



TRANSIT NEWS

MAY, 1954



All Around The Town

(See Page 17)

Universal Local Transit Fare Now In Effect

CHICAGO Transit Authority now has a universal local transit fare of 20 cents for a ride on either the Surface or Rapid Transit System, or a combination of the two systems.

It marks the first time in Chicago transit history that a completely universal local fare has been in effect. This is the same rate of fare that many CTA riders have been paying since June 1, 1952.

The new fare structure, effective at 12:01 a.m., April 22, eliminated reduced rate tokens and increased the inter-city fare from 25 cents to 30 cents.

Student fares remain at 10 cents per ride, on the same liberalized riding basis as before. However, a charge of \$1.00 will be made for replacement of student identification cards which are lost or stolen.

There is no change in the rate of fare for the downtown shuttle service. This remains at 10 cents. Nor is there any change in the children's fare, which is 10 cents for youngsters between the ages of seven and 12.

Sale of reduced rate tokens was discontinued, but they were acceptable for a two-week period upon payment of the fare differential—two cents with a rapid transit token; three cents with a surface system token.

On May 6, sales of tokens were resumed at the new 20-cent unit rate. One-sized, copper-colored tokens for both the Surface and Rapid Transit Systems replaced the silver tokens formerly used.



RECENT OPENING of a CTA refreshment center in Room 7-100 of the Merchandise Mart marks a further step in the consolidation of office facilities. Established for the convenience of CTA employees, the center offers light meals at a nominal cost. Operation of the facilities has been contracted to the John H. Thompson Company. This picture shows a typical lunch period scene.

In adopting the universal fare, it was pointed out that CTA had an operating deficit of more than \$2,000,000 during the first three months of 1954, and faced a probable deficit of \$5,545,000 in its depreciation fund by the end of the year at the former rates of fare.



RECENT CTA ADDITIONS TO THE ARMED FORCES

G. M. Andersen—Shops and Equipment
John J. Halpin—Transportation (North Park)
James R. Scott—Shops and Equipment (77th)

RETURNED FROM SERVICE

R. H. Dobbartin—Shops and Equipment (77th)
*W. J. Droben*a—Shops and Equipment (Lawndale)
F. G. Ellis—Transportation (Southside)
Thomas A. Harris — Transportation (52nd)
Herbert L. Hopkins — Transportation (North Avenue)
Rodney A. Kenney—Shops and Equipment (77th)
Joseph A. Lacy—Way and Structures (Westside)

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TALKING SHOP(S)

(This is the fourth 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, and the third, the Bus Overhaul Division.)

OPERATION OF fast, round-the-clock "L"-subway service demands that car equipment be maintained at the high level of mechanical efficiency required to assure dependable transportation for the riding public.

This, briefly, defines the important responsibility for proper maintenance of rapid transit equipment that rests with the Rapid Transit Division of the Shops and Equipment Department with headquarters at Skokie Shops, 3701 Oakton avenue, Skokie. One of the larger facilities of CTA's Shops and Equipment Department, Skokie Shops occupies building units totaling 118,700 square feet of floor space and employs 230 workers representing many skills and trades.

Heading up the Rapid Transit Division of the Shops and Equipment Department is *L. G. Anderson*, superintendent of rapid transit shops and terminals, who has a total manpower force of 648 under his charge. The Wilson avenue shop, 4430 N. Broadway, and ten terminals on the "L"-subway lines also are under his supervision.

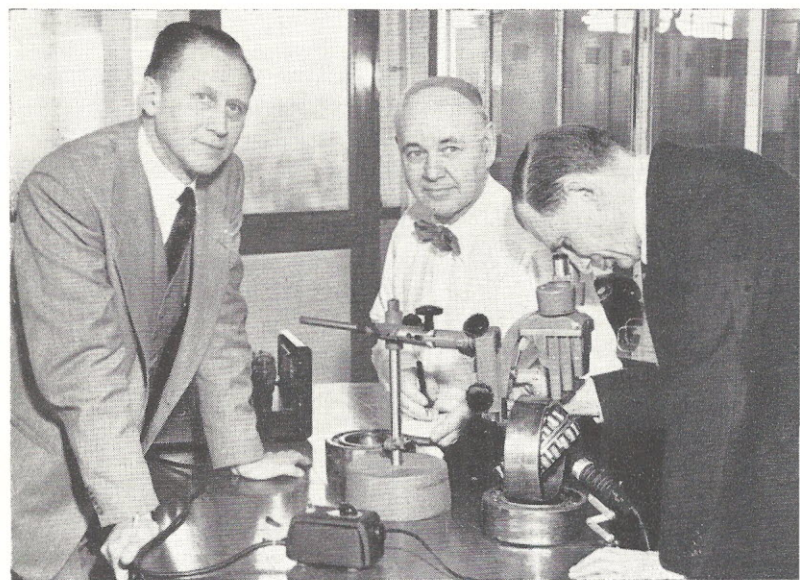
Offices at Skokie Shops also are maintained by *Lester H. Reichard*, superintendent of rapid transit shops, and *George W. Rateike*, division engineer, both of whom report to Mr. Anderson.

Three general foremen also are assigned to this division. They are: *Earl K. Leaming*, who is responsible for all operations at Skokie Shops; *Edward R. Hendrickson*, whose offices are at Wilson terminal, is in charge of the seven main terminals together with the three outlying terminals, employing 346 men, and *Anthony Antonucci*, who is responsible for all operations at the Wilson shop and terminal. Mr. Antonucci reports to Mr. Reichard on matters concerning shop operations and to Mr. Hendrickson on terminal operations. He has 150 employees under his direction.

The principal work performed at Skokie Shops is the general overhaul and painting of cars, repair of damaged cars, rehabilitation and repair of worn and damaged car parts sent in by terminal shops, and the processing, by the silk screen method, of all destination and special signs used



HEADQUARTERS of the Rapid Transit Division of the Shops and Equipment Department are maintained at Skokie Shops. Shown in his office at this location is *L. G. Anderson* (right), superintendent of rapid transit shops and terminals. With him is *Lester H. Reichard*, superintendent of rapid transit shops.



NUMEROUS precision instruments and devices are utilized in the engineering department at Skokie Shops in testing equipment parts. In this picture, *George W. Rateike* (left), division engineer, and *J. William Bird*, draftsman, are watching *T. J. Nienaber*, development engineer, use a binocular microscope to inspect a journal bearing.

in all CTA buses, streetcars, "L"-subway cars and stations. In addition, the shop handles considerable work involving the development of improved car equipment parts and the construction of service equipment flat cars and snow plows.

Sooner or later, all elevated and subway cars come to Skokie Shops for a complete overhaul, a paint job, or for rehabilitation if damaged. At the general overhaul period—approximately 160,000 miles for the older type heavy cars

and 250,000 miles for the new PCC cars—each part of the car subject to wear is removed for replacement by either a new or a rebuilt part.

Traction motors are completely reconditioned and torn bearings and cables replaced; wheels are tested and turned in a large lathe to restore their tread; trucks are entirely dismantled and all worn parts and bearings replaced; control switches, relays and electrical equipment are rebuilt with new insulation and worn parts replaced; worn bushings are replaced and airbrake valves overhauled on airbrake equipment; replacement is made of worn parts of the air compressor or motor generator; sash, doors, roof, seats and body fittings are rebuilt or replaced, after which the car is painted both inside and outside.

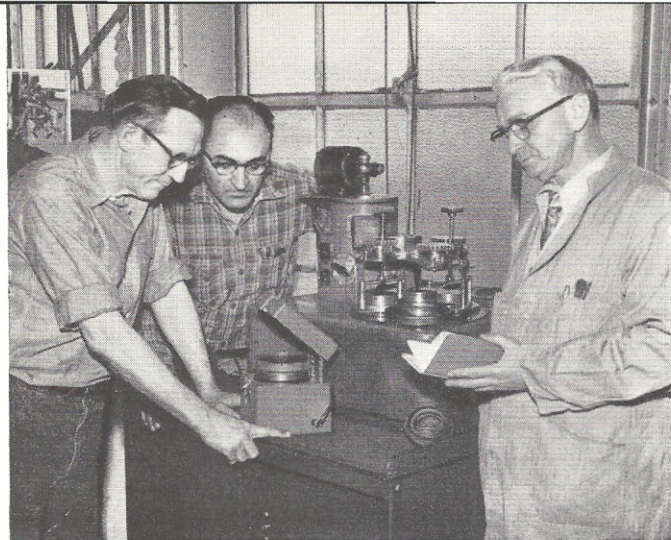
After a car has received a general overhaul and painting, during which each of its parts has received attention, the car is just as serviceable and reliable as when it was new.

Eleven separate shops units are combined in Skokie Shops. Each of these units is supervised by a foreman or assistant foreman.

One of the most modern shops in the country for servicing transit equipment is the paint shop, of which *Oliver Lang* is foreman. This has two spray booths, each equipped with six venturi type exhaust stacks, each capable of expelling 20,000 cubic feet of air per minute. This makes it possible to change the shop air completely in six minutes if both booths are in full operation. All "L"-subway and Way and Structures Department rolling stock is painted here. Several years ago, practically all of the CTA sign work was moved to Skokie Shops where it is operating at maximum efficiency. Cars and signs are painted both by cold and hot processes, with some signs being made by the silk screen process. Four methods of removing old paint are employed—burning, scraping, liquid removal and vacublasting.

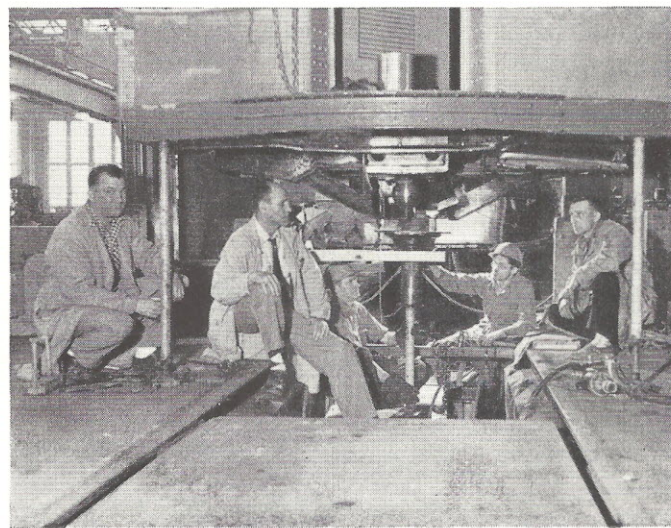
The electric shop is in charge of *Henry Altschuler*, elec-

IN THE silk screen room of the paint shop at Skokie Shops, *Oliver Lang* (left), foreman, stands by as *John Kalinowski* (center), painter, and *Edward Collins*, apprentice painter, turn out destination signs for Addison street buses.



SPECIAL USE is made of a monochromatic light when measuring flatness of surface to a tolerance as minute as one one-hundred thousandth of an inch as is being done here by *James Paolicchi* (left) and *Warner G. Erlandson*, machinists. Shown with them at the right is *William E. Michalik*, foreman, air brake room, at Skokie Shops.

WORKING underneath a rapid transit car in the car body shop at Skokie Shops are, left to right, *Melvin Johnson*, assistant carpenter foreman; *Clarence Golz*, carpenter shop foreman; *Frank Szabados* and *Joseph Marth*, carpenters, and *John Milas*, leader.



trical overhaul foreman. This is the shop in which car wiring and control equipment gets a thorough check and repair. Here, too, repairs are made on contactors, line switches, grid resistors, electric switches, buzzers, circuit breakers and other control equipment sent in by the terminals.

In the process of overhauling, all cars must pass through the carpenter or body shop in preparation for painting or repair. *Clarence Golz* is carpenter foreman, and *Melvin Johnson*, assistant carpenter foreman. In the body shop is located woodworking machinery used for making sign frames, battery boxes and an assortment of cabinets, bins, shelving and storage cases for the terminals, stores and other departments. Also under the supervision of the assistant carpenter foreman is the upholstery shop, where

seat frames are built and repaired, motorman's slide curtains are manufactured and seats made and repaired.

One of interdepartmental shops which, though small, plays a most important part in the proper functioning of all rolling stock, is the air brake room. Here, skilled workmen, under the supervision of *Henry Hitterman*, foreman, install and adjust air and brake equipment and check and adjust electrically-operated brakes on the new equipment.

The truck shop, of which *Frank Olszewski* is foreman, services the different types of trucks presently operating under rapid transit equipment. Waste and pads for journal lubrication are prepared and inspected in this area. One of the typical functions is to check all draft gear on cars going through the shop for general overhaul and damage repair before they are returned to service.

