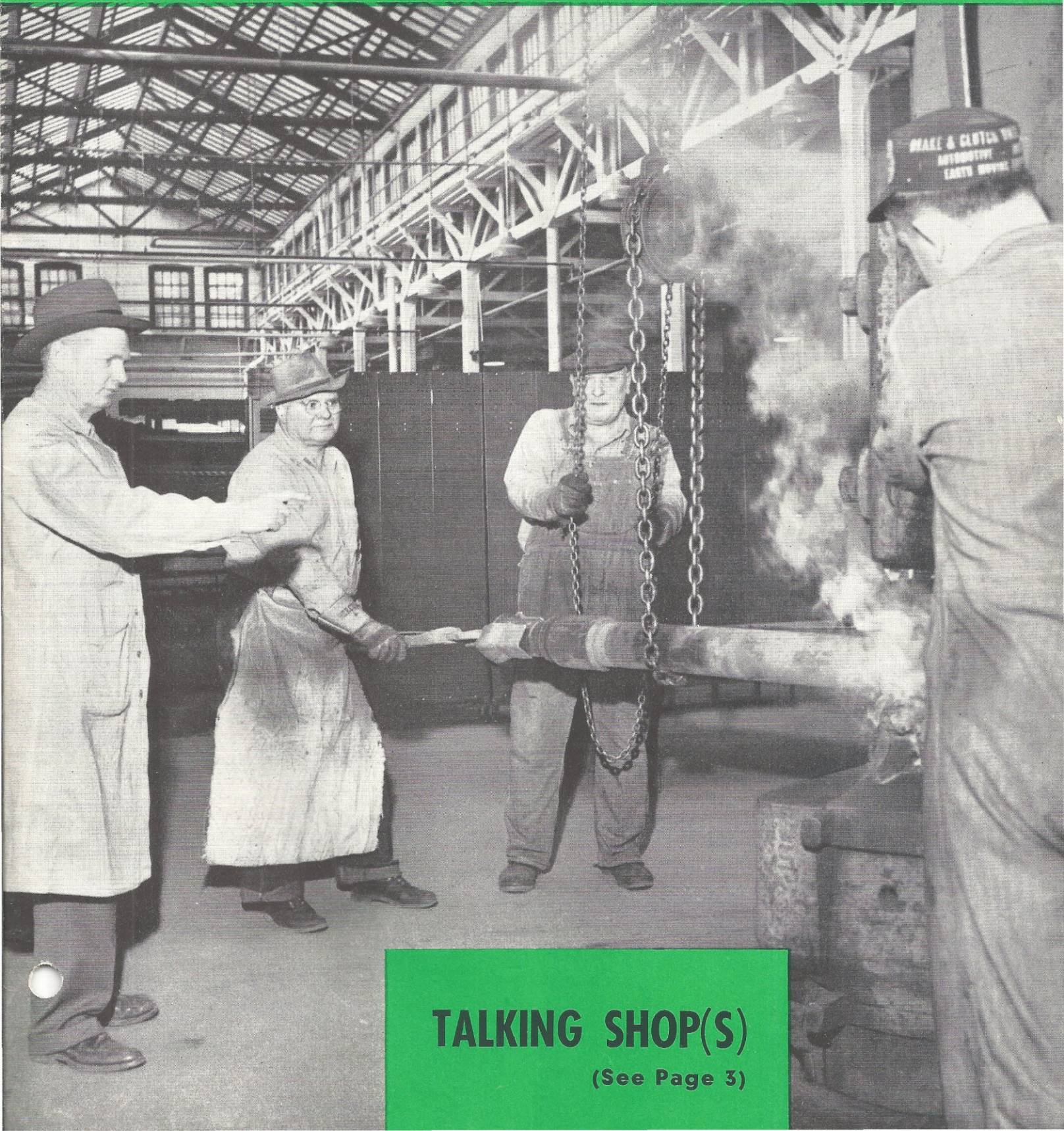




# TRANSIT NEWS

MARCH, 1954



**TALKING SHOP(S)**

(See Page 3)



# AN IDEA IS SLUNG-- Sling Nets \$120<sup>00</sup>

WHEN three Stores Department employees at Grand and Leavitt put their heads together and submitted an idea through the CTA suggestion system late last year, the result was a \$120 award. It was the second largest yet made.

The three men, *James Bittourna, Jr.*, *Joseph Newell* and *Albert Gruenler*, designed a sling to be used on a fork lift truck for handling and uncoiling large reels of heavy, lead-covered cable, some weighing up to 8000 pounds, which proved a tremendous time and manpower saver. Through use of the sling-equipped fork lift truck, the operator alone can handle the large reels of cable and uncoil any desired length.

Before the sling was contrived and put into operation, the method of uncoiling the heavy cable involved either the use of jacks or pulling the cable off the reel from over and under. Both methods required two or three men to perform the job.

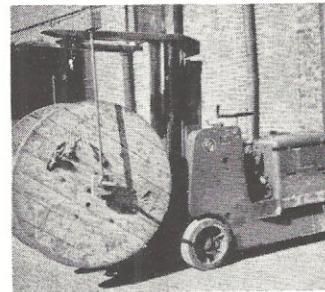
The new sling consists of a crosstimmer mounted on the prongs of the fork lift truck from which a five-foot metal eyebolt rod is suspended at each end. A removable steel bar, passed through the eyebolts and properly-positioned reel, enables the fork lift truck to lift the reel from the floor and hold it in position. When the loose end of the cable has been secured at a fixed measuring point, the fork lift truck operator need merely back up the vehicle until the needed length of cable has been uncoiled. The cable then can be cut, while the reel is still mounted on the fork lift truck for easy transporting back to the storage area.

All of the sling's originators are employed at Storeroom 20 at CTA's Grand and Leavitt location. Bittourna, a stock clerk II, has been a transit employee engaged in material and



**AWARD winners** *James Bittourna, Jr.*, left, *Joseph Newell*, center, and *Albert Gruenler* standing beside a fork lift truck equipped with the sling they devised for handling and uncoiling large spools of lead-covered cable.

**A SIDE VIEW** of sling mounted on fork lift truck. Through its utilization, considerable savings in time and manpower have been effected.



supplies work for 28 years. Gruenler, a laborer, has 17 years service, and Newell, also a laborer, has been in transit work since 1942. He began in the Transportation Department and transferred to the Stores Department in July of 1952.

## OUR COVER

*THE blacksmith-welding shop at South Shops provides the cover picture for this issue of CTA TRANSIT NEWS. Thomas F. Pawley, foreman, is shown directing proceedings as a red-hot, 10-*

*foot long pillar block for track department rail switches is forged. The three workmen, left to right, are William Loeser, blacksmith, John Lurenz, blacksmith helper, and Patrick Nally, blacksmith helper, with back to camera.*

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## RECENT CTA ADDITIONS TO THE ARMED FORCES

Stanley G. Slesick—Inspection  
John D. Walker—Transportation (Lake Street)

## RETURNED FROM SERVICE

Harvey G. Bey—Transportation (Kedzie)  
Myles Crider—Transportation (North)  
Samuel Gilton—Transportation (52nd)  
T. G. Popek — Shops and Equipment (North Gas)  
Richard Poteracki—Shops and Equipment  
Robert Robey—Transportation (North Park)  
George P. Scanlon—Shops and Equipment (Blue Island)



# TALKING SHOP(S)

*(This is the second in a series of articles describing the operations of the Shops and Equipment Department, which is under the general overall supervision of Thomas B. O'Connor, general superintendent of transportation and shops and equipment, and under the direct supervision of Robert J. Ruppe, superintendent of shops and equipment. The first detailed the duties of administrative and clerical personnel and the Industrial Engineering Division.)*

TWO dominant centers of activity in the operations of the Shops and Equipment Department are the Surface Division Shops, consisting of the West Shops at 3901 West End Avenue, and the South Shops at 7759 Vincennes Avenue, with division headquarters at the latter.

These shops, working as co-ordinated units, are responsible for a wide variety of mechanical services and functions, all of which bear heavily on the important job of providing the best possible local transportation for CTA patrons.

Some 545 employees comprise the working force in the two shops, which are in charge of *Ralph H. Martz*, superintendent of the surface division shops, and his supervisory staff consisting of *Joseph Bolech, Jr.*, division engineer; *Edward W. Anger*, superintendent of buildings; *Joseph G. Hecht*, general foreman at south shops, and *Heinz G. Doering*, general foreman at west shops.

Briefly, the functions of the Surface System Shops can be summed up as follows:

- (1) The heavy overhauling, maintenance, and repair of all Surface Division rolling stock—street cars, trolley buses, motor buses, service cars, and utility trucks, with the exception of automotive chassis and motor equipment on motor buses and utility trucks.
- (2) The installation, maintenance, and repair of all plant machinery, boilers, cranes, hoists, propane dispensers, and other permanent equipment in shops, carhouses, bus garages, and rapid transit shops and terminals.
- (3) Printing of transfers and stationery forms.
- (4) Repairs to, or completely new fabrication of parts used in the maintenance of equipment.
- (5) The use of shop facilities, when manpower is available, for the fabrication or manufacture of parts used in construction projects for other departments of the CTA.
- (6) Special projects involving design and rebuilding of rolling stock, such as conversion of two-man cars for one-man operation.

The shops are equipped to perform all of the necessary work involved in these functions. Among the various units of the shops are: the main body overhaul and repair shop; electrical shop; machine shop; truck shop; welding shop;

**IN HIS OFFICE** at South Shops, *Mr. Martz* discusses problems regarding conversion of 250 PCC surface cars to rapid transit cars with three members of his supervisory force. They are (left to right) *Joseph G. Hecht*, general foreman, South Shops; *Heinz G. Doering*, general foreman, West Shops, and *Joseph Bolech, Jr.*, division engineer.

MARCH, 1954



**HEADING** a working force of some 545 employees comprising the personnel of the Surface Division Shops—West and South—is *Ralph H. Martz*, superintendent. The two shops incorporate a number of departmental units responsible for a wide variety of mechanical services and functions.

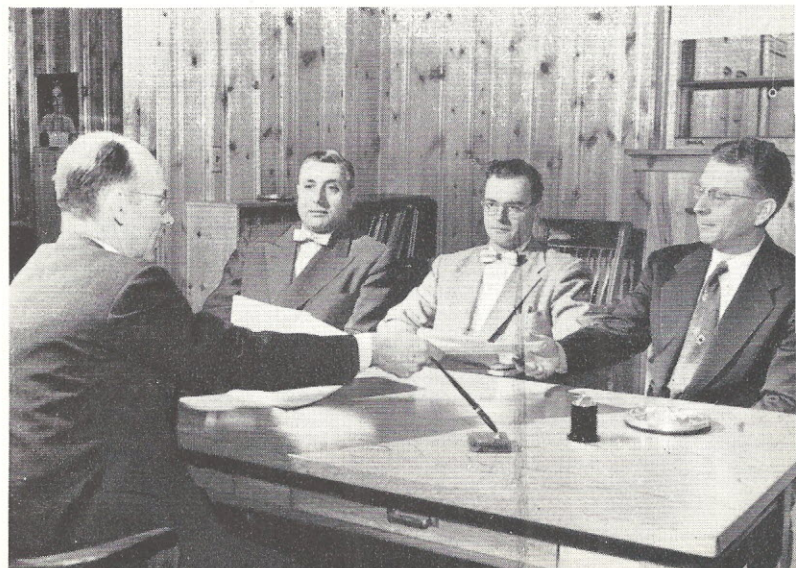
sheet metal shop; paint shop; upholstery shop; tailor shop; blacksmith shop; woodmill; foundry, and printing shop.

## West Shops

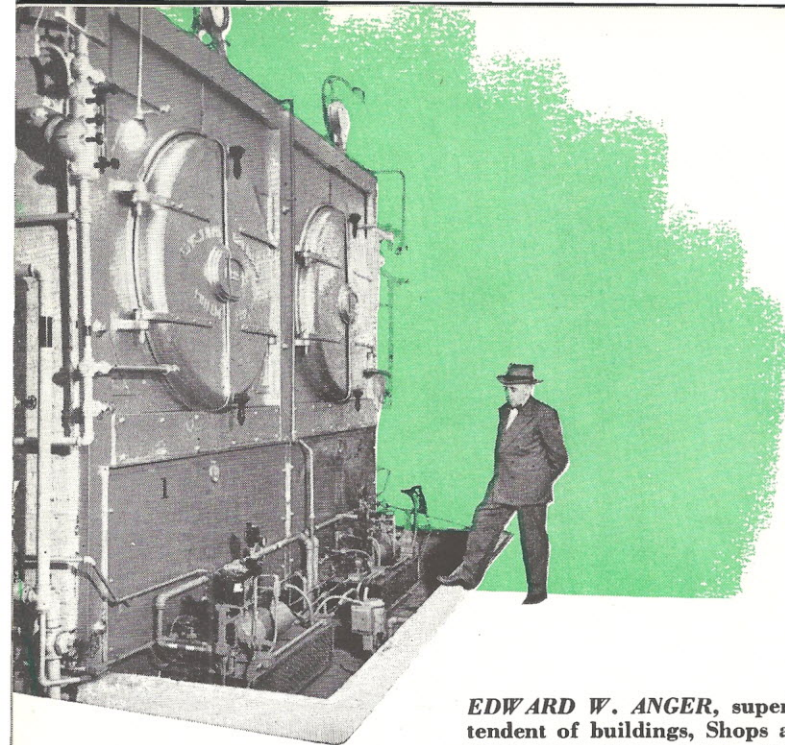
The West Shops are under the direct supervision of Mr. Doering, who has nine foremen and four assistant foremen in charge of the departmental shops located there.

