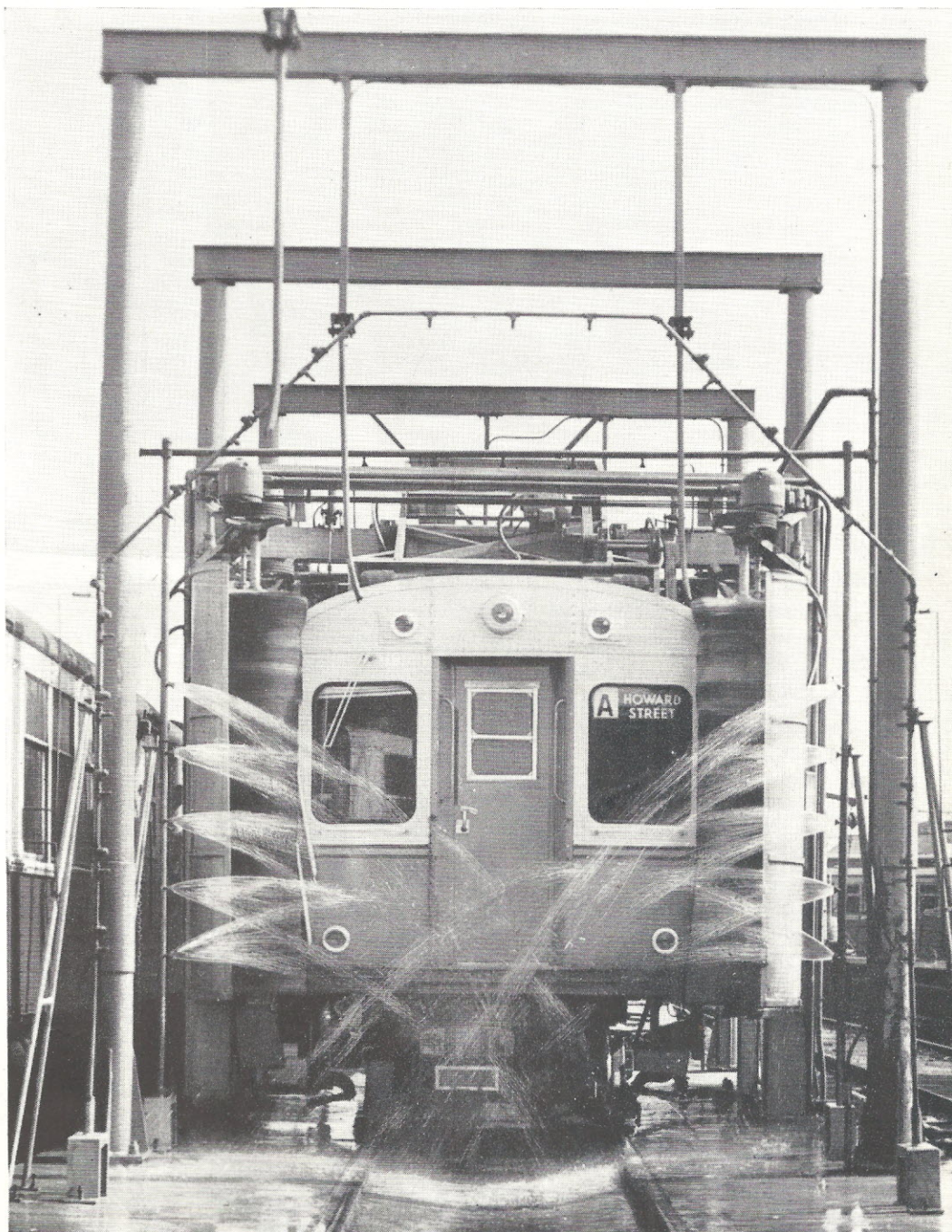




TRANSIT NEWS

APRIL, 1954

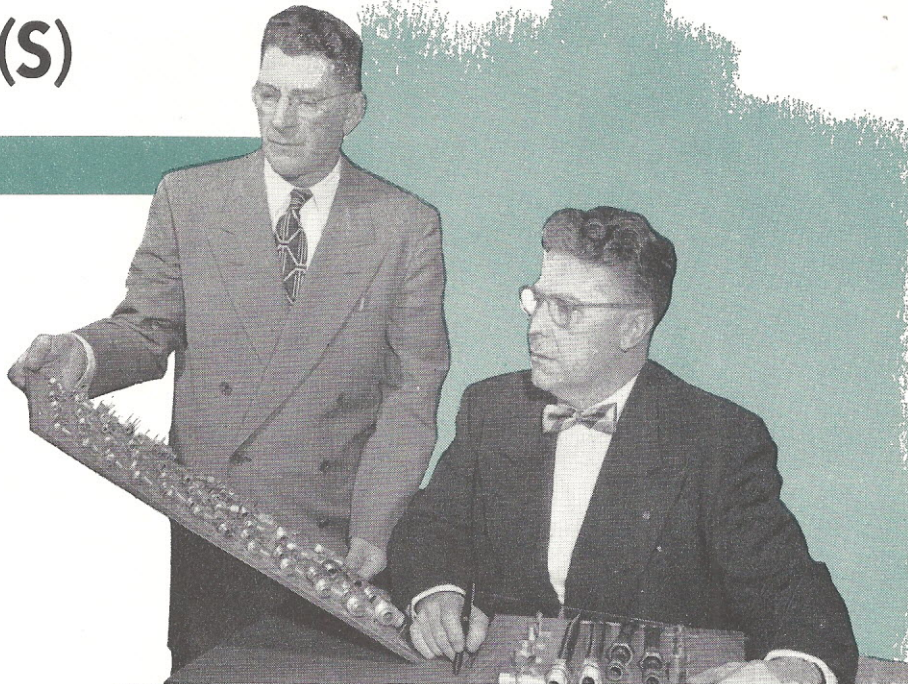


QUICK CLEAN-UP . . . (See Page 8)



TALKING SHOP(S)

(This is the third 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 the administrative and clerical personnel and the Industrial Engineering Division; the second, the Surface Division Shops.)



FOUR DEPARTMENTAL units are incorporated in the Bus Overhaul Division of the Shops and Equipment Department. Shown here are *George J. Clark*, superintendent (right), and *James E. Platt*, assistant to the superintendent, as they analyze interchangeability of various types of brass fittings used on buses. *Helen Doherty*, secretary to Mr. Clark, appears in the inset.

CONVERSION of streetcar lines to bus operation under CTA's continuing modernization program has given new emphasis to the importance of the Bus Overhaul Division of the Shops and Equipment Department.

The primary job of this division is to keep maintenance costs of bus equipment at the lowest possible level commensurate with good operating efficiency. This is a job that requires constant study and review of procedures, vigilant mechanical care, the know-how of experienced workers and able supervision.

George J. Clark, with offices at West Shops, is superintendent in charge of the Bus Overhaul Division, which comprises four departmental units: namely, automotive engineering; west and south bus overhaul shops; west shop service, and shop bus dispatcher. *James E. Platt* is assistant to the superintendent.

Automotive Engineering Division

Let's look, first, at the work of the Automotive Engineering Department. This is headed by *George L. Zamzow*, chief automotive engineer, who is assisted by *Joseph C. Margetic*, division engineer, and staff personnel. Briefly, this department has the responsibility of evaluating the service potential of bus equipment and determining if any engineering changes are needed or desirable to improve operating condition.

Once a vehicle is purchased and placed in service, many theretofore unseen problems may arise. Untested and un-

tried units sometimes fail prematurely; street breakdowns occur, and new repair methods and problems arise. It is the responsibility of the automotive engineering staff to review and integrate these, and establish firm factual data to determine the technical, practical and economic aspects of any contemplated action.

The staff initiates, runs and supervises tests and experiments to determine the advisability, or method, of instituting engineering changes. To correlate these changes in all divisions, engineering bulletins, letters and manufacturing information are prepared and sent to the field. All manufacturer's information received in the form of service bulletins and letters are carefully screened to determine the advisability of incorporating design changes in CTA equipment.

The engineering staff constantly consults with responsible shop and garage personnel on any maintenance or engineering problems pertaining to buses or bus shop equipment to obtain factual data. After this data is analyzed, indicated remedial action is taken.

Another important function of the Automotive Engineering Department is to initiate first issues or increases in



IMPROVEMENT in the operating life and conditions of bus equipment are constantly studied by the Automotive Engineering Department, headquartering at West Shops. This department is headed by *George L. Zamzow*, chief automotive engineer, seated, who is discussing a graph showing average clutch mileage of removed units with *Charles Shreeve*, automotive inspector.

TALKING SHOP(S) (continued)

stock or non-stock items covering all aspects of automotive work and the purchase of new and replacement bus capital stock items. Arrangements for obtaining credit on defective material, on either bus equipment or tools which suffered premature failure, also are made by this department, which furthermore determines the advisability of obsoleting non-moving stock or reviewing design changes with the objective of standardizing of units or parts.

Still another aspect of the responsibilities of the department is the performance of the engineering work necessary in recommending purchase of bus component parts, tools and machinery required for the proper servicing of the major and minor units on a bus. A coordinated program is worked out with the Specifications Department when recommendations are made for design changes and improvements on new bus equipment or integral units on buses.

To complete the description of the diversified activities of the Automotive Engineering Department, it should be mentioned that staff personnel prepares budget figures and authority-for-expenditure orders in relation thereto, and also maintains a complete file system on engineering bulletins and other pertinent material for record and data purposes.

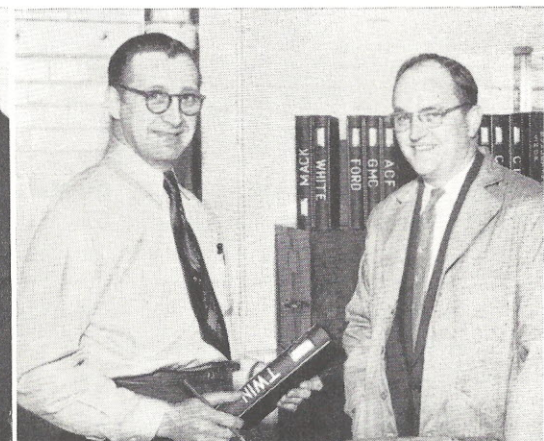
In the changeover from streetcars to buses, it became evident that shop bus overhaul areas and facilities required



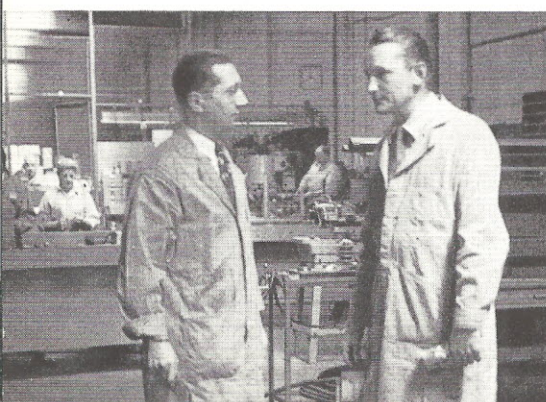
THE NON-STOCK order file is checked in the automotive engineer's office by *Alfred H. Baker*, inspector, and *Mary T. Gibbons*, typist.



PROBLEMS may develop after buses are placed in service, requiring engineering changes in the equipment. Here, *Joseph C. Margetic*, division engineer at West Shops, and two engineering assistants, *Charles R. Greco* (center), and *Michael J. Pare* (right), consult on standardization procedures.



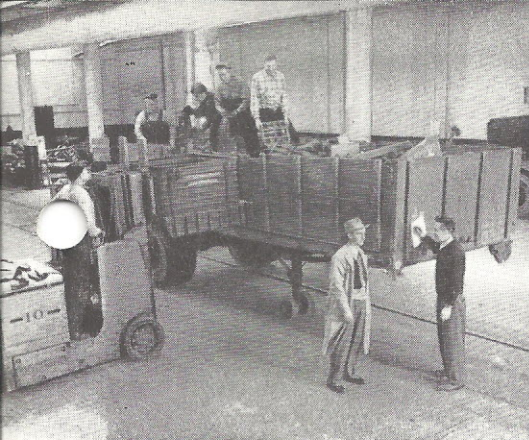
SUPERVISING activities at west bus overhaul shops is *Joseph J. Repplinger*, general foreman (right), shown in his office with *Paul L. Zazula*, clerk, who keeps records pertaining to service bulletins on engineering changes designed to prolong service life of buses.



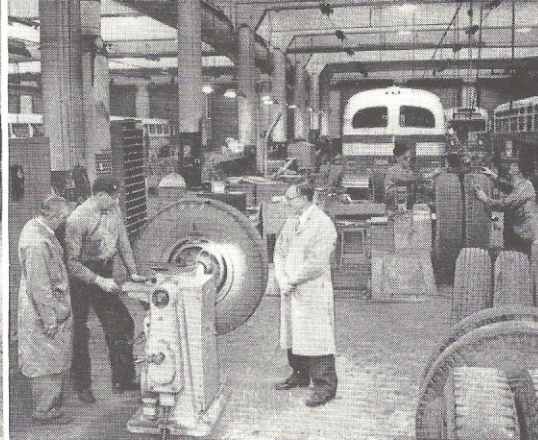
BUS MAJOR INSPECTIONS or overhauls are among the several functions of the pit and hoist area at West Shops. In this picture, *Stanley J. Eisen* (left), and *Mitchell F. Kitzman*, foremen, are checking a Ford engine assembly before installation in bus. →

AGAINST A BACKGROUND of the air unit rebuilding area at West Shops, *Frank M. Horvat*, left, foreman electrical area, and *James F. Mudra*, foreman unit rebuilding area, discuss replacement units. ←

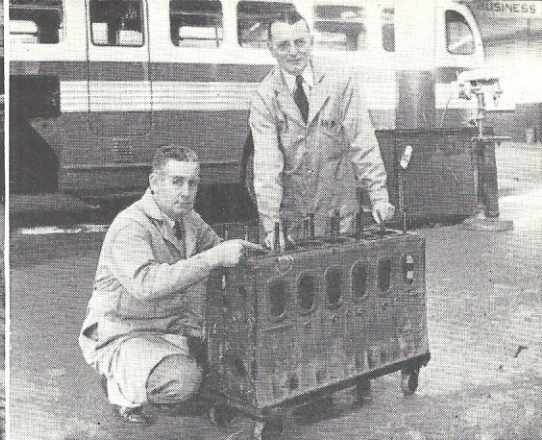




THE SHOP SERVICE department handles all the materials, finished and repairable parts and units, throughout the West Shops and west bus overhaul shops. Supervisor is *John T. Burke*, (standing foreground), with *Anthony J. Lullo* (right), shipping clerk. Unloading a trailer of material consigned to the receiving and shipping department are (left to right) *Edward O'Neil*, *William Rafferty*, *Henry Brazington* and *Pat Kielty*, laborers, and *John Filarski*, tractor operator.