Lawrence King, an expert with motors, has direct supervision of the motor line at Skokie Shops. He has been in charge of this work since it was moved from the West

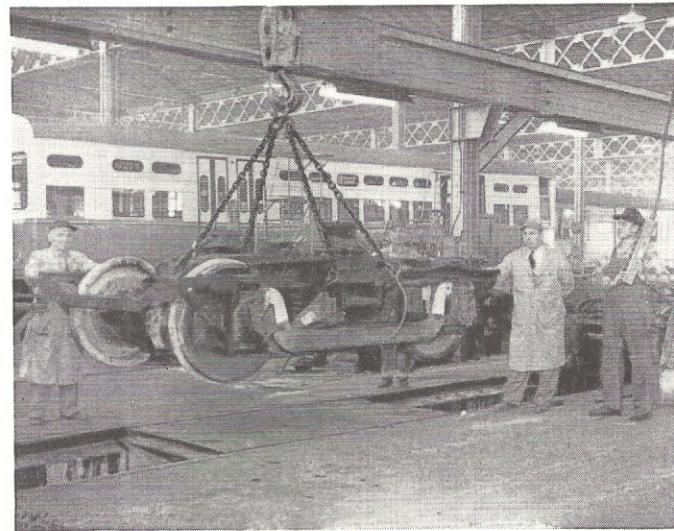


CONFERRING on problems relating to the overhauling of axles are *August Feinendegen* (left foreground), machine shop foreman at Skokie Shops, and *Joseph Boro* (right foreground), leader. Approximately 1,000 axles have been overhauled in this shop in the past year.

air engines and air switches. A lapmaster, one of the pieces of equipment available, is used to lap torque converter seals for buses and repair door valves, sand valves, windshield wiper engines and other items for streetcars and buses. The foreman, *William Michalik*, also has supervision over compressor overhaul, which in addition to overhauling all compressors required for rolling stock operation and rapid transit terminals, supplies compressors to surface lines terminal car barns and overhauls them when necessary.

One of the busiest areas at Skokie Shops is the machine shop, which has *August Feinendegen* as its foreman. The responsibilities of this shop are many and the volume of work turned out large. This is shown by a tabulation of some of the items produced in the machine shop in an average year. These include: 20,000 sleet scraper blades, 300 drawbars, 1,500 third rail shoe assemblies, 300 drawbar links made and repaired, 300 sleet scraper devices, 800 journal boxes and 400 swing link axles. The foreman's responsibility also covers the truck shop air brake gang, welders, blacksmith shop, air brake room and compressor overhaul. All B-2 hypoid gear axle units being sent to St. Louis for use in the new rapid transit cars are overhauled here. The machine shop also repairs all air-operated power tools.

THE WORK of winding and repairing armatures for rapid transit equipment at Skokie Shops is supervised by *Lawrence King* (right), assistant foreman, motor overhaul, who is discussing the progress of a job with *Charles Kraus*, armature winder.

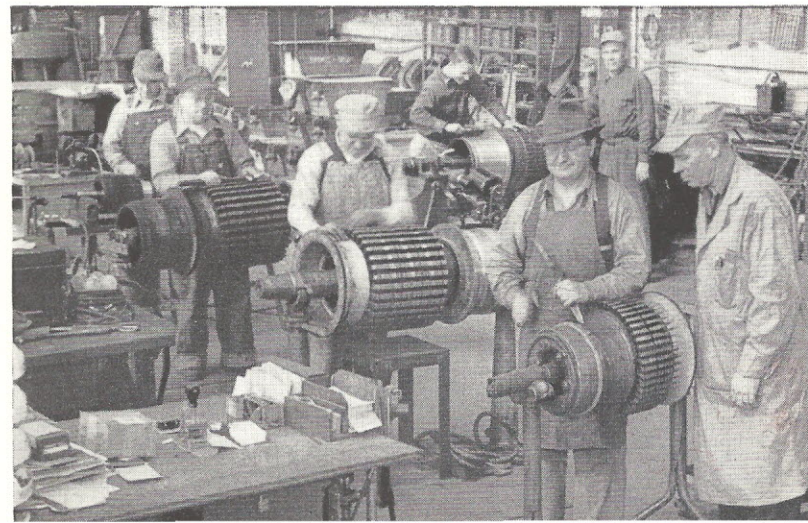


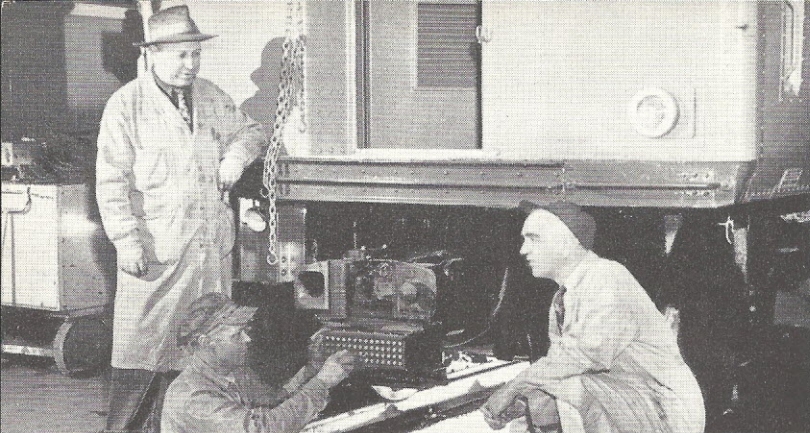
THIS newly-overhauled steel car motor truck being hoisted in the air at Skokie Shops weighs 20,000 pounds. Controlling the operation are, left to right, *Frank Olzewski*, foreman, truck shop; *Guiseppi Guilina*, truckman; *Henry Hitterman*, foreman, air brake crew, and *William H. Endean*, truckman.

Shops. Repairing of brush holders, battery overhaul and the preparing of waste for armature bearings are among the other functions performed in the area.

Indicative of the perfection of the work in the armature shop is the fact that up to the present some 350 motors have been put in service without one coming back with an electrical failure. This is a tribute to the skill of *Alfred Daus*, foreman, and his workers. Jobs here include the rewinding, repairing, turning and banding of motor armatures and fields and of compressor armatures and fields. The average life of an armature rewind in this shop is 25 to 40 years of trouble-free service. Shop workers also make and repair jumpers, headlights, portable heaters and similar devices.

The air brake room takes care of repair of all air valves,





ONE OF the new "L"-subway cars undergoes a final inspection by **Henry Altschuler** (left), car wiring foreman, and **Fred Feinendegen**, assistant car wiring foreman, at Skokie Shops. Working on the electric coupler is **Herbert Lindquist**, wireman.

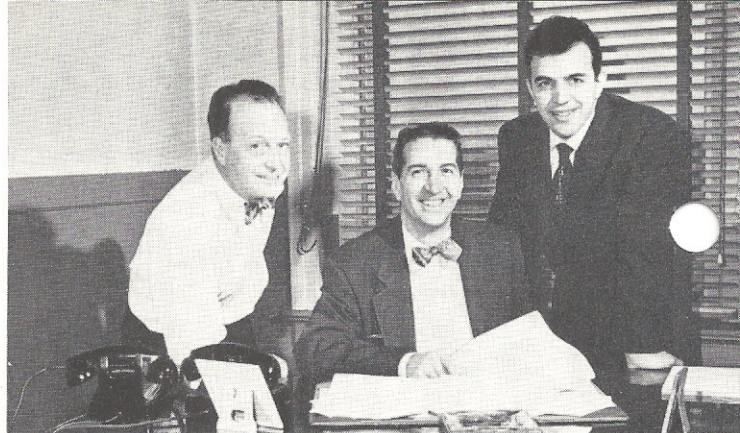
Others on the supervisory staff at Skokie Shops are **Fred Feinendegen**, who has charge of mechanics working on the new cars being received from St. Louis Car Company, which are checked over before being turned over to Transportation Department for service, and **John Milas**, who directs the work of janitors, firemen and watchmen. His men unload the new cars as they arrive, steam clean cars preparatory to painting, wash seats, steam clean castings and perform other duties not handled by other crafts.

Terminal division headquarters are at Wilson avenue, where **Mr. Hendrickson**, who exercises overall supervision of all terminal facilities, maintains his office. His staff includes **Ernest R. Jones**, assistant general foreman, and **Anthony Porcaro**, instructor. Assisting **Mr. Antonucci**, general foreman of both shop and terminal areas at this location, are **Alfred Kalvelege** and **Frederick Plattner**, foremen, and **Paul R. Lorimer** and **Arthur R. Redlich**, assistant foremen.

At terminals, cars are inspected and lubricated periodically. When any defects are discovered, worn parts are repaired. It is the responsibility of the terminals to make sure that there are sufficient cars in serviceable condition to meet the schedule requirements of the Transportation Department.

The terminals also have repairmen at the ends of principal lines to diagnose troubles and make emergency repairs when required. Terminal repairmen use gauges and other devices to determine whether or not principal parts are worn

INSPECTING a motor truck being overhauled at Wilson Shops are, left to right, **Frederick Plattner**, machine shop foreman; **Louis Lesko**, truckman helper; **Otto Ziegler**, truckman; **Anthony Antonucci**, general foreman, and **Arthur Kalvelege**, truck shop foreman.



TEN MAIN and outlying terminals are in charge of **Edward R. Hendrickson** (center), general foreman of rapid transit terminals, with offices at Wilson avenue, where he is discussing distribution of car equipment with **Ernest Jones**, assistant general foreman (left), and **Anthony Porcaro**, traveling instructor.

sufficiently to be replaced. However, all wearing parts cannot be measured by gauges and the repairman often relies on his own skill and judgment in deciding whether or not repairs should be made.

The terminals also are responsible for the general cleanliness of rolling stock. The sweeping is done principally at night when the fewest number of cars are required for service. Cars are washed in the daytime because experience has shown that better results are obtained under daylight conditions.

The Engineering Department of the rapid transit shops and terminal division conducts shop process analyses, studies unusual failures, analyzes new products which may improve maintenance, performs tests to determine the value of new products, seeks methods to improve the safety and comfort of rolling stock, and develops improved shop safety techniques.

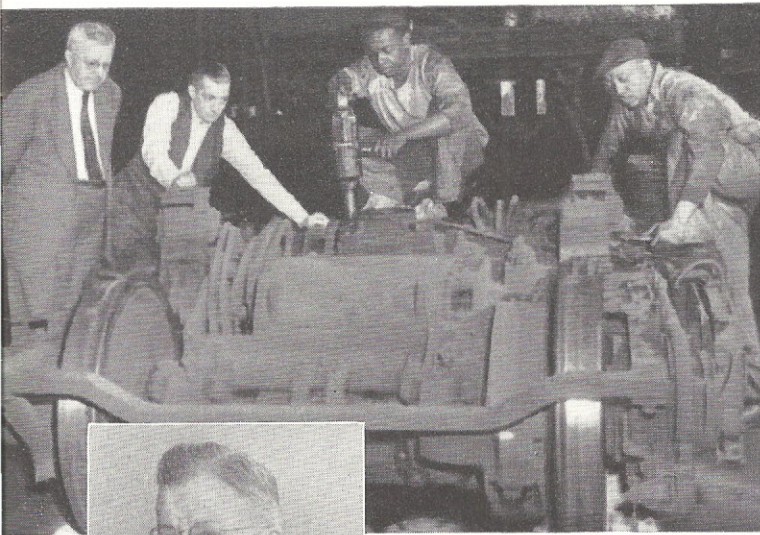
This department's further responsibilities include: The



AN INSTRUMENT that detects unseen flaws in axles is the Sperry ultrasonic reflectoscope being demonstrated here by **Joseph Lelakes** (left), instrument technician, and **Robert Winther**, development engineer at Wilson Shops.

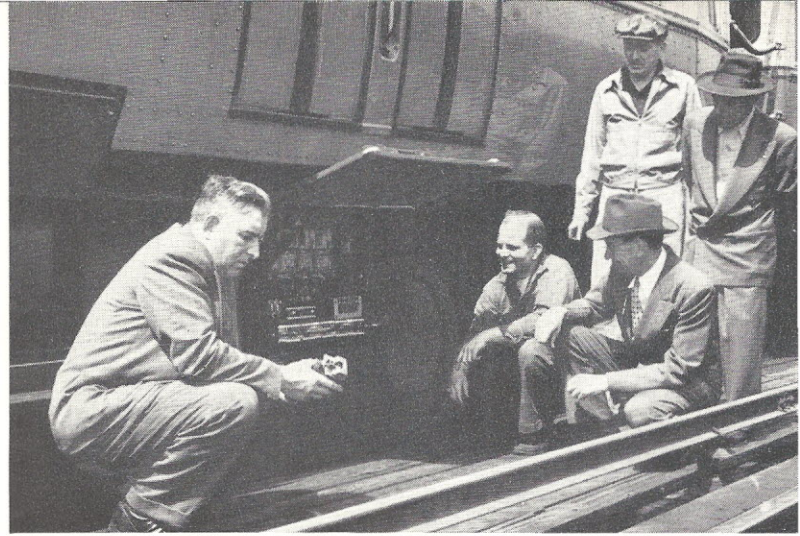
AN AUXILIARY heat and light panel for a "Green Hornet" "L"-subway car holds the attention of, left to right, *Martin Shannon*, assistant foreman, Howard; *Paul Lorimer*, assistant foreman, Wilson; *William Ford*, foreman, Kimball; *Arthur Redlich*, assistant foreman, Wilson, and *William Rocco*, foreman, Logan Square. ➔

BUSY AT work on a motor truck at 61st street terminal are, left to right, *George Johnson*, assistant foreman; *Charles J. Dowling*, foreman; and *Charles B. Brown* and *Carl Bisch*, mechanics. Inset: *C. J. Jennings*, night foreman, rapid transit terminals.



development and checking of design for the improvement, addition and standardization of equipment on rapid transit cars; making engineering studies for conversions, modification and changes on old and new equipment; advising foremen on function and technique of operation of new types of equipment and maintaining contact with vendors of material for application and CTA use on shop machinery and car equipment.