The body shop incorporates the upholstery department, tailor shop and sheet metal shop. Foremen in charge are *Joseph Bolech, Sr.*, senior foreman; *Joseph Sargent* and *John J. Hickey*, carpenter foremen; *Frank Gans*, car wiremen foreman, and *Frank Spolec*, sheet metal shop foreman.

Motor buses and trolley buses needing overhauling or repairs go to the body shop where, depending upon the extent of the required overhauling or damage, it may be necessary to dismantle the bus down to the bare frame skeleton. This shop also repairs many separate items of bus equipment such as seats, window sash, doors, etc. A further division is the upholstery shop, where seat cushions and backs are recovered. In the tailor shop, destination signs are sewn together on double stitch machines. These are changed from time to time as new routes are assigned or deleted. The sheet metal shop, housed in the body shop, is equipped to







**EDWARD W. ANGER**, superintendent of buildings, Shops and Equipment Department, standing before fully-automatic, oil-fired burners which were recently converted from hand-fed, coal-fired burners. These boilers generate steam to heat buildings at West Shops.

straighten or manufacture new sheet metal products of simple or complicated shapes using steel, aluminum, copper, and stainless steel.

The paint shop, of which *John Danloe* is foreman, is equipped with a modern DeVilbis downdraft, water-wash spray booth in which a whole bus or street car may be accommodated. Painting is done by the hot spray process. Old paint is removed by using a grit vacu-blast machine. Bus bodies are prepared for painting by washing, filling, and smoothing slight imperfections and masking to prevent overspray to other color surfaces. The interior of the bus is completely renovated as required and the seats are thoroughly washed.

*Joseph H. Johnson, Sr.*, foreman, and *Robert F. Dietz*, assistant foreman, are in charge of the electrical shop. Here, in the armature room, motor armatures are rebuilt for trolley buses, street cars and rapid transit cars. Many of these must be re-wound, although most of them may be returned to service by repairing an open circuit, ground, or short circuit in the winding. Armatures are varnish dipped and baked in a large electric oven to prevent moisture from damaging the winding. Armature bearings are installed on the shaft and commutators are machine-turned and mica undercut. The armature room also rebuilds controllers, circuit breakers, heaters, and resistors.

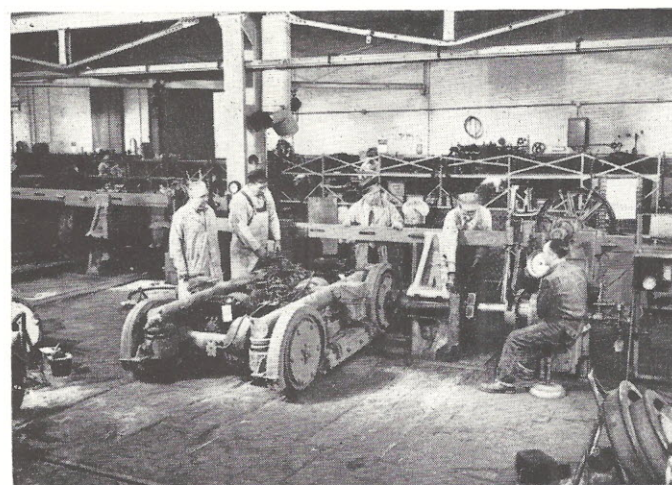
The PCC control room rebuilds the smaller electrical apparatus such as magnetic contactors, relays, heat damper actuators, drum brake actuators, electric switches and sanders, step treadles, buzzers, etc.

The machine shop at West Shops is in charge of *James B. McConville*, foreman, and *William C. Trautmann*, assistant foreman. The machine shop is equipped with all the mechanical and power tools needed to repair or manufacture the

many precision parts for the complex devices used in modern mechanics. Tolerances of one-thousandth inch are ordinary requirements and accuracies to one-half thousandth inch are frequently required for ball bearing fits, splines, and shaft diameters. Tool and die makers maintain sharp and accurate edges on cutting tools, milling cutters and reamers, and manufacture dies and fixtures for machine production.

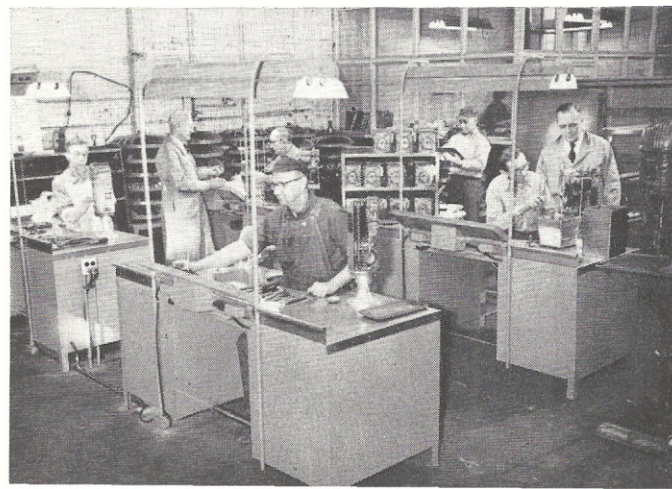
Bench mechanics repair trolley retrievers, brush holders for motors, propeller drive shafts, and other mechanical equipment. The St. Louis type hypoid gear axle units for PCC cars are rebuilt in the machine shop. One of the quantity production functions is the maintenance of the automatic coin fare registers which indicate accurately the dimes or tokens deposited.

Directing work in the truck shop is *Daniel J. O'Brien*, foreman, and *Albert Zelazo*, assistant foreman. Here street car trucks are overhauled and rebuilt. A large wheel lathe



**OPERATING** wheel press in the truck shop at West Shops. *Daniel J. O'Brien*, foreman (left), is in charge as mechanics remove wheel from a PCC truck. In the group, from left, are: *Peter Petrulis*, truck repairman; *Albert Zelazo*, assistant foreman; *Michael Costello*, truck repairman, and *Eduard Van Wiele*, machinist. Fifty to 70 tons of pressure are required to remove wheels or replace them on axles.

A BUSY group of West Shops workers is engaged in repairing fare registers used on bus equipment. *James B. McConville*, foreman, machine shop (extreme right), watches as *Machinist Reinhold Hirsch* adjusts the mechanism of coin-token unit. Others in the picture are (front row) *Joseph Tabor* and *Albert E. Siers*, machinists, *William C. Trautmann* (standing), assistant foreman, and *Bruno Borcki*, machinist, and (rear) *Dominick DeNoia*, truck repairman.





turns new flange and tread contours on worn car wheels; wheel presses remove and replace wheels on axles with pressures of 50 to 70 tons; another machine straightens axles, and axle journals are polished to minimize bearing friction, and boring mills are used to cut the accurate hole in the wheel hubs for pressing on axles. Mechanics use power impact wrenches to disassemble and rebuild truck frames and replace worn pedestal guides, springs and center bearings.

The motor line is a conveyor production type of motor disassembly and re-assembly. Electric traction motors are taken apart and the field coils and motor cases are reconditioned while the armatures are serviced in the armature room. During re-assembly, the babbitted bronze type armature shaft bearings are line-bored to insure perfect alignment of the armature in the motor field case. Motors are tested electrically and mechanically. The compressor department



ONE OF the brightest spots in the West Shops because of the strong lighting used is the spray booth in the paint shop. *John Danloe*, foreman (left), stands by as *Elray G. Blake*, painter, applies coat of Everglade Green hot spray paint to lower body portion of Ford 25-passenger bus. Croydon Cream paint has already been sprayed on the upper half.

PYROTECHNICS rivaling a fireworks display are set off by acetylene torches in the welding shop at West Shops as *Joseph Smith*, welder, cuts an angle iron. Standing nearby is *Steve L. Yergovich*, foreman.

BODY PANELS for buses can be shaped to any contour or brought back to any shape desired on the Pettingill hammer being operated here by *Gustave Stupka*, sheet metal worker at West Shops. At the left is *Frank Spolec*, foreman, sheet metal shop, and right, *Joseph Sargent*, foreman, body shop.

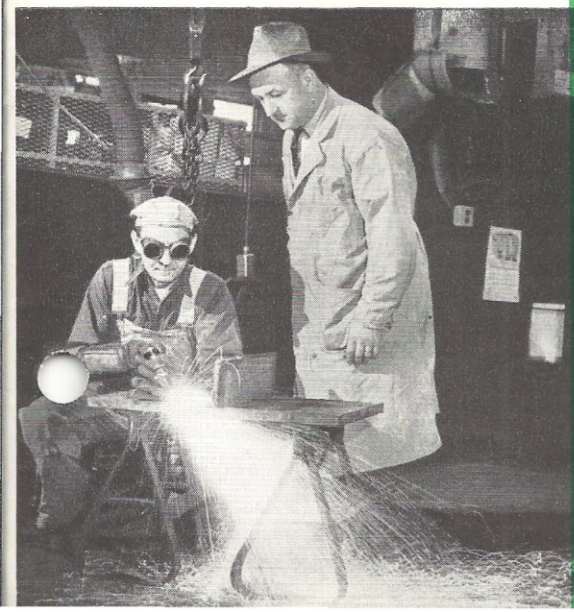
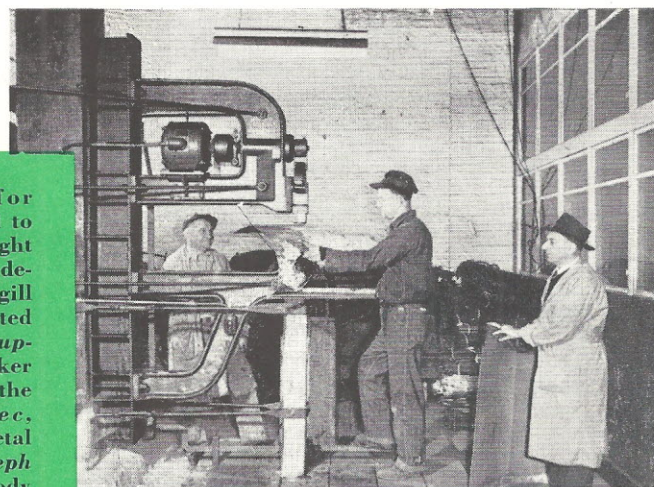
INTRICACIES of electrical equipment are no mystery to skilled workers at West Shops. Here, *Joseph H. Johnson, Sr.*, foreman, and *Robert F. Dietz* (right), assistant foreman, of the electrical shops inspect a partially rebuilt Westinghouse motor accelerator used on PCC car control.



SERVICING of bus equipment is a primary function of the body shop at West Shops. Shown here with a bus which is undergoing repairs are, left to right, *John J. Hickey*, carpenter foreman; *Joseph Bolech, Sr.*, senior foreman, and *Frank Gans*, car wiremen foreman. On the stepladder in the background is *Charles J. Starr*, car wireman, while *Jerry F. Cerney*, electrician, is working inside the bus.

also is a part of the truck shop. Compressors are used to make compressed air for all street cars, trolley buses, and motor buses.

The blacksmith and welding shops, of which *Steve L. Yergovich* is foreman, operate as a unit. The blacksmith shop forges steel into shapes and dimensions by heating the metal to red hot temperatures and pounding under a large steam hammer or on an anvil. This includes such operations as straightening bus and car bumpers, bending angle iron and structural beams, forging bars from scrapped axle to be machined into new shafts, re-tempering springs, and making special tools, chisels and wrenches for use in the shop.







A FINAL check-up is given a new propane bus at South Shops prior to being placed in regular service by *Andrew W. Draus* (standing, left), paint shop foreman; *William Hanna*, car wiremen foreman; *James N. Canavan*, carpenter foreman, and *Theodore Wahlberg* (kneeling), assistant carpenter foreman.

The welders use both electric arc and oxyacetylene torch flame. The electric arc weld is used extensively for joining two pieces of steel and for building up a worn surface to be re-machined. The torch flame is used mostly in brazing or melting metal to flow into a crack or pocket, and to cut steel by concentrated melting. Many worn parts may be reclaimed and rebuilt by one of these forms of welding and then re-machined to produce as-good-as-new condition.

### Reclamation Area

Every action, every tool, and every machine in any maintenance shop is devoted to reclamation—the process of restoring a worn or broken unit to satisfactory usable condition. Frequently it is more economical to replace such items with new parts rather than to spend the time required to rebuild it to less-than-new quality. Similarly, many items are so completely worn or broken that repair is beyond reason. Such items are scrapped.

There are, however, many items, large and small, which have definite value if a worn surface or a damaged functional member can be restored satisfactorily.

Recently a more intensified program of reclamation has been established and an area has been set apart at the West Shops for the orderly accumulation of all parts removed from service. Items beyond repair are scrapped, while those items which are repairable are separated into bins, studied,

and stored until a sufficient quantity of the same item are collected to justify economical production repairs. Many items are expensive precision parts.

