible death and serious injury as the rugs are rolled up and the winter dust exodus begins, we are listing a series of "don'ts" for housewives.

1. Don't allow rolled rugs to block doorways for yourself or anyone else to stumble over.
2. Don't permit stray tacks or nails to lie on floors to be stepped on.
3. Don't try to save steps by piling your arms so full of things that you will miscalculate a step in ascending or descending stairs.
4. Don't climb onto a rocker or an unsteady chair to take down curtains or draperies. A safe, steady stepladder was designed for this purpose.
5. Don't use the tops of mantels or cabinets as storage places until you want to return things to their proper places, as books, pictures, or anything with a tendency to slide can easily fall and strike someone.
6. Don't let oily rags or any debris accumulate for several days since the fire hazard is greatly increased.
7. Don't use highly inflammable cleaning fluids near an open fire.

Spring Housecleaning? Here's Help...

SINCE Spring has officially arrived, this means that officially, too, the Spring housecleaning season has started. Homemakers need no reminder of this, but what woman wouldn't welcome help with spring cleaning? If you're interested in the real low-down on dirt and how to get rid of it, we have a new dictionary for homemakers that tells all. We'll send it to you free just for the asking. It's "112 Ways to Chase Dirt" and will give you shortcuts to efficient and time-saving Spring housecleaning. Covering how to wash everything from antimacassars to zoos (household types), the booklet not only gives practical hints and "how-to-do" sketches on scrubbing the house and its contents, but also tells some unusual uses for soap.

Among them are picking up bits of broken glass with a damp bar-of soap and putting soap and water on the floor before moving the refrigerator (or other

heavy equipment) for cleaning. Then the appliance slides right over the slippery surface.

There's also explicit information on how to wash rugs and upholstery, how to suds Venetian blinds, walls, woodwork, and windows so they'll be shining clean in record time. And it gives full instructions for washing all the different fabrics. There are even specific directions for cleaning such varied items as lamps and lampshades, hatbands, and costume jewelry with soap and water.

The booklet reveals that most household dirt comes from our civilized way of living. This includes soot from industrial plants, lint from linens and blankets, grease from cooking and eating indoors. Soapsuds, it adds, is the best dirt-chaser for hard surfaces, textiles, plastics—and for man. Dirt has many and varied odors, the booklet points out; soapsuds has only one—a clean, fresh fragrance.

PINEAPPLE SHORTCAKE

Pineapple is popular with everyone because of its wonderful flavor. But, in addition, pineapple plays a star role in menu planning because of its versatility, its rich golden color and its unique texture, which provides such desirable contrast with softer textured foods as well as with the more firm or crunchy ones. It can be served alone for breakfast, luncheon or dinner, or blended with other foods and used in salads or desserts. In this old-fashioned pineapple shortcake, fragrant pineapple chunks are simmered in a light butterscotch sauce to give the cake a delicate, yet tangy flavor, with just the right amount of moisture.

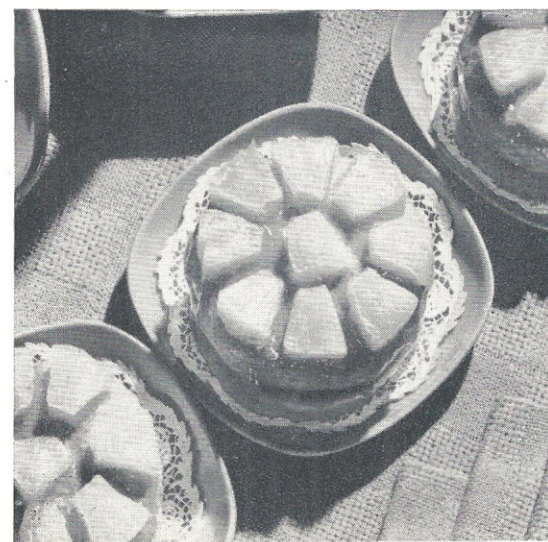
2 cups flour	¼ cup melted butter or margarine
4 tsp. baking powder	1 can (no. 2) pineapple chunks
½ tsp. salt	2 tsp. cornstarch
2 tbsps. sugar	2 tbsps. brown sugar
½ cup shortening	1 tsp. grated lemon peel, optional
1 egg	
½ cup milk	

Sift flour, measure and sift again with baking powder, salt and sugar. Cut in shortening until mixture is crumbly.

Combine egg and milk and stir into mixture. Knead lightly on a floured board and roll out to ½ inch thickness. Cut in 8 circles with a large biscuit cut-

ter. Brush tops of biscuits with melted butter or margarine and stack 2 of the biscuits together, buttered side up. Place on baking sheet. Bake in a hot oven (450° F.) for 12 to 15 minutes or until lightly browned. While shortcakes bake, drain pineapple chunks, reserving syrup. Combine cornstarch and brown sugar in a sauce pan and slowly stir in pineapple syrup. Cook over moderate heat until mixture thickens. Add pineapple chunks and lemon peel if desired. Spoon mixture between and on top of hot shortcakes. Serve hot. Serves 4.

PINEAPPLE shortcake is a jiffy and delicious dessert.



A direction leaflet for making the Bedroom Ensemble and also the "112 Easy Ways to Chase Dirt" booklet may be

obtained FREE by writing Women's Editor, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.

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