STENOGRAPHIC and clerical duties at Skokie Shops are performed by *Beatrice Susman*, typist, and *Marian Wilson*, stenographer.



The Engineering Department is equipped with numerous precision instruments and devices to assist in the tests it is constantly making. One instrument of interest is a super-sonic reflectoscope which detects flaws under the surface of metal. This has recently been used for inspecting all axles on the 6000 series cars while the axles are still mounted in place on the cars.

A total of 346 workers are employed at the seven main rapid transit terminals. The number of cars assigned for processing at each follow:

Wilson avenue, *Anthony Antonucci*, foreman, 146 "Green Hornet" and 92 standard cars; 61st street, *Charles J. Dowling*, foreman, *George Johnson*, assistant foreman, 340 standard cars; Lake street, *Arthur C. Broska*, foreman, *Harlan Heil*, assistant foreman, 192 standard cars; Laramie avenue, *James J. Crowley*, foreman, *Ralph Danielson*, acting foreman, 32 "Green Hornet" and 126 standard cars; Logan Square, *William Rocco*, foreman, 108 standard cars; Douglas, *Harold Rose*, foreman, 24 "Green Hornet" and 92 standard cars; Kimball, *William Ford*, foreman, 30 "Green Hornet" and 130 standard cars.

Three outlying terminals complete the listing. These are at Linden avenue and Howard street on the north side branch, which are under the supervision of Wilson terminal, and Loomis, under the supervision of 61st street terminal.

(The fifth in this series of articles, outlining the activities of the carhouses and garages division of the Shops and Equipment Department, will appear in the June issue of this magazine.)

THE SUPERVISORY force at west side rapid transit terminals includes, left to right, *Harold Rose*, foreman, Douglas; *Ralph Danielson*, assistant foreman, Laramie; *Arthur Broska*, foreman, Lake, and *Harlan Heil*, assistant foreman, Lake.





New Douglas Park-Lake Street Link In Operation



A LOOPBOUND Douglas Park train swings eastward around the curve which connects with the Lake street tracks near Paulina. In the background is the former Logan Square elevated branch structure and Lake Street transfer station which are no longer in use.

DUE TO advancing construction work on the Congress street expressway, Douglas Park elevated trains began entering and leaving the Loop by way of the Lake street elevated structure starting April 4.

Instead of operating over the "L" structure paralleling Van Buren street, Douglas Park trains now use the section of the old Logan Square "L" route, paralleling Paulina street between the Van Buren street "L" and the Lake street "L." At the latter point a new set of curve connections with the Lake street "L" structure has been installed.

Final phases of the operating changes got underway at 12:01 a.m., on the effective date, and continued for several hours. During this period, "last minute" track changes, which could not be made while Douglas Park trains were operating over the Van Buren street "L" structure, were completed.

Rerouting of the Douglas Park trains permits removal of another section of the "L"—the stretch just south of Van Buren street, between Paulina street and Sangamon street, and the south pair of tracks between Sangamon street and Halsted street, to make way for the expressway construction. Last September Garfield Park "L" trains were removed from the structure, to street-level right-of-way, to permit removal of the "L" structure between California avenue and Paulina street, also to make way for Congress Expressway construction.

Coincidentally with the service revisions, approximately 30 of the "Green Hornet" type cars, sufficient to operate base period service, made their initial appearance on the Garfield Park route. These cars also operate in that service during the rush periods of the day. Douglas Park route now has enough of the new type "Green Hornet" cars to fill service requirements of the line during the off-peak periods of the day.

Douglas Park Service Changes

1. Polk street station was changed from an "A" to an "All-Stop" station.
2. Halsted-Lake station is now a "B" station during weekday rush periods only. Halsted-Lake is not a Douglas Park train stop at any other time.

3. Clinton-Lake station is called "Clinton Transfer" and is an "A" station in rush hours and an "All-Stop" station during non-rush periods.
4. Marshfield and Racine stations are abandoned and will be torn down.
5. Halsted-Van Buren, Canal and Franklin stations are discontinued as Douglas Park stops, but continue to be served by Garfield Park trains.

Lake Street Service Changes

1. Ashland station is changed from a "B" station to an "A" station.
2. Ogden-Loomis station is closed. For the benefit of passengers who formerly used Ogden station, the Ashland station platforms were extended 200 feet eastward with stairways provided at Justine street, only a little more than one standard city block from the west line of Ogden avenue.
3. Clinton-Lake station is "Clinton Transfer" and is an "A" station in the rush periods and an "All-Stop" station during non-rush periods.

With the rerouting of Douglas Park trains, Douglas (No. 136) buses were rerouted to better serve the areas adjacent to the Marshfield and Racine "L" stations.

Instead of operating in Roosevelt road, entering and leaving the Loop, Douglas buses continue north in Ogden avenue, to Polk street, east in Polk street to Paulina street, north in Paulina street to Harrison street, east in Harrison street to Racine Avenue, north in Racine avenue to Jackson boulevard, and then east over the regular route. Westbound buses will operate in Adams street from the Loop to Racine avenue, and over the revised routing.

The revised routing provides the Medical Center and the industrial area on W. Harrison street with a direct connection to the Polk station of the Douglas Park "L." A number of employees of the affected industrial area reside in Cicero and Berwyn and use the Douglas Park "L" traveling to and from work.

Appropriate signs are posted at all stations affected by the service revisions to properly inform and direct CTA riders.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

"Buds Are Busting Out All Over"

ARCHER—Balmy breezes are blowing, the baseball season is well underway and each day the sun gets a little higher in the sky, meaning that vacation time for many will soon be here.

Orchids to Mr. and Mrs. Harry Hackbarth on their 25th wedding anniversary which occurred last month. We all join in wishing them at least another twenty-five years of wedded bliss, and in hoping that their son, who is in Korea, will be home with them soon.

Two fellows who are sure to do plenty of traveling this summer are Victor Jukunis, who turned up with a new Dodge, and John Hacek, who has a new Chevrolet. Best part of it is that Vic, who had an older car, didn't even bother to trade it in. He just turned the keys over to his wife.

Move Into New Home

Congratulations are in order for the Lewis Miller family, who expect to move into their new house this month. It is known that Lewis is a very handy guy with a hammer, nails, paint and a brush and although the house isn't exactly new, it will look like a castle in a short time.

Many of our friends are visiting, or have been visiting, in Florida the past several weeks. Among them was Bill Donahue, who sent a card from Fort Lauderdale. . . . Bert Sheehy reports that he heard from Charlie Schuranz and Floyd Frank, both pensioners from down Florida way. Floyd expects to visit Chicago in the near future. . . . John Wedel took time off during the month of April to motor down to the Gulf Coast with his wife. John has made this trip before and thinks that, when the time comes, he may settle in Biloxi, Mississippi.

Back on the job after an absence of two months, during which time he underwent an operation, is Joe Hoffman. Joe looks the picture of health and we are glad to see him up and about.

Our congenial day janitor, Ed Krause, Sr., is back to normal after having suffered facial lacerations in a fall. . . . Checking the sick book we find that Supervisor



ENDS 52 YEARS OF SERVICE

MAY 1 MARKED the close of a long career in the transit industry for Louis Olsen (front row, center), substation operator at 20th and Dearborn streets, who retired just one month before he would celebrate 52 years of continuous service with CTA and predecessor companies. His record dates back to June 2, 1902. Here he is being presented with a bond from his co-workers by George Nelson (second from left), supervisor of substation operating personnel. In the front row at the extreme right is William Becker, superintendent of substation maintenance and repairs. The others represent substation personnel who were there for the occasion.

Reported by Gilbert E. Andrews

George Meyers is still off. We all hope that he will be able to return to work soon.

Our sympathy to John Gamperl in the loss of his father, who passed away March 23, and also to Ed Gaynor, formerly of this depot and now at 77th, on the passing of his mother on April 7.

J. G. Kelly has been named production manager of Damen truck gardens. Last year he grew six tomato plants and supplied the entire neighborhood.

—JACK WILLIAMS AND FRANK ROTHMAN

Beverly's "Cisco Kid" Unmasked By Reporter

BEVERLY—After reading the Archer column article on the "Cisco Keed" in the March issue of TRANSIT NEWS, I decided to find out more about him. He is Bus Operator John Metke, son of former Motorman Alex Metke, who worked out of Burnside.

John talks with a south-of-the-

border accent and speaks very good Castilian Spanish. He has been making use of his Spanish by visiting countries such as Mexico, Panama and South America. His latest trip, via the air lines, was the Hawaiian Islands. Next on the agenda is Cuba.

Bus Operator George R. Johnson and wife, Louise, certainly beat the last few weeks of Chicago's winter. They left the city driving on a snow covered highway and wearing heavy overcoats. Just 300 miles south of here, they were enjoying warmth and sunshine. When they arrived in Florida, they visited friends and relatives in Miami, toured the Everglades and stopped to see the Parrot Jungle.

It was only a few years ago that Bus Operator Robert Muench and your scribe were talking of his daughter, Alice, starting high school. Now I write about Grandpa and Grandma Muench for the second time. The newest arrival is Donald Brian, who was born at the Swedish Covenant hospital on March 25.

Bus Operator Roy and Judy Engwall have added another girl to the family roster. Debra was born March 8 at St. Francis hospital in Blue Island and weighed nine pounds and four ounces. It's four boys and four girls now.

Bus Operator Earl Harter and his wife, Alice, two of the newer members of our Beverly family, also had a new arrival recently. She is Pamela Jean, born March 22 at Ingalls Memorial hospital, weighing eight pounds, twelve ounces. The dinner-table total now, besides Daddy and Mommy, is three boys and two girls.

—DANTE F. BRUNOD

Seems Everyone's Busy With Wedding Plans

CLAIM AND LAW—Good luck to Pat Stratton, who is being married on May 8 at St. Andrew's church, and to Claude Worland, who also is getting married on May 8. . . . While on the subject of weddings, we might add that Bob Galente is working on plans for an October wedding.

Frank Cunningham, night typist, was operated on last month, and we're hoping for a speedy recovery. . . . We're happy to say that Terry Kuzius survived her operation very successfully and is back looking as well as ever.

A warm welcome to Ronnie Ser-gott, the new messenger in the vault.

Ed Reichard returned from Florida with a lovely tan. What has Miami Beach got that Chicago hasn't? Well, Attorney Arthur Donovan is taking the trip to find out. He also plans on stopping in New Orleans to find out about those "Basin Street Blues."

John Eckel, Tom Zahlsmann and Nick Dalitto are singing the blues over Jerry Poteracki's transfer to the Accounting Department.

—G & M

Names In The News At Cottage Grove

COTTAGE GROVE—The recent seniority pick brought several clerical changes in the Cottage Grove force. John McKenna, our former

"CAPPED"



NURSING is the career planned by **June Erlandson**, shown here with her father, **Machinist Warren G. Erlandson** of Skokie Shops. The photo was taken following her "capping" at Presbyterian hospital on March 19. Among the many who attended the reception and celebration held in conjunction with the exercises was June's uncle, **Harold Rose**, foreman at Douglas terminal.

Reported by *David Gurwich*

No. 1 clerk, has relinquished those duties to **John O'Connor**, formerly of 69th. McKenna is now relief receiver. **Lyman Goss** is now our regular receiver. **Harry Rons** is no longer at this station. However, we're happy to report that our old faithfuls, **John Duffy** and **Don Karl**, are still with us.

We regret to report the April death of **James (Jimmy) Jones**, retired motorman. Jimmy was one of the first men to retire from this station and was noted as a fine pinocle player. . . . **Jeffery Cook**, retired conductor, also passed away in April. We extend our sincere sympathy to the families of both.

Welcome back to **Millard (Duke) Ensworth**, who has been on the sick list for over two months with a gastric disturbance. We hope his recovery is complete.

Sorry we had no column last month, but news was very scarce. Please leave any news items you may have with the clerk or on Run 6. We'll see that they are submitted for the column and we'll appreciate hearing from you.

See you next month.

—WALTER B. GARBUTT

Four From Devon Become Pensioners

DEVON—**Motormen Henry Krause, Charles McCaffery, Adam Dewald, Clayton Moizo** and **Conductor Otto Warnstedt** have joined the ranks of retired employees. May God continue to bless their pensioned life with good health and happiness.

Sorry I missed last month's column, but a news shortage was the reason. To be able to write a column, one must have news, so give out with some, fellows.

Motorman Ed Schaeffer was presented by his wife, **Bernice**, with a little girl, **Anne**. That makes number four for the Schaeffers—two boys and two girls. Mother and daughter are doing fine.

Conductor Barney Adams is back to work again after a long stay in the hospital. Barney says he feels fine and we all hope he continues to remain in good health.

Motorman Charles Knaack has transferred to the Rapid Transit Division and we all wish him the best of luck.