*Chris Oppegard* and *Roy Rodger*, formerly of the Boulevard Division, have been assigned to develop methods and procedures in the reclamation program.

### South Shops

Many of the functional processes and services at West Shops are duplicated at South Shops, which are under the direct supervision of Mr. Hecht.

Body shop activities in the two locations are primarily the same, except that the body shop here also has a woodmill, which West Shops does not have.

The woodmill manufactures all wood products, such as bus operators' change trays. When transit vehicles were predominately red street cars, both shops had large woodmills. As buses and PCC cars replaced the red cars, woodmill activities decreased to the point where it was abolished at the West Shops and later decreased at the South Shops. Now most of the activity is in the manufacture of doors, window frames, flooring, and miscellaneous lumber for the Building department; cabinets, shelving, and storage racks for the Stores department, and various other wood products for other departments.

Body shop personnel is headed up by *Joseph F. Gasser*, senior foreman; *James N. Canavan*, carpenter foreman; *Theodore Wahlberg* and *Charles K. Maslauskas*, assistant carpenter foremen; *Max Kuchan*, woodmill foreman; *William Hanna*, car wiremen foreman, and *James Oostman*, sheet metal shop foreman.

A printing shop unit is housed at South Shops under the direction of *Alonzo H. Williams*, supervisor of printing. Here are printed all the white transfers for the Surface System, which uses more than 2,000,000 per day. Red, blue, and black inks are used. A 600-pound roll of paper is threaded into the large Meisel press, printed on both sides, and cut off in sheets of transfers. The sheets are then stacked,

**SURFACE** System transfers are printed on the Meisel press being operated in the print shop at South Shops by *Walter Landeck*, assistant pressman. At his side is *Alonzo H. Williams*, supervisor of printing. The daily requirements for the Clark-Wentworth and Broadway-State lines alone are 433,000 transfers. The print shop also does most of the printing of forms used by CTA, including the monthly riding passes.

**LOOKING OVER** a new radio-dispatched utility truck which is ready to go into service is this South Shops supervisory group, consisting of (front row) *James Oostman* (left), sheet metal shop foreman; *Charles K. Maslauskas*, assistant carpenter foreman; *Max Kuchan* (rear), woodmill foreman, and *Joseph H. Gasser*, senior foreman, body shop, entering cab of truck.

**EMPLOYEES** safety group members meet regularly at South Shops in an old Surface Division trailer car with *Frank B. Rothman* (foreground), supervisor of shop services. This is a part of the industrial safety program sponsored by the Accident Prevention Department. Other important shop services are a well-developed first aid program, fire drills, and fire equipment inspection.





stapled, cut into books, counted, wrapped in bundles, and delivered to carhouses and garages.

The truck shop and foundry are combined at South Shops, with *Joseph J. Kiselus* as foreman. Most major operations at the former were discontinued and transferred to West Shops. Bulk of the work presently performed at South Shops involves scrapping red street cars and removing and installing rebuilt trucks received from West Shops. The conversion of 250 PCC cars to rapid transit cars required an interchange of overhauled trucks between the Pullman and St. Louis PCC cars.

The foundry is equipped with a high-temperature melting furnace and crucibles and many obsolete items are cast in bronze and aluminum. The activity has decreased considerably with the decrease in red street cars. The quantity production has been in the casting of bronze axle bearings and armature bearings. Bearings are babbitt-lined in the foundry. The foundry foreman also has custody of all patterns which are used by outside manufacturers, such as for brake shoes.

Shop services are in charge of *Frank B. Rothman*, supervisor. These include the work of janitors, sweepers, laborers, boiler room employes, material-handling lift truck operators, and shipping and receiving clerks at shops and carhouses.

Except for a few small deviations, operations in the paint shop, machine shop, and blacksmith-welding shop are the same at both West and South Shops. The respective foremen in charge of these units at South Shops are *Andrew W. Draus*, *Richard J. Bulak* and *Thomas F. Pawley*.

In addition to maintenance of rolling stock equipment and parts, the shops also are charged with the maintenance and repair of all permanently installed equipment in the shops, carhouses, and bus garages, including rapid transit shops and terminals.

These include such equipment as propane storage pumps and dispensers, cranes, hoists, wash machines, pit jacks, boilers and heating equipment. Stores department yard cranes, etc. Shop craftsmen are dispatched to the various locations for all such emergency work. This work is done by personnel of both the West and South Shops.



SERVING as secretaries at West Shops and South Shops offices respectively are (left) *Roselle Czech* and *Mrs. Justine Janasek*.

In past years many of the new street cars were completely designed and built at the West Shops. These included the "Turtle Back" cars, 1800-1900 cars; multiple unit cars; the 169 cars; the 23 cars, and the front-entrance center-exit cars. After development of the PCC cars, the former Surface Lines ceased car building.

Engineering is a very important phase of equipment maintenance. This is supervised by Mr. Bolech, Jr., division engineer. His responsibilities include the investigation of troubles or failures in rolling stock and shop equipment and the designing of parts, methods and procedures to eliminate breakdowns. He also investigates proposed new items of equipment and conducts tests to determine efficiency of proposed changes, and maintains contacts with manufacturers for improvement changes in equipment.

Mr. Anger, superintendent of buildings, is charged with the responsibility of planning and supervising the installation of permanent shop, garage, and carhouse equipment, including rapid transit shop and terminal equipment; of investigating and prescribing methods, operation, and fuel for heating systems at all locations, and of coordinating and inspecting installations of machinery and building construction within the Shops and Equipment Department.

(The third in this series of articles, outlining the activities of the Bus Overhaul Division, will appear in the April issue of this magazine.)

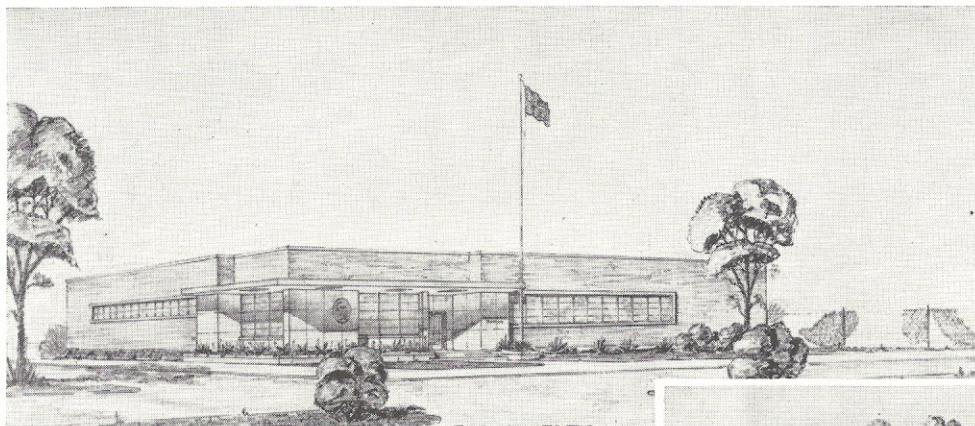
A RECLAMATION area was established recently at West Shops. *Chris Oppegard* (left) and *Roy Rodger* (right), formerly of the Boulevard Division, have been assigned to develop methods and procedures in the reclamation program. With them in this picture as they examine material sent in for reclamation are *Joseph Baldassari* (left center) and *Roy Sundberg*, machinists.

PICTURED in the process of pouring silicon bronze into a mold for track brake inserts for PCC cars at South Shops foundry are (left to right) *Dominick Stuckis* and *Edward Nestor*, heaters; *Joseph J. Kiselus*, foreman, and *Dale Eich*, molder.

WHEN MECHANICAL parts become worn, it's often a job for the machine shop. In this picture, *James Workman*, milling machine operator at South Shops, is resleeving worn bearing surfaces for a G.M.C. converter angle drive case as *Richard J. Bulak*, machine shop foreman, makes an accuracy test.

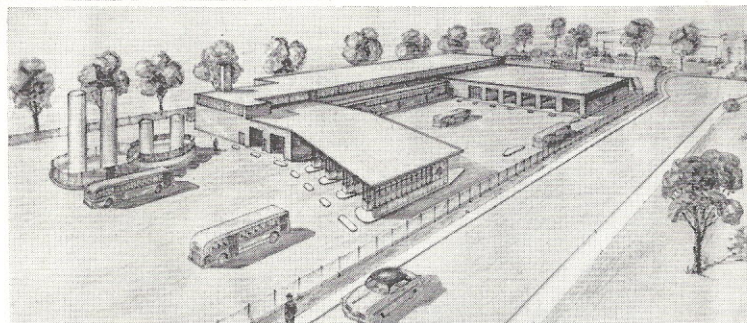




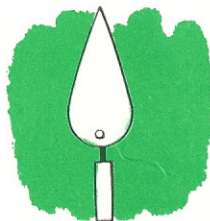


THE TRANSPORTATION building planned for the new CTA bus terminal and garage to be built on the northwest side is portrayed in this artist's drawing. This is the third project of its kind to be constructed under the CTA's program to modernize equipment and facilities.

THIS SKETCH depicts the Service building (garage) to be constructed at the new terminal. Note the four undershelter fueling islands in center foreground. Both buildings will be of completely modern fireproof construction of steel and face brick.



## ANOTHER CTA IMPROVEMENT



## Plan New \$2,500,000 Bus Terminal and Garage

PRELIMINARY steps were taken recently to build on the northwest side of Chicago another new, modern bus terminal and garage, the third of its kind to be constructed by CTA.

The two other bus terminals and garages of this type, built under CTA's program to modernize equipment and facilities, are Beverly, located on the far south side, and North Park, on the north side of the city.

Two parcels of land, totaling approximately 11 acres, have been purchased for approximately \$303,685 in the vicinity of North Elston and West Armstrong Avenues. The purchase price included improvements such as paved streets and drainage facilities. A contract for additional drainage facilities, at a cost of \$21,000, has already been let. A contract for the steel requirements also has been let and CTA will open bids on the remainder of the work on the service building on March 24.

The two main buildings—the Transportation building for bus operators, clerical, and supervisory forces of the Transportation Department, and the Service building (garage)—will be completely modern fireproof construction of steel and face brick. In addition, the service building will be equipped with a sprinkler system. Both buildings will have fluorescent lighting. Heating will be by means of unit heaters.

Two storage lots, which will accommodate approximately 175 trolley buses and 200 gas, diesel, and propane buses,

will be completely paved. The trolley bus lot will feature an automatic switching installation so buses will move into proper lanes for storage as directed by a towerman at the entrance.

Plans for the service building contemplate an efficient "production line" basis for servicing buses. Refueling, lubrication and minor maintenance requirements will be performed under shelter at one of four fueling islands. At the same time, buses will be thoroughly cleaned inside by means of "cyclone" vacuum cleaners with which each island will be equipped. Snow-melting coils will be installed at each fueling island to keep them safely operative in all kinds of weather.

After leaving the fueling islands, vehicles will pass through inspection lanes, each with three pits especially designed and equipped to handle specific inspection work on all types of buses. From the inspection pits, buses can move into the repair bay where ten hoists will be installed to handle any repair work to be done at the location. Automatic washing equipment, for the most part located alongside the inspection lanes, will be still another feature at the new terminal and garage.

The entire project will be built by contractors, under CTA supervision, at an estimated cost of \$2,500,000. Completion is expected sometime late in 1954 or early 1955.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## CTA Pair Exchange Wedding Vows

ACCOUNTING — January 30 was a happy day for two of our CTA family: *Violet Mary Gardner*, Revenue Accounting, said "I do" to *John W. Nette*, Treasury, at St. Sylvester's Church. Among those present for the nuptials were *Mary Miller* and *Del McFall*. A reception was held at the Graemere Persian room for the bridal party, immediate family, and friends. After a short honeymoon in Wisconsin, they took up residence in an apartment in Palmer Square.

A playmate has arrived for little *Sharon Lee*. His name is *Scott Allan Frusolone*, and he made his debut on February 8. The parents are our *Danny* and *Nettie* of I.B.M.

Hospital cases have been prevalent in Accounting recently. *Leon Salisbury*, *Helen A. Lowe*, *Eileen Miller* and *H. E. Tannhauser* have all undergone surgery. All are doing fine and we wish them a speedy recovery.

Our condolences to *Clarence Steffen*, in the bereavement of his father, and to *Frank Hodapp* and *Teresa Hayes*, both of whom lost their mothers.

—HELEN A. LOWE

## Did He Learn To Dance The Hula?

ARCHER—A card arrived in the mail from *Frank Metke*, "Cisco Keed" of Beverly, who is vacationing in the Hawaiian Islands and having a wonderful time on the beach of Waikiki.

A cordial welcome to all the new men who picked Archer station on the last system pick, which went into effect February 14. To those who left us, we wish one and all the very best and we hope to see you around the system. It has been a privilege to work with you. Several men who left CTA for employment elsewhere have returned. We extend a warm welcome back to *G. Kubin*, *J. Hughes* and *C. Lunsford*.

*Joe Sequence*, pensioner, called recently to say that he had been struck by an auto and was confined to Evangelical hospital, but expected to be out soon. *Sam Bell* stopped in to say hello. He is looking the picture of health. . . . *Joe Prusa* is still on the sick list, but is now able to get around.