A **CREW** in the brake shop at West Shops was busy working on drum lathes when the photographer arrived. At right in center foreground is *Thomas G. Gibson, Sr.*, foreman, with *Charles B. Kilroy*, expeditor (left), and *Philip Boyle*, machinist. In the background are *Henry Gillespie* and *George Baux*, machinists.



CHECKING a cold weld repair on a diesel engine block are these foremen in the unit rebuilding area at West Shops. They are *Don Conley* (stooping), and *Emil G. Buelow*.

expansion in order to absorb this increased work load. Detailed studies, plans and recommendations have been and are continually being prepared to bring this about. Departments affected in this building work are consulted and advised when necessary to obtain a construction unit suitable to the proper maintenance of buses.

West Bus Overhaul Shops

The west bus overhaul shop is located at 3900 W. Maypole avenue and is under the direct supervision of *Joseph J. Repplinger*, general foreman. Varied activities are concentrated here.

Work on all trolley buses, Twin Coaches, Fords, Macks and a percentage of the Whites and GMC diesels is assigned to this shop.

Functions of the pit and hoist areas include the relining of brakes, changing of front and rear axles, engine changes, engine re-rings and bus major inspections or major overhauls. Here also, the work of installing "A" frames on snow-fighting equipment, owned and rented, and major repairs

SUPERVISION of bus movements coming to the overhaul shops is maintained by *Dan L. Consalvo*, bus dispatcher (left). Here he is preparing to dispatch a newly-repaired bus to a garage to go into service. *Herbert Ouimette* (center) and *Paul L. Simons*, bus operators assigned to the dispatcher by the Transportation Department, await his instructions.



MANY OF the physical and mechanical operations at West Shops are the same as at South Shops bus overhaul division, where *Ernest Nelson* (center) is general foreman. He is shown here studying specifications for shifting of a torque converter with *George A. Holmes* (left) and *Chris Nielsen*, assistant automotive engineers.



to snow equipment is done. *Thomas G. Gibson, Sr.*, is the foreman in charge of brake work, and *Stanley J. Eisin* and *Mitchell P. Kitman* are the foremen in charge of the pit areas where this work is done.

Rebuilding of engines and the necessary machine work to accomplish this job are a major responsibility of the unit area. Engine heads, torque converters, mechanical transmissions, axles, steering gears, differentials, drive lines, air and hydraulic units, carburetors, propane regulators, fuel and oil pumps, electrical regulators, alternators, generators and starters are just a few of the items that are rebuilt in this shop. In addition, many of the special automotive tools, jigs and fixtures used in repair work are the products of this area. Foremen in the unit overhaul areas are *Emil G. Buelow*, *Dan Conley*, *Frank M. Horvat* and *James F. Mudra*.

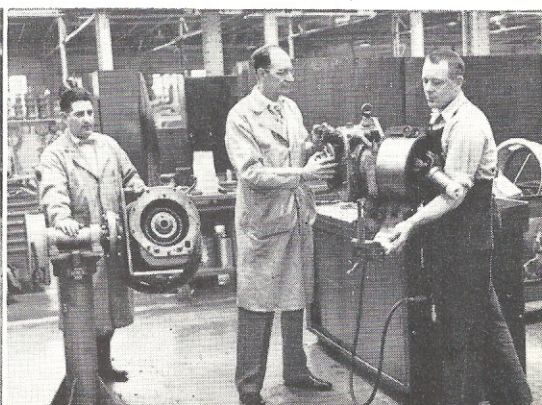
The shop makes many of the major changes on buses requested by the automotive engineer.

Shop Service Department

A number of operating functions at West Shops come under the jurisdiction of the shop service department, which is supervised by *John T. Burke*. This department handles all the materials, finished and repairable parts and units, throughout the West Shops and west bus overhaul shop.

In the material handling section, there are 12 various

REBUILDING a GMC torque converter at South Shops are (left to right) *William Willenius* and *James LaZatte*, foremen, unit rebuilding area, and *Albert T. Heron*, mechanic.



TALKING SHOP(S) (continued)

types of fork lift trucks and shops' mules. The receiving and shipping section is the clearing house for all materials going from the shops to the various bus garages, carhouses and rapid transit shops and terminals. In supplying these locations with the required materials, six trucks, two semi-trailers and two supply cars are used. Non-stock materials of a bulky or heavy nature also are handled by this section.

Other functions indirectly affecting operations, aside from the normal mechanical processes, are handled by this department. An example is the maintenance of West Shops and west bus overhaul shop insofar as "housekeeping" and heating are involved. The latter requires the upkeep of two high-pressure, stoker-fired steam boilers and two oil-fed steam boilers.

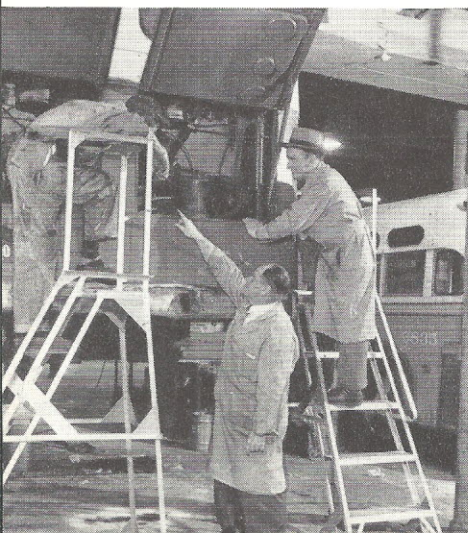
Safety supervision also falls under the direction of the shop service department. This consists of suggesting and promoting safety programs; maintenance of safety bulletin boards; compiling statistics and observing that proper safety guards and methods are used; the training of fire brigades and maintenance of fire fighting equipment, and plant protection and security during regular shop working hours.

The Shops bus dispatcher is *Dan L. Consalvo*, whose responsibilities are the supervision of bus movements progressively from garage to garage, from garage to shops, from shop to shop and from shop to garage as requested by the various general foremen of shops and garages.

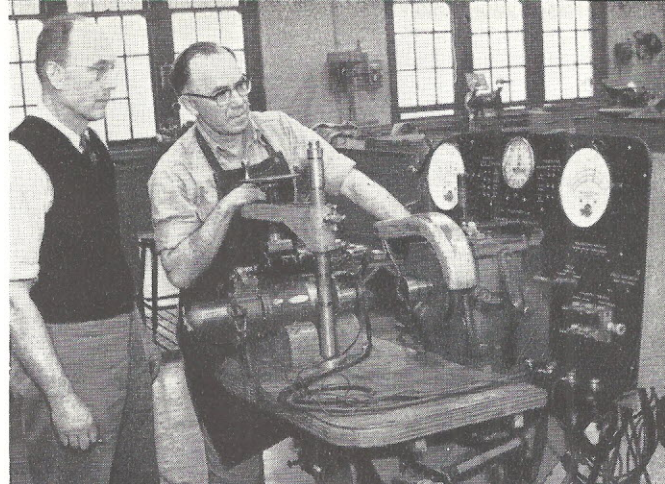
In addition, he keeps records of bus transfers, locations of all buses, makes out shop work sheets from information on bus transfer sheets, and also indicates on work sheets any tests that are being made on any part of the bus. Another responsibility of the shop bus dispatcher is to see that all buses coming to the shop on a schedule basis are ready for the p.m. schedule run.

Nine bus operators from the Transportation Department are permanently assigned to this section to carry out the required bus movements.

FINAL adjustments are made on a diesel engine in the pit and hoist area at South Shops prior to the bus being placed back in service. On the ladder at the left is *Alvin Kirpach*, mechanic, with *Leo Kozlowski* (center) and *James Forrestal*, foremen.



IN THE utility and equipment department at South Shops, *Anthony Nutile*, foreman, looks on as *Stanley Romanosky* (left), and *John Vanderweit*, mechanics, take the head off a motor block. Heavy maintenance work on utility trucks and snow fighting equipment is done here.



TESTING a diesel engine starter for voltage and torque on a generator testing bench in the electrical area at South Shops are *John Sommer*, leader (left), and *John A. Moline*, electrician.

South Bus Overhaul Shop

Located at 7759 S. Vincennes avenue, the south bus overhaul shop is under the direct supervision of *Ernest Nelson*, general foreman. Two assistant automotive engineers, *Chris Nielson* and *Carl Anderson*, also are assigned to South Shops, while *George A. Holmes*, assistant automotive engineer from West Shops, is on temporary assignment there.

Buses assigned to this shop include: ACF, GMC gas, and some GMC diesels and Whites. The major inspection of all utility trucks, snow plows, salt spreaders, and South Shops jeep equipment is also handled on the premises.

The work performed in the pit and hoist area and in the unit areas is the same as at the west bus overhaul shop. Foremen in the various shops at this location are *James Forrestal*, *Leo Kozlowski*, *Anthony Nutile*, *James Lezatte* and *Wilbur Willenius*.

(The fourth in this series of articles, outlining the activities of rapid transit shops and inspection terminals, will appear in the May issue of this magazine.)

AWAY ON a special assignment at the Flexible-Twin Coach Company, Loudenville, Ohio, was *Carl Anderson*, assistant automotive engineer at South Shops.



Individual ANNUAL REPORT
to be issued to each Employee

H. B. STORM, secretary of the retirement allowance committee, advises that all CTA employees who are participants in the "Retirement Plan for Chicago Transit Authority Employees" will receive a report within a few weeks showing their total accumulated credits under the plan for the period starting with the date they became a participant and through the end of the Fifth Plan Year on December 31, 1953.

The report, in the form of a record card, will be delivered by the paymaster at a pay day during the latter part of April or the early part of May. A similar report will be issued for each Plan Year in the Future.

The record card each employee will receive will not only show individual earnings, contributions and interest for the fifth year of the plan, but also will show the accumulated earnings, contributions and interest for the period commencing with the date the employee became a participant in the retirement plan through the end of the Fifth Plan Year. These record cards should be retained from year to year so they may serve as a permanent record. A facsimile of the record card is shown on this page.

Lack of space on the record card allowed for brief explanations only. A full explanation of the information included in each space is given below. The numbers opposite each explanation correspond to the number shown in each space on the facsimile card.

It will be filled out before being presented to the individual employee. Represented by the respective numbers are:

1. Your name.
2. Your badge or payroll number.
3. Code used to identify where you work.
4. Your Social Security Number.
5. Your earnings as recorded in the Retirement Committee's records for the calendar year or plan year shown in Box No. 7. If you were not over 65 when the calendar year 1953 started, nor became age 65 during the calendar year 1953, the above figure should agree with the government W2 form furnished you by the Authority for income tax purposes.
6. Your total earnings (not exceeding \$10,000 annually) recorded in the Retirement Committee's records since June 1, 1949, up to and including the last pay-day nearest January 1, 1954.
7. The calendar or retirement year which covers the pay after the pay nearest to January 1, 1953, up to and including the pay nearest January 1, 1954.

8. The amount you contributed to the retirement plan from your earnings during the plan year explained in No. 7 above. Before the period, covered in No. 7 above, if over 65, this column will be blank. If you reach age 65 during the period covered in Column 7, it will only include your contributions up to the time you reached age 65.
9. Your accumulated contributions from June 1, 1949, the date the retirement plan started, through the last pay day of the year, covered in No. 7, or to your 65th birthday. This total also includes the amount you contributed from October 1, 1947, to January 1, 1951, at the rate of 1% of your salary up to and including \$3,000 annually which was withheld by the Authority during the period when the employees of the Authority were not under the Social Security Act.
10. The amount of interest earned on your contributions during the plan year covered in item 7 and credited to your account in the Retirement Committee's records.
11. The total accumulated interest credited to your account from June 1, 1949 (date the Plan started) to the end of the year covered in Item 7.

Employee retirement contributions, together with the Authority's contributions, have made possible a retirement plan which has, since June 1, 1941, up to the end of December of 1953, retired 6,845 employees. Of this number, 2,198 have either died or returned to work, leaving 4,647 drawing benefits under the plan at the end of December, 1953. For the month of December, 1953, checks totaling \$413,751 were mailed to retired employees or their beneficiaries or refunded to employees terminating their service.

Beginning with the start of the "Retirement Plan for Chicago Transit Authority Employees" on June 1, 1949, payments to retired employees, beneficiaries and refunds to employees terminating their service with CTA totaled \$18,534,104 at the end of the Fifth Plan Year, last December 31.