The two-toned Buick that you see downstairs belongs to **Night Superintendent Charley Kerr**. He didn't buy it from the fire department and, unfortunately, it's not for hire on our days off.

To those who have wondered what happened to **Frank Warneck** and **Patrick Tully**, both of them are clerks now. Frank is at North Avenue and Pat is at 77th.

With vacations in the air, don't forget to bring some pictures that can be submitted for use in this magazine. . . . **Motorman Snuffy Dressler** took eight pictures on his vacation, but when he returned he found that he'd forgotten to put film in the camera.

'Til next month, may God bless you and yours with the best of health and happiness.

—HENRY C. THELIN

Louis Olsen, On Job 45 Years, Retires

ELECTRICAL—**Louis Olsen**, operator at 20th substation, retired after completing 45 years of faithful service. Fellow employees presented him with a savings bond. The presentation was made by **George Nelson**, supervisor of substation personnel.

Frank J. Nickel, chief operator at Blue Island substation, passed away during his sleep on March 30.

Charles Kucera, operator's apprentice, spent his vacation in the East. We quote from a card received: "Hi, fellows! Saw Philadelphia yesterday and am now seeing New York. Made the trip in 17 hours and am having a good time."

Frank Jones, testing engineer, is on the sick list and is now in the hospital for observation. We hope to see him back at work soon.

—GILBERT E. ANDREWS

Three Generations Fly To California

GENERAL OFFICE—**Employment**—**Donna Mae Burtis** experienced her first plane ride recently when she traveled to California with her grandmother and great-grandmother. Seeing them off was Donna's mother, who completed a four generation line-up. A reporter was on hand to photograph the four ladies, and the picture made news in the following day's Tribune. Donna had a wonderful trip, which was climaxed by her attending the Academy Award presentation in Hollywood.

Betty Paczkowski and her husband, **John**, spent their vacation

moving. Though this may not seem to be much fun, there is always a thrill when moving into your own new home.

Wanda Mallon traveled south for a vacation in Florida, New Orleans, Louisiana, and then to Texas where she visited relatives.

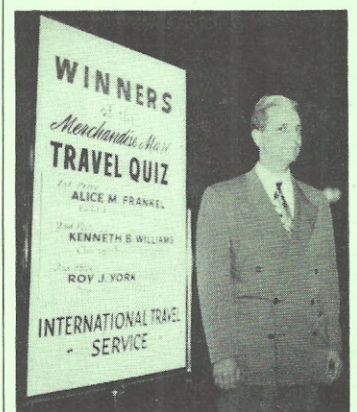
(Specifications) **Walter Helmer** and his wife spent a delightful vacation in Florida, where Walter improved his golf score while Mrs. Helmer toured new stores in the shopping center.

(Accident Prevention) A recent letter from **Glee Hoskins** related news of the improvement in health of her husband, **Ernie**. Both Glee and Ernie are former CTA employees who left the "Windy City" to make their home in Tucson, Arizona.

N. E. Goodall spent part of his vacation in Toronto, Canada. He traveled there after receiving an invitation from officials of the Toronto Transportation Company to be present at the official opening of Toronto's first subway. Mr. Goodall had the distinction of operating one of the new subway trains.

—MARY E. CLARKE

QUIZ WINNER



KNOWING the right answers in a travel quiz contest conducted by the Merchandise Mart travel bureau won a free vacation trip to Mexico for **Kenneth Williams**, radio despatcher. Ken was down checking up on his good fortune when the photographer snapped this picture.

Reported by *Julie Prinderville*

CALLING ALL SOFTBALLERS

WITH THE announcement that the CTA softball league will begin play during the first week of June comes a call for additional players and teams to augment those which have already signified their intention of joining the circuit.

Two preliminary meetings have been held to talk over schedules and other matters pertaining to the league. It has been decided that a 16-inch ball will be used and that each team will play once a week. In the past, games have been played in the morning, but this year an attempt is being made to get a twilight league started as well.

Softball players desiring to join teams now in the process of organizing, and CTA stations or locations wishing to enter teams are invited to contact **Walter Zelis**, Archer, secretary, or **Laverne Staton**, North Avenue, president, for full details about league play.

Goes To Florida; Sees Windows Clean People

GENERAL OFFICE — (Transportation) Jack Krause recently returned from a three-week stay in Florida, where he spent most of his time basking in the sunshine. In answer to that inevitable question, the state of health of the "fillies," Jack replied, "Tiz the only place I know where windows clean people."

Millie Thurow, who not too long ago married John, a CTA clerk, recently said adieu to fellow telephone operators and will assume full-time household duties. In her place, Wanda Mallon has returned to the switchboard.

Our best wishes to Joe Kirk, information operator, who is at present on the sick list.

Joe and Florence Blaa bade goodbye to Lawndale, and have

taken up residence in the vicinity of Austin boulevard and Cermak road.

(Insurance) We are happy to announce that Deborah Lynn has descended upon the Hoyer family, much to the delight of Charlotte and Warren, the happy parents, and Herbert Hoyer, Stores Department, the proud grandfather.

The Bismarck hotel never seemed more gay than a recent evening when the Insurance lassies gathered at the Swiss Chalet to bid adieu to Barbara Geiger, who has transferred to the Claim Department. Her duties have been assumed by Josephine O'Connor, who is the mother of six-month old Michael.

(Electrical) In the spring a young man's fancy lightly turns to the open highways, so Charlie Krotz bought himself a new Ford.

Lois Cortapassi Novotny ended

her business career in the Electrical Department to star in the roll of "mamma" to Debra Ann.

When a Pan-American flight soars eastward soon, one of its most interested passengers will be Bill Janssen on the first leg of a tour which will include the British Isles and points thereabout. Upon his return he promises to give us an account of Paris in the springtime.

CTA Wedding Party

An interesting wedding took place recently when Virginia Neubaum became the bride of Albert Ullis, testing engineer. Assisting her sister in the wedding party was Laverne Chwistek, former CTA employe, and now wife of one of our power supervisors.

Don Worchester stayed around Chicago long enough to welcome his first grandchild, then he and his wife hit the open road to vacation in New Orleans, Louisiana, and thereabouts.

Bob Schageman and his wife, the latter being more familiarly known to Rapid Transit division agents as Mary Keane, have moved into their ranch-style home in the Peterson Park section. . . . Marty Imbra, draftsman, applied the many tricks of his trade in beautifying his apartment. When it was finished a group of his office workers held a house warming and are still exclaiming about his architectural accomplishments.

J. E. Koch and wife recently visited his father-in-law, Mike Kosy, who is enjoying the serenity of a CTA pension in Clearwater, Florida.

—JULIE PRINDERVILLE

Kedzie Reports News From Pensioners

KEDZIE—We received a letter from Bertha H. Jones, wife of former Conductor James T. Jones, who, after 36 years service, retired August 1, 1949, and moved to California. They spent the winters there and the summers in Washington. Bertha advised that Jim, who was a patient of St. Mary's hospital in Reno, Nevada, from February 27 to March 12, passed away on the latter date. He was in a coma and never regained consciousness. His widow and two sons survive. We extend our heartfelt sympathy to the bereaved family.

We are sorry to hear that the wife of Victor Volenc, retired motorman, had a heart attack and

Picture of the Month



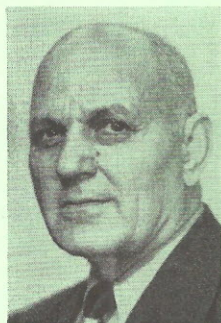
NATURAL SUBJECTS for the camera are these two real, live Koala bears held by Ellen Marie, wife of Operator Al Beck, Ravenswood. The picture was taken during Mrs. Beck's recent visit to Australia. It was her first visit to her native land since Mrs. Beck came to the United States in 1946 as a war fiancée. She met Al while he was a lieutenant in the U.S. Army, serving as quartermaster at Camp Ascot, Brisbane, Australia. Her family still resides in Brisbane. The Koala bear is native to Australia. They live in eucalyptus trees and eat the leaves only. They usually die when taken out of the country.

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 employes. 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.

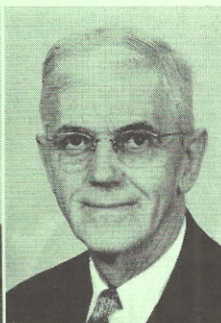
hope that she is well on the road to recovery. They are making their home in Lutz, Florida.

William Kremske, retired conductor, sends greetings from Tucson, Arizona, where he is enjoying his new home. . . . Alex Bombicino, retired janitor, was injured in an automobile accident recently. His leg was fractured, but is out of the cast now and he is well on the road to recovery.

40-YEAR EMPLOYEES RECENTLY RETIRED



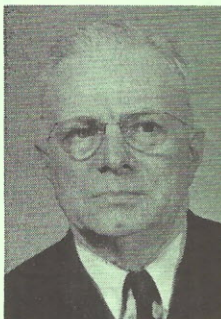
Stephen Kotris, motorman, 61st, retired May 1 with 43 years service.



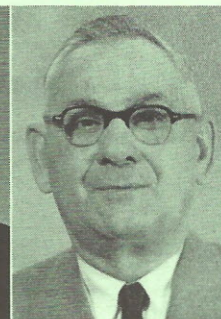
Albert V. Johnson, conductor, Kedzie, retired May 1 with 40 years service.



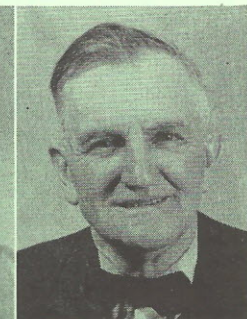
Timothy McMahon, motorman, 77th, retired May 1 with 40 years service.



William J. De LaBarre, motorman, Limits, retired May 1 with 42 years service.



Joseph Mascolino, conductor, Southside, retired May 1 with 42 years service.



Charles F. Lange, conductor, Westside, retired May 1 with 43 years service.

WELL-WISHERS



OFFICE ASSOCIATES joined in wishing **Lyman B. Herrin** (center), interviewer, Employment Department, many happy days ahead when he retired March 26 after 34 years of service with the CTA and predecessor companies. This group of co-workers honored him with a dinner and presented him with a gold watch a few days earlier. Lyman is flanked on the left by **E. A. Imhoff**, general superintendent of personnel, and on the right by **Arthur F. Stahl**, superintendent of employment. Others at the table include members of general office and Employment Department personnel.

George G. Wilson, our day janitor, bought himself a new home. We wish him and his family a lot of happiness in their new dwelling.

Superintendent William Herbert is now a resident of Bellwood. Here's hoping he and his family find a lot of enjoyment in their new home.

—C. P. STARR

He Could "C" The "A" and "B"

Loop—Anita Schreiber was recently asked by a customer how he could get a Lake Street train. She told the customer that he could get it on the platform to his left. An hour later, he returned and said that a friend had told him to take an "L" train, but all he had seen were "A's" and "B's."

We anxiously await the return of **George Gauthier**, after his serious seige of pneumonia, and of **Edna Davies**, who also had pneumonia. Edna's mother returned to her home in California, having fully recuperated from an operation performed at Mayo Clinic.

Virginia Casbion enjoyed her recent tour of Florida, especially an

evening at a night club that was featuring **Sophie Tucker** and **Harry Richmond**.

We extend our condolence to **Joe DeLong** on the death of his sister on March 30.

Elizabeth Diamond, **Dorothy Parker** and **Katy Jackson** are visiting friends around Chicago on their vacations, while **Viola Boregan** plans to do some remodeling to her home.

Leon Poe is visiting his family and friends in Birmingham, Alabama. . . . **Jonathan Newsom** visited and vacationed in St. Louis, Missouri.

The welcome mat is out for **Irene Cullen** and **Mary Brown** after their illnesses. It's nice to see them back.

—EDITH EDBROOKE

Met Shop Softballers Get Ready For Season

MET INSPECTION TERMINALS—Our congratulations and thanks are extended to **Mike DeRobertis**, Logan, who was responsible for **Mr. Pappas**, proprietor of the Terminal restaurant, sponsoring the Metropolitan Inspection Shops softball

team. On numerous past occasions also, **Mr. Pappas** has displayed his friendship and good will toward Logan Square employees. He has never forgotten that it was largely due to the patronage of our employees, during his early years in business, that helped to establish the fine restaurant he now operates.

Nick Suero, Logan, is organizer of the softball team. Besides the men from Logan, who were mentioned in this column last month, we've heard that the following Douglas Shop employees will try-out for the team: **Joe Bellarte**, **Pete Gaza**, **Felix Wisner**, **Herman Izzo**, **Sheldon Rito** and the star of yesterday, **Joe Serritella**.

Representing Laramie Shops in the try-outs will be: **Quentin Bond**, **Carmie Raguso**, **Cleve Clay** and **John Carinella**.

Pick Brings Changes

The new pick went into effect at the Met Shops on April 14, and the following changes took place: **Tony Laperuta**, **Joe Balice** and **Uldolph Kunz** went from Laramie to Logan; **George Bell** went from Logan to Laramie; **Pete Colombo** from Logan to Douglas; **Vito Marzano** from Laramie to Douglas, and **Angelo Cosentino** and **Louis Criner** went from Douglas to Laramie.