## WEDDING BELLS FOR REPORTERS

JUST PREVIOUS to their weddings around the year-end holidays, two CTA TRANSIT NEWS reporters were individually honored with gift presentations by their co-workers in the Merchandise Mart offices. *Grace Sheahan Cox* (seated, second from left), and *Mary Kay Rowland Quinlan* (seated, second from right), who were married January 9 and December 26, respectively, are shown here surrounded by friends who joined in the presentations. The two young ladies comprise the team of "G & M," who report Claim and Law Department events.

*Stan Bitel*, formerly night superintendent, is now making his new home at Kedzie, while *Les Keag*, from Kedzie, has joined us at Archer. Good luck to both men at their new locations.

Congratulations to *John Kocher*, who was elected to the credit committee at the annual meeting of the Archer Credit Union on January 30. We are sure John will cooperate 100 per cent with *President W. Saunders* and *Treasurer L. Packard*.

*Mr. and Mrs. Pete Kusek* flew to Detroit recently to visit their son and family. Pete says it was a very memorable trip as it was his first and last plane ride.

Did you know that *Leo Weiss* has four sons who are talented musicians, and that Leo still beats a mean piano? . . . Orchids to *J. S. Chambers*, who has been doing wonderful work with the Cub and Boy Scouts for the past four years. . . . *John Hoffman* and his fishing partner, *Carl Carlson*, are planning a trip to Canada.

Any news you can pass along to your scribes will be greatly appreciated. As we well know, this column cannot be a success without our being able to count on each

of you for all items of interest. Let's keep Archer in the news!

—JACK WILLIAMS AND  
FRANK ROTHMAN

## Newest Goebig Goes Over Big

BEVERLY—The *Roy Goebig* household is living up to its name of "go big" since *Charles Michael* made his appearance on January 27 at the Roseland Community hospital. The youngster scaled in at five pounds, eleven and one-half ounces. Waiting at home were *Linda*, age 6, and *Roy, Jr.*, age 4.

The new daughter of *Bus Operator John Rodgers*, *Ann Louise*, arrived on January 22 at the Englewood hospital weighing seven pounds, three-fourths ounces. Other children are *Bill*, age 14, a set of twins, *Kathy* and *Vincent*, age 7, and *John, Jr.*, age 6.

*Bus Operator* and *Mrs. Arthur Neff* are grandparents again. *Louise Elizabeth* was born February 6 at the Southtown hospital weighing six pounds, fourteen ounces. Since this is their fifth grandchild, "Grandpa" Neff is going to have quite a time balancing all the children on his knee.

*Frank Black, Jr.*, son of *Bus Operator Frank Black, Sr.*, and *Lois Spanier* were married in an afternoon ceremony on January 30 at the Greenstone Methodist church. The reception was held at the Pullman Club and was attended by 125 guests. Only last December 1, the groom returned home after serving with the Army in Korea.

*Mr. and Mrs. Lomer Arseneau* celebrated their silver wedding anniversary with an open house on St. Valentine's Day. Their son, *Robert*, on leave from the Navy, was home for the occasion.

To the boys who left Beverly during the recent system seniority pick, we hope you will remember some of the happy moments spent here. And to the boys who came to us, we hope you also will enjoy some happy and pleasant times while here.

—DANTE F. BRUNOD

## News Shorts Of All Sorts

CLAIM AND LAW — *Terry Kuzius* was rushed to the hospital for an appendix operation, and we hope she is doing well.

Word has been received that *John M. Long*, retired, recently suffered a heart attack and is again in the Presbyterian hospital. John wished to extend his thanks for the many nice cards received during his first hospitalization, and we're hoping he will recover quickly from his latest illness.

*Ethel Peterson* was feted with an office shower upon her departure as an expectant mother. *Grace Black* is to be welcomed, as she is replacing *Ethel*. Also welcome to *Pat Stratton*, stenographer, and *Claude Worland*, clerk. . . . Good luck to *Lorraine McCarthy*, who went into retirement at a very tender age.

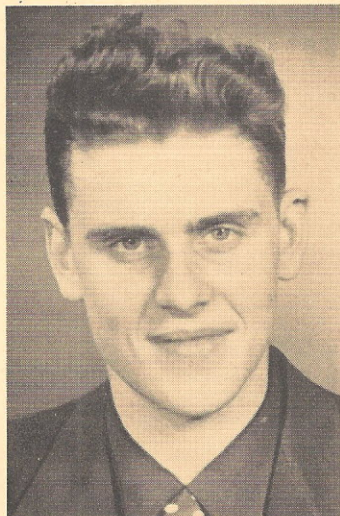
*John Naughton*, who was on a military leave, passed away in the Great Lakes hospital. . . . *Edward Somers'* wife died quite suddenly, and we extend our sympathy to him.

Best wishes to *Jeanne DeGrazio*, who is now sporting a flashy sparkler in the form of an engagement ring. . . . *Jerry Campbell*, Law, vacationed in sunny Florida during February.

—G & M



## DIED IN SERVICE



**PRIVATE John A. Naughton**, on military leave from the Claim Department, died of leukemia while hospitalized at Great Lakes Naval station. His death occurred on January 31.

Naughton, 20, was formerly employed as a clerk. He began with CTA in March, 1951, working in the Claim Department until he entered military service in May of 1953.

Surviving are his father, **John**, and four other immediate family members residing in Ireland. Services were held on the south side at St. Leo's church on February 6. Interment was at St. Mary's.

## Supervisory Changes At Cottage Grove

**COTTAGE GROVE** — This column each month seems to be principally a means of saying hello and goodbye. This time we say hello to our new station superintendent, **George Dorgan**. We haven't met Mr. Dorgan as of this writing, but hope to soon. He replaces **Tom Screen**, our former station superintendent, who has moved on to 52nd. It was Mr. Screen who talked your scribe into being the reporter for this station.

**Mrs. Barris**, wife of **Operator Mike Barris**, is in the Englewood hospital recuperating from a serious operation. We all wish her a speedy recovery.

**Mr. and Mrs. Jack Murname** and **Mr. and Mrs. Johnny Coyle** were blessed eventing in February. Baby boys were born to both couples. Congratulations to the happy parents.

**Mr. and Mrs. Ed Melant** celebrated their 21st wedding anniversary on February 28. Congratulations to them on a long and happy marriage.

**Operator Danny Kennedy** fell down last month and broke his left wrist. Incidentally, Danny is left handed. He is mending slowly but surely. We all wish him good luck.

We extend our sincere sympathy to the family of **Retired Motorman John Daly**, who passed away last month, and to the family of **M. Shumanis**, who also passed away in February.

—WALTER B. GARBUTT

## Eight Join Growing Ranks Of Pensioners

**DEVON**—Six men took their well-earned pension in January. They are **G. Rose**, **Harry Haderly**, **R. Williams**, **John Moore**, **H. Dammeier** and **J. Mullens**. On February 1, **Motorman O. Matzick** and **Conductor O. Dode** joined the list, making a total of eight. May God continue to bless them with good health and happiness.

Our deepest sympathy is extended to the family of **Motorman Dave Schultz**, who passed away last month, and to the families of **Conductor George Rafalski** and **Alex McLaren** of the repair shop. Sympathy also is extended to **Conductor Tony Gloupe**, whose mother passed away in Wisconsin at the age of 80. . . . The best of luck to **Mike Roush**, **J. Philpin** and **J. Hession** in their new jobs.

Last month your reporter attended two Credit Union dances, one at North Park and the other at Devon. I had a wonderful time, as did the rest of the fellows who attended. . . . Sorry to see my fellow reporter, **Al Beck**, leave for Ravenswood. It was nice to work with him.

**Superintendents F. J. Smith** and **C. A. Kerr** extend a big welcome to all the new men who came to Devon in the last system pick. May their stay here be an enjoyable one.

**Conductor Len Baeuchler** is back at work again after an accident in which another car all but demolished his. . . . **Motorman Snuffy Dressler** left for his vacation. His cheerful laugh will be missed while he's gone.

Anyone having news items for this column is asked to leave them with any clerk in my name. We'll surely be glad to get them.

—HENRY C. THELIN

## All Is Son(shine) At Malone Home

**ELECTRICAL**—**Paul Malone**, operator's apprentice, is proud of the arrival of a baby boy on February 1. His name is **Paul Dennis**. The Malones now have two girls and one boy to liven up the home.

Sympathy is extended to **William Staunton**, who sustained the loss of his father on January 24; to **Paul and Max Drafz** in the loss of their brother on February 11; to **William McKenna**, retired, in the loss of his wife on January 24, and to **Engineer Sexton O. Sandell**, who lost his wife, **Florance**, on February 10.

—GILBERT E. ANDREWS

## Leaves Big City For Big State

**GENERAL OFFICE**—(*Accident Prevention*) **Audrey McCain**, typist, is resigning to join her Air Force husband down in Victoria, Texas.

Congratulations are extended to **Mr. and Mrs. J. P. Tretton, Jr.**, who recently celebrated their 18th wedding anniversary.

The St. Patrick's Day parade held on the southside of Chicago on March 14 featured many exciting activities and the appearance of many notables. Our own **John Donovan** was on the executive committee for the affair.

(*Employment*) **Ramona Evans**, formerly employed as typist at West Shops, has returned to CTA after a two-year absence, during which she became the mother of a bouncing baby boy. . . . **Carole Johnson**, typist, recently transferred to Real Estate. Her job was filled by **Gerry Griffin**. **Geri Weiss** transferred from Payroll Accounting to the Employment Department. **Alice Pletzke** has replaced **Pat Hippert**, who resigned to take another position. **Alice** was a stenographer in Traffic Engineering. . . . **Arline Barileau** has suddenly become left-handed. The reason—a beautiful diamond engagement ring.

(*Job Classification*) Two new file clerks recently hired are **Sam LaPore** and **Bill Hail**.

(*Specifications*) **F. N. Graham** and his wife celebrated their 39th wedding anniversary with a night out—first the Palmer House and then to the theater.

(*Personnel Services*) An "apartment warming" party was given by **Toni Bovino Cardillo** on George Washington's birthday. Toni was presented a gift for her new home by many of her co-workers.

## FRAMED!



**WHEN Charles W. Ricker, Jr.**, specifications engineer, attended the Twentieth Annual Products Show at the Hotel Sherman during February, he hardly expected to be framed. However, here's the proof. Comment: "But it was fun."

Reported by **Mary E. Clarke**

(*Training*) **Fred Burtis**, artist, resigned to enter the sales field. We all wish Fred much success in his new endeavor. Several of Fred's co-workers gave a farewell party at the Sherman Hotel.

(*Public Information*) A big welcome was extended **Ellen Miller**, who transferred from Payroll Accounting to assume the duties recently vacated by **Joan Rinella**, who became a full time homemaker.

—MARY E. CLARKE

## Visitors Welcome, No Road Map Needed

**KEDZIE**—**Retired Motorman John Fir**, former motorman at old Noble depot, is making his home in Donovan, Illinois, and would appreciate a visit from some of the boys from Noble. Anyone in Donovan can give directions to his home.

We had the pleasure of having **Instructors Marty Glynn** and **James Terry** with us to qualify new men and men who transferred from other stations.

**Motorman Martin Wollpert** was confined in the hospital and we hope he will be up and around again soon. . . . **Conductor Albert Johnson**, who last summer fractured his hip, is now able to get about again and we hope he will soon be back on the job.

**William Strasser** spent his vacation in southern California and



had a wonderful time. . . . *Clerk Larry Miller* spent his vacation touring Florida. . . . *Motorman Patrick Gibbons* celebrated his 65th birthday on February 18 and retired on March 1. We all wish him many happy retirement days.

Since the last issue, we have received another group of new men and welcome them to our station with the hope that they will enjoy working with us.

At this writing, *Operator Louis Goldberg* is confined to Franklin Boulevard hospital. We hope he will soon be well on the road to recovery.

—C. P. STARR

## News Notes From Around the Loop

LOOP—After ten years of service, starting on the Metropolitan in 1944 and transferring to the Loop in 1948, *Mary Murphy O'Shea* has left to prepare for the blessed event she and her husband, *James*, are expecting in May. . . . *Loretta Sullivan*, employed in 1947, also resigned. We wish the best of everything for them both.

*Lottie Schrueder* came through her operation in fine shape and is

home convalescing. . . . We are glad to see *Elizabeth Diamond* and *Margie Arnold* back after their sieges of illness.

*Helen Quinlan's* son, *Gregory Schuler*, was married to *Mary Ann Arbuckle* on February 3 at the Holy Trinity church, Bloomington, Illinois. Mary Ann wore a light blue suit with an orchid on her prayer book, while her bridesmaid wore a dark blue suit and carried a colonial bouquet. The bridal pair honeymooned in northern Michigan.

*Helen Rogan* has left Mayo Clinic and is presently convalescing at her sister's home in Wisconsin.

*Pensioner Pete Bleimehl*, former towerman in the Loop, passed away February 18. Pete worked for the CTA and elevated lines for 40 years.

