

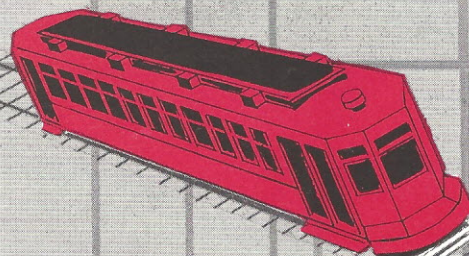
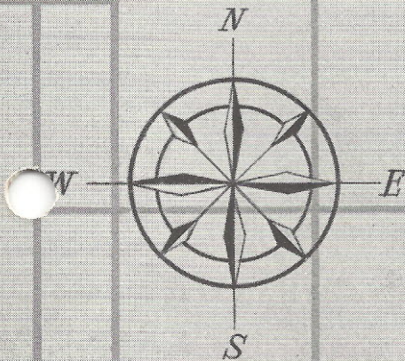


TRANSIT NEWS

JUNE, 1954



**END
OF AN
ERA**
(See Page 3)



FIVE SERVICE SENIORS RETIRE -- TOTAL 242 YEARS

FIVE Electrical Department employees with a combined record of more than 242 years of service resigned on June 1 to take advantage of CTA's pension plan.

Dean of the group in both age and point of service is *William Sebraska*, 78, chief operator, Western substation, who had over 58 years of service. He has been continuously employed with Chicago transit lines since September, 1895, when he started in the old steam house station as an oiler, later becoming its switchboard operator. Following this he became a "B" electrician, and on September 20, 1940, he was made chief operator, serving until his retirement.

Next in seniority is *William F. Hart*, 71, chief operator, Milwaukee and Cleaver substation, with more than 48 years of service. He started in the cable department as a coal passer in September, 1905, subsequently becoming a substation helper in 1911. Three years later he was advanced to substation operator and in 1944 became chief operator.

Leo J. Davis, 65, chief operator, 82nd and Halsted substation, was third in seniority rating with 47 years of service. He started as a substation helper in 1907 and has been a chief operator for the past 40 years.

Fourth of the group in length of service is *Stephen "Boots" Gecan*, 65, chief operator, Illinois-LaSalle substation, who had over 45 years of service. He started as a water boy in July, 1903, and except for a period of 17 months, from 1905 to 1907, he has seen continuous service. He had been chief operator since August, 1941.

The record of *Leo Behrendt*, 67, chief operator at 20th and Dearborn substation, shows 44 years of service. He joined the former Chicago City Railways as a substation helper in 1910, and became a chief operator in 1933.

The retirement of *Stephen Gecan* recalled the transit career of his father, *Vincent Gecan*, also known as "Boots," a track foreman for the former Chicago Surface Lines. The senior Gecan was killed in 1916 when he jumped aboard a loaded

streetcar and warned passengers to hurry and move forward and get off when he saw a Chicago, Milwaukee and St. Paul Railroad passenger train bearing down upon the streetcar at a crossing on Lawrence avenue, near Cicero. He was a member of a track crew working at the intersection when he saw the wreck was inevitable, and his warning saved the lives of many passengers. Three were killed, including the senior Gecan, who was publicly acclaimed a hero for his action.



JUNE 1 marked the retirement date of five chief substation operators from the Electrical Department. Left to right, they are: *Leo Behrendt*, *Stephen Gecan*, *Leo J. Davis*, *William Sebraska* and *William F. Hart*.

OUR COVER: It was real fun for rail fans when approximately 100 representatives of the Central Electric Railfans Association chartered two old, red streetcars for a seven and one-half hour trolley tour of the city. It was their gesture of farewell to the cars, which were taken out of service on May 30. Among CTA employees in the group were four standing in the foreground in our cover picture. Starting second from left, they are: *Edward Mizerocki*, airbrakeman, Wilson Shops; *Walter Moench*, drill press operator, Skokie Shops; *Roy D. Zielinski*, operator, North Avenue, and *George Macak*, engineering assistant, Staff Engineering Department.