Recent visitors at Logan were **Pensioners John Crowley** and **Liberto Suero**. Both wished to send greetings to their many friends.

Harold Rose, foreman at Douglas, reports being the owner of a new Buick. . . . **Louie Ricciardi** and **Herman Izzo**, both of Douglas, junked their "hot rods" and now are driving later model cars.

Nick Suero, Logan, passed out cigars on the occasion of the arrival of a new daughter.

—JOE FEINENDEGEN

Spring Tuneup Good For Man and Machines

NORTH AVENUE—It's the time of the year again to see that yachts and power cruisers are in good shape and to tune up the old jalopy. Vacations start next month and we are hoping to see some snapshots taken of or by persons from this location.

Stock Clerk Mel McDonnell seems to have a record with three new cars in one month. First, it was a Plymouth, then a Packard, and now he is sporting a new

Oldsmobile. **Dennis Barrett** has volunteered to teach him to drive.

Assistant Foreman Joe and **Mrs. Barkauskas** are rejoicing over the birth of a baby girl. She was promptly named **Cathleen Ann**.

The name of **Leonard J. Reinhart** was added to the "Grandpappy's Club" when little **Phyllis Jean** made her appearance last month.

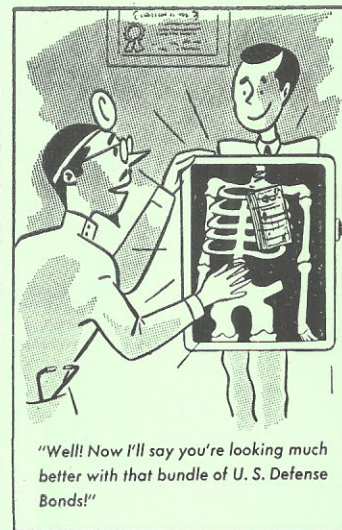
Congratulations to **Operator Edmond "Mac" McCutchen** and his wife on their 18th wedding anniversary, celebrated May 5. . . . Congratulations are also due **Operator** and **Mrs. Jack Hickox**. They celebrated their 30th wedding anniversary last month. On arriving home from work, Jack found a surprise party in progress. . . . May 11 found **Operator Gerald O'Connor** celebrating his 19th wedding anniversary.

A welcome back to work to **Operator Ray Scharfnorth** after a long convalescence, and to **Operator Walter Krueger**, who had a bout with the gout.

Strike up the band and all gather around—here's news worth tooting about. Our superintendent, **William Hornkohl**, became a double "grandpappy" when his daughter presented her husband with twin girls.

The North avenue softball team looks like it will pick up where it left off last season. From watching spring training, conducted under the watchful eyes of **Manager Joe Dillon**, it looks like another championship for North. We have team strength and plenty of what it takes to win.

—JOE HIEBEL





Families Growing; Parents Glowing

NORTH PARK—Congratulations are in order for *Ted Basgall* and wife, *Hildegard*, on the addition to their family on April 6 of seven-pound, 12-ounce *Daniel*. . . . Another birth occurred on January 11, when a baby girl was born to proud parents *Clerk* and *Mrs. Jimmy Keenon*, Lawndale.

Operator *Henry Jatzak* was commended recently for a kindness extended to a small girl who was lost. The full story appears elsewhere in this issue.

Arthur Godfrey should know about this: *Vern Rage*, relief clerk, baked a sponge cake smothered with whipped cream, and brought it down for the boys to eat.

There was plenty of excitement around here on the night of the *Kid Cavilan-Bobo Olson* fight. The action was so furious that the vibration knocked the radio off a table, breaking the plastic case into numerous pieces.

Anniversary celebrations are in order for Operator *Mario Sciales* and his wife, *Jenny*, who celebrated 25 years of wedded bliss on April 25 at the *Chez Paree* with close friends and family.

In a ceremony on March 27 in the Morton, Illinois, Community church, *Miss Marilyn Graham*, daughter of *Bus Operator* and *Mrs. William L. Graham*, North Park, became the bride of 2nd Lt. *Kenneth L. Burgener*, Belleville. Marilyn is known to many co-workers of her father and they all join in wishing the young couple congratulations and best wishes.

Bus Operator Larry Shields and wife, *Grace*, celebrated their 17th wedding anniversary on April 24. Their son, *Peter*, and daughter, *Grace*, were present to help make the occasion a joyous one.

Al Berott, bowler on Devon team, lost six games in two weeks recently. He's wondering if this was due to the fact that his good luck charm, son *Lee Berott*, was not present at the alleys.

Baseball season opens June 1. Any boys wanting to play are advised to see *Manager Mario Sciales*. *North Park* ended in fourth place last year. Let's get that first place banner this year!

Karen Kerpen, daughter of Operator *Ben Kerpen*, recently was auditioned for the *Morris Sachs* amateur show. Watch television for her appearance on some Sunday in the near future. *Karen* has been playing the accordion for the past fifteen months.

—JACK MOREAU

Operators Boast Long Service Records

RAVENSWOOD—Congratulations are in order for Operators *Wally Sundling*, *Pete Buchanan*, *Carl Frykman*, *Leonard Walker*, *Les Luttrell* and Superintendent *Herman Erickson*, all of whom have completed 30 years or more of service in the field of transportation.

In case you are interested in learning to fly an airplane or need some charter service sometime to get somewhere real fast, get in touch with Operators *Cliff Hutton* and *George Wesley*, who own a plane and park it out at Ravenswood Airport.

Harold Miller has taken to his motorcycle again for the journey to and from work. . . . Operator *William Madsen* commutes from Libertyville, Illinois, daily in a sporty panel station wagon. *Bill* built his home out there practically by himself in his spare time.

Julius Tiffenbach, who was injured in a fall several weeks ago, is now back home. . . . *Oliver Clantos*, an employee of the mechanical department for 25 years, retired on April 1. *Oliver* was feted by the boys and presented with a cash gift.

Carl Frykman spent the weekend of April 3 in Gibson City, Illinois.

—GEORGE D. CLARK AND AL BECK

Aching Back Returns With Gardening Time

NORTHSIDE — Spring and garden time is here once again and, oh, my back is aching! That little space in the back yard seems to be as big as the North 40 when turning the dirt over. The fresh vegetables will taste good this summer, though.

The cigars were being passed out by *Yard Foreman William Limanowski*, whose wife presented him with a son; *Switchman Dan Kovalenko*, whose wife had twins, and *Towerman Jack Raeside*, who became the father of a new daughter.

Conductor J. E. "Jimmy" Simsen is going to be a guest on *Dr. Preston Bradley's* program on Sunday, May 30, and will give a resume of the origin and history of Memorial Day, as well as a reading of Lincoln's Gettysburg address. If you can't get to People's Church that Sunday, you can hear it on the radio. It will be worth everyone's time to hear this program as *Jimmy* is well versed on the subject.

Three more men went on pension April 1: *Henry Buerger*, platform man at Belmont; *T. J. Ingram*, yard foreman at Wilson, and *P. J. "Pat" Clark*, platform man at Howard street. *Buerger*

and *Ingram* are staying in Chicago, but *Clark* is going to live the life of a "gentleman farmer" in Ireland. He sailed from Halifax on Easter Sunday, so he should be pretty well settled by now.

If you have any news that you want to see in this column, please send it to me at Howard Street or just

—C. BOB BLANEY

Sumners Welcome Son Number Three

SCHEDULE-TRAFFIC—*Jake* and *Arline Sumner* are now the happy parents of *Bryan*, a seven-pound, eight-ounce son, who made his appearance on April 9. This makes three sons for the Sumners. Our congratulations.

Sympathy is extended to *Maurice Connors*, whose stepfather passed away April 15.

Alvin Pisors, whom many know as an organizer of many bowling, golfing and baseball tournaments, has left the CTA for the field of real estate. We wish him good luck in his new endeavor.

The welcome mat is out for the latest addition to the traffic checking force, *E. Freedman*.

Fifteen years ago, we wrote of the prowess of *Ted Cowgill*, who achieved the rank of a full fledged lawyer by passing the bar exam-

NORTHSIDE RETIREMENT



WHEN *Tom Ingram*, yard foreman at Wilson Shops, front center, was about to retire on pension April 1 after 37 years of service, many of his friends on the Northside division gathered to extend their best wishes. On behalf of co-workers, *T. J. McGovern*, Northside superintendent (seated at left); presented *Tom* with a cash gift. At the extreme right is *Bill Limanowski*, yard foreman, who set up his own photographic equipment for this picture.

ination after completion of his evening school studies. Ted's latest achievement was the filling of one of the bass positions in the Merchandise Mart choir for the Easter program.

L. C. DUTTON

At Least His Mind Is On His Work

77TH—While *Bus Operator F. C. LeGuire* was sunning himself on the sandy beach of the Sea "n" Sun Motel on Biscayne Bay, Miami, Florida, he sent postcards to *Tom McGuire* and *Ralph Short* asking them to pick an early run for him in case he wasn't here.

Roscoe Wakefield, switchboard operator of 77th, went to St. Luke's hospital late in March with pneumonia. After he recovered, he was put through a heart test in the new cardio-vascular laboratory of the hospital. At this writing, the results of the test are not known, but the outcome will reveal to Roscoe whether or not he will have to wait to have his heart operation.

John Flynn has just completed a sojourn in Little Company of Mary hospital for heart treatment.

—JOE SMITH AND
WILBUR JENSEN

Three-Point Landing For Skokie Shop Stork

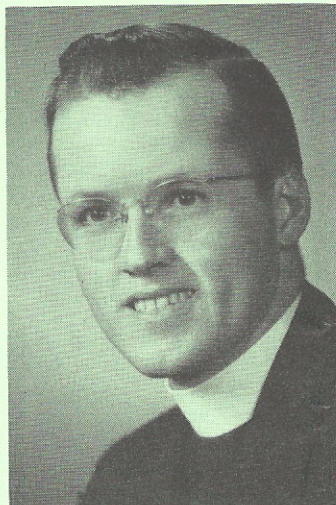
SKOKIE—A six and one-half pound baby daughter was born to *Patricia* and *Orville Lang*. The proud parents have named her *Terry Lynn Lang*. Orville is employed here at Skokie as a carpenter helper and is the son of *Painter Foreman Oliver Lang*, also of Skokie Shops. Congratulations and best wishes.

Congratulations and best wishes are also in order for *Electrician* and *Mrs. Harry Hawke* new parents of a five-pound son. The youngster was born on March 30, and has been named *Harry Richard*. . . . We also want to congratulate *Truckman* and *Mrs. David Guercia*, to whom the stork delivered an eight and one-half pound son, *Felix*, on April 10.

Electrician Robert Binnie bought and recently moved into a brand new home in Arlington Heights.

We welcome the following men, who transferred to Skokie Shops from Throop street: *Louie Harvet*, *Harold Tait*, *John Deignan*, *Johnny Peil*, *Harry Soderquist*, *George*

ORDAINED



ORDAINED to the priesthood at St. Mary of the Lake Seminary, Mundelein, on May 5, was the *Rev. Francis J. Gill*, son of the late *William F. Gill*, trainman at 77th station for many years, and *Mrs. Gill*. Father Gill is also the grandson of the late *Joseph Colgan*, general executive board member, organizer and charter member of Division 241, and nephew of the late *Daniel Colgan*, well-known CTA attorney. Father Gill said his first solemn high mass on May 9 at Little Flower church, 80th and Wood streets, Chicago.

Putz, *Joe Sarato*, *James Meli* and *Emmet Nolan*.

Our deepest sympathy to *Electrician Frank Capadona*, whose mother passed away April 3, and to *Specialist Joseph Kurek*, whose mother passed away March 31.

On March 23, *Machinist Joseph D. Oddo* received a letter from the Village of Hinsdale, claiming that on January 9 he had been given a ticket for parking overtime and that he had failed to settle the offense. The joke of it is that Oddo's car was undergoing an overhauling in a Chicago garage at that particular time.

Truckman Michael Mucha has finally recovered from his long illness and is now back at work. We also welcome back *Ted McMillin*, clerk, who also was off sick.

—DAVID GURWICH

He Has Lots of Time To Play Golf Now

SOUTHSIDE—It was a pleasant surprise when *Jim Gallagher*, retired clerk, dropped in on us the first of April to obtain his monthly riding pass. Jim still practices his golf at Jackson Park and anxiously is awaiting the opening of the golfing season.

Switchman Darrell Worker has recuperated from his extended illness and is back on the job. He wants everyone to know that those get-well cards he received helped to cheer him up while convalescing and he wishes to thank those who took the time to send them.

The welcome mat was dusted off for *Porter Frenchie Ellis* who returned to work after an absence of two years, during which time he served with the armed forces.

Adolph Huff, switchman at Loomis street, passed out cigars upon announcing the arrival of a grandson.

Serviceman Visits Parents

Clerk Charles Sasso, who was in a very jovial mood when questioned, stated that his son, *Phil*, who is a lieutenant on an LST, was home for Easter. A big reception took place.

Porters Joe Gaines and *Abraham McDowells*, both of whom were hospitalized, are recovering and hope to be back at work soon. Each wishes to thank those who visited them.