—EDITH EDBROOKE

## Did Anyone Ask For Cheesecake?

MET INSPECTION TERMINALS—On February 5, during lunch hour, the Logan "Limburger Club" held its annual banquet. *Herb Miller*, president, aged the cheese for two months to give it a delicate flavor and pleasing aroma. Your reporter, aided by *Mike Kristman*, supervised the initiation of newcomers *Don Sanduk*, *Hugh Whitehead*, *Bill Echols*, *Mike Cullivan* and *John Daniels*, all of whom greatly enjoyed the repast. It's too bad *Mike Heil*, now on the Lake Street branch, a charter member of the club, could not be present.

Logan shop and Douglas shop will meet in a bowling match on a date to be announced soon. *Joe Serritella* will captain Douglas, and *Nick Suero* will handle the job for Logan.

Congratulations to *Joe Labelarte*, Douglas, who is the proud pappy of a five and one-half pound girl.

*Pete Gaza*, Douglas, who was sick with a severe virus infection, has returned to work. . . . *Bill Rocco* and *Jim Hill*, Logan, who also were sick, are back on the job.

Congratulations to *Jim Bennett*, who has been appointed clerk at Douglas Shop.

*Sam Salvaggio*, Douglas, is wearing a hand-made tool pouch of his own design and workmanship. It's really quite a work of art.

At Logan's last safety meeting, *Bill Kendall* of the Accident Prevention Department showed a pic-

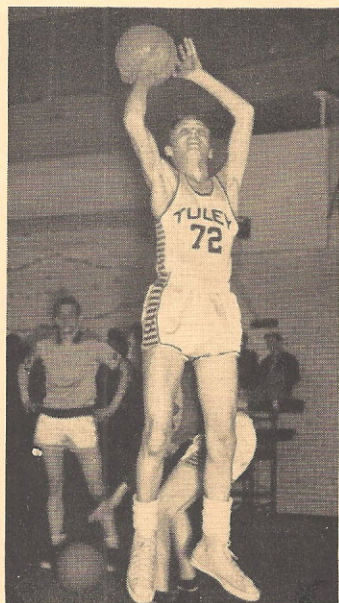
## RETIREES TO SUNSHINE STATE



ON FEBRUARY 12, *Carl H. Martinson*, balance clerk in revenue accounting (seated, accepting gift), made his last balance and closed the books on 24 years of active service to enter the ranks of the retired. Upon the occasion, many of Marty's co-workers gathered to extend best wishes. On behalf of fellow employees, *A. C. Jann*, general accountant, presented a beautiful gold wrist watch to the retiring veteran. Marty is now basking in the Florida sunshine down Tampa way, where he has made his new home.

Reported by *Helen A. Lowe*

## HIGH SCHOOL CAGER



BASKETBALL fans who follow prep games will recognize this Tulley high school player. He is *Joseph Piento*, son of *Motorman Frank Piento*, Devon, a regular forward on the squad.

Reported by *Henry C. Thelin*

ture demonstrating the latest method of giving first aid and applying artificial respiration. It proved to be a very informative meeting.

—JOE FEINENDEGEN

## Softballers Ready For Spring Training

NORTH AVENUE—With the coming of the first robin the time arrives for softball. Plans are being made for another championship team for North Avenue. If you are interested in playing, keep your eyes peeled for a notice of spring practice. Try-outs will be held soon. *Manager Joe Dillon* says all contracts are in and there were no holdouts. All players received a 30 per cent increase over last year. The job of water boy was left open for *Stanley Kwik*.

The golfers are busy shining up their clubs and are anxiously awaiting temperatures more conducive to this grand and glorious pastime. To the new employees who have just joined the CTA family we invite you to join our golf league and our softball team. Here is an opportunity to meet a fine bunch of fellows and enjoy yourself as well. Remember, you do not have to be a "pro" to participate.

Congratulations to *Instructor Bill Kennedy* on his 19th wedding anniversary which was celebrated March 2.

We are sorry to report that *Operator Bob McCarten* is a pretty sick fellow. His many friends are praying and pulling for him.

Congratulations to *Gus Keslinke* on his 38th wedding anniversary, celebrated March 1. . . . Congratulations are also due *Jerry Vanek* on his 17th wedding anniversary, celebrated March 27.

Add the name of *Operator Bill Redmond* to the grandpappy's club. Bill's grandchild arrived last month and he's real proud.

*Pensioner Ted Borucki* participated in the ceremonies revolving about the centennial celebration of Lincoln, Illinois, and Lincoln College, the first town and the first school to be named for our 16th President. Mr. and Mrs. Borucki traveled to Lincoln and presented, as a gift to the Lincoln Museum of Lincoln College, a complete collection of Lincoln pennies from 1909 to date, and a facsimile reproduction (crocheted by Mrs. Borucki) of the doily that adorned the chair in the Lincoln home. The Boruckis have presented similar collections to many American institutions.

—JOE HIEBEL

## Student Operators Win O.K. of Veteran

NORTH PARK—Whispering *Herb Wilson*, bus operator, says the new students are excellent drivers. He



should know—he has been driving for the past 20 years.

Smiling *Hal Chesters*, bus operator and eligible bachelor, is going around with an awed look. The reason? A little girl named *Beth*, whom he met when he brought her into the office to claim a lost article.

We wish a speedy recovery to *Howie Loerzel*, bus operator, who has a back injury. *Nick Mueller*, *Howie's* bowling team captain, sure misses him.

*Evelyn*, wife of Operator *Hank Prange*, had a serious operation during January, but is reported as doing fine. Of course, that's easy to detect by the big smile on *Hank's* face now that she is on her way to recovery.

Congratulations are in order for *Bus Operator* and *Mrs. Ben Kerpen*, who celebrated their 15th anniversary on January 28.

Sympathy is extended to the family of *Bus Operator Robert Stanton*, who passed away on January 17.

*Martin Butler*, after many years of service, has taken his pension. We wish him many happy years in retirement.

Well, this is a great month for the Irish. We all know they look forward to St. Patrick's Day as a time for celebration. We're sure our good friend, *Daniel McFadden*, the smiling Irishman from North Avenue, kept this very special date in mind.

Our receiver, *Edward Stencil*, presented a medal of honor to *Jack Hester*, vacation relief clerk, who arrived on the job one day an hour ahead of time.

—JACK MOREAU

## Ravenswood Proud Of S.A.A. Award

RAVENSWOOD—Well, Ravenswood did it! Our boys won the first Station Achievement Award for the last quarter of 1953 with a splendid showing. The plaque was presented to *Superintendent Herman Erickson* during ceremonies in the Ravenswood club room by *General Manager Walter J. McCarter* on January 27.

*Superintendent Erickson* thanks all the operators and mechanics for their fine cooperation and expresses hope that the station will retain the plaque.

By the way, we made a splendid showing in January and we're well on our way to a better one for February at the time of this writing.



**TWO VETERAN** employees of South Shops decided that January 1 was the ideal date to start their retirements. The top picture shows *Frank Hoffman*, paint shop, receiving a gift from *Faulkner McCrea*, union steward. He is surrounded by a group of his co-workers, with *Andrew Draus*, paint shop foreman, at the extreme right. The bottom picture shows *Michael Yedinak*, car repair, with the gift he received from his co-workers. The gift was presented by *John Golden*, union steward. *Charles Maslauskas*, car repair shop foreman, is standing at the right of *Yedinak*. *Hoffman* had a record of 25 years of service, and *Yedinak*, 31 years.

Reported by *Mary Ann Yercich*



*John Ambrogio* recently purchased a new home in Bellwood. When *Joe Oddo* visited him, he saw a house just across the street that he liked so well he bought it.

The system pick has changed the faces around Ravenswood once again. *Randy Gleske*, *Carl Frykman* and *Al Beck* are back after a sojourn at Devon depot. Incidentally, *Al* spent ten days in New Orleans during the month of February. . . . *Ray Reed* left for North Park, and *Paul Brackett* and *Bill Smith* returned from North Park.

*Wally Dienes* is back with us after an absence of several months, as is "Red" *Richardson*, who spent 18 months in Florida. . . . *Russell*

*Oddo*, who has been ill for the past several months, visited us during February. He intends to begin work soon at Devon depot. . . . *Al Herman* underwent major surgery during February and we're hoping a speedy recovery for him.

Operator and *Mrs. William Smith* increased the family to three on January 26 with the arrival of a new son.

Operator *Tom Thygesen* can be proud of his record of activities for the American Legion. He has been particularly interested in the blood drives. . . . Operator *Dan MacMonagle*, who has been in the service and stationed on Okinawa for the past two years, writes that

he will be back soon to trade his khaki for the blues. . . . *Night Receiver Roland Head* is now working at North Avenue on the night shift.

—GEORGE CLARK AND  
AL BECK

## Maybe He Should Have Ordered Tea

77TH—The high price of coffee was brought home rather forcibly to Operator *Walter Dorgan* one noon-hour recently. He was asked by *Dick Bohlin* if he would mind taking a half-gallon milk bottle to a restaurant across the street and



have it filled with coffee. Dick handed him 20 cents to pay for it. The waitress filled the bottle and Walter handed her the 20 cents. He was told, however, that there would be an additional 40-cents charge since 20 cents only paid for one-third of a bottlefull. Walter grinned, dug into his pocket for the additional money and went back to share the costly beverage with everyone in the office.

*Corporal John Geary*, son of *Pat and Kathleen Geary*, will be discharged from the Army at Fort Sheridan when he arrives there after having spent one year and seven months in Munich, Germany. . . . *Jack*, the son of *John McElwee* of the bus garage office, is presently serving in the Naval Administration offices at Norfolk, Virginia, while waiting for the aircraft carrier, to which he has been assigned, to dock.

*August Bartelheim* took *Felicia*, his wife, and *Blackout*, their blue-ribbon cocker spaniel, to visit their daughter, *Jean*, in Millington, Tennessee. *Felicia* stayed and *Augie* came back. *Blackout* made the round trip with *Augie*.

*Tom McGuire* received a postal card from *George Grassel*, recently retired, who is enjoying his sojourning in Tarpon Springs, Florida. He says the place is full of orange groves, the waters are full of fish, and he sends regards to all.

—WILBUR JENSEN AND  
JOE SMITH

## TOWERMAN RETIRES



COINCIDENTALLY with the closing of the Normal Park elevated branch, *Peter Caulfield* (left), towerman at Stewart Junction for many years, decided that February 1 was an appropriate date to go on pension. This picture was taken just after Pete routed the last train through the junction and began his retirement. *Superintendent R. F. Weststrom*, south section, is shown shaking his hand and wishing him well.

Reported by *Leo J. Bien*

## Schedule Arrivals Subject To Change

SCHEDULE TRAFFIC—*Frank Corbett* is now back on an even keel since *Mrs. Corbett* presented him with an eight-pound, seven-ounce son, *Patrick John*, on February 5. His

daughter, *Nancy*, thinks her new brother is the finest doll she has ever seen. . . . The *Peter Hart* household is happily getting used to their new arrival, *Rosemary*, who made her appearance on February 1. The youngster weighed in at seven-pounds, two-ounces and has been gaining steadily.

*Frank Iacono* visited Englewood hospital, and left minus a bothersome appendix. . . . *Frank Neumann* is the driver of that new Ford which you may have seen.

Seventeen years ago, *Robert Sedlack* received a \$2.50 gold piece in place of a penny in change. For all these years, Bob has been studying carefully every penny, but thus far there has been no repeat performance.

—L. C. DUTTON

## Skokie Scribe Wins Battle With "Bug"

SKOKIE — *Dave Gurwich*, whose news items from Skokie Shops customarily occupy this space, and who has been a faithful recorder of the ills, as well as the happier moments, of his fellow employees, recently was forced to report himself on the sick list. He was stricken by a virus pneumonia germ which laid him low for 10 days, during which time he missed our deadline. We are glad to report that he is back on the job now, however, and will resume his column with our next issue.

—THE EDITOR

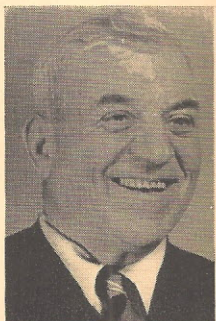
## CONTEST WINNER



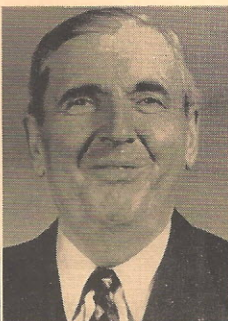
WINNING beauty contests has become a habit with pretty, 19-year old *Dorothy V. Neruda*, daughter of *Conductor and Mrs. Irvin Neruda*, Douglas Park Branch, West Section. Her latest honor was being named "Miss Business Show of 1954," in which role she reigned over the 12th annual business show of the Office Management Association of Chicago. A 1951 graduate of Harrison high school, she was "Miss West Side" in 1952 and finished among the finalists for "Miss Chicago" of 1953.

Reported by *Walter J. Reich*

## 40-YEAR EMPLOYEES RECENTLY RETIRED



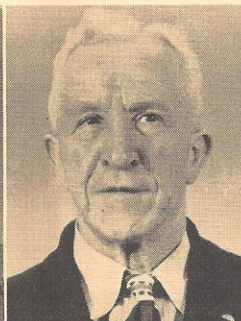
*James A. Favicchio*, foreman, Track, retired December 1 with 46 years service.