As of that date, the Continental Illinois National Bank and Trust Company of Chicago, trustee for the "Retirement Plan for Chicago Transit Authority Employees," held \$9,290,172 in the Trust, of which \$9,142,898 is invested in United States Government securities and Chicago Transit Authority revenue bonds. The major portion of the money held by the Trustee is invested in United States government securities.

At the present time the employee is contributing 3½% of his annual wages and the Authority is contributing double this amount or 7% of each employee's earnings. For the year 1954, this is expected to total over \$7,000,000.

1 LAST NAME	2 FIRST NAME	3 CITY	4 STATE	5 EARNINGS FOR YEAR	6 TOTAL EARNINGS	7 YEAR
		8 CONTRIBUTIONS	9 TOTAL CONTRIBUTIONS	10 TOTAL EARNINGS	11 TOTAL EARNINGS	

THE RETIREMENT PLAN FOR CHICAGO TRANSIT AUTHORITY EMPLOYEES

FIRST REPORT OF EARNINGS AND CONTRIBUTIONS

THE ABOVE REPORT SHOWS YOUR ACCUMULATED EARNINGS, CONTRIBUTIONS AND INTEREST FROM THE START OF THE RETIREMENT PLAN ON JUNE 1, 1949 THRU YOUR LAST PAYDAY IN THE YEAR INDICATED ABOVE.

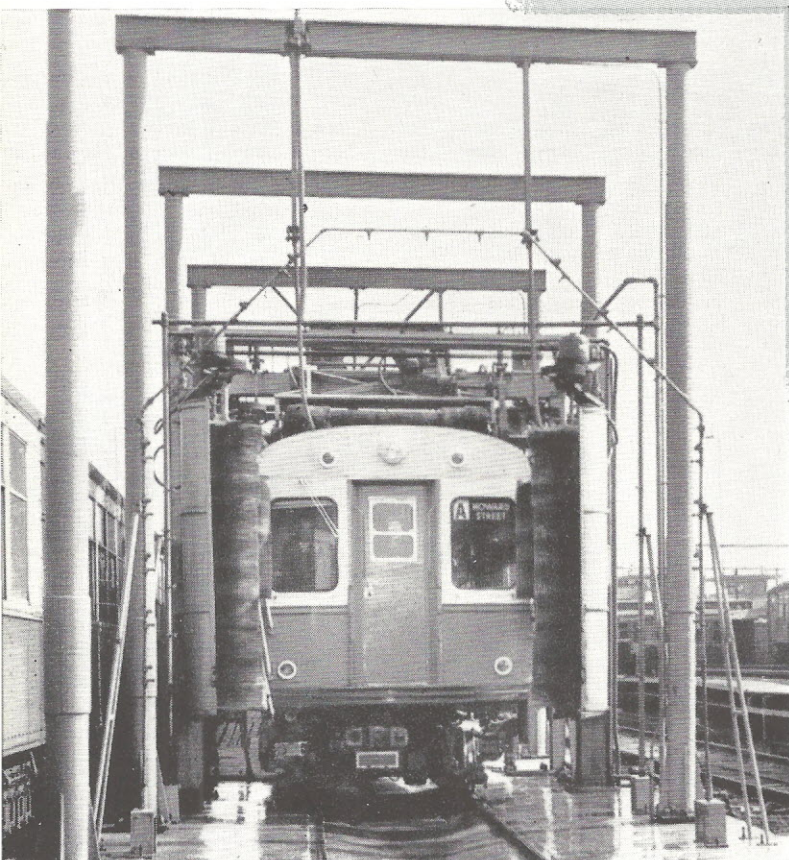
INCLUDED IN YOUR TOTAL CONTRIBUTIONS IS THE ONE PERCENT OF YOUR SALARY UP TO \$3,000.00 WITHHELD IN LIEU OF SOCIAL SECURITY FROM THE PERIOD OCTOBER 1, 1947 TO JANUARY 1, 1951 WHILE THE AUTHORITY WAS NOT UNDER SOCIAL SECURITY COVERAGE.

YOU SHOULD RETAIN THIS REPORT OF CONTRIBUTIONS AND EARNINGS AS A PERMANENT RECORD.

H. B. STORM
SECRETARY

QUICK CLEAN-UP

New Car Washer Does Job in Three Minutes



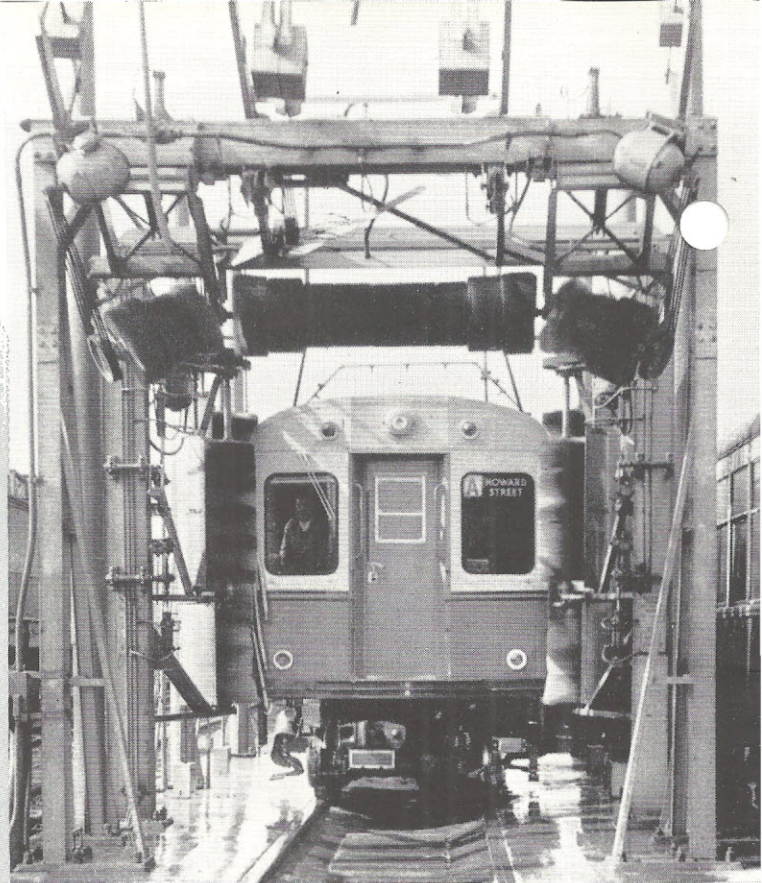
VIEW OF car washer installation at Howard street yards showing train moving through vertical revolving brushes which wash sides and windows of cars.

A NEW automatic, electric, motor-operated car washer, capable of washing an "L"-subway car in three minutes, has been placed in service in the Howard street yards of the CTA.

The equipment, first of its kind on the Rapid Transit System, can handle five four-car trains, or 20 subway and elevated cars per hour at maximum operating capacity, and greatly speeds up the process of maintaining cleanliness of passenger equipment.

The new equipment includes motor driven vertical revolving brushes for washing the sides and windows of the cars and horizontal overhead brushes for washing the roofs. There are a total of seven brushes, four vertical and three horizontal, each with its own motor. In addition, a pump supplying water to the washer is motor-driven.

An elaborate, automatic electrical and pneumatic control



HORIZONTAL overhead brushes wash the roofs of the cars. Each brush has its own motor and the pump supplying water to the washer also is motor-driven.

system regulates the operation of the washer equipment. A train pulling in to be washed is stopped at a block signal located north of the washer. This block signal at such time will normally show red. The motorman then reaches out the car window and pushes a button located at the block signal which turns the light to green provided that all washer brushes are in retracted positions and will clear the train. A track trip brake control also operates in connection with the block signal. Should the motorman run the train against the red light, brakes on the train are applied automatically.

Operation of the push button at the block signal sets up the circuit so that when the train enters the washer area the nozzles begin to spray. When the train has pulled through the washer position it has been sprayed with a detergent solution, but not washed. Other push buttons set up the water control circuit so that when the train reverses direction, and again passes through the washing area, an overhead switch opens water supply lines and water is pumped through the rinsing sprays. The train moves through the washer and gets washed and rinsed.

The washer equipment was purchased from Ross and White Company, which also has furnished car washing equipment in the past for other CTA surface locations. The construction work for installation was carried out by the CTA Way and Structures Department and the electrical work by the CTA Electrical Department. Installation and equipment costs for the new car washer were approximately \$45,000.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Talented Tot Makes Television Debut

ARCHER — *Kathleen Derrick*, daughter of our relief receiver, *Chuck*, appeared on "Talent Tots" program on WGN-TV April 1.

Congratulations are in order for *John Le Gear*, who became a citizen of our great and wonderful country on March 18. Now we know why everyone calls him "Sunny."

W. Mulcahy is back on the job after a long absence due to illness. *Herb Matthis* also has returned. Herb was confined to his home with a sprained back.

Along the stork lanes, we learn that during the month of March Mr. Stork paid visits to Mr. and Mrs. *Roy Wilson*, who became the proud parents of a baby boy, and that Mr. and Mrs. *C. McQuay* also were blessed with the arrival of a sweet little girl.

If you have been wondering about the new faces in the office, our clerical force has had a pick recently and a few changes have been made. Glad to have the new lads aboard.

Operator *R. Burns* was married recently and was honeymooning in parts unknown at the time of this writing. May we wish the newlyweds many years of happiness.

That's it for now, and don't forget to keep the news coming.

—JACK WILLIAMS AND
FRANK ROTHMAN

Operator Praised For Emergency Action

BEVERLY—"It was all in the line of duty," says Operator *George P. Goerner*, of an incident which took place January 26 while he was working on the 93rd-95th street line.

His bus stalled at 95th and Wood street, stopping dead right in the middle of the Rock Island railroad tracks. Since he works the same run everyday, George knew that a train was soon due. When the bus would not start, he had the passengers alight from the bus so none would be injured.

Taking two railroad red signal flares out of his bus bag, he walked down the track to stop the oncoming train, which he succeeded in doing. Being a former



MARKS 50 YEARS OF TRANSIT SERVICE

FIFTY YEARS of transit service was celebrated by *F. J. Smith*, station superintendent, Devon, on March 4. Unique is the fact that he has been at that station all through his career. He started as a motorman on March 4, 1904, and served in that capacity until March 15, 1919. His appointment as a supervisor came on that date, and was followed by his appointment as station superintendent on March 29, 1924. On the occasion of his anniversary, his many friends and associates joined in offering congratulations. *Walter J. McCarter* (left center), CTA general manager, shakes hands with Mr. Smith. Other Transportation Department officials are, left to right, *Thomas F. Moore*, superintendent of operating stations; *Thomas B. O'Connor*, general superintendent of transportation and shops and equipment; *David M. Flynn*, superintendent of operations, and *Charles E. Keiser*, superintendent of transportation.

cross country tractor and trailer driver, George had carried red flares as a safety stand-by for the past 23 years.

A prized possession of George's is a letter of commendation, concerning the above incident, sent to him by *Charles E. Keiser*, superintendent of transportation, and signed by *Walter J. McCarter*, general manager.

George has six children. A son, *Howard*, who services propane at 77th, wants to become a bus mechanic.

Sons do follow in their father's footsteps seems to be the story of the *Angelo Rizzuto* family. *Angelo*, who is now enjoying his pension, worked at Burnside, 38th Street and 77th, in the car repair shop.

Mr. and Mrs. *Rizzuto* had seven boys and two girls. *Victor* started as a conductor at Burnside about 12 years ago and is presently a bus operator at 77th. *Andy* is in the bus repair shop at 77th. One of the

girls, *Della*, said, "As long as they don't employ women as bus operators, I'll send my husband," which she did. He is Motorman *Sam Basile*, 77th, and has been with CTA about seven years.

Now comes *Adolph*, the youngest, who is just out of military service, and who also recently joined the CTA family here at Beverly. His goal is to become an A-1 mechanic.

Everyone is converting something these days. *Bus Operator Thurman Carson*, for example, is converting a quonset-hut type chicken coop into a space ship hangar. The chickens were eating too much, and not laying enough eggs, so he got rid of them. If anyone has any old auto parts laying idle around the garage, bring them out to "Carson's Hangar." He bought a second hand robot and he's going to make a space suit for it.

Our "mostest grandpa" is *Bus Operator Harold Morrison*, who

has added another grandson, *Stephen*, to his list, raising the total to 11 now. His son and daughter-in-law, *Martin* and *Eunice*, are the proud parents of *Stephen*, and also have three other children. *Martin*, also, is a bus operator at Beverly.

Pensioner *Steve Dombro* was in town the other day. He formerly worked out of both Burnside and 77th station and is now living at Bass Lake, Indiana, where he enjoys company with *Billy Hines* and *Claude Stewart*, both ex-Burnside men on pension.

Those who missed seeing *Bus Operators Phil O'Malley*, *James Falsey* and *Bill Paciski* sporting their shamrock design neckties and shamrock pins last St. Patrick's day really missed something. Please make a special note and don't fail to see them next year.

—DANTE F. BRUNOD

Ranks Of Doting Parents Increasing

CLAIM AND LAW—Congratulations to *Eleanor Bonk*, formerly a stenographer in the Law Department, on the recent birth of *Kimberly Ann*, and to *Joe Farmer*, former Law Department attorney, and his wife on their new arrival.

Grace Marie Cox is quite thrilled about moving into her new home. . . . At the same time we find *Bea Condon* moving into her permanent home out in Round Lake, Illinois.

Welcome to *Marie Albino*, the new typist in Claim. . . . *Barbara Geiger* transferred from the Insurance Department to take a stenographer's job in Claim. . . . We hope *Pete Tiggelaar* has come home from the hospital by this time. We understand he was taken to the hospital with pneumonia. . . . *Arnold Olson* and *Leo Treff* are alternating as replacements during *Pete's* absence.