There was a lot of handshaking around 61st street on April 2 when *Ligouri Flanigan* picked up his riding pass and divulged that it was his birthday. We wish him many more.

Shopman Joe Celano, who is currently stationed at Roosevelt road, has proudly announced that his daughter, *Dolores Benda*, gave birth to a baby boy on April 16.

Clerk Roland Hartney is quite a bird fancier, what with an assortment of canaries, rice birds, parakeets and cockatoos. Recently he has been very expectant, as his cockatoos have laid five eggs to date. We're anxiously awaiting the results.

This column belongs to all southside employes and if anyone has an item of interest or an announcement which they would like have appear here, please let us hear from you.

—LEO J. BIEN

Eight West Shoppers Retired on May 1

WEST SHOPS—May 1 the following men from the West Shops retired on pension: *Fred Reinhardt*, blacksmith, 31 years; *Martin Kawa*, motor rebuilder, 11 years; *William Clough*, truck repairman, 28 years; *Clark Harvey* and *Anton Watkum*, carpenters, 28 years; *William Giermann*, armature wind-er, 27 years, and *Walter Kawicki, Sr.*, a welder, 36 years. We wish all of them a long and enjoyable retirement.

All of the personnel of West Shops extend their deepest sympathy to *Esther O'Brien*, secretary to *Robert J. Ruppe*, upon the recent death of her husband, *Daniel J. O'Brien*. Dan was foreman of the truck shop and was loved and respected by everyone who knew him.

We also extend our sympathy to *Bill Phander* of the carpenter shop and his lovely wife. Bill lost his mother, and his wife lost her father recently. . . . Our sympathy is also extended to retired machine shop foreman *Joseph Rogg*, whose wife died recently.

Mike Dunnebus, overhaul laborer, spent a week in Oak Park hospital recently. He underwent surgery, but is coming along fine and will soon be as well as ever.

MARRIED



APRIL 3 was the wedding date of *James Lyons*, stock clerk at West Shops, and his bride, *Lillian*. The happy couple honeymooned in the Chicago area following a quiet ceremony.

Reported by *Jean O'Neill*

Art Viane, armature room, spent an enjoyable vacation in Miami, Florida, including the Keys. Art took in the *Don McNeil* breakfast club broadcast while in Miami. He said the weather was ideal.

—TED SHUMON

Yessir, By Golly, "King's" Some Collie!

STORES—Now we can understand why *Gudrun Hanssen*, typist in general office, was always bragging about her baby. The baby is "King," a six-month old collie dog that proved his good background by winning two ribbons at the recent dog show held at the amphitheatre. He also added two more ribbons after appearing at the collie show at Libertyville, Illinois.

Many of us can remember *Earl Montgomery*, South Shops, who entered military service back in August, 1950. We recently heard from him and he is now in Korea. We know he is lonesome and would enjoy hearing from his friends. His address: *S/Sgt. E. Montgomery*, 150882 USMC, H & S Btry., 11th MAR., 1st MAR. DIV. FMF, c/o FPO San Francisco, California.

Kenneth Felten, stock clerk at Skokie storeroom, became the

70TH BIRTHDAY



IT WAS a big day for *Elmer Balfanz* (seated), day superintendent at Limits, when he celebrated his 70th birthday on January 3 by being on the job as usual. Present to help him share the cake were, left to right, *Henry Zych*, clerk; *Roger Ward*, chief clerk; *Barney Loftus*, janitor, and *John Gilmore*, clerk. Mr. Balfanz tops the seniority list for the Surface division.

Reported by *Charles Greer*

proud father of a son, *Kenneth Lee*, born on April 7 weighing

seven pounds, four and one-quarter ounces. This is the first son for the Feltens. They have two little girls.

Bernard Fitzpatrick, stock clerk at South Shops, was doubly proud when his wife, *Rita*, presented him with twin boys, *Michael* and *Mark*, on April 11. The twins weighed six pounds, six ounces, and six pounds, one-half ounce, respectively.

At our West Shops locations, *Francis Murphy*, stock clerk, is sporting a new 1954 Chevrolet, and *Thomas Kiley*, laborer, has a 1954 Ford.

We are very happy to welcome back *Horace Decker*, stock clerk at West Shops, and *Ralph Roter*, stock clerk at Skokie. Both were on our sick list recently.

—JEAN O'NEILL

Some Are Just Born Lucky

WESTSIDE (MET) — *Agent Leone Nelson* had the luck to be called twice on a quiz program. For answering the first questions right, she received an electric pop corn mixer and enough kernels to feed a regiment. The second time, although *Leone* didn't know the answer, she received some jewelry and a bottle of perfume.

Agent Genevieve Russin was undecided about whether to spend

her vacation on a tour or a con-tour chair. Wisely she decided upon the chair and relaxed for three weeks. . . . Other agents on vacation are *Henrietta Brown*, *Emma Knimsieg*, *Betty Lenihan*, *Mary Doyle* and *Rose Janasek*.

Pensioner Loretta Williams, her brother, and his wife are leaving for Los Angeles, California, and Mexico soon on a three-month vacation.

Agents still on the sick list are *Eva Devitt* and *Julia Brousek*. We hope to see them back soon.

Our sympathy is extended to *Agents Mary Ellen Nolan* in the loss of her mother, and to *Julia Duffy*, whose sister passed away recently in Ohio.

—KITTY KEEGAN AND
RUTH HANSON

Jack Corda, Logan Yard Foreman, Retires

WESTSIDE—The night of March 31 was the final roundup of service for *Yard Foreman Jack Corda* at Logan Square. He retired after 45 years of service.

His many friends and co-workers had a surprise party arranged in his honor, with plenty of food prepared for the occasion. The wife of *Towerman Laddie Smack* deserves a mention of credit for her part, as she put extra effort

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

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

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

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

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

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

(City) (Zone) (State)

PRE-WEDDING PARTY



PRIOR TO his marriage on May 8, some 25 fellow workers in CTA offices in the Merchandise Mart gathered on April 23 to extend best wishes to *John McNeely* (center, rear), payroll clerk, Accounting Department, the groom-to-be. The event, held in the newly-opened CTA refreshment center in the Mart, included a dinner and presentation of a wedding gift to *McNeely*. As the picture indicates, it was strictly a party for men only.

into baking and cooking for this event.

Jack was surely taken by surprise. When he was called to the trainroom, where the table was spread with all the goodies, he could hardly utter a word. *Laddie Smack*, *A. Kolman* and *W. Bielat* were responsible for the maneuvering of the highlights of the affair. Jack was presented with a welding kit by his buddies and no doubt it will come in handy for Jack recently purchased a resort.

We have a conductor at Logan Square who recently acquired a home in the city, but some folks thought it to be a farm because *Conductor Fritz* made a purchase of some fertilizer which cost him \$180. If you are in need of some, you can contact Fritz.

—WALTER J. REICH

Ed Works Hard At His Hobby

WILSON SHOPS—The various hobby shows that Chicago has had recently brings to mind the unusual hobby of *Edward Mizerocki*, Wilson Shops. Ed's hobby is restoring and preserving old electrical railway equipment. As a member of a non-profit railfan organization, the Illinois Electric Railway Museum, he is currently helping to restore an interurban car. This voluntary work is being done at an industrial site in North Chicago.

John Halloran, Wilson terminal, was presented a baby boy March 26. He weighed nine pounds, four ounces. Mother and baby are doing fine.

Welcome to Wilson Shops to *Ellsworth Meeder*, *Thomas Conlon*, *Patrick O'Connor*, *Michael Hennessey* and *Richard Klesc*, all of whom transferred from the Metropolitan Shop.

Gus Isakson went to the lake for some smelt fishing recently, but after arriving there he found it was too cold to get out of the car.

Joseph Lelakes is taking his last week of vacation for the 1952 period. Of course, that will mean work around the house.

Any news items, small or large, to help keep our magazine column an interesting one will be greatly appreciated.

—EVERETT E. ENGLAND

RECENT DEATHS AMONG EMPLOYES

C. H. ALLEN, 80, retired, Accounting, General Office. Died 3-2-54. Employed 1-1-25.

VINCENZO BERTUCCI, 65, laborer, Track. Died 4-8-54. Employed 4-28-43.

J. H. BIRNEY, 84, retired foreman, Building. Died 3-28-54. Employed 5-11-96.

D. BOHRER, 77, retired motorman, Cottage Grove. Died 3-27-54. Employed 6-2-04.

J. W. BOWE, 69, retired conductor, Limits. Died 3-31-54. Employed 3-22-05.

CHRISTOPHER BUTULIA, 60, paver, Track. Died 3-21-54. Employed 11-3-21.

J. G. COOK, 78, retired conductor, Cottage Grove. Died 4-7-54. Employed 10-17-02.

C. DAUS, 79, retired fireman, Shops and Equipment, Devon. Died 3-22-54. Employed 9-11-19.

FRED J. DERBES, 60, ticket agent, Transportation. Died 4-7-54. Employed 1-23-46.

D. S. DONALD, retired, Boulevard division. Died 3-29-54.

O. M. FORMAN, 75, retired motorman, Archer. Died 4-5-54. Employed 12-28-11.

J. F. GENESER, 74, retired motorman, Division. Died 3-28-54. Employed 1-31-05.

JOHN GLEASON, 64, retired conductor, Southside. Died 3-27-54. Employed 11-13-25.

JOHN GODFREY, 73, retired motorman, Armitage. Died 3-5-54. Employed 8-25-06.

E. A. GRIFFIN, 77, retired agent, Lake Street. Died 4-4-54. Employed 3-10-09.

JOHN GRUBISIC, 59, laborer, Track. Died 4-5-54. Employed 7-1-24.

W. H. HARRISON, 77, retired motorman, Elston. Died 3-14-54. Employed 11-23-01.

PATRICK HEALY, 51, conductor, 69th. Died 3-29-54. Employed 4-17-43.

GEORGE HOFFMAN, 52, trainman, Rapid Transit. Died 4-15-54. Employed 9-27-43.

J. G. JONES, 73, retired motorman, Cottage Grove. Died 3-23-54. Employed 11-9-05.

J. T. JONES, 71, retired conductor, Kedzie. Died 3-12-54. Employed 12-21-13.

MICHAEL KLOCEK, 59, clerk, Accounting. Died 3-29-54. Employed 12-27-16.

P. M. KLUTH, 68, retired conductor, Lincoln. Died 3-31-54. Employed 7-6-16.

J. A. KNISTAUTIS, 70, retired bus cleaner, Shops and Equipment, Blue Island. Died 3-28-54. Employed 1-18-12.

C. H. KUHLO, 76, retired motorman, Lawndale. Died 4-9-54. Employed 5-12-21.

ANTON LEPTICH, 53, laborer, Building. Died 3-27-54. Employed 6-29-43.

W. F. LITZ, 78, retired machinist, Shops and Equipment, West Shops. Died 4-11-54. Employed 6-3-19.

WALTER LIVINGSTON, 65, mechanic, Shops and Equipment. Died 3-19-54. Employed 9-28-42.

THOMAS LYNCH, 79, retired conductor, Kedzie. Died 4-3-54. Employed 4-30-18.

ROBERT E. McCARTEN, 46, motorman, North Avenue. Died 4-14-54. Employed 6-24-37.

MANUS McGARVEY, 66, retired motorman, 77th. Died 3-18-54. Employed 3-9-23.

B. MEINKING, 67, retired laborer, Track. Died 3-19-54. Employed 4-9-21.

ABE MILLS, 82, retired motorman, Division. Died 3-29-54. Employed 6-27-04.

FRANK J. NICKEL, 63, chief operator, Electrical. Died 3-30-54. Employed 6-12-08.

MICHAEL NOLAN, 60, conductor, 69th. Died 4-6-54. Employed 5-24-19.

JOHN NOVOTNY, 59, retired watchman, Transportation. Died 3-7-54. Employed 5-15-45.

DANIEL J. O'BRIEN, 59, foreman, West Shops. Died 3-28-54. Employed 1-19-15.

JOHN PIELA, 59, repairman, Shops and Equipment. Died 3-29-54. Employed 9-23-22.

H. J. PRESTINE, 68, retired pipe fitter, Shops and Equipment. Died 2-26-54. Employed 1-31-28.

W. A. PUGH, 57, retired conductor, 77th. Died 3-17-54. Employed 10-24-29.

WILLIAM QUINN, 68, retired motorman, 77th. Died 4-13-54. Employed 2-10-05.

I. C. RASMUSSEN, 79, retired car placer, Shops and Equipment, Noble. Died 2-13-54. Employed 6-30-06.

M. RAY, 91, retired motorman, Lawndale. Died 4-9-54. Employed 1-21-89.

D. J. REID, 82, retired conductor, Armitage. Died 3-30-54. Employed 12-5-92.

PAUL ROSENSTRATER, 60, motorman, Kedzie. Died 4-12-54. Employed 3-24-37.

W. P. RYAN, 58, bus repairman, Archer. Died 3-9-54. Employed 11-13-29.

ALBERT SANDEL, 80, retired conductor, Metropolitan. Died 3-14-54. Employed 5-19-11.