*Adam Dewald*, motorman, Devon, retired March 1 with 40 years service.



*Ollie Hansen*, conductor, 69th, retired March 1 with 43 years service.



*Otto Warnstedt*, conductor, Devon, retired March 1 with 42 years service.



*Pat Gibbons*, motorman, Kedzie, retired March 1 with 40 years service.



*Joseph Kennedy*, motorman, Kedzie, retired March 1 with 46 years service.



## MARRIED 35 YEARS



A ST. VALENTINE'S DAY wedding of 35 years ago was celebrated February 14 by *Bus Operator* and *Mrs. William Bowen*, Beverly, who were married in 1919. They first met when he was in the U.S. Army at Camp Grant during World War I. The celebration was held at the home of *Lt. and Mrs. William A. Stone*, their son-in-law and daughter, at North Chicago. The Bowsens have two grandchildren, *William, Jr.*, 6, and *Steven*, 3. *Lt. Stone* is in the Navy, and is presently stationed at Great Lakes.

Reported by *Dante Brunod*

## Clerks Cash In At Credit Union Party

SOUTHSIDE — The annual South Side Credit Union party, as usual, turned out to be a huge success. It is an event at which you meet those who haven't been seen for a long time. Among the guests present were *Edward O'Hara*, President of Division 308; *Mr. and Mrs. Ralph Wenstrom*, south side station superintendent, and *Charles Burns*, executive board member of Division 308, to name a few. It seems that the transportation clerks had a monopoly on the cash prizes, what with *Joe Brennan* and *John Heffernan* going home with the loot.

*Switchman Bill Hickey* wishes to express his thanks for the many get-well cards sent him while he was in the hospital. His recovery no doubt was speeded up with the announcement that his wife had presented him with a bouncing baby girl.

*Agent Mollie Conway McVeigh* visited the west coast while on her vacation and feels convinced that

it is the place to settle down when one goes on pension. While there she saw *Vince Haney*, one-time conductor, who wished to be remembered to all.

*Yard Foreman Tom Staples*, usually a quiet person, was very exuberant, and rightly so, when *Mrs. Staples* presented him with a baby daughter.

The society of eligible bachelors was reduced by one when *Motorman Shepard Heard* joined the benedict ranks. The ceremonies were attended by a large number of his fellow employes and all had a good time.

Congratulations to *Bill Ruehl* for having submitted a suggestion which was recently accepted. Bill received a cash award, which goes to show that ideas do pay off. Suggestion blanks and envelopes for mailing are always available and may be obtained at 61st Street and Loomis Street. Let's all make use of them!

—LEO J. BIEN

## Sick List Climbs—Hurry Back

STORES—We wish a speedy recovery for *Leonard Skrine*, stock clerk at West Shops, who has recently been hospitalized.

There are also well wishes for *Horace Decker*, stock clerk at West Shops, who also has been home sick.

We are happy to announce that *Larry Stephens*, stock clerk at West Shops, is making progress on the way back to good health again.

*George Deuter*, stock clerk at South Shops, treated his mother to a Florida vacation this year. They drove down and flew back. "Nothing like a Florida trip," says George.

*Josephine Terracciano*, typist at West Shops, resigned on February 10. In her place we welcome *Anne Angst*, who is our new typist at West Shops. . . . We also welcome *Irene Peterson*, addressograph operator in general office, to our department.

—JEAN O'NEILL

## Pet Parakeet Echoes Master's Voice

TRANSPORTATION AND INSURANCE — *Charles Batterson* talked so much on the merits of his parakeet that *Carl Gibbs* decided to give himself a "tweet treat" and get a pet bird. Like their radio dispatcher masters, the birds' lingo consists largely of ten-four, ten-seven, and other items in the radio code.

*Paul*, son of *K. B. Williams*, radio dispatcher, recently enlisted in Uncle Sam's Air Force and has flown into the wide blue yonder down New York way for his basic training.

Taking advantage of the holiday school vacation, *Annette Heffter*, her husband, *Harry*, and two daughters, *Barbara* and *Marlene*, turned their backs on January's uncertain weather and steered towards warmer climes. After visiting relatives in Phoenix and Los Angeles, they headed for home, never once running into inclement weather.

There's a new grandchild in the family of *Marge Hanson*, telephone, and *George Hanson*, collector at Limits. We introduce the baby, *James Tucker*. Any similarity to any other person of the same name is purely coincidental.

*Cae Fahey Glembin*, who left Insurance to become a full time homemaker, decided she would invite her co-workers to watch a kitchenware sales representative demonstrate advances in the culinary art. *Mary Flanagan*, *Reggie Kuzius*, *Marilyn Wargin* and *Mary Berry* were speechless as the representative baked a delicious cake, without water, in a frying pan right on top of Cae's own range. This same group of girls, including *Gen Berg*, were guests at a valentine party at which *Charlotte Hoyer* played hostess.

*Nancy DalPorto* has taken over the duties, vacated by Cae, as stenographer in the Insurance Department. Nancy's interests in sports keep her on the run from the time radio commentators announce "play ball," until the Big Ten's football schedule is completed.

*Art Heidecke* and his wife, on vacation, toured Florida and managed to keep just a jump ahead of the cold, inclement weather.

—JULIE PRINDERVILLE

## Must Have Been A Large Welcome Mat

WEST SHOPS—We really spread the welcome mat at West Shops on February 1. On that day the Brake department extended the glad hand to *Machinists* *Ralph Kempe* and *W. A. Taylor*; the Blacksmith shop welcomed *Fred Reinhardt*, and the welders opened their arms to *Walter Kawecki, Sr.*

Joining the Bus Overhaul personnel were *Foreman D. C. (Bud) Conley, Jr.*, and the following machinists: *Walter Kawecki, Jr.*, *John Kirelehan*, *Walter Livingston*,

## HAPPY ANNIVERSARY



FIFTY YEARS of happily married life were celebrated by *Blacksmith* and *Mrs. Victor Anderson*, Skokie Shops, on February 6. The date was marked by a golden anniversary party attended by approximately 175 friends, co-workers and relatives. Among those present was their son, *John*, a CTA supervisor in District "C." One of the many gifts they received was a beautiful gold lamp. *James O'Shaughnessy*, an employe of Skokie Shops, made quite a hit with his electric guitar. The highlight of the evening was a speech by *Victor*. A roving cameraman was present and took hundreds of pictures, of which this is one.

Reported by *David Gurwich*

*Aleck McAlonan*, *Eric Ostling*, *E. A. Pinkert*, *Raymond Paus*, *Tony Scianna* and *David Wellehan*. Then came *John Hegarty*, machinist helper, and *Fred Simmons* and *Walter Hallford*, apprentices.

In addition, the Carpenter shop crew was augmented by *A. Arcara*, *Fred Beaudoin*, *W. Brach*, *J. Egan*, *C. Frank*, *J. Igoe*, *B. Kivlehan*, *J. Kuntz*, *J. Longo*, *J. McNamara*, *D. Mitchell*, *J. Park*, *G. Phillips*, *R. Sansone*, *C. Harvey* and *G. Olsen*. Other arrivals were *C. Brechley* and *J. Rath*, tinnies; *J. Michalczuk* and *S. Raven*, electricians, and *Tom Jones*, painter.

All of these men came from the Diversey Shop and we extend them a sincere welcome.

*Paul Spolek* and *Tom Hoy* transferred from the carpenter shop to the armature room. *Harry Denz*



## KOREAN VETS HONORED



COOPERATING with the City of Chicago and the American Legion, CTA Legion Post No. 1216 held a special "recognition" ceremony honoring CTA employees who are veterans of the Korean conflict at its February 16 meeting. Each of approximately 50 veterans who were in attendance received a suitably inscribed "Certificate of Honor," noting the service rendered to their country and their community.

*E. A. Imhoff*, general superintendent of personnel, (standing, fourth from left), presented the certificates. Also extending congratulations were *Post Commander William Kendall*, left; *Past Commander John Cushing*, who acted as master of ceremonies, and *Perce Brautigan*, guest speaker, who is a past state commander and national executive committeeman of the Legion.

About 200 persons attended the affair held at St. Jude's Hall, 221 W. Madison Street. Included were the wives of a number of the Korean vets, many of whom are pictured with their husbands in the accompanying photo. Refreshments were provided by the ladies' auxiliary.

The Certificates of Honor are a national award which are being sponsored by communities in cooperation with the American Legion and originated within the state of Illinois. Those certificates presented by the CTA Post were tendered on behalf of the City of Chicago.

transferred from our carpenter shop to South Shops.

*Art Viane* and *Frank Dellaquila* are back in the armature room after three months at Wilcox Shops.

*Machinist C. A. Wunch* is back in bus overhaul after two years at South Shops.

At this writing, *Joe Van Derhaeghen*, carpenter shop, is in the hospital recovering from a heart ailment. *Joe Jankowski* of the carpenter shop also is in the hospital recovering from surgery.

We extend our sincere sympathy to *Electrician Clement Hammer-schmitt*, whose father died recently.

*John Ruh*, shipping room, became a grandfather for the first time on February 7, when his daughter, *Marian*, presented him with a bouncing seven-pound grandson.

*Robert Leyer*, bus overhaul, will always remember groundhog day. On February 2 the stork paid him a visit and left an 8-pound, two-ounce girl who was promptly named *Janet Louise*.

On February 9, *Bill Rafferty* suffered a painful leg injury in an accident, but after a week in Garfield Park hospital, Bill was able to go home and is coming along fine. Our best wishes to him.

—TED SHUMON

## Paul Revere Also Rode at Midnight

WESTSIDE—*Conductor John Consigli*, after five years on a midnight run, thought he might try a day run, but he went back to the midnight shift again. John was hospitalized for about a month recently.

*Motorman Robertson* has a new litter of pups again. See him if you want one. . . . *Motorman Charles Kouri* is back at work after a week on the sick list. . . . *Receiver Richard Arrowood* has

returned to work after a lengthy stay in the hospital.

Our deepest sympathy to the family of *Conductor Herman Loos* on the death of his father, and to *Walter McKay*, Forest Park troubleman, whose father passed away recently.

—WALTER J. REICH

## THE OLD TIMER SAYS!



"Maybe you can fool all the people some of the time. But to do it, the first person you have to fool is yourself!"

## Things Are Buzzing Around Wynn Home

WILSON SHOPS—*Ed Wynn* has a number of homes for honey bees at his Elmhurst estate and reports that the warm winter weather is bringing them to life early this season. Ed enjoys a constant study of his bees.

*Art Kalvelage* motored to Wisconsin for a week-end with friends during February.

*A. Viane*, *J. Dundovich* and *J. Bado* have transferred back to

West Shops after a temporary job of electrical wiring at Wilson Shops.

*Henry Brunderman* was home for a week after suffering an accident. We're glad to report he's back at work again. . . . *Ray Novak* was forced to stay home with a bad cold for a couple of days early in February.

*Raymond Janicke* has been ill at home since February 12. We wish him a speedy recovery. . . . *George Paddon* and *S. Salinaro*, clerks at Wilson Shops, were others forced to stay home by short illnesses. . . . We hope *Frank Stefanik*, who suffered an injury, is not off the job too long.

*Leo Dreyer* was taken to St. Francis hospital with an ulcer condition. We hope the doctor will correct that soon.

*Joseph Decker*, electrical worker at Wilson Shop, is sporting a new 1954 Mercury.

—EVERETT E. ENGLAND

# USE

1954  
EASTER SEALS  
HELP  
CRIPPLED CHILDREN

THE NATL. SOCIETY FOR CRIPPLED CHILDREN AND ADULTS, INC. 11 S. LASALLE STREET, CHICAGO 3, ILL.



## Fitzgeralds Mark Silver Anniversary

WESTSIDE (MET)—Congratulations to *Agent William Fitzgerald* and his wife. They celebrated their silver wedding anniversary on February 2.

*Agent Margaret Sheehan* informs us that her brother, the *Reverend P. J. Ronayne*, opened his new school, which is staffed by four *Adrian Dominican* nuns and one lay teacher. This news will be welcomed by the agents who helped make such a success of the recent party honoring him.

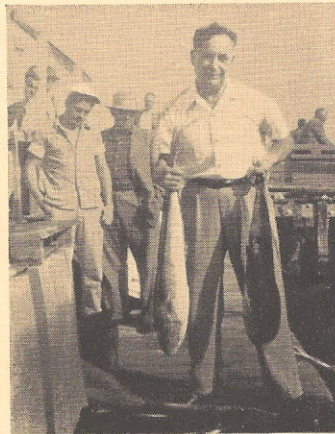
*Pensioner Pearl Walsh* is enjoying a winter vacation in Florida. . . . *Agents Alice (Rockett) Dwyer* and *George Pichos* are enjoying vacations in parts unknown.

Our deepest sympathy is extended to *Agent Laura Sullivan*, whose mother passed away recently. . . . A speedy recovery is wished for *Agents Joan Mulmane, Mildred Leppla, Frank Zima, and Catherine Mahoney*, who are still on the sick list.

We are glad to welcome back to work *Agents Beatrice Kerins, Margaret Sheehan, Rose Janacek* and *Mary Shields*.