Best wishes, of a belated nature, are extended to *John Mahon*, vault supervisor, and his bride, who were married on February 13. The couple honeymooned in Florida.

Erna Buchholz traveled to Florida for her vacation. . . . *J. O. Dwight* recently returned from Texas.

—G & M

YOUNG PRIEST



SOON TO BE ordained to the priesthood is the **Rev. Martin J. Hegarty**, son of **John Hegarty**, bus overhaul department, West Shops. Martin worked on the Lake street branch of the "L" for about three years before he entered the seminary. The ordination will take place at St. Mary of the Lake, Mundelein, on May 5. Father Hegarty will celebrate his first mass at Our Lady Help of Christians Church, 5100 Iowa street, on Sunday, May 9. There will be a reception in the evening from 7:30 to 10:30 o'clock. Former coworkers are invited to attend both the mass and the reception.

Reported by **Ted Shumon**

Vacationers Keep Coming And Going

ELECTRICAL—Vacationists are still leaving and returning. Those who have recently returned are **William Staunton**, **Joseph Wallon**, **Melvin Cook** and **Peter Ciomber**, operator apprentices.

Lawrence Kane, lineman, is the proud daddy of a new baby girl, **Linda Ann**, who arrived on March 8. She weighed seven pounds, three ounces.

Sympathy is extended to **John Litrenta**, lineman, who sustained the loss of his father on March 11.
—GILBERT E. ANDREWS

Face Lifting Always Improves Appearance

52ND—52nd station is getting a face lifting, with new offices and a complete re-painting job.

Sympathy is extended to **Operator Garfield Holt** upon the loss of his father. . . . Sympathy also to

Operator Sam Seltzer, who lost his wife, **Rose**.

The stork paid a visit to **Chief Clerk Marty Grady's** home, leaving a baby boy.

We welcome back **Operator Tony Manneralli** after a three-week tour of California.

Speedy recovery to **Lillian Pritchard** after her operation. She is the wife of **Operator Bob Pritchard**.

We welcome **Day Superintendent Tom Screen** and **Night Superintendent John O'Connor**, both of whom were formerly at Cottage Grove.

Sorry to hear that **Mrs. Frances Hobbs**, mother of **Operator Charles Hobbs**, was in the hospital. We hope to soon hear the good news of her recovery.

—WILLIAM PROKOP

L. B. Herrin Retires; Honored By Co-workers

GENERAL OFFICE—(Employment) **Lyman B. Herrin** retired March 26 after 34 years of service. Co-workers presented him with a beautiful gold wristwatch at a dinner given in his honor on March 21. **Mr. and Mrs. Herrin** plan to leave Chicago and take up abode in Mesa, Arizona, where **Lyman** intends to pursue his hobbies of painting and photography. Our very best wishes are extended for many happy years of retirement.

(Personnel) **E. A. Imhoff** returned from a vacation in Florida where he acquired a very becoming coat of tan. While there, he visited retired CTA'ers **Harley A. Johnson**, **Adolph Daus** and **Michael Korosy**.

(Specifications) **Ann Schleiter's** home was the setting for a bridal shower arranged by **Ann and Lee DeSutter** for **Helen Doherty**. **Helen and John Bergman** of Staff Engineering have May wedding plans.

Our sympathy is extended to **Jo Anne Spanos**, whose beloved granddad, **Edward Lee**, passed away recently on his 93rd birthday.

Recent transfers included **Harold Rowbottom**, from Staff to Traffic Engineering; **James Murray**, from Transportation to Engineering, and **Alice Pletzke** from Traffic Engineering to Employment.

(Training Department) **Burton H. Bosan** is the new artist who has taken over the job vacated by **Fred Burtis, Jr.** He studied art in Paris, France, while serving with the 8th Air Force Command. He also played a trombone in the 923rd

Engineer's band and edited his company's magazine. Talent is not confined, however, to just one member of the **Bosan** family as **Burton's** wife, **Evelyn**, who teaches at the **Betsy Ross School**, is also an accomplished artist.

(Accident Prevention) More talent comes to CTA and this time it comes with **Virginia West**, the new typist we welcomed recently. A graduate of **Elmhurst College**, where she majored in music, **Virginia** is now going after a Master's degree at **DePaul University**. She is the fourth member of the family to join the CTA ranks. Her father, **Henry West, Jr.**, and uncle, **Peter West**, are employed in the Electrical Department. Her grandfather, **Henry West, Sr.**, now retired, also was an Electrical Department employe.

—MARY E. CLARKE

It's A Good Record For Any Family!

KEDZIE—Here's a family that has a total of 87 years service with CTA and predecessor companies. Father of the family is **Otto E. Falk**, conductor and one-man-car operator at **Kedzie**, 42 years service; his son, **Carl Falk**, an electrician at **Skokie Shops**, 13 years service; a daughter, **Lorraine**, bookkeeper at **General Office**, 11 years service; another daughter, **Ethel**, eight years service with the **Claim and Law Departments**, and a son-in-law, **William Peterson**, 13 years service with the **Claim Department**.

A hearty welcome to the new clerks and receivers who came to **Kedzie** in the pick effective March 21.

We were glad to see **Ralph Al-lentuck** on the job again after a long siege of illness.

—C. P. STARR

Lawndale Reports Clerical Changes

LAWDALE—Lawndale experienced quite a big turnover in the clerical department this pick. **Jim Rittenburg**, formerly at **Wilcox**, has taken over the clerk duties from "Spiderlegs" **Clifford**, who went to **Cottage Grove**. **Bob Healy**, former **Lawndale** receiver, became chief clerk at **North Avenue**. **Barney Becker** is now token clerk, replacing **Si "Fiber" Glass**. **Jim Keenon** once more returned to us, while **Tom Collopy** and **Willie Leahy** picked other spots. **Leahy**, by the way, chose a day job this time because **Mrs. Leahy** is ex-

pecting a new arrival soon and wants **Bill** home nights. The only regulars remaining with us are **Receiver Matt Deiters** and **Chief Clerk Herb Byers**. **Herb** has been here since he was a little boy.

Mike Sorrentino, who breathed a deep sigh of relief when his house was finished, immediately plunged into the business of extending and remodeling the place. It's really a beautiful place now.

—BILL FEILER

Just Missed Being A St. Pat's Day Baby

LOOP—**Helen Quinlan** was elated over her first grandson when her daughter, **Helen Marie**, gave birth to **Michael Joseph** on March 18.

Glad to hear **Herbert Templeman**, towerman, has recuperated so nicely from recent surgery. . . . **Horace Tolson** is in **Hines** hospital, also recuperating.

ORDINEE



A SECOND CTA family will be represented at ceremonies to be held at **St. Mary of the Lake Seminary, Mundelein**, on May 5 when the **Rev. Robert Doyle Clark** will be ordained to the priesthood. He is the son of **Bus Operator and Mrs. George D. Clark** of **Ravenswood** garage. **Father Clark** was educated at **St. Priscilla's, Quigley Preparatory School** and **St. Mary of the Lake Seminary**, where he received his B.A. and M.A. **Father Clark** will say his first mass at **Our Lady of Mount Carmel Church** on Sunday, May 9.

Reported by **Al Beck**

Catherine Kenny visited friends at New Smyrna Beach, Florida, and really enjoyed the sunshine and beautiful flowers there after a cold winter in the north. . . . *Sadie Rowe* and three companions are driving west on their vacation with stopovers planned for New Mexico and California. . . . *Delia* and *Nora Hayes* spent their vacation around Chicago to be with their mother, whose 92nd birthday was celebrated recently with a party.

Dorothy Madigan, her sister, *Helen*, and her brother and his family drove to Florida. They made a tour of the state, stopping one to three days at several places. Their brother's vacation was shorter than their own and he flew back to Chicago, leaving the driving home duties to Dorothy.

—EDITH EDBROOKE

Softballers Get Set For Spring Training

MET INSPECTION TERMINALS—Now that Spring has arrived, the boys at Logan Shop are organizing a softball team to represent the Met Inspection Terminals. Thus far *Don Sanduk*, *Nick Suero*, *Sam Milazzo*, *Chino Serrano*, *John Daniels*, *George Bell* and *Mike Cullinane*, all of Logan, will try to make the team.

All men at Douglas and Garfield Shops are welcome to tryout for the team. There is no age limit, so start training boys.

We are happy to report that *Mrs. De Robertis*, lovely wife of *Mike*, Logan, has been released from the hospital and is now convalescing at home. Incidentally, *Mike's* son, from California, visited him recently.

Clarence Williams, Garfield, is the proud father of?? He neglected to mention whether it was a boy or girl.

Mike Cyanovich, pensioner,

sends greetings from Miami, Florida, where he now lives. He expects to visit Chicago in August.

Your reporter enjoys the monthly visits of pensioners *Harry Shaner*, *Ciro Romano*, *Joseph Domazewski* and *Philip Mascari*, who stop in to pick up their riding cards. They all extend greetings to their many friends on the Rapid Transit System.

—JOE FEINENDEGEN

Step Up, Men; There's Money In It For You

NORTH AVENUE—There is money waiting for members at the credit union window. Simply bring your pass book so it can be entered. A three per cent dividend will be added to your account. Please do not delay.

Tomi Thurston, daughter of our Superintendent *William Hornkohl*, is a well-known radio, TV and motion picture actress who has appeared in about 60 pictures. On February 28, her picture appeared on the cover of the Chicago Tribune Sunday magazine.

Clerk *Ted Hoellen* and Operators *Al Barber*, *Leo Pluskowski* and "*Red*" *Babbitt* enjoyed their winter vacations in sunny Florida.

Our switch board operator, *Art Sieloff*, was a patient at St. George hospital with a heart ailment.

Congratulations to *John F. Koska*, better known as "Soldier," on his 41st wedding anniversary which was celebrated April 5.

We have just learned that the stork visited the home of *George Greaney* and left a baby girl, *Mary Ann*. . . . Received another flash from Storkville. A baby boy was born to *Dennis* and *Rita Rafael*. He was named *Richard*, and weighed eight pounds, nine ounces.

At this writing, both our A.M. and P.M. bowling teams are rolling right along with the leaders. On May 15, our P.M. team will bowl in the Illinois state tournament as the CTA league representative. Come out and cheer for the boys! Remember, the date is May 15 at Hartnett Alleys in Lincolnwood at 4 p.m. *Elmer Stobart* is captain of the P.M. team. Other members are *T. Kerrigan*, *W. Loerzel* and *H. Fragel*.

We rolled out the welcome mat for our new chief clerk, *Robert Healy*. . . . Our hat's off to *Bill Pinasco* on the fine job he did as acting chief clerk. Bill's smiling face has moved upstairs to the receiver's window.

—JOE HIEBEL

KILLED IN ACTION



SERGEANT Adolph Joseph, former Lawrence Station bus operator, who was on military leave from CTA, has been officially reported by the Defense Department as killed in action. He was serving with the 2nd Infantry Division in Korea, and was reported missing in action during February of 1951.

Serving in the Korean conflict was the second tour of military duty for Joseph. He first entered the Army in February, 1947, and served for 18 months, stationed, for the most part, at Fort Knox, Kentucky.

Joseph began with CTA on January 13, 1950, breaking in as a conductor at North Avenue. He transferred to Lawrence station as a bus operator in April of 1950, remaining at that location until he was recalled to military service in September of the same year, just shortly after the outbreak of the Korean conflict. Two months later, in November of 1950, Joseph went to Korea.

A Purple Heart medal and military citation, awarded posthumously, were received by Joseph's parents on March 22, 1954. The official date of his death is January 29, 1954.

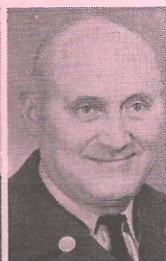
Does He Mean Daylight Or Standard Time?

NORTHSIDE—Spring must be with us again as all we seem to hear in the trainroom are plans for going fishing. *Tony Bialk* and *Al Sikora* are just marking time until they can leave for northern Wisconsin and Minnesota. *Barney Regan* is telling about the whoppers that he caught last year, and *George Ferch* backs him up. It really must be quite a lake. To hear Regan tell it, the fish don't start to bite until

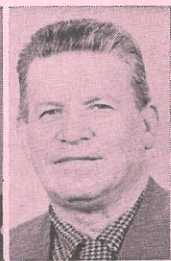
40-YEAR EMPLOYES RECENTLY RETIRED



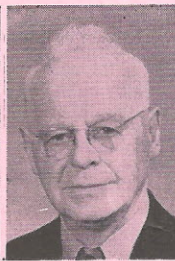
Immanuel W. Thomsen, motorman, 77th, retired April 1 with 42 years service.



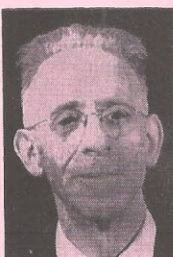
William J. Noll, motorman, Limits, retired April 1 with 41 years service.



John G. Corda, yard foreman, Westside, retired April 1 with 43 years service.



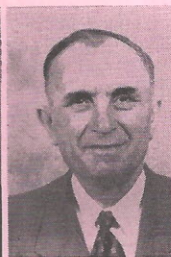
Albert Ross, conductor, Westside, retired April 1 with 41 years service.



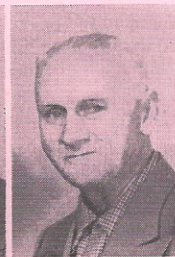
Edward Wilberscheid, conductor, Limits, retired November 1, 1953, with 44 years service.



Charles J. McCaffrey, motorman, Devon, retired April 1 with 40 years service.