F. V. SCHILKE, 73, retired motorman, Division. Died 4-6-54. Employed 10-5-07.

J. J. SHADDON, 84, retired messenger, Electrical, Grand and Leavitt. Died 3-12-54. Employed 2-13-07.

J. J. SHEIL, 61, retired conductor, 77th. Died 3-24-54. Employed 6-25-12.

G. P. TESSMAN, 65, retired watchman, Track. Died 4-7-54. Employed 5-26-43.

WILLIAM THORPE, 51, towerman, Transportation. Died 3-21-54. Employed 1-20-25.

J. J. TOBIN, 88, retired motorman, Kedzie. Died 3-15-54. Employed 12-31-06.

M. J. TULLY, 60, retired motorman, 77th. Died 3-16-54. Employed 5-26-21.

A. C. WAGNER, 61, retired conductor, Devon. Died 4-7-54. Employed 2-25-24.

P. T. WICK, 82, retired watchman, Track. Died 3-10-54. Employed 4-2-24.

E. E. WOOD, 85, retired agent, Southside. Died 3-14-54. Employed 10-2-17.

FELIX ZEPEPUGAS, 60, repairman, Shops and Equipment, Archer. Died 3-23-54. Employed 9-19-19.

TRANSIT IN THE

All Around The Town

MORE THAN 1,600 students from Rock County public schools in Wisconsin enjoyed a day's outing in Chicago recently with the help of CTA Charter Service.

They were met upon arrival in the city at the Union Station by 32 diesel-powered buses (*see cover picture*) which, after assembly, split off into two groups for separate destinations. One cavalcade headed for the Brookfield Zoo,

News

There are six features of CTA Charter Service which can help make a group's trip more enjoyable: Service, convenience, comfort, dependability, economy and safety. Everything is geared to give each group top service. The planning department will take over all arrangements and supply as many comfortable, roomy, modern buses as required to handle the group movement safely and without delays.



and the other went to the Museum of Science and Industry in Jackson Park, where the young visitors spent several hours before boarding trains for home.

Parents and teachers chaperoned the group, which made the trip to and from the city on a special train over the Chicago, Milwaukee and St. Paul Railroad. The mass movement by CTA chartered buses to and from the depot was completed without a hitch.

Another chartered movement which drew attention recently was a trip to Comiskey Park by the Merchandise Mart White Sox Fans Club for the 1954 season's opening game. This required six buses. These buses are lined up before the Mart in the accompanying photo.

With the coming of the spring and summer season, more opportunities will be present for the use of CTA Charter Service. This service, incidentally, is one which all employees can help to develop as an additional source of CTA revenues.

The arrival of the outdoor season means that many lodges, clubs, churches and similar organizations are, or soon will be, planning picnics, trips to sport events, museums, parks, forest preserves or other group excursions. The advantages of using CTA charter service for such trips or outings are obvious. Employees who belong to organized groups can let those in charge know how convenient and economical it is to have all transportation details arranged by CTA Charter Service.

There are no parking problems. It will be found, too, that the per-person cost will be by far the most economical way for a group to have a really enjoyable trip.

Charter prospects are numerous. And whether a group numbers 25 or 2,500, the transportation problem can be handled more smoothly, more quickly and easily when CTA Charter Service takes the responsibility of arrangements. If further information is desired, phone *E. D. Ehrlich*, Charter Service sales manager, at MOhawk 4-7200. He will be glad to assist in any possible way.

SERVICE REVISION

REVISION of the south terminal operation of the CTA Lincoln-Wells bus route (Number 10) was required, effective March 25, due to continuing construction work on the Congress superhighway.

Details of the new, revised routing follow:

Lincoln-Wells buses now operate southbound in Wells street to Adams street, west in Adams to Franklin street, south in Franklin to Congress street, east in Congress to Wells street and then north in Wells over the regular route.

Under the former routing, buses operated southbound in Wells to Harrison street, west in Harrison to Franklin, north in Franklin to Lomax, east in Lomax to Wells and then north in Wells.

Pave Over Tunnel to Aid Street Traffic



CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF MARCH 1954 AND 1953, THREE MONTHS AND TWELVE MONTHS ENDED

MARCH 31, 1954

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

	Month of March		Period Ended	
	1954	1953	3 Months Mar. 31, 1954	12 Months
Revenues	\$10,208,132	\$10,861,319	\$28,963,368	\$121,854,703
Operation and Maintenance Expenses.....	9,416,210	9,357,842	26,900,227	105,802,495
Available for Debt Service.....	791,922	1,503,477	2,063,141	16,052,208
Debt Service Requirements:				
Interest Charges	422,468	403,236	1,268,585	4,947,162
Deposit to Series of 1947 Serial Bond				
Maturity Fund (Note 1)	150,000	83,333	450,000	1,600,000
Revenue Bond Reserves (Note 2)	30,000	23,000	90,000	311,000
	602,468	509,569	1,808,585	6,858,162
Balance Available for Depreciation.....	189,454	993,908	254,556	9,194,046
Provision for Depreciation—Current Period...	816,650	868,906	2,317,070	9,748,376
Balance Available for Other Charges (Note 3) \$	627,196 r	\$ 125,002	\$ 2,062,514 r	\$ 554,330 r

r - Denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers.....	58,054,100	60,348,356	164,255,351	677,889,401
Transfer Revenue Passengers.....	2,583,522	2,559,242	7,180,887	28,873,448
Total Revenue Passengers.....	60,637,622	62,907,598	171,436,238	706,762,849

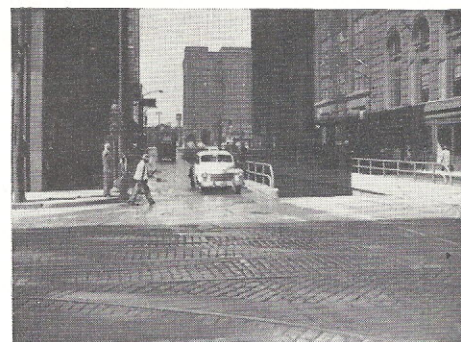
STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as at March 31, 1954

1952-53 Orders:	Delivered to Date	Remaining to be Delivered	Total
Propane Buses.....	247	153	400
El-Subway Cars	38	212	250
	285	365	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.



THE OLD made way for the new in a downtown street traffic improvement project which was completed recently.

This was the filling in, with scores of truckloads of sand, sealing and paving over of the old Washington street tunnel, used for many years as a traffic artery under the Chicago river. This permits the use of the full width of the street for traffic lanes and speeds up the movement of CTA and other vehicles into and out of the Loop.

The tunnel had an historic past. Construction work was started in 1867, and it was first used for pedestrian and horse and buggy traffic. Later, in the 1880's, when the street railways were contemplating a change from horse cars to cable cars, the tunnel was converted for streetcar operation.

For some years after it was built, the tunnel was used quite extensively and, after the Chicago fire of 1871, it was the only means of communication between the West Side of Chicago and the business district, until the burned bridges were restored.

A before and after view of Washington street is provided in the accompanying pictures.

CTA TRANSIT NEWS

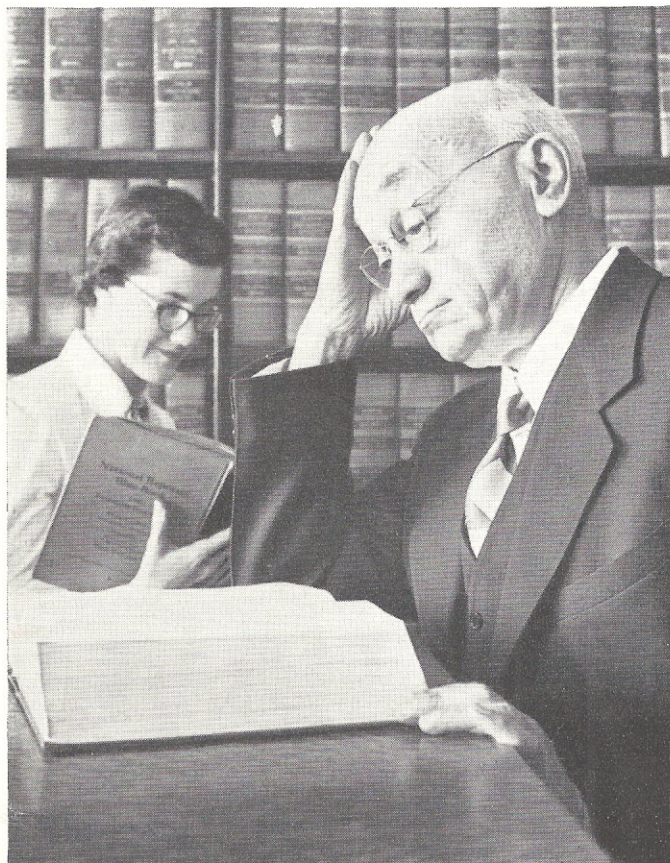
Thirst For Knowledge

MOST OF the CTA employees who knew *Max Davidson*, retired Stores Department employee, also knew that he had a genuine thirst for knowledge. Proof appears in the accompanying photo, taken recently at the Law library of Loyola University, where Max has been spending the greater portions of his afternoons ever since his retirement from CTA on June 6, 1948. In the morning Max can usually be found in court, listening to cases and taking notes, because the field of justice is his keenest interest. Retirement has afforded him the opportunity to enjoy and pursue these admirable interests to the fullest extent.

Max, Russian born, did not have the opportunity of learning in his childhood. He started in local transit work with the former Chicago Surface Lines on July 3, 1906, as a motorman. For a period of 38 years he worked on the cars, during which time he and his thirst for knowledge became well known throughout the system.

On September 5, 1944, Max transferred to the Stores Department and became a mail clerk. In that capacity he traveled extensively over the entire system in the performance of his duties. As a result, Max's acquaintances were expanded until they included many employees in all CTA Departments. He was known for his loyal devotion to local transit work and his continual thirst for knowledge.

Thus, at the age of 71, five years after taking his CTA pension, he still retains the characteristics that marked him when he was an active CTA employee.



Safety CRUSADE

ALL CTA streetcars and motor and trolley buses now urge: "Let's All Drive Safely" with rear window decals provided by the Citizens Traffic Safety Board, which is sponsoring a city-wide effort to reduce accidents.

In connection with the campaign, CTSB points out that nearly 100,000 drivers were charged with violation of traffic laws in the 86,000 traffic accidents on Chicago's streets last year.

The accompanying photo shows *Bus Operators A. B. Garrett* (left) and *Robert J. Friedsted*, Limits, standing by as *Timothy Riordan*, foreman, posts a decal in a CTA bus.



Where and How Are You Planning to Spend Your Vacation this Year?

INQUIRING REPORTERS:

Frank Rothman and
Jack Williams

LOCATION: Archer



STANLEY NYKIEL, Operator (with Inquiring Reporter *Jack Williams*, left): "I'm going to spend two weeks of my vacation in the North Woods section of Wisconsin with my family. I've always had very good luck when fishing up there and it's my idea of a wonderful vacation."



GEORGE STOKES, Operator (with Inquiring Reporter *Frank Rothman*, left): "Going to some small lake located far from the city is my idea of a good vacation. Relaxing under a shade tree during the day and spending plenty of evening time fishing makes it perfect, and that's just what I'm planning to do."



GEORGE SCHMIDT, Operator: "We usually go out to western Kansas to visit my wife's parents. The change of scenery and slower pace of living are very relaxing for the whole family. And the old western towns, like Dodge City, Garden City and Liberal, are especially interesting, particularly to the children and me."

EMMETT McCARTHY, Operator: "My wife and I are planning a motor trip to Biloxi, Mississippi, this year. Lots of fishing and swimming, as well as plenty of fresh air, are contemplated. If there is time available, a stop for the baths at Hot Springs, Arkansas, will be in order."



FRED CERNOCKY, Operator: "I don't plan to take any vacation trip this year. There is some vacant land in our neighborhood which my friends and I would like to make into a playground for the kids. Since there are trees to be cut down, grading to be done and grass to be planted, it looks like that's what I'm going to do on my vacation."

our Public Speaks...

THE LITTLE GIRL standing back from the curb at Elston avenue appeared lost and very cold to *Operator Henry Jatczak*, North Park, driving a northbound Milwaukee avenue bus over the regular route on a blustery April afternoon.

So he stopped the vehicle and opened the doors.

When she made no move, he called out, asking if she didn't want to get on.

"I don't think so," she answered.

Jatczak, noting her bewilderment, persuaded her to get aboard. He had figured it right. She was lost.

When he arrived at the terminal at Milwaukee and Devon she told him she was *Barbara Franczak*, eight years old, and gave him her home address in Park Ridge.

She had become lost walking home from dancing school after her mother had been delayed in meeting her.

Jatczak telephoned her mother, who was near hysteria. He told *Mrs. Franczak* not to worry, that he would send the child home in a cab, which he did, giving the driver \$2 from his own pocket. He called the home later to make certain that she had arrived safely.

Upon reaching North Park he reported the incident to *Night Station Superintendent E. G. Milz* and was commended at that time for his action. Later that evening Barbara's father called and talked to Mr. Milz, commending Jatczak, who was still at the station. The grateful parent asked to speak to Jatczak and expressed his deep appreciation for what Jatczak had done. The operator replied that anyone would have done the same, but would not disclose his identity to the father.