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RECENTLY RETURNED FROM ARMED FORCES

Lawrence I. Compton—Transportation (Northside)

Peter G. Lemperis—Shops and Equipment (Wilson Terminal)

Salvatore S. Messina — Transportation (Westside)

Donald R. Wendell—Shops and Equipment (North Park)

CTA TRANSIT NEWS



A TOUR of the CTA system by means of the old, red streetcars attracted railfans from all over the middle west and as far away as New York. The smiling members of this group indicate their enjoyment of the trip.



END OF AN ERA

MODERNIZATION of CTA equipment reached a new peak on May 30, when buses were substituted for streetcars on five surface routes previously served by old red streetcars.

The changeover marked the end of an era in Chicago Transit history, for the red streetcars have played an important part in the city's transportation service for nearly a half century.

In this most recent move towards modernization, a total of 185 red cars were replaced by 235 buses on the Halsted, Halsted-Downtown daytime service, Kedzie, Cermak and Lake routes. On Halsted street and Halsted-Downtown, 127 buses replaced 97 streetcars; on Kedzie, 66 buses replaced 48 streetcars; on Cermak, 25 buses replaced 24 streetcars; and on Lake street, 17 buses replaced 16 streetcars. Buses had been operating week-ends on both the Kedzie and Halsted lines, and on Saturdays on the Halsted-Downtown line.

Approximately 298,000 daily riders on these lines are benefitting from the smooth-riding, rubber-tired, noise-proofed equipment, operated with less waiting time between vehicles, than under the former schedules.

With the conversion of these lines, only four streetcar routes are left on the CTA System—Western avenue, Clark-Wentworth, Broadway-State and Cottage Grove. The latter are all completely equipped with modern, noise-insulated "Green Hornet" streetcars. The conversion also eliminated Limits and Kedzie stations as streetcar barns. These two locations are in the process of being changed over to accommodate buses and become bus garages exclusively.

Buses on the lines converted follow substantially the same routes as the former streetcars, with the exception of Lake street. On Lake, the buses operate into the Loop instead of stopping at Clinton street, the former streetcar terminal. This change considerably improves the convenience of the service on that line by making direct transfer connections with elevated, subway and other surface routes in the Loop area.

When the CTA started as an operating organization on

October 1, 1947, in excess of 3,200 streetcars, most of them the old red type, were in use on Chicago's streets. The old "reds," after nearly 50 years, have only lately been disappearing from the Chicago transit scene. With this latest change, none of them are scheduled for regular service, but some are being held in reserve for emergency use to supplement the modern fleet of cars when necessary.

Approximately 440 streamlined "Green Hornet" streetcars are providing regular service on the remaining streetcar lines. Altogether CTA has invested more than \$90,000,000 in streamlined cars and buses, and in modernizing other facilities since the start of its modernization program.

To note and record the passing of the red streetcar lines, the Central Electric Railfans' Association chartered two of the old red cars for a railfan trip on May 16.

Starting from 77th street station, they proceeded south and west to 79th and Halsted, north to Archer, northeast to Clark and north to the crossover at 16th street. Reversing direction, the cars proceeded south to Cermak and west to Kenton where another reverse in direction was made east on Cermak to Kedzie, north to Lake, east to Halsted, north to Broadway and Irving Park, west to Clark, north to Devon, west to Western and south to 79th street. Another reverse in direction brought the cars north in Western to 69th, then east and south to the depot at 77th and Vincennes.

Stops were made at various locations to permit the railfans to take photographs and inspect stored equipment. Time out for lunch was taken when the cars reached the Devon station. The entire trip consumed approximately 7½ hours.

SHUTTERBUGS among the rail fans had a field day snapping pictures of old equipment at the various yards and carbarns visited.



CTA REPORTS FOR '53

AT THE END of 1953, six years and three months had elapsed since CTA undertook to carry out the mandate of the voters of Chicago to improve and modernize the city's local transit facilities on a service-at-actual-cost basis.

Here is a brief summary of the accomplishments in these six and a quarter years:

MODERNIZATION

For new buses, cars and other modern facilities CTA has invested or obligated more than \$90,000,000. A total of 3,465 buses and cars have been purchased, and more than 3,000 of these modern units are in daily service.

Modernization of the surface system is almost 95 per cent complete. The last old red streetcar, with its clatter and clang, is headed for the scrap heap. Modernization of the rapid transit system is nearing 75 per cent of completion.