—KITTY KEEGAN AND  
RUTH HANSON

## BIG CATCH



EVEN THE natives, seen in the background, looked on in wonderment when *Motorman Walter Majchrzak*, *Douglas Park*, displayed his prize catch of big fish on a recent sojourn at *Miami Springs, Florida*. In ten days, he hooked seven 15 to 25-pound dolphin fish. He visited there with *Mrs. Majchrzak* and their two sons, *Robert, 16, and Thomas, 11.*

Reported by *Walter J. Reich*

## RECENT DEATHS AMONG EMPLOYEES

**FRANK AMATO**, 84, retired helper, Electrical. Died 2-3-54. Employed 8-23-12.

**ALBERT BROUSSARD**, 63, towerman, Northside. Died 1-23-54. Employed 5-4-16.

**F. CAMMARATA**, 76, retired laborer, Track. Died 1-24-54. Employed 8-2-26.

**W. P. DEMPSEY**, 81, retired motorman, Lake. Died 1-29-54. Employed 9-22-95.

**JOHN DURISH**, 63, retired bus cleaner, Blue Island. Died 1-8-54. Employed 6-28-45.

**ALBERT A. GIBBON**, 59, supervisor, Limits. Died 1-31-54. Employed 2-6-20.

**JOHN HENRY**, 67, retired trackman. Died 1-25-54. Employed 11-20-18.

**PATRICK HENRY**, 59, motorman, Limits. Died 1-23-54. Employed 4-7-20.

**R. P. HOLST**, 51, retired motorman, Northside. Died 1-25-54. Employed 1-1-29.

**F. I. IMBS**, 82, retired conductor, Division. Died 1-9-54. Employed 3-30-01.

**THOMAS F. IRWIN**, 75, retired fireman, Northside. Died 1-27-54. Employed 10-3-19.

**N. H. KELLEY**, 69, retired agent, North. Died 1-29-54. Employed 12-27-29.

**NELLIE KNUTSON**, 69, agent, Southside. Died 2-12-54. Employed 9-14-43.

**FRANK M. KRUPA**, 42, operator, Keeler. Died 1-29-54. Employed 8-27-45.

**TIMOTHY MAHONEY**, 65, car cleaner, Northside. Died 2-1-54. Employed 7-28-43.

**HARRY MAINOCK**, 59, conductor, Limits. Died 2-15-54. Employed 10-5-25.

**W. J. McKAY**, 67, retired watchman, Westside. Died 1-19-54. Employed 4-16-26.

**J. C. MILLS**, 52, retired conductor, 77th. Died 1-20-54. Employed 7-25-27.

**JOSEPH T. MIOTKE**, 62, motorman, 69th. Died 1-16-54. Employed 3-23-23.

**EUGENE P. PINKERT**, 64, mechanic, Shops and Equipment. Died 2-10-54. Employed 9-20-23.

**ANGELO RODIO**, 63, Shops and Equipment, Kedzie. Died 2-16-54. Employed 8-20-21.

**D. F. SCHULTZ**, 63, retired motorman, Devon. Died 1-4-54. Employed 3-13-23.

**MARTIN SHUMANIS**, 67, car repairman, 69th. Died 2-3-54. Employed 7-21-11.

**ROBERT STANTON**, 52, operator, North Park. Died 1-17-54. Employed 2-3-30.

**W. STAUNTON**, 67, retired motorman, Kedzie. Died 1-24-54. Employed 9-15-10.

**TONY STRBA**, 69, retired carpenter, West Shops. Died 1-19-54. Employed 4-22-27.

**PATRICK TANSEY**, 60, conductor, Devon. Died 1-20-54. Employed 8-3-16.

**JOHN L. TETRICK**, 61, conductor, Devon. Died 1-31-54. Employed 3-15-26.

**C. K. VERBISKI**, 69, retired car cleaner, Lawndale. Died 1-12-54. Employed 6-9-13.

**ARTHUR J. VLACH**, 37, conductor, Kedzie. Died 1-18-54. Employed 6-1-44.

**STEPHEN F. VUKSE**, 39, clerk, Real Estate. Died 1-10-54. Employed 4-29-46.

**C. A. WOLSKI**, 66, retired trackman. Died 1-24-54. Employed 8-19-19.

**RAY YARBRO**, 30, operator, Wilcox. Died 2-10-54. Employed 7-3-51.

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

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

Name ..... Badge No.....

Home Address .....  
(Street and Number)

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address .....  
(Street and Number)

(City) (Zone) (State)



# MODERNIZATION MOVES AHEAD

## Buses Replace Streetcars on Ashland Avenue

ANOTHER step in CTA's continuing modernization program became effective on Monday, February 15, when 99 new, odorless, propane buses replaced 90 streetcars on the Ashland Avenue and Ashland-Downtown routes.

The revised 17-mile, main route operates from the south terminal (via 94th Street, Beverly and 95th Street) north in Ashland Avenue to Irving Park, east in Irving Park to Clark Street, northwest in Clark to Southport, south in Southport to Irving Park, and return over the same route. Buses which had been operating week-ends on this line, started using the new route, beginning at 5:30 a. m. on Sunday, February 14.

Scheduled operating intervals on the main line vary from 1½ minutes during the morning and afternoon rush periods to eight minutes during the evening and 30 minutes during early morning "owl" service.

The Ashland-Downtown routing also was revised to make direct connections, northbound in the morning and southbound in the afternoon, with Rapid Transit all-express service at the 63rd and Loomis station, Monday through Saturday morning. This service operates between 6:00 a. m. and 8:30 a. m., and between 3:30 p. m. and 6:00 p. m., six days a week. "L" connections at 63rd and Loomis are not made southbound, on Saturday afternoons.

The new Ashland-Downtown route operates from the south terminal to Archer, to Clark, to Polk, to Dearborn, to Randolph, to Clark, to Archer, and south in Ashland to the terminal at 94th, Beverly and 95th Streets. Northbound in

Dearborn, these buses use the east transit lane. Southbound in Clark, the buses operate in the streetcar lane. Far side stops are made in the loop area.

In addition, on February 15, a completely new, experimental, special service from inside the Union Stockyards was inaugurated. The life of this service depends primarily upon the volume of patronage accorded it.

Buses in this special service operate southbound in the afternoon rush only, Monday through Friday, starting from a turn-around and passenger terminal on Swift's private lot on the northeast corner of 42nd and Packers (private streets) and proceed west on 42nd Street to Ashland. Approximately 80 per cent of the workers in the west section of the Yards are within two blocks of the terminal.

Transfers from the Stockyards "L" are accepted at the terminal, thereby enabling workers in the northeast section of the Yards to make use of this service. Outbound stops are made near Armour's laboratory and at 42nd and Ashland, where workers desiring northbound service may transfer to the Ashland Avenue main line.

Approximately 25 buses are being used in this special inside-the-yards service. Between 3:32 p. m. and 4:32 p. m., 10 buses are being dispatched; between 4:32 p. m. and 5:32 p. m., 10 buses, and between 5:32 p. m. and 6:00 p. m., four or five buses.

Southbound in Ashland Avenue, these buses make all regular stops for alighting and boarding passengers.

**WITH THE conversion of the Ashland Avenue line to bus operation, the familiar old red streetcars were replaced with new, odorless, propane buses. This picture shows some of the cars which were idled, standing in the 69th Street yards.**





# our Public Speaks...

**SELLING CTA service is basically a matter of good public relations. Every employe in every contact with the riding public is provided an opportunity to test and prove that statement. Fundamentally, it settles down to employe attitude, reflected in the kind of personal service given in the ordinary performance of duties. Employes who conduct themselves in a considerate, accommodating and helpful manner at all times make their jobs much easier for themselves. It's the little courtesies that count, as proven by these examples from letters received recently:**



## "Deserving of Credit"

"I am writing this letter to call attention to Motorman No. 5830 on the Clark-Wentworth line (*Stuart Bradshaw, Devon*). At about 5:30 p.m. in the 3500 block south, a young boy ran across in front of his car. The motorman was alert and immediately brought the car to a stop, saving a serious injury or, perhaps, the child's life. He also is very courteous at all times. I do not know him personally, but often ride his car and can't help noticing his fine points."

## "Most Pleasant Ride"

"Last Saturday, I boarded a Washington boulevard bus at Laverne, and I

want to tell you what a pleasant trip I had downtown. The operator's number was 792 (*Jack Keaty, Wilcox*). It had never been my pleasure to ride with him before. The traffic was bad, but not once did he lose his temper. He also was courteous to other drivers on the street. In all, it was the most pleasant bus ride I've ever had. I was tired and nervous when I left home, but when I got to State street I felt very much rested."

## "Friendly, Gracious Attitude"

"Once more I am able to give you a good report on one of your employes, Bus Operator No. 31891 (*Nathiel Ellis, 52nd*). During a week when a big convention was in session and Chicago was taxed to the limit by delegates and visitors, the bus operators were indeed given a workout both as to patience and efficiency. The operator to whom I refer

revealed both these qualities, plus a friendly, gracious attitude. Knowing my city as I do, I was amazed to note the manner in which this operator had obviously informed himself about locations and directions covering all parts of the city, near and remote."



**WHILE many letters similar to the foregoing are received, others, reporting unfortunate occurrences, also come from the public. Here are a couple:**

"A week ago, I got on a Cottage Grove avenue car going north at approximately 12:15 p. m., and got off at Wabash and Madison to get on a Lake Street "L" to go to Oak Park. I gave the ticket agent my transfer and a penny. When I just about reached the stairs, I heard the agent calling to me, and to my surprise was told I was six hours late on the transfer as it was punched 6:15 a. m., instead of 12:15 p. m. I don't know what the conductor who issued the transfer had on his mind, but it certainly wasn't on business."

**COMMENT:** The CTA endeavors to impress upon its employes the necessity for issuing accurately punched transfers at all times since a great deal of inconvenience is

caused the patron by the issuance of invalid transfers. All employes are expected to be alert and efficient in the handling of cash, token and transfer transactions.

"The 111th and Pulaski bus, which leaves the 'pocket' at 79th and Halsted at 12:55 a. m., pulled away this morning while five persons were less than the length of the bus from the door. One man yelled to the operator to attract his attention, but the driver ignored this and continued on his way. The temperature was 19 degrees at the time. The next bus leaves this point at 1:16 a. m. This meant a wait of 21 minutes in the cold for all of us."

**COMMENT:** CTA vehicles are operated to provide convenient local transit service for the accommodation of its patrons. The inconsiderate action noted above leaves much to be desired, and is a disservice not only to patrons but to the operator involved and the CTA as well.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for January, 1954, and January, 1953.

	January 1954	January, 1953
Complaints	943	909
Commendations	96	80



# What type of **TV** programs do you and your family enjoy most?

**INQUIRING REPORTER:**  
Chester Pawlak

**LOCATION:**  
Lawrence



**RAY GRAY**, Operator (with *Chester Pawlak*, seated): "We enjoy the fights, thrillers like 'Dragnet,' and comedy programs like 'The Jackie Gleason Show' and 'I Love Lucy.' I especially like *Jackie Gleason* when he plays the part of the bus driver, which he does so well and so true to life."



**GEORGE TOMAN**, Operator: "My family and I most enjoy comedy programs, adventure stories and wrestling. The 'Red Buttons Show,' in particular, gives me a big kick, especially when *Red* plays parts like the shoe shine boy or the delivery boy, which he does so well."



**LOU SCHOENFELDT**, Operator: "Live programs like 'What's My Line,' 'This Is Your Life,' 'The Arthur Godfrey Show,' 'The Gary Moore Show' and wrestling are our family favorites. My wife, in particular, likes the wrestling. I like *Gary Moore*, probably because I envy his haircut."

**EDWARD NIEMIEC**, Operator: "Wrestling, police stories and comedy programs are among our favorites. I particularly like the 'Colgate Comedy Hour' because it offers such a wide variety of performers. A different star each week tends to give the show a greater feel of preparation."



**ROBERT WALTERS**, Operator: "We in our family enjoy 'Kukla Fran and Ollie,' shows like 'Dragnet,' the 'Zoo Parade' and sports that are in season such as baseball and football. The children especially like the 'Zoo Parade' because the animals are natural, which makes a very good show."





## TRANSIT IN THE

# News

## Fire Disrupts Service

Broadway streetcar line; the 39th Street bus line, and the north-south "L"-subway route.

With the arrival of fire department equipment, the entire area surrounding the building was blocked off and laying of hose lines barred movement of surface traffic on both streets. The elevated structure, which runs past the rear of the building, was endangered by the possibility of walls of the burning building toppling over onto the tracks.

Despite the interruption to through service on the surface routes, cars and buses were rerouted around the fire area on an emergency basis and service delays were held to a minimum. North-south service on the "L"-subway was operated on a restricted basis for several hours but was fully resumed before the evening rush hour.

Occurrence of fires frequently accounts for unavoidable delays to CTA service, with resultant inconvenience to riders. However, on such occasions, every effort is made by the Transportation Department to provide emergency service as conditions permit.

The picture shows the scene at the fire shortly after the arrival of the fire department equipment.