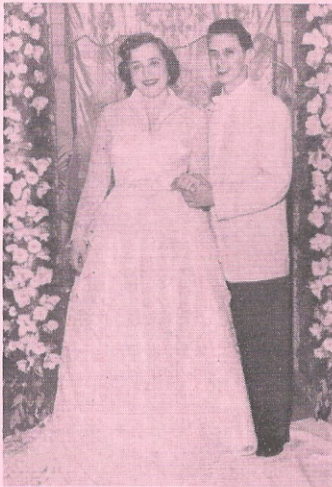


Bozo Mijanovich, laborer, Track, retired March 1 with 46 years service.



August G. Olson, yard foreman, Westside, retiring May 1 with 44 years service.

HONEYMOONERS



SUNNY FLORIDA was the setting for the wedding of **Ralph and Lucille Roter**, who were married in Tampa. The couple honeymooned in Havana, Cuba. Ralph is a stock clerk at storeroom 42 at Skokie.

Reported by *Jean O'Neill*

after 8:00 a.m. and all you have to do is cast and the fish jump out to catch the bait before it hits the water.

Received a letter from *Pensioner Fred A. Beck* telling me how much he enjoys the magazine each month. Fred reports that *William Garvos*, retired motorman; *W. A. (Bill) Warneck*, who was a switchman before taking his pension; *A. W. "Doc" Washo*, former station superintendent; Fred's son, who was a towerman in the Loop, and *William Peaks*, former north side motorman, all have settled in and around Phoenix, Arizona.

Conductor *J. E. Simsen*, known to his friends as "Jimmy, the Mayor of Rogers Park," received a badge from the North Shore post of the American Legion proclaiming him an "ambassador of good will." He was mentioned in the "Town Crier" column as being typical of the majority of men in transportation work. Jimmy told me that he got a card from *Fred Beck* and he is in the hospital again. If any of you would like to write to Fred, see either Jimmy or myself for his address.

J. E. "Johnny" Berquist, the correspondent for the Union Leader, stopped in to tell me that he has become a father again. The last time he stopped in was to tell

me that he had become a grandfather. He has another daughter getting married in June.

That is just about all the news for this issue. If you have anything that you would like to see here, send it to me at Howard Street or just drop in and

—C. BOB BLANEY

Family Reunited For 33rd Anniversary

NORTH PARK—*Mr. and Mrs. Walter Jensky* will celebrate their 33rd anniversary on April 27. Their son, *Robert*, is back from service and living with them temporarily with his wife, *Gertrude*, whom he married overseas.

Our welcome mat is out for all new men who have recently joined us, as well as to all the men who transferred to this station on the system pick.

Mr. and Mrs. Thomas Lobono will celebrate their 20th anniversary April 22. They have four wonderful children.

BOWLING NOTES: North Park No. 1 team, captained by *Nick Mueller*, surprised Mullen's Boosters by taking three games and also winning the high-game prize with *Charles Neirman's* high game of 219. North Park No. 2 team, *Dutch Griebel* captain, captured three games from Division 308. Every man did his share in winning that one. North Park No. 3 team won two games from Honest Dan's tap. *Bill Sampson* took high game honors. *Al Hoffman* captains this squad. North Park No. 4 team, *Jack Moreau* captain, slid in for one game, but lost out on the prize money by four pins.

Frank Stowell recently received a reward and praise from a passenger for his kindness and helping hand. . . . *Ennis Scott* also hit the honor list for his kindness in aiding an old man to cross the street. . . . Letters of praise also were received by *Mike Sperando* and *John Maloney*, who operate on the same run, for good service to their daily riders.

Nick Grimaldi, chief clerk, who was off sick for two weeks, has returned in sound condition. Also, *Clerk Ernie Ehrhart*, who burned his hand, is back at work again.

Congratulations to *Mike Russo*, West Shops. Mike and his wife, *Marie*, became mommy and daddy on February 17. Their new boss is *Thomas Joseph* who weighed in at six pounds, eight ounces.

Sympathy is extended to *Operator Harold Sedin*, whose father passed away on March 15.

Old timers at North Park in the

30 to 40 years of service class, who are among the few who can remember when the first gas bus came into service, are *Barney Mueller*, *Henry Remeir*, *George Ward*, *Albert Baker* and *Clifford Whalen*. Baker remembers when the first gas bus on Diversey started in service and claims that he had a repair truck following the bus around. He says that some of the fine men who worked in a group that started their career the same time as he did are *Jack Bailey*, superintendent, 77th; *Stewart Sims*, district superintendent; *Augie Johnson*, recording secretary of Division 241, and *Joe Hill*, financial secretary. Whalen can remember when his motorman and he operated the old hand brake car. Remeir and Mueller talk about the old "bowling alley" cars on Belmont avenue.

—JACK MOREAU

Clerical Changes At Ravenswood

RAVENSWOOD—At the recent pick of receivers and clerks, *Fred Murbarger* became chief clerk in place of *Sam DeSalvo*. Sam will replace *Horace Mitchell*, who will work from midnight to 8:00 a.m., and *Ray Simon* will take *Art Bates'* place. Art will be a relief receiver at Lawrence, Keeler, and Ravenswood.

Mr. and Mrs. Walter Nardin spent ten days during March in New Orleans, where they attended the Mardi Gras. They report a very nice trip.

Superintendent and Mrs. Herman Erickson and *Mr. and Mrs. Harry Greske* motored to Florida where they spent three weeks basking in the March sunshine.

We welcome three new operators in the persons of *J. Ryopec*, *H. Hayes* and *J. Sayaniuk*, and *A. Keslinke*, janitor.

Julius Tiffenback is recuperating from a broken ankle suffered when he slipped and fell.

Al Herman returned to work on March 17 after being confined for major surgery. . . . *Earl Cox* is also back after a week of illness.

Bill Goss, one of our beloved old timers who retired two years ago, is enjoying himself very much. He says "hello" to all his former associates. Bill spends a lot of time fishing in Lake Michigan during the summer months and really hauls them in.

The R.K.R. credit union has been revived and welcomes all new subscribers. The president is *Robert Lamping*; treasurer, *Casey Na-*

wakowski, and secretary, *Emil Schrieber*. The directors are *Fred Feller*, *Harry Greske*, *Jerry Jearas*, *Ed Bentley*, *Patrick Cronin* and *William Zematis*. The credit union office is located at the head of the south end stairway at Ravenswood station.

Oliver Clanton, who has been employed in the mechanical department for 27 years, retired on April 1. All the boys wish him lots of good luck, good health and many years ahead.

Operator John Kane is sporting a brand new blue uniform.

The following men are among those who joined Ravenswood's happy family after the last pick: *Operators L. J. Bigel*, *J. F. Bork*, *H. H. Greene*, *A. Jonito*, *M. L. Jolenson*, *J. L. Kincade*, *R. C. Moore*, *J. N. Origer*, *M. Smitte* and *L. J. Urban*. Welcome, men.

Night Superintendent Warren Powers is not only a fine fellow but also an expert on baseball. . . . *Neil Tomme* and *Rudy Roichek*, gas pump men, are real Cub fans. They are dreaming of a pennant.

Operator Jim Houghton just finished re-painting his house when a flash grease fire in his kitchen spoiled his efforts. Tough luck.

Night Clerk Art Bates, former matinee idol of old silent days, is

HAPPY TWOSOME



A HAPPY bridal couple are *Mr. and Mrs. Thomas McGourty, Jr.*, who spent part of their honeymoon in the South Pacific after their marriage on February 6. The groom is the son of *Lake Street Motorman Thomas McGourty*.

Reported by *Walter Reich*

thinking of trying a come-back via TV.

Operator Lester Luttrell has an interesting hobby. He is one of the finest baseball umpires in these parts, and is especially well liked in high school circles.

John O'Shea celebrated St. Pat's Day by sporting one of the loudest ties ever seen hereabouts—a green and white knit job with a huge green shamrock.

—GEORGE CLARK AND AL BECK

Did He Really Need Phil's Help?

SCHEDULE-TRAFFIC — Phil Leahy had the honor of helping his brother down the middle aisle recently. The celebration afterward was somewhat marred by singing a variation of a popular song "Somebody Stole the Wedding Cake."

Reports from Fred Excell, retired, are of the best. His convalescence is coming along rapidly.

... Bill Leeper, retired, paid us a visit recently and had the usual big smile on his face. We must say he seems to enjoy his leisure.

Joseph Werner, influenced by spring and the auto show, is now piloting a new Plymouth. ... Clark Johnson says the only reason he went to the auto show was to enable him to identify the different makes of autos he has pushed from time to time.

TEACHER



RECENT graduate from Our Lady of Bethlehem Convent at LaGrange is Sister Clare Joseph, daughter of John Ruh, bus overhaul shipping room, West Shops. She is now teaching at St. Leonard's school in Berwyn.

Reported by Ted Shumon

Sixteen years ago, on the 18th of April, G. T. "Pete" Donahue entered on that big journey — matrimony. Pete seems to have worn very well through these 16 years.

—L. C. DUTTON

Two New Pops At Skokie Shops

SKOKIE—Congratulations and best wishes to Laborer and Mrs. Richard Hannigan, to whom the stork delivered a seven-pound, eight-ounce girl on March 8. The proud parents named her Kathleen Elizabeth. ... Painter and Mrs. Jan Broda also became the parents of a nine-pound boy whom they named John Richard. Congratulations and best wishes.

Welcome to Skokie to Truckmen Joe DeMarco and Frank Ratkovich.

Our deepest sympathy to the family of Irvin Wiesmeyer, whose mother passed away in March.

Larry King, motor line foreman, is sporting a brand new 1953 Buick, and Armature Winder George Doerr is boasting a Studebaker.

We wish a speedy recovery to Truckmen Joe Giuliano and Mike Mucha, both of whom have been off sick for some time now.

—DAVID GURWICH

Did Anyone Turn Green With Envy?

SOUTHSIDE — The wearers of the green were quite conspicuous around 61st Street on March 17, what with Station Superintendent Ralph Wenstrom sporting a very vivid green ascot tie. Not to be outdone, Switchman Frank Terrance appeared for work bedecked with a green derby. Conductors Mike Sullivan and Ed McGuire also were very loyal in displaying their colors.

We are happy to report that Switchman Bill Hickey has recuperated and is back on the job.

Trainman Burton Bosan, who worked out of 61st Street, has left those premises and is now associated with the Training Department. We wish him every success in his new position.

Clark MacGregor, who stops in each month for his riding ticket, related the events which culminated in his employment with the former Chicago Rapid Transit Company. It appears that about the year 1900, he started out for another job, with instructions to board a Lake street train, but in-

DOWN IN ARKANSAS



TWO FORMER CTA officials are making a pretty good thing of their retirement down in Arkansas. There, near Green Forest, they are operating Hill Top Lodge, consisting of a seven-room house and three modern cabins. Standing before the roadside sign advertising their establishment are (left) Mr. and Mrs. H. G. Hardin, former general superintendent of the Rapid Transit system, and Mr. and Mrs. F. J. Sirr, former district superintendent of CTA's north-south "L" subway route. Mr. Hardin retired on April 1, 1950, and Mr. Sirr, May 1, 1952.

Reported by Julie Prinderville

stead found himself on a Jackson Park train. Inquiring of the conductor as to how he could get a job, Clark ended up in the superintendent's office where he was employed. Fifty years later Clark, hale and hearty, took his pension.

Train Dispatcher Hugh Kelley was completely surprised when a group of his fellow workers dropped in at his home to see him on his birthday. We understand a good time was had by all.

Con O'Sullivan, one of our clerks, was passing the cigars and we found out it was a boy. That makes it two boys and a girl for the O'Sullivans.

Birthday greetings are extended to Night Station Superintendent Matt Feaheny and to Joe Nonkovich, supervisor. May both of them have many more.

Switchman Darrell Worker, who underwent surgery, is now recuperating at home. Here's wishing him a speedy recovery.

—LEO J. BIEN

Good News From Folks On Sick List

STORES — Larry Stephens and Leonard Skrine, both stock clerks at West Shops, are making fine progress in their way back to good health. We hope they'll be back on the job soon.

Ralph Roter, stock clerk at Storeroom 42, Skokie, is recovering nicely from his operation. Ralph should be back with us shortly.

South Shops location shows no favoritism in having boys or girls this month. William Gerber, stock clerk, became the proud father of a boy, Michael Dennis, weighing eight pounds, one ounce, born on February 27. ... Harold Friedl, stock clerk, proudly presents his little girl, Barbara Jean, born on February 20, weighing seven pounds, six ounces.

Laurel is the name of the granddaughter of Herb Hoyer, general office. This happy event took place on March 16.

GOLDEN ANNIVERSARY



HONORING their 50th wedding anniversary on February 6, Mr. and Mrs. Louis Bartelheim, retired relief station superintendent, held an open house celebration at their south side residence. About 150 guests, including sons of the couple, Arthur and August Bartelheim, both CTA supervisors in District "A," as well as several other CTA employees, attended to extend their congratulations and partake of the cake and coffee. Louis retired in August of 1951 after 44 years of service.

Reported by Joe Smith

We welcome Helen Dobbs, typist at West Shops, who recently transferred to our department from Transportation. Another new face in our department is Margaret Rosich, new typist in our general office.

—JEAN O'NEILL

Mother, Grandpa And Baby All Doing Fine

WESTSIDE (MET)—Agent Elmer Hane is a proud grandfather for the first time. His daughter, June, became mother of a bouncing baby boy, Steven John Cole, born March 6, weighing six pounds, 13 ounces.

Agent Bess Grogan's sudden death came as a great shock to everyone. Bess had over 30 years' service and was loved by all who knew her. Our deepest sympathy to her sister and brothers.