A few days later, CTA received a check for \$25 from *Mr. Franczak*. It was made out to CTA and was accompanied by a note suggesting that CTA make out its own check for that amount

to the operator. The suggestion was adopted and Jatczak was given a check representing the gift from Barbara's father.

Operator Jatczak has been a CTA employe since October 20, 1953.

COUNTERBALANCING the nice things we hear about CTA personnel are the complaints from our customers. Here is one received recently:

"One day recently I was at Dearborn and Adams street and saw a Clybourn avenue bus coming west from State street. I wanted to buy a newspaper but decided I would miss the bus if I went back to the regular stop. I ran the entire length of the block to Clark street and arrived before the bus. When I knocked on the door to be let in, the operator ignored me and kept looking at the traffic lights. A woman who had

been standing there for 10 minutes also tapped on the door, but he ignored her, too.

"He put the vehicle into gear and started across the street. He got no further than the middle of the street because the entire block ahead was bumper-to-bumper with vehicles. He blocked both north and south bound traffic on Clark street and did not move until the lights had turned green going west. While he was waiting, I again walked over to the bus and asked him to let me aboard, but again was ignored."

COMMENT: CTA is dependent upon the citizens of Chicago for patronage and expects employes to make every effort to make our service as attractive as possible. Certainly, there is no excuse for the employe concerned to act in the manner attributed to him by this patron.



IN APPRECIATION of the thoughtful action taken by *Bus Operator Henry Jatczak*, left, in seeing to the safe return home of a lost child, a check was forwarded to the CTA by the grateful father. *William Calderwood*, day superintendent, North Park, was very happy to transmit the check to Henry.

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

	March, 1954	March, 1953
Complaints	1042	922
Commendations	92	82

The Burning Question

"IT BURNS me up!" You've probably heard that phrase used many times—possibly you've said it yourself.

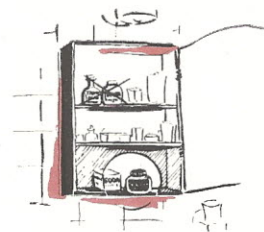
Of course, it wasn't meant literally, but have you ever thought about what you would—or could—do if someone actually had been burned?

Here are some interesting facts concerning burns and applicable first-aid measures which should be common knowledge in every CTA household.

Every year, 10,000,000 paydays are lost because of burn injuries; an average of 8,000 people die of burns and about ten times that number of persons are severely burned, but survive.

There are three types of burn: First, second and third-degree. The first degree burn is a mere reddening of the skin, such as one gets from momentarily touching a hot object. In a second degree burn, the outer layer of skin is injured enough to raise blisters. In a third-degree burn, the skin is totally destroyed and tissues underneath may be injured down to the bone. A minor burn covering a large area may be equally serious as a limited third-degree burn.

Generally accepted first aid for minor burns is to cover fine mesh gauze with vaseline petroleum jelly and place directly on the burn. Already prepared sterile petroleum gauze dressings may also be used. Then bandage firmly, but not so tightly as to affect circulation.



The wise CTA householder checks his bath cabinet periodically to see that it is stocked to meet emergencies. The latest medical advice is to discard such remedies as tannic acid or sulfa ointments for use on burns. They can do far more harm than good. For minor burns, gauze pads, petroleum jelly and two kinds of sterile, fine-meshed bandages (one of petrolatum, the other dry) are most helpful. Salt and baking soda should also be on hand for counteracting shock.

In the case of serious burns, however, the first aider should not attempt to cleanse or dress the burns or even remove clothing. Just cover the patient with a clean sheet or towel and call a doctor or rush the victim to a hospital.



Major burn injuries are usually accompanied by shock. Burns covering 15 to 20 per cent of the body will almost always lead to shock. Tilting the body so that the head is lowered helps to prevent it. Keep the patient warm, but not too warm.

Salted water has also proved to be an effective shock preventive. It takes only a few seconds to put a teaspoonful of salt and a half teaspoonful of soda in a quart of water. The burn victim should drink as much of this mixture as possible.

Facial burns should be left to professional treatment.

A serious burn, like other wounds, is also inviting to bacteria. Remember the three-fold purpose of burn treatment: Soothing the pain, excluding air from the wound and protecting it against outside infection.

Dressings may be left in place 10 to 14 days. Not many years ago, burn dressings were changed daily, a procedure now recognized as the ultimate of folly. Repeated changing only injures newly forming skin and slows healing.



Today, chances for recovery from extensive burns are remarkably good under proper treatment. It was not too many years ago that if as much as 30 per cent of the body surface was burned, death was inevitable. Now, there are recoveries when 80 to 90 per cent of the body surface is burned.



The best way to treat burns, however, is to avoid them. Burns and scalds are the Number 1 accident killer of children under fourteen, according to the National Safety Council. One out of every three persons killed by fire is a child of this age group. Keeping matches stored out of children's reach, cooking on back burners of stoves, and teaching children the proper use of electrical equipment are important preventive measures which should be exercised in every home.

Adults, too, may heed the warning that stoves and grates, lighting fires with kerosene, cleaning clothes with flammable liquids, smoking in bed, fireworks and bonfires, hot fats and metals, chemicals and electricity are the eight most common causes of burns.



TO THE Ladies

... from JOAN

COLORFUL wearables and home furnishings of burlap shown here are the bolero costume, curtains, place mats, napkins, cushion cover and apron.

From *Rags to Riches*

WHO'D EXPECT the lowly burlap feed bag to be the source of a striking bolero costume? Or provide the material for a lovely set of curtains or drapes, a colorful topcoat or suit, an attractive cushion or slip cover, and a host of other useful articles?

It's a fact—a new development that will be welcomed with glee by the rising army of new “do-it-yourself” fans, as well as by smart budget-minded homemakers who have always been on the lookout for additional ways of making the household allowance go further. It's easily done with all-fabric dyes and some simple needlework. Literally scores of pleasing, fashionable wearables and home furnishings can be made quickly and inexpensively from ordinary burlap bags.

An infinite variety of articles of apparel—coats, skirts, aprons and shoulder-scarves—can be made the same way as you would with other fabrics. There's no limit, too, on the number of home furnishings that can be created from the dyed burlap—curtains, drapes, bureau runners, table scarves, place mats, napkins, slip covers, lamp shade coverings, chair seats, cushion covers, pot holders and so on endlessly.

Imagine how summery and cheerful the articles of burlap pictured would look in your home and how fashionable you will look serving the family meals wearing colorful, easy to wash, aprons and dresses.

Yes, it would be a feather in your cap to know that you made all these items yourself and it will be a pleasure for us to send you, upon request, a “How to Make Beautiful Articles from Burlap Bags” booklet which we have available. Write to Women's Editor,

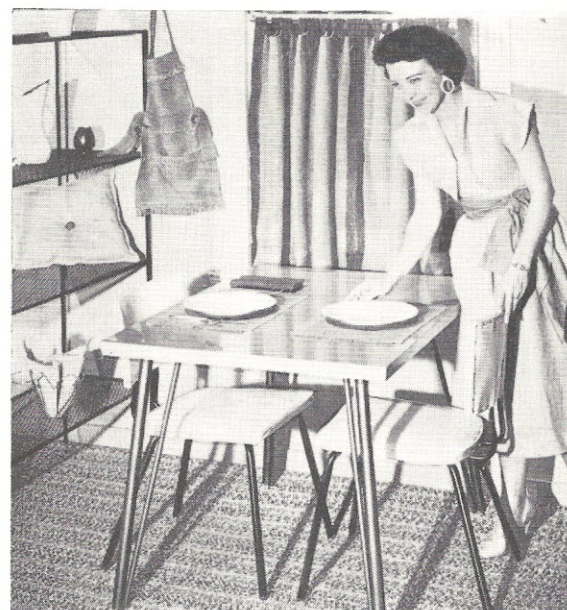
CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.

The burlap bags for the conversion projects can be either salvaged feed bags or new ones purchased at very little cost from any burlap bag company listed in the classified directory.

... To The Rescue of Nylons and Budgets

“The Dolly With A Hole in Her Stocking” seems to be the theme song for most women and too large a part of the paycheck goes toward hosiery.

Keeping hosiery lovelier and lasting is both beneficial to the budget and complimentary to the wearer. Listed below are some helpful hints to extend the life of your hose: Learn the meaning of such hosiery terms as “denier” and “gauge.” Denier refers to the thickness



of the nylon thread. The higher the number, the thicker the thread; the more serviceable the stockings. Gauge has to do with the number of stitches in one-and-a-half inches. The higher the gauge, the more stitches in a given space. Fifteen denier, 51 gauge is a good dress sheer; 30 denier, 51 gauge will not only look well on your legs, but will serve you better for everyday wear. Buying the correct size is important, too. Stockings that are too short in either the foot or the length are subjected to undue strain that weakens the fibers. If you are tall, approximately 35" to 37" is a good length. If you are short, 28" to 30" lengths would suit you better.

Handling your hose with care is most important. Snags are one of the biggest causes of runs. Chief causes of these little pulls are rough hands, rough legs, and rough furniture. Wash new hose before wearing, and never wear the same pair twice without a sudsing in between. Wash by hand, with a mild soap or detergent. Do not rub soap directly on stockings, but swish them through a nice sudsy solution. Remove excess moisture by squeezing gently, never by wringing, and dry gradually, away from artificial heat.



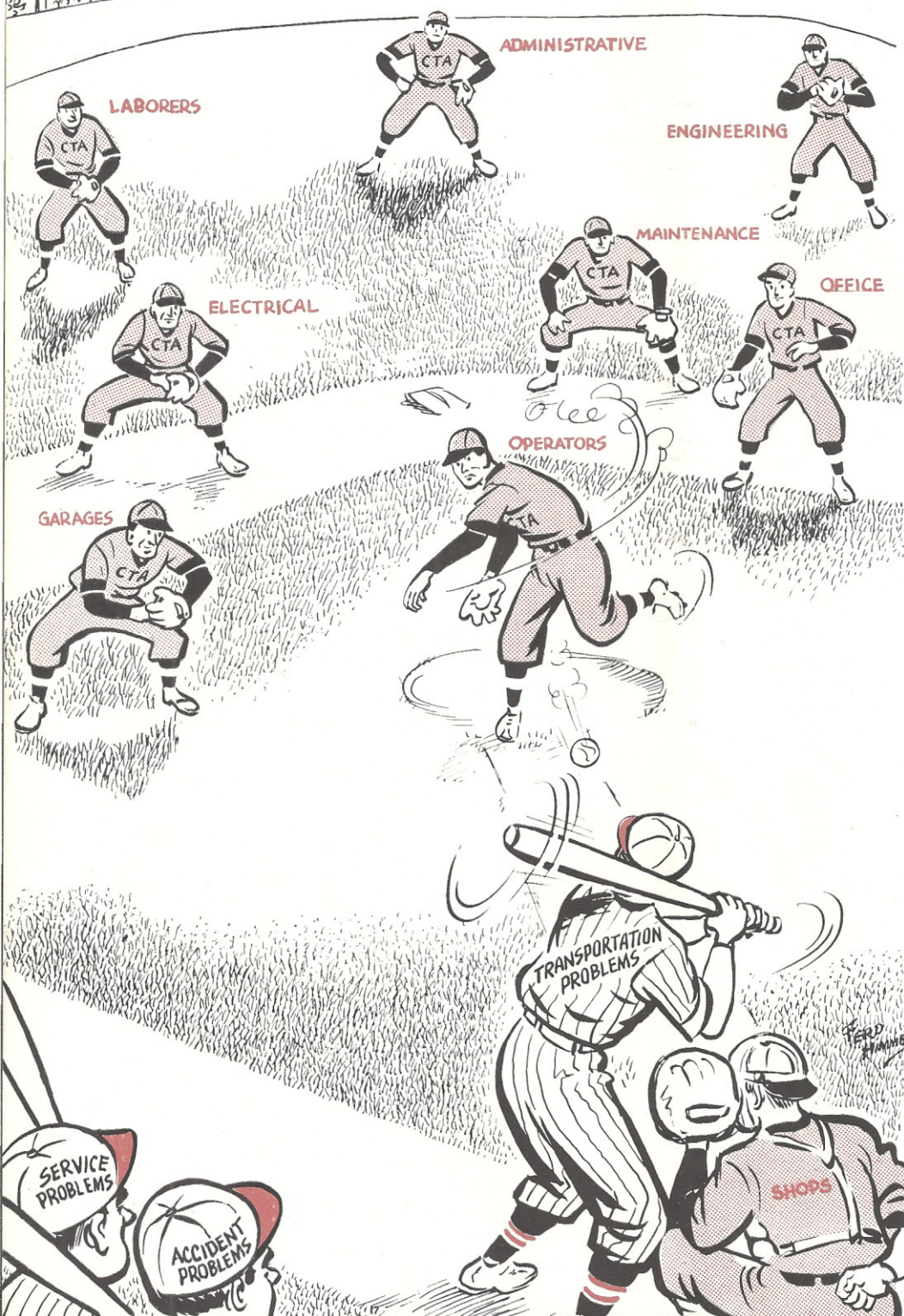
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