SERVICE on three major transit lines was disrupted by a single incident recently when fire destroyed a storage building at 39th and South State Streets. Affected were the State-



PROUD of their record for safe operation of vehicles are these operators at Ravenswood station, who were on hand to witness presentation of a Station Achievement Award plaque by CTA General Manager Walter J. McCarter (left foreground) to Herman Erickson, station superintendent. They and their fellow operators finished first in the passenger award com-

petition for the Surface Division. Mr. McCarter also presented awards at Kedzie station, which won the traffic type award for the Surface Division, and at Douglas Park station, which finished first for the combined traffic and passenger award of the Rapid Transit Division. The awards are made quarterly.



## Service Discontinued On Normal Park "L" Branch

DUE TO lack of patronage, service on the CTA Normal Park elevated branch, between 63rd and Harvard and 69th and Normal, was discontinued Friday, January 29.

Since August 1, 1949, when all-express, north-south, elevated-subway service was established on the main line for Englewood-Howard trains, shuttle service had been operating during morning and evening rush hours only, five days a week, with no service on Saturdays or Sundays.

The branch served a very limited number of passengers—an average of 17.9 per train in the A. M. rush and 14.7 per train in the P. M. rush in the prevailing direction of travel. In the opposite direction, 11.2 passengers and 8.3 passengers, respectively, were carried.

Average revenues of \$75.00 per day on the line were short of covering partial daily out-of-pocket operating costs by approximately \$20.00.

The three-eighths of a mile shuttle service was a duplication of other CTA operations. Its route was approximately midway between streetcar lines on Wentworth Avenue and Halsted Street, which are only three-fourths of a mile apart. East-West bus service is provided on 63rd and 69th Streets, which are also three-fourths of a mile apart. No one in the area is more than three-eighths of a mile from other CTA service.

The abandonment of Normal Park shuttle service also improved through service of Englewood-Howard trains, which run at close intervals on the main line, by eliminating an undesirable switching operation at the Harvard station which sometimes caused delays to through trains.

Plans call for dismantling the Normal Park branch "L" structure and stations as quickly as possible.

## SEVEN SAFETY AWARDS

DURING recent months, four CTA Surface stations received Bronze Certificates from the American Transit Association for accumulating 250,000 or more man hours worked without a lost-time accident. Three additional Transportation Department locations received similar awards during 1953. To make these awards possible required the commendable efforts of a total of 4,786 operating employees.

The honored, certificate-receiving locations were 77th, Cottage Grove, Beverly, Limits, 69th and North Avenue on the Surface System and the Douglas-Garfield section of the Rapid Transit System.

AT BEVERLY, Superintendent Robert T. Duffy proudly displays their recently-awarded ATA Bronze Certificate to Bus Operators, left to right, Fabian A. Rapoll, Virgil D. Trimmer, Edward F. Ricker and Charles W. Holley, kneeling.



ADMIRING their recently-awarded Bronze Certificate at Limits along with Station Superintendent Elmer Balfanz are, from left to right, Motorman Jasper Myers, Conductor Louis Her-ring, Operator William Mrugacz, Motorman John Olzewski and Conductor John Burke.







## CHICAGO TRANSIT AUTHORITY

### CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF DECEMBER 1953 AND 1952, AND TWELVE MONTHS ENDED DECEMBER 31, 1953 AND 1952

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

This statement is subject to such changes, if any, as may be disclosed by final year-end audit.

	Month of December		12 Months Ended Dec. 31,	
	1953	1952	1953	1952
Revenues .....	\$10,596,306	\$11,142,515	\$124,103,962	\$117,122,567
Operation and Maintenance Expenses .....	9,574,469	9,737,062	106,296,905	100,716,140
Available for Debt Service .....	1,021,837	1,405,453	17,807,057	16,406,427
Debt Service Requirements:				
Interest Charges .....	421,923	404,253	4,889,336	4,075,000
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1) .....	150,000	83,334	1,400,000	500,000
Revenue Bond Reserves (Note 2) .....	30,000	23,000	290,000	813,314
	601,923	510,587	6,579,336	5,388,314
Balance Available for Depreciation .....	419,914	894,866	11,227,721	11,018,113
Provision for Depreciation—Current Period ..	847,704	891,401	9,928,317	9,369,805
Balance (Note 3) .....	427,790 <sup>r</sup>	3,465	1,299,404	1,648,308
Accumulated Deficit to End of Previous Period .....	—	—	—	61,778 <sup>r</sup>
Balance Available for Revenue Bond Amortization Fund (Note 3) .....	427,790 <sup>r</sup>	3,465	1,299,404	1,586,530
Revenue Bond Amortization Fund .....	—	—	1,216,714	300,000
Balance Available for Other Charges (Note 3) . \$	427,790 <sup>r</sup>	\$ 3,465	\$ 82,690	\$ 1,286,530

r - Denotes red figure

#### PASSENGER STATISTICS

Originating Revenue Passengers .....	59,230,435	61,629,555	686,560,076	721,132,920
Transfer Revenue Passengers .....	2,539,955	2,453,258	28,919,318	33,978,353
Total Revenue Passengers .....	61,770,390	64,082,813	715,479,394	755,111,278

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

1952-53 Orders:	Delivered to Date	Remaining to be Delivered	Total
Propane Buses .....	138	262	400
El-Subway Cars .....	—	250	250
	138	512	650
Delivered under previous orders .....	2,814		
Less—P.C.C. Streetcars to be converted to El-Subway Cars ..	250		2,564
			3,214

#### NOTES:

- (1) Equal monthly installments to retire \$1,800,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1954.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 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 1952 and 1953 Bonds.
- (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 any balances available after the current period's provision for depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively (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, Revenue Bond Amortization and Operating Expense Reserve Funds.

DELIVERY OF the first two units of 250 modern "L"-subway cars was made February 8 (see February issue CTA TRANSIT NEWS). Arrival of the first two cars in the yards at Skokie Shops is shown in the accompanying photograph. The units were shipped on flat cars from St. Louis Car Company and upon arrival at the Skokie yards were removed, via a specially-constructed ramp, to the rapid transit tracks for servicing before being placed in operation on the north-south "L"-subway route.

## Reporters Meet, Eat

"INSIDE NEWS" reporters and members of the photographic and editorial staff of CTA TRANSIT NEWS met and compared notes at their seventh annual get-together on January 20. The gathering was attended by about 45 persons who enjoyed a pleasant evening beginning with dinner at Toffenetti's Restaurant, 65 W. Monroe Street, where this photo was taken. Afterwards, the group attended a theatrical performance at the Great Northern theatre.





# TO THE Ladies

## ... from JOAN



### LENTEN CASSEROLE from Pantry Shelf

WITH the Lenten season here, fast and abstinence creates a problem in the preparation of meals. Here's one idea that lends itself to variety.

Tuna fish, an everyday favorite in many homes, can be turned into a "Lenten Special" in this recipe for Tuna-Cheese Pie. Here the familiar creamed tuna is augmented with vegetables and topped with a cheese pastry crust, then popped into the oven for browning before serving. Served with a green salad it makes an excellent main course.

#### Tuna-Cheese Pie

- 1 can condensed cream of celery soup
- 1 can (1 lb.) carrots or green beans (or combination about 2 cups)
- 1 can (8 oz.) small whole onions drained
- 1/3 cup grated cheddar cheese
- 1/2 package pie crust mix

Blend soup with 1/2 cup liquid drained from beans or carrots. Add tuna and vegetables. Heat. Add cheese to pie crust mix; prepare according to directions. Roll out crust on floured board. Turn hot tuna mixture into 9-inch pie pan. Place pastry over top. Bake in hot oven (425° F.) 20 to 25 minutes.

## For your Lounging moments

EVERY WOMAN likes to pamper her feet with feminine and fancy slippers for those leisure lounging moments. Some of the most attractive we've seen are home made, such as the quilted sateen slippers pictured here. Glamourously a-glitter with sequins and

## Why we decorate Eggs at Easter

MOST of us decorate eggs at Easter time, but not many of us know why.

The egg has been revered as the symbol of the birth of mankind thousands of years before Christ. At the feast of the Passover the Jews adapted the egg as a symbol of their departure from the land of Egypt. The very name of the Passover is derived from "pascha" which comes from "paste egg," "pace egg," or "pasch egg." Still later the egg became associated with the festival adapted by the early Christians commemorating the Resurrection of Christ. At that time eggs were taken to church on Easter Sunday to be sprinkled with holy water and blessed by the priest.

Although we now dye Easter eggs in many colors, they were originally stained a brilliant red to typify the blood of redemption. This practice originated in Persia and spread throughout the world.

The monks of old ornamented Easter eggs with rich emblematic designs. They were then eaten with great ceremony after they had been blessed. History tells us that the first souvenir Easter eggs were made by sawing the eggs in two, cleaning the shells, lining them with gold leaf and embellishing both sides with religious figures. They were then fastened together with ribbon.

Throughout continental Europe, historians found evidence of the greatest ingenuity and skill in the ornamentation of Easter eggs. In England the eggs were stained, decorated with cupids and other emblems of affection and given as presents. In Germany and Russia it was the practice of people to give decorated eggs to their friends on Easter, which was a visiting day.

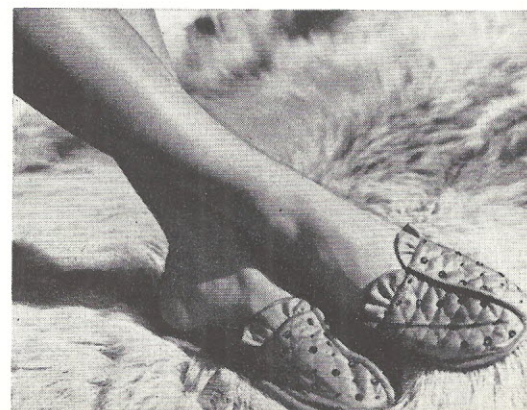
As the religious significance of the Easter egg declined, children began to



DECORATE your Easter party table with this novel violet trimmed chicken wire egg cage. It's done by shaping chicken wire, painted pink, into a half egg shape then adding dime store violets to the wire with cellophane tape. The children also will love the flower egg, the paper drinking cup and napkins with their taped on decorations.

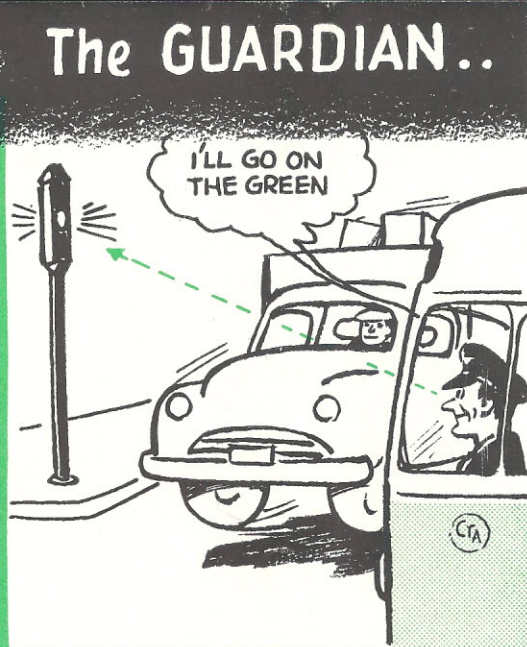
adapt it as a toy. The annual egg rolling festivities that take place on the White House lawn stemmed from an early custom in England where children rolled eggs on the ground or tossed them in the air like balls.

Today our eggs are decorated less elaborately than the ancient custom decreed. With a roll of transparent cellophane tape and odds and ends around the house, such as sequins, beads, ribbons, flowers, flitter, and crepe paper, all sorts of exotic effects may be achieved, with much less time and effort. These works of art can be displayed in pretty baskets or hung on a branch cut from a tree and fastened with cellophane tape.



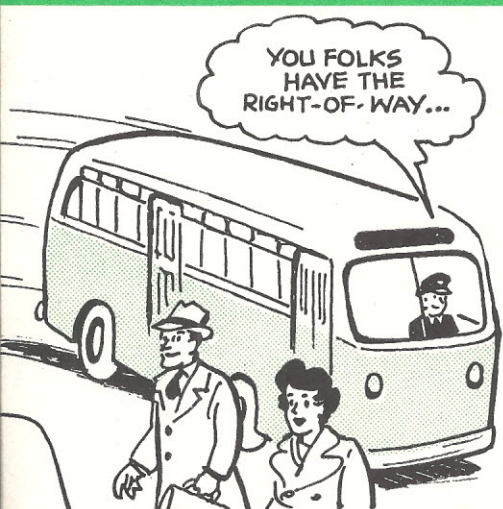


Form 3547 Requested



**I QUIT MY GUARDIAN ANGEL JOB WITH JOE, IT WAS TOO EASY...**

**HE NEVER DRIVES THRU YELLOW LIGHTS - TAKES CHANCES THAT DISPLEASE ME**



**JOE ALWAYS GIVES PEDESTRIANS TIME TO MAKE IT TO THE WALK ....**

**HE NEVER SPEEDS ON ICY STREETS SLOWS UP WITHOUT A SQUAWK**



**JOE NEVER DEPENDS UPON HIS LUCK AND TO ME HE DOES DECLARE...**

**"YOU'RE GUARDIAN OF JUST ME ALONE, BUT MANY LIVES ARE IN MY CARE"**

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