We are happy to announce that Joan Murnane and Catherine Mahoney are on the job again after quite a bout with that old virus. However, we regret to say that Eva Devitt presently is on the sick list. She is improving after having

spent several weeks in the hospital.

Sara Simmons is on a trip to Florida. . . . Pearl Waite is visiting her sister in Toledo, Ohio. . . . Sadie Rowe, Rose Stritesky and Pensioner Mary Creighton are driving to Mexico and all points west. . . . Mary Avallone and Laura Sullivan are also on their vacation.

Our welcome mat is out for the following new agents: Lorraine Swanson, Helen Tallister, Dorothy McGreevy, Peter P. Lagoonoss and Paul R. Meils.

—KITTY KEEGAN AND RUTH HANSON

How Good Is Fred At Singing Lullabies?

WEST SHOPS—Fred Simmons, bus overhaul shop, held open house for Sir Stork on March 2. The long-legged bird delivered a fine boy, weighing six pounds, seven ounces, who was promptly named Kevin Patrick. Mother and son are doing fine and Fred is back to normal.

Congratulations to John Hegarty, whose son, Reverend Martin Hegarty, will celebrate his first Mass on May 9.

We were all glad to see Bill Rafferty back on the job after a leg injury which kept him in dry-dock for three weeks.

Many of the boys at West Shops are talking about vacations and fishing. Some are even looking over their garden lots. Well, that time will soon be here again.

We were all very happy to see the "Sons of Erin" stage their traditional noon-time parade through the West Shops on the 17th of March. It was headed by Duncan Robie and Phil Boyle with their bagpipes. Let's all get to-

gether and make next year's parade really something to talk about.

—TED SHUMON

Sick List Dwindles; Three Back At Work

WILSON SHOPS—Edward Hendrickson, general foreman of Rapid Transit terminals, started the month of March like a lamb. Ed was confined to his bed by a virus infection for one week. It's nice to see him back on the job. . . . George Paddon, clerk at Wilson terminal, is back on the job after a three-week illness. . . . Leo Dreyer, truckman at Wilson Shop, has returned to work after a three-week stay in the hospital and a week at home. An ulcer was the cause of it all.

Harry Curkan, former clerk at Wilson Shop and now stationed at Fort Leonard Wood, Missouri, stopped in to say "hello" while at home on leave for a few days.

Fred Plattner, machinist foreman, recently motored to Kokomo, Indiana, with his family to visit friends.

Robert Mueller, machinist, has switched from the Oldsmobile "88" to the Ford "8." Bob was aware that the Ford was easy on gas, but after running out of gas and holding up traffic at Lawrence and Western avenues, he also learned that it is necessary to refuel once in awhile.

Anthony Antonucci, general foreman, and Mrs. Antonucci are proud grandparents again. This time it was a seven pound boy, born to their daughter, Shirley, now Mrs. Albert Pomierski, on March 7.

I would appreciate receiving some news for CTA TRANSIT NEWS. Please call me.

—EVERETT E. ENGLAND

RETIRED COMPTROLLER PASSES AWAY

CHARLES H. ALLEN, 80, of Chevy Chase, Maryland, who was comptroller of the former Chicago Surface Lines from January 1, 1925, until his retirement on January 1, 1944, passed away March 2.

Before becoming associated with Chicago Surface Lines, Mr. Allen, a native of Bridgeport, Connecticut, had been connected with the Stone and Webster organization for eighteen years. His specialty there was the study and solution of financial problems confronting transportation, utility and industrial enterprises in various large centers of the United States. Prior to his connection with Stone and Webster, Mr. Allen had a wide experience as traveling auditor for railways, gas, electric light and power companies.

Surviving are two daughters, Elizabeth and Alice, both of Washington, D. C.

PICTURE OF THE MONTH



ALTHOUGH she's busy practicing to be "Just like mommie," cute Mary Ellen Crowley, three-year-old daughter of former CTA Chief Switchboard Operator Dorothy Dockham Crowley, found time to be a recent visitor at the Mart offices. She informed George Kelly, chief of telephone section, that she, too, is an efficient "Hello Girl" and sent this picture to prove it. Mary Ellen is the godchild of Mary E. Clarke, Accident Prevention Department.

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

Pensioner Visits City; Greets Old Friends

TRANSPORTATION AND INSURANCE—Fred and Rose Sirr of Green Forest, Arkansas, formerly of the Transportation Department, recently held open house for their friends in Chicago. They were returning from a trip to Detroit, where Rose welcomed into this world her second grandchild, a girl.

Edward Budoff, radio dispatcher, cruising through Lombard at a thirty-two mile pace, was sum-

moned to pull over and received a speed violation ticket. Had he demanded a trial by jury he would have appeared before *Ruth Souter*, who was serving as a juror at the time. A fellow juror was *Mrs. Laddie Kiery*, wife of the clerk at 54th Terminal, Douglas Park Branch.

Barney Oldfield could not have felt prouder than *Charles Stephenson*, who, in possession of his first driver's license and his first automobile, donned a long feather duster and took to the open roads.

Mary Berry, the Irish colleen of the Insurance Department, braved the cold winds to view the Ancient Order of Hibernians parade, which proved to be a huge success through the untiring efforts of two CTA'ers, *Station Superintendent E. C. Tocci*, 69th, and *J. J. Donovan*, Accident Prevention.

Millie Thurow, telephone, and her husband, *John*, 77th Street, recently returned from a trip, part of the time being spent in New

ENJOYING SUNSHINE



A MERRY GROUP of CTA pensioners gathered in Phoenix, Arizona, to make this picture possible. All former north side transportation employees, they are (left to right) *Mrs. and Mr. William Garvos*, *Mrs. and Mr. Fred A. Beck* and *Mrs. and Mr. William A. Warnock*, all of whom have settled in and around the sunny Arizona city.

Reported by C. R. Blaney

Orleans and the rest of the time touring California.

The strains of "Happy Birthday" could be heard practically all during the month of March, as milestone dates caught up with the following lions and lambs: *George May*, *Joe Hemzacek*, *Louise Knif-fel*, *Mary Clarke*, *Charles Gyllings*, *Mary Flanagan*, *Marie Krausman's* mother, *Kate*, *George Kelly*, and *St. Patrick* himself. *George Kelly*, whose birthday is March 16, was presented with a green taffeta tie, four feet long, from an unknown admirer.

Jack Krause, radio dispatcher, will have tall tales to tell of his three-week stay in Miami, Florida. He has been saving his pennies to spend an evening listening to the *Vagabonds*, who appear often on the *Godfrey TV* show.

—JULIE PRINDERVILLE

Florida Fisherman's Luck All Good

WESTSIDE—Fish stories usually end up with "the big one got away." But our Douglas Park *Motorman Walter Majchrzak* brought his big catch home with him. It included some whopping dolphins from Florida. Guess it's time to look over the fishing tackle and equipment for the coming season.

Glad to see *Conductor Frank Card* return to his duties after a serious operation and a long convalescence. . . . *Conductors W.*

Rafa and *V. Clark* are back at work again after being on sick leave.

Motorman George Clark, who recently returned from a trip to Louisiana, brought his father back to Chicago with him on account of illness. We all hope he is on the road to recovery. . . . *Receiver L. Wiedenhoft* was confined to a hospital bed for a few days for observation. However, he was soon back at his duties as usual. . . . *Conductor M. Matros*, Logan Square, is confined to a hospital suffering from arthritis at this writing. We hope to see him back at work soon.

Our heartfelt sympathy to the families of *Bessie Grogan*, *Daniel Guerra* and *James McDonald*, all of whom passed away suddenly. They will be missed by their many friends.

*Motorman Joe Rau*en and his wife had a son born to them on March 8. The youngster has been named *Joseph Adam, Jr.*, and weighed six pounds, one and one-half ounces.

Wedding bells rang for *Tom McGourty, Jr.*, son of Lake street *Motorman Tom McGourty*, who was married on February 6 to *Rosemary Roberts* at St. Thomas Aquinas church. The groom's brother, *Father James McGourty*, officiated at the ceremony. *Father James* worked on the Lake Street branch as a student trainman while attending school at Quigley. His assistant at the mass was *Marty Hagerty*, who expects to be or-

dained during the month of May. *Marty* was also a student trainman on the "L" while attending Quigley. *Marty's* father has been with the Boulevard System for 30 years. *Motorman McGourty* is sure a proud father.

Mr. and Mrs. Joe Neffas left on their vacation April 11 for San Francisco. *W. Wolanin* and *Frank Bartusiak* will join them in that city. On their way back home they plan to tour Reno, Nevada.

—WALTER J. REICH

Grade "A" Addition To Grady Family

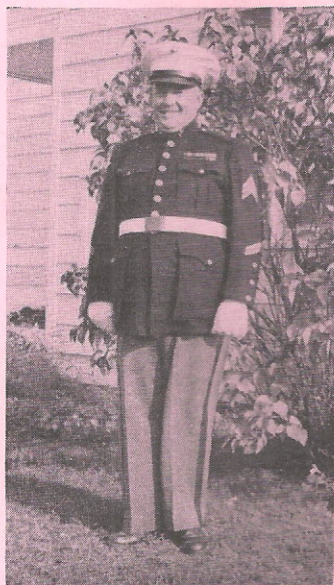
77TH — *Mrs. Marty Grady* welcomed 10-pound, three-ounce *John*, new boss of the Grady family, on February 27 in Little Company of Mary hospital. *Marty* has been at 52nd Station since the last clerk's pick.

Speaking of 52nd and new people and occurrences, *Rudy Albrecht* took over as chief clerk at that station on March 22. *Mrs. Albrecht*, who recently underwent surgery, is recovering nicely.

John Theis took over on the conductor's window and *Frank Rooney*, his predecessor, went back home to 69th.

We welcome *Violet Stegman*, our new typist, who filled the vacancy left when *Helen Dobbs* took off for West Shops, which is nearer

MARINE VET



PROUDLY displaying the uniform he wore as chaplain of the Department of Illinois Marine Corps League for two years is *Conductor Michael H. Tierney*, 77th. Since last December he has been a patient at Veterans Administration Hospital, Hines. *Mike* hopes to be well and back on the job soon, and asked to be remembered to all his fellow workers. He has 31 years of transit service.

ON JOB 42 YEARS



THE SMILE on the face of *Agent Lulu Hamann*, currently the A.M. agent at Indiana avenue station, can be attributed to the fact that she is beginning her 42nd year of transit service. "Lu" was assignment agent on the Southside for many years. Here she is posed in the agent's booth.

Reported by Leo J. Bien

ORLANDO BOUND



CLIMAXING nearly 34 years of service in the Shops and Equipment Department, *Day Foreman Joseph H. Gamen* retired effective April 1. Honoring the occasion, fellow co-workers at 69th Street assembled to bid farewell to Joe, at which time *Day Foreman Robert McClelland*, who assumed Joe's duties, presented a cash gift to the retiring CTA'er on behalf of other Shops and Equipment Department foremen and office personnel.

Joe began in transit work as a car cleaner on August 10, 1920, and served in various successive capacities through the years. Although widely known throughout the entire system, having worked at a number of CTA locations, Joe spent the greatest span of his service at 77th Street.

In retirement, Joe and *Mrs. Gamen* will make their home in Orlando, Florida. A son of the couple, *Herbert*, also works in Shops and Equipment as a bus repairman at 77th.

her home. We received a letter from Helen about her new job and she's very happy.

We welcomed *Pete Tolly*, new clerk, but we had to say goodbye to him about a week later because of the clerk's pick.

Early in February we welcomed *George Evans* back as bus superintendent. He had been at 69th as superintendent for some time.

Welcome to *R. J. Bailey*, who took over as night superintendent of cars. . . . A fond farewell from all to *Joe Hemzacek* and a sincere wish for his continued success. Joe is now located at the Merchandise Mart offices.

Roscoe Wakefield, mysterious man of magic and mental excur-

sions, arrived at the depot on St. Patrick's Day with a bright red handkerchief stuffed in his shirt pocket. As he pulled it out of his pocket, it turned to Kelly green with not a trace of red.

Johnny Stich, former assistant chief operator at 77th Station switchboard, who transferred to North Avenue, is recuperating from a broken knee bone, contracted when he fell on the icy pavement. He was hospitalized at Oak Park hospital.

To the family of *William Pugh*, we extend our sincere sympathy on his passing. He was one of our finest.

—WILBUR JENSEN AND
JOE SMITH

RECENT APPOINTMENTS

IN A department order signed by *Charles E. Keiser*, superintendent of transportation, and approved by *Thomas B. O'Connor*, general superintendent of transportation and shops and equipment, and *W. J. McCarter*, general manager, *J. J. Hemzacek* was appointed superintendent of instruction effective February 1. Coincidentally, *R. J. Bailey* was appointed night superintendent at 77th station, streetcar operation.

RECENT DEATHS AMONG EMPLOYEES

JAMES H. BATCHELOR, 60, Electrical. Died 2-20-54. Employed 6-10-35.

H. J. BAUMEISTER, 68, retired trainman, Southside. Died 2-15-54. Employed 8-08-19.

P. E. BLEIMHEL, 80, retired towerman, Loop. Died 2-19-54. Employed 6-05-00.

H. J. BURMEISTER, 79, retired guard, Northside. Died 2-20-54. Employed 1-27-19.

ROBERT BURNS, 54, Shops and Equipment, Kedzie. Died 3-8-54. Employed 12-17-29.

C. O. CARLSON, 64, retired conductor, 69th. Died 3-2-54. Employed 9-23-25.

J. J. CARROLL, 77, retired watchman, Track. Died 2-06-54. Employed 3-28-25.

FRANK COURTNEY, 73, retired conductor, Kedzie. Died 2-12-54. Employed 4-16-04.

M. CUNNINGHAM, 77, retired collector, Northside. Died 3-08-54. Employed 6-07-01.

JOHN DALY, 68, retired motorman, Cottage Grove. Died 2-06-54. Employed 2-11-20.

E. J. DUPREY, 79, retired conductor, Limits. Died 2-26-54. Employed 9-06-18.

E. DWYER, 68, retired agent, Northside. Died 2-22-54. Employed 9-08-18.

LOUIS DZIEWONSKI, 66, retired conductor, 77th. Died 2-25-54. Employed 8-08-10.

JAMES ELDER, 59, conductor, Limits. Died 3-9-54. Employed 6-30-20.

EDWARD C. FELIX, 63, watchman, Transportation. Died 3-14-54. Employed 10-11-43.

G. J. FILIATREAU, 65, retired motorman, 69th. Died 2-17-54. Employed 10-25-26.

SAMUEL FILSON, 48, Shops and Equipment, Kedzie. Died 2-28-54. Employed 11-6-42.

A. GREGORCZYK, 65, retired car repairman, Lawndale. Died 1-30-54. Employed 1-01-25.

J. M. GREIG, 59, retired conductor, 77th. Died 2-11-54. Employed 5-04-21.

BESSIE GROGAN, 57, ticket agent, Metropolitan. Died 2-21-54. Employed 9-27-23.

DANIEL GUERRA, 51, guard, Metropolitan. Died 2-22-54. Employed 1-3-24.

S. GUSTAFSON, 61, retired bus cleaner, North Park. Died 2-20-54. Employed 3-23-20.

LOUIS HAASE, 63, motorman, Devon. Died 3-12-54. Employed 1-6-20.

J. C. HAGEDORN, 69, retired flagman, Burnside. Died 3-06-54. Employed 7-18-16.

T. J. HAWKINS, 72, retired motorman, North Avenue. Died 2-05-54. Employed 7-29-09.

JOSEPH JURICH, 60, switch cleaner, Track. Died 3-11-54. Employed 2-2-21.

M. KAZWELL, 71, retired car repairman, Cottage Grove. Died 2-7-54. Employed 12-24-19.

THOMAS M. MAY, 57, conductor, Kedzie. Died 3-8-54. Employed 2-6-23.

JAMES J. McDONALD, 46, yard foreman. Died 3-11-54. Employed 4-19-27.

F. J. MEYERS, 59, retired bus operator, North Avenue. Died 2-10-54. Employed 1-23-17.

J. E. MOTT, 70, retired guard, Southside. Died 2-12-54. Employed 1-11-17.

J. A. PEKUNOS, 75, retired bus cleaner, Archer. Died 2-16-54. Employed 11-08-13.

H. C. PRESTINE, 76, retired conductor, Archer. Died 2-24-54. Employed 5-20-13.

A. W. ROCHE, 75, retired motorman, Cottage Grove. Died 2-16-54. Employed 11-25-19.

JOHN RUSSELL, 74, retired motorman, 77th. Died 2-19-54. Employed 6-19-17.

EVELYN SCHLAU, 45, clerk, Accounting. Died 3-3-54. Employed 5-10-26.

MAE E. SHUPE, 63, retired agent, Loop. Died 2-10-54. Employed 10-13-43.

E. F. SQUIRES, 68, retired motorman, Southside. Died 2-24-54. Employed 7-16-07.

M. VARCA, 66, retired laborer, Track. Died 2-09-54. Employed 3-18-21.

EMIL VIDAS, 69, retired motorman, Devon. Died 2-26-54. Employed 6-17-13.

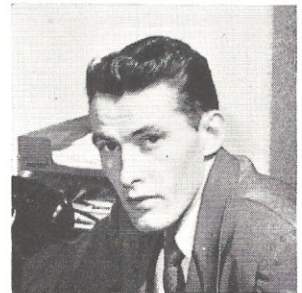
A. B. YANTIS, 71, retired motorman, Kedzie. Died 2-07-54. Employed 6-21-18.

CTA Transit News Wins Grand Award



FOR THE second time in three years, CTA TRANSIT NEWS has been awarded first prize for 1953 among Class I magazines and grand award among all transit employee publications with a total of 95 out of a possible 100 points for overall excellence.

The contest was sponsored by Mass Transportation, national transit trade publication. CTA TRANSIT NEWS won the same two awards in the 1951 competition and placed second in its class for 1952.



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

Presentation of awards was made recently to *W. M. Howlett* (right), supervisor of publications, who edited the prize-winning November issue, by *Bruce Howat* (left), editor of Mass Transportation, with General Manager *Walter J. McCarter* and *David E. Evans*, present editor, looking on. Other members of CTA TRANSIT NEWS staff are shown in the two accompanying photographs. They are *Richard H. Torp* (right), editorial assistant, and *John J. Bowen*, supervisor of advertising production.

Among others who helped to win top honors for CTA TRANSIT NEWS are the CTA photographers and the departmental reporters whose names are listed below their columns in the "Inside News" section.

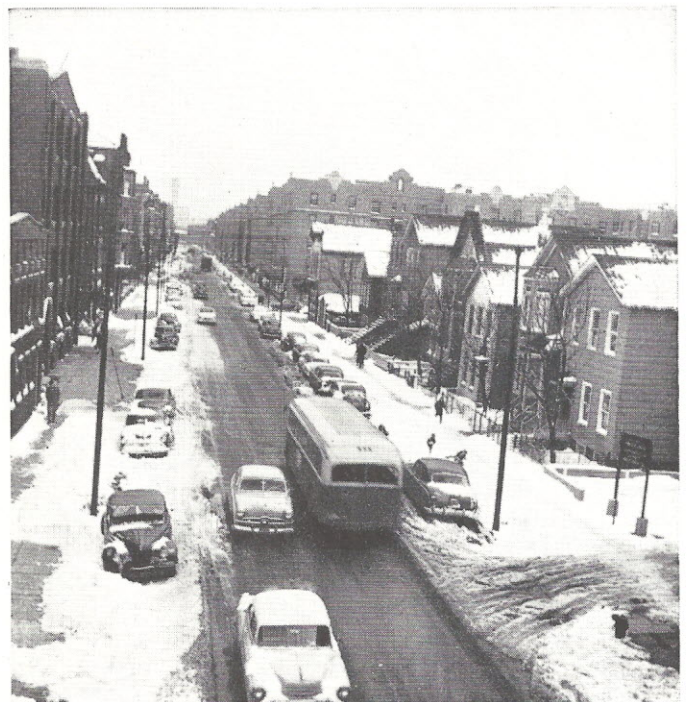
CTA Keeps Lines Open Despite Heavy Snow

A HEAVY SNOWSTORM, which came almost without warning in March and blanketed the city, found CTA prepared and able to keep surface division lines open and traffic moving with a minimum of delay.

Despite the fall of 12 inches in some sections of the city—the newspapers called it the heaviest in 15 years in those areas—the CTA through expedient use of its personnel and snow-fighting equipment was able to keep the main traffic routes comparatively clear.

Except for delays caused by private automobiles parked at curblines which hampered snow removal on some thoroughfares, schedules were maintained at near normal intervals. The accompanying picture, looking south on Sedgwick street from the North avenue "L" station, shows the center lanes of traffic free of snow, while both sides of the street are lined with parked autos deep in snow.

CTA employees, working under such adverse circumstances to keep lines open, deserve commendation for the excellent job they did in providing near-normal service for thousands of local transit riders.





INSTALLATION of new 86-foot plate girders spanning Ontario street at Franklin street was in progress when this

photograph was taken. The street is being widened to provide a westbound feeder route for new expressways.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF FEBRUARY 1954 AND 1953, TWO MONTHS AND TWELVE MONTHS ENDED
FEBRUARY 28, 1954

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

	Month of February		Period Ended Feb. 28, 1954	
	1954	1953	2 Months	12 Months
Revenues	\$ 9,101,817	\$ 9,814,995	\$18,755,237	\$122,507,890
Operation and Maintenance Expenses	8,438,735	8,561,853	17,484,017	105,744,127
Available for Debt Service	663,082	1,253,142	1,271,220	16,763,763
Debt Service Requirements:				
Interest Charges	422,528	403,283	846,118	4,927,930
Deposit to Series of 1947 Serial Bond				
Maturity Fund (Note 1)	150,000	83,333	300,000	1,533,333
Revenue Bond Reserves (Note 2)	30,000	23,000	60,000	304,000
	602,528	509,616	1,206,118	6,765,263
Balance Available for Depreciation	60,554	743,526	65,102	9,998,500
Provision for Depreciation—Current Period	728,145	785,199	1,500,419	9,800,631
Balance Available for Revenue Bond				
Amortization Fund (Note 3)	667,591 r	41,673 r	1,435,317 r	197,869
Revenue Bond Amortization Fund	—	—	—	1,216,714
Balance Available for Other Charges (Note 3)	\$ 667,591 r	\$ 41,673 r	\$ 1,435,317 r	\$ 1,018,845 r

r - Denotes red figures

PASSENGER STATISTICS

Originating Revenue Passengers	51,706,004	54,432,741	106,304,314	680,286,720
Transfer Revenue Passengers	2,253,484	2,278,056	4,597,365	28,849,168
Total Revenue Passengers	53,959,488	56,710,797	110,901,679	709,135,888

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at February 28, 1954

1952-53 Orders:	Delivered to Date	Remaining to be Delivered	Total
Propane Buses	218	182	400
El-Subway Cars	2	248	250
	220	430	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 Funds" 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.

New 86-Foot Girders Span Widened Ontario Street

WIDENING of Ontario street, designated west-bound feeder for the new Northwest and Congress street expressways, necessitated relocation by the CTA of existing elevated columns at Franklin and Ontario streets to clear the right-of-way for the new feeder route.

Preliminary work on the project was completed recently with the installation of new plate girders spanning 86 feet from the north to the south side of the street. The street is being widened to 52 feet to provide three traffic lanes and a parking lane on each side.

The elevated columns at this intersection formerly were located on the original Ontario street curb lines. The new columns are located 21 feet north and 21 feet south of the positions of the old columns to completely eliminate the elevated structure column traffic hazard. Structure loads carried by the old columns were transferred to the new girders and the old columns were removed. All work was planned and executed so that no interference with elevated train service or street traffic would occur.

The structure design was by CTA Engineering Department, and the steel was fabricated by the American Bridge Company. The foundation work was by Michael J. McDermott Company and the steel erection by Overland Construction Company, the general contractor. Cost of the project was approximately \$75,000. Each girder weighed 28 tons.

Recent Service Revisions Affect Four Bus Routes

EFFECTIVE Monday, February 22, CTA streetcar service on the Madison-Fifth Avenue route was discontinued due to the progress of Congress superhighway work.

The discontinuance of this line was authorized by Chicago Transit Board during the latter part of 1953 subject to being advised by the City of Chicago when superhighway construction work would require excavation in the street. This notice was received by CTA on February 18.

Since December 13, 1953, when the Madison Street route was converted from streetcars to buses, service on the Madison-Fifth line has been provided by one-man streetcars.

IN COOPERATION with the Chicago Park District, Chicago Transit Authority revised the southbound P.M. routing of its Ashland-Downtown bus line in the vicinity of the 63rd and Loomis "L" station, effective Monday, March 8.

The revised route provides that during the P.M. hours southbound Ashland-Downtown buses will operate south on Ashland Avenue to 59th Street, east on 59th to Loomis, south on Loomis to 63rd Street, west on 63rd to Ashland, and south on Ashland to the terminal at 95th and Ashland.

Southbound riders transferring from the 63rd and Loomis "L" station board Ashland Avenue buses at the northwest corner of 63rd and Loomis Streets.

The northbound A.M. routing of the Ashland-Downtown buses remains unchanged, operating north on Ashland to 69th Street, east on 69th to Loomis Street, north on Loomis to 63rd Street, west on 63rd to Ashland and north on Ashland.

EFFECTIVE March 8, the 87th Street bus line was extended westward one mile from the terminal at Hamlin Avenue to a new western terminal in the vicinity of 87th and Cicero Avenue.

Permission was granted by the City of Hometown council for buses to operate west on 87th Street to Kenton, south on Kenton to 87th Place, east on 87th Place to Kostner, north on Kostner to 87th Street, then eastbound on 87th Street.

Operation over this temporary routing will continue for sixty days, during which period this new service into the Hometown area will be carefully checked to determine the results of the operation. Continuation of the extension will be dependent on the patronage accorded it during the first 60-day period.

If the service is continued at the end of 60 days, this temporary terminal will be used until other agencies, as promised, provide an off-the-street terminal in the vicinity of 87th and Cicero.

Surface System rates of fare and transfer privileges apply on the extended route.

The 87th Street extension operates weekdays and Saturdays to the new western terminal (87th and Kenton). On Sundays and holidays, the former western terminal at 87th Street and Western Avenue remains in use.

MODIFICATION of Ohio Street-Depots bus line, Route No. 157, on the near north side, east of Michigan Avenue, to provide more efficient service for this area, became effective Monday, March 15.

The revision of this route, authorized by Chicago Transit Board, is made possible by Pearson Street being changed by the City of Chicago from an eastbound street to a two-way street, between Lake Shore Drive and Seneca Street.

Under the new routing, buses operate north in Seneca Street from East Chicago Avenue to Delaware Place, east in Delaware to DeWitt Place, south in DeWitt to Chestnut Street, east in Chestnut to Lake Shore Drive, south in Lake Shore Drive to Pearson Street, west in Pearson to Seneca, south in Seneca to Chicago Avenue, east in Chicago to Fairbanks Court, thence south in Fairbanks Court and over the previously established route to the west terminal at Canal and Jackson.

The only change in the routing is that southbound buses will operate west in Pearson Street from Lake Shore Drive to Seneca, south in Seneca to Chicago Avenue, east in Chicago to Fairbanks Court, and then south in Fairbanks Court over the regular route, instead of operating west in Chicago Avenue from Lake Shore Drive to reach the Fairbanks section of the route.

WRECKING operations are now almost completed in the removal of the Humboldt Park "L" structure from Western avenue to the end of the line near Lawndale avenue. Rails and other operating facilities are being salvaged by the CTA for use at other locations on the Rapid Transit system. Regular service on the line was discontinued on May 4, 1952. This photo shows a section of the line near Western avenue shortly after wrecking operations began.



NEW FARE-O-MAT TURNSTILES INSTALLED

Device Accepts Coins or Large Tokens

NEW TYPE coin-token turnstiles were recently installed at eight locations on the Rapid Transit System. A two-way operation feature of these turnstiles permits their use by patrons exiting from or entering the train boarding areas.

One of the new turnstiles is at Marion station on the Lake street branch; six are at Desplaines station on the Garfield Park branch, and the eighth has been placed at the Randolph-Washington station in the State street subway.

The subway installation also includes, for experimental purposes, a transfer machine, first to be tested on any transit property in the United States, which both prints and issues a transfer when required.

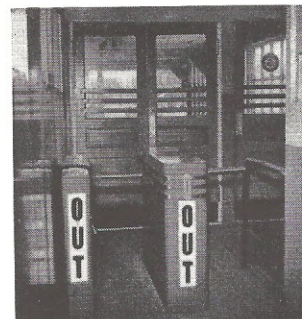
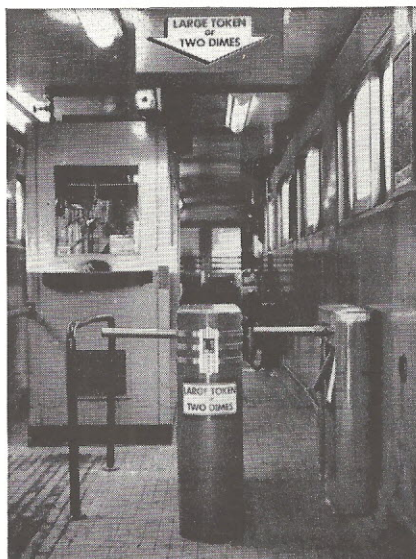
The combination turnstile is called a Fare-O-Mat and it accepts either two dimes in cash or a large CTA token. Other turnstiles in use on the "L"-subway lines will take only large tokens and cannot be used to exit.

On going through the station to board trains, a passenger using two dimes inserts them in a slot to the left and this unlocks the turnstile so he may enter. The passenger who pays with a large CTA token deposits it in the slot to the right and this, likewise, unlocks the turnstiles so he may enter. In each case, the fare paid comes into view behind a small window in the front of the turnstile.

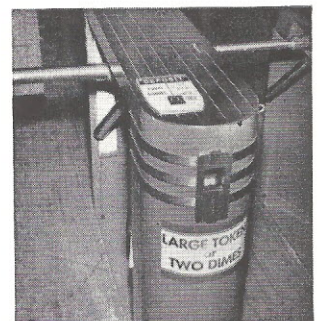
Other combinations of coins, or small tokens, cannot be handled by the machine and are rejected, along with undersized coins or slugs, into a tray marked with a white dot on the side of the turnstile.

When there is no agent on duty, the coin slots of the Fare-O-Mat are covered with a plate labelled "pay fare on train" and the turnstile can continue in service for exiting only.

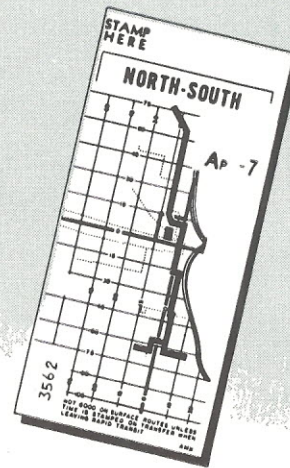
PICTURE showing new type coin-token turnstile installed at Marion station on the Lake street branch as it appears to patrons passing through to board CTA trains.



THIS IS how the new installation (right) looks to patrons leaving CTA trains. It permits exit as well as entrance.



CLOSE-UP of new Fare-o-Mat turnstile, showing the two slots on the top of the approach end. The passengers paying fare with two dimes insert them into the slot at the left; those who pay with a large CTA token insert it into the slot at the right.



TYPE OF TRANSFER special machine prints and issues in conjunction with Fare-o-Mat turnstile at Randolph-Washington station in State street subway.

The action of the transfer machine being tested in conjunction with the new coin-token turnstiles is automatic. As the fare is deposited in the Fare-O-Mat and the passenger goes through the turnstile, the movement activates mechanism which partially ejects a printed transfer from the machine. If the passenger takes the transfer, another appears with the payment of the next fare. If the transfer is not taken, it remains for the next passenger. The mechanism is so designed that while one transfer is in the machine no other one can be ejected.

The transfer machine was developed by the Ticket Issuing Machine Company of England, and was obtained through its American representative, Samuel Moore & Company.

At most outlying stations, passengers are predominantly entering in the morning rush period and leaving in the evening. At downtown stations, just the reverse is true. The adaptability of the new turnstile to the changing needs that come with the passing hours of the day is especially important in the very limited amount of space available in rapid transit stations.

our Public Speaks...

MORE AND MORE emphasis is being placed by business these days on salesmanship. This is the ability to persuade people to buy one certain product or service in preference to another. In a competitive market a sale is often made by the sheer force of the salesman's personality, coupled with his willingness to accept the responsibility of satisfying the customer's needs. The business of providing local transportation is much the same. It is a public service. It has to meet competition. Its salesmen, those who are in direct contact with the public, must possess attributes which go along with the job. A pleasant personality, combined with a considerate attitude toward the customer and proper performance of duties promote sales and good-will, as reflected in these letters from riders:

Visitor's Comment

"Several weeks ago I made my first visit to Chicago. I traveled extensively throughout the city by public conveyances—the 'L'-subway, buses and trolleys. During my five-day stay I found the operators and officials at all times courteous, kind, helpful and ready with a smile. This did much to make my visit to Chicago pleasant."

"Service with Courtesy"

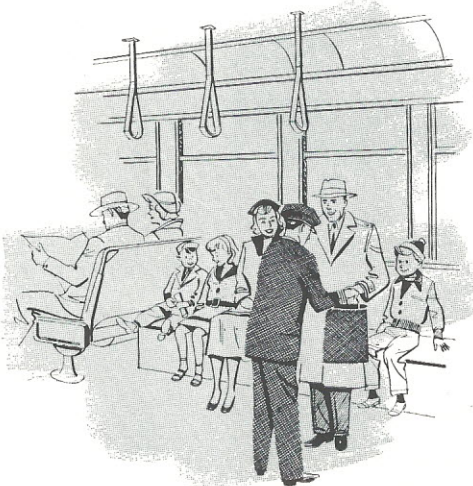
"You have a number of fine drivers on the Northwest Highway bus route, but Operator No. 5482 (*C. M. Helm*, North Park) is outstanding. I have a long trip from Oliphant to the Berwyn 'L' station and have the opportunity to note the service and courtesy shown to passengers. The fine service this driver gives is what a good businessman would give his customers. CTA would not lose customers if every operator rendered this type of service."

"Calls Streets Clearly"

"I rode on the Cottage Grove street-car today of which Operator No. 7407 (*Edward Melant*, Cottage Grove) was in charge. He is courteous to everyone, calls out the streets and transfer points clearly. He also gives what connections are at transfer points, such as 'Harrison street, change for County Hospital; 12th street, I.C. station, etc.' Several passengers commented on the way he did his work, not to him, but to one another. He should be commended."

"Brightened my Ride"

"While riding on a Garfield Park train today, I observed an incident which considerably brightened my ride. At Pulaski road, a man and wife boarded the train, with three small



children. In their absorption in getting all safely aboard, they left a shopping bag on a bench on the platform. Your alert conductor No. 21261 (*W. R. Marion*, Laramie) noticed the bag, and seeing that the family had their hands full, got off the train and retrieved it for them. This might seem a small thing, but such unsolicited courtesy was very refreshing to me."

LESS PLEASANT TO RECEIVE ARE LETTERS LIKE THESE:

"Today I was standing at bus stop No. 5 at Soldier Field waiting for a bus to the Loop. When a bus came along the driver stopped at No. 7, but did not stop for me at No. 5. He motioned me to go to the next stop, No. 3. I ran after the bus, but just as I approached it, he pulled away even though I rapped on the window. Then I ran after the bus again, to No. 1 stop, but he also pulled out and left me standing there. I think this sort of personal service is unforgivable."

COMMENT: CTA vehicles are operated to provide convenient local transit service for the accommodation of its patrons. Whenever an employe fails to open doors to permit passengers to board or alight, it is a serious violation of rules and regulations.

"I am a daily rider of the Diversey bus, which I board at Michigan avenue and South Water street at about the same time every day. Like most passengers, I purchase tokens, but the operator of one particular bus has never failed to take the \$1.00 bill I hand him in such a discourteous manner that today it fell to the floor of the bus. It has happened to others, too, so that it is obvious that it's his general manner and not just an occasional one. I see no reason for his acting in such a surly manner as it is certainly his duty to sell tokens if requested."

COMMENT: All CTA employes are expected to perform their duties in a courteous, accommodating and helpful manner at all times. They are carefully instructed in the handling of fare, token and transfer transactions. Certainly the fare collecting methods reported here are not in accord with CTA policy.

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

	February, 1954	February, 1953
Complaints	802	899
Commendations	94	75

How did you meet your wife?

INQUIRING REPORTER: William Prokop

LOCATION: 52nd Station

JOSEPH DesPARTE, Supervisor (with Inquiring Reporter **William Prokop**, right): "Strange as it may seem, it was at a wedding that I met my wife. Possibly that gave her ideas. At any rate, not long afterwards we attended our own."



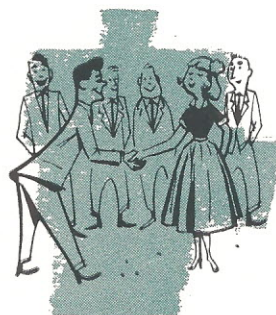
ANDREW BISCHAK, Operator: "I met my wife at a dance. After our first waltz together, I said to myself, 'This is it—love at first sight.' And it must have been because we're still very much married and very happy."



HARRY KROAN, Operator: "My wife and I met at a party. I never suspected that attending the affair was going to lead to a wedding party—especially one at which I would be the groom. However, that's the way it turned out and I've never had occasion to regret it."



TED HASSEL, Operator: "My brother, *Walter* (also pictured on this page), was the one responsible for first introducing me to the girl who became my wife. On that first occasion I offered her a ride on my bicycle. Later on we decided we would like to ride out life together and we were married."



WALTER HASSEL, Operator: "Most people agree that friends are wonderful things to have and I'm in agreement. Four of my friends must have been in agreement that a wife was a wonderful thing to have, because the girl I later married was introduced to me by four of my old buddies."

Looking Into Spring

THIS IS the time of the year we get a real yen for a new dress. Just the idea that Spring is here brings on a desire for a bright dress with a warm weather touch, whether it is in the material or in the style.

Speaking of style, the illustration below introduces the trend in the way of necklines for 1954. Notice the away-from-the-neck silhouette effect. Smart women know that whether in the office or in the home, comfortable wearing apparel tends to make the day more pleasant and this new neckline helps avoid that "closed in" feeling.

Many of the newer fabrics, colorful denim plaids, orlon, dacron and similar materials, are the answer to a woman's prayer. Whether your wardrobe be neatly tailored or softly feminine, these garments can be laundered with little or no ironing, looking fresh and unwrinkled.

Just to add a suggestion or two for that Spring wardrobe, here's the perfect chunky jacket to slip on when the weather is just a little cool. The jacket ends just above the waist in a bolero line. As you can see in the illustration, it is crocheted in a diamond pattern and the turn back cuffs bring the sleeve length to just below the elbow, another trend in the fashions for '54. You'll find this jacket excellent for all occasions and a very practical item in your wardrobe.

Now that we're looking into spring and are about ready to enjoy this wonderful weather with all our gay, colorful clothing, let's not forget the "must" for every woman—that finishing touch—the handbag.

For Spring, we suggest a roomy, pouch-styled bag. The one pictured is encrusted with china beads stitched on in a circular design. It can be made of pastel-colored linen,



EXCELLENT for all occasions and a very practical item in your wardrobe.

adding more gaiety to your apparel. It's comfortable to carry, too, with the long double strap for over-arm carrying and will most certainly be a much needed accessory for your Spring wardrobe.

Spring Cleaning and Redecorating?

SHAMPOOING your rugs can be quite easily done. Sweep thoroughly and then, using detergent suds, spread lather on small area and sweep into nap with a broom. Blot up suds with a clean cloth before rug backing gets wet. Rinse with a cloth wrung out in warm, clear water. Repeat over entire surface. (One word of caution: Try suds on a small area first to be sure rug is colorfast.)

IF THE man in the house is putting away your storm windows, suggest that he give the glass a heavy coat of either paste or cream glass cleaner. This protective coating will keep scratches and dust from the glass. Next fall, all you have to do is rub it off for a "clean start."

TO GIVE that small room a big-room look, a couple of decorating tricks will do the job. Just plan to use a plain background on the walls, use built-ins for maximum efficiency, and make the walls, draperies, bed spread, and built-ins, all one neutral color.

PLAID denim and stand-away collar, one of the newer things in style and fabric.



FREE direction leaflets for this easy to make handbag and the chunky jacket are available by writing Women's Editor, CTA Transit News.

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AT ALL TIMES