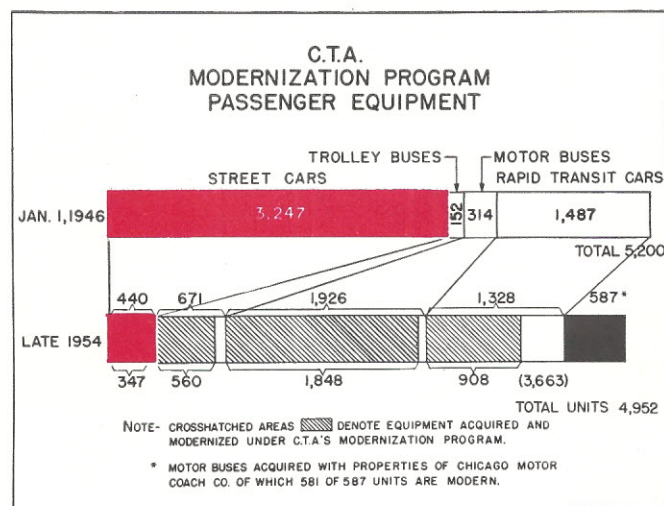
Shops, shop tools and other facilities have been modernized; two large garages have been built and a third is under-way. The number of off-street terminals has been more than doubled.

RIGHT-OF-WAY PURCHASES

Through two purchases, financed by the issuance of revenue bonds, CTA acquired major sections of its rapid transit right-of-way that for years had been used for rapid transit operations under a lease arrangement. It now owns the right-of-way for all of its major routes. From the Milwaukee Road, CTA obtained for \$7,000,000 the rapid transit right-of-way and tracks totaling 27 miles in length between Montrose avenue, Chicago, and Linden avenue, Wilmette. For \$1,000,000, CTA acquired from the Chicago Aurora and Elgin railway the track and other operating facilities between Laramie avenue, Chicago, and DesPlaines avenue, Forest Park, over which the Garfield Park rapid transit route operates. In exchange for this and other property, CTA is to be provided right-of-way and high speed rapid transit facilities in the median strip of the Congress Expressway all the way from the Loop to Forest Park—a distance of 9.6 miles.

SERVICE

Today's rapid transit service is the best that Chicago has ever had. It is faster by as much as fifteen minutes per trip,



and during the non-rush periods service is provided by all-metal cars exclusively on all major routes. The time is approaching when the last of the wood-steel cars will be retired. To attract the users of private automobiles, two large parking lots have been established at terminals so that motorists may use rapid transit for a part of their trips. More of these parking lots are contemplated.

In its surface operations, CTA has achieved a high degree of flexibility through extensive conversion of streetcar routes to bus operation. Flooded viaducts during heavy rainstorms are no longer a major problem. This flexibility in surface operations has simplified the establishing of one-way streets, and the paving or surfacing of former streetcar routes. Now these streets are comparable to boulevards.

UNIFICATION

"One City—One Fare" is now a reality. So is the long sought universal transfer privilege. From three separate and distinct companies, CTA has fashioned a unified organization with employees working cooperatively together as a single team. General administrative offices, formerly scattered about the city in five locations, are now efficiently located on one floor in one building.

ECONOMIES

Inflation in recent years has brought sharp increases in the cost of labor and materials, but these increases have been largely offset by constant application of economy and efficiency measures that have retained unimpaired the quality of service offered. The number of employees has been reduced from 23,350 in 1947, including Motor Coach employees, to approximately 16,900 as of April 30, 1954. Today's operating costs would be \$35,000,000 a year greater if this and other economies had not been taken.

FINANCES

CTA's record of having met its operating and maintenance expenses and fixed charges—debt service and depreciation—from the beginning of its operations in 1947 continued

through 1953. Gross revenues for the year—the first full year of operation of the former Chicago Motor Coach properties—were \$124,103,962, or \$6,981,395 more than in 1952. Revenues in 1953 also were sufficient to provide \$1,216,714 for advance retirement of bonds, and \$82,690 for the operating expense reserve fund.

To date a total of \$1,658,000 in principal amount of bonds has been retired in advance of maturity at a cost of \$1,516,351, thereby achieving a total saving of approximately \$1,650,000 in principal and interest charges.

Among CTA expenditures for the year were payments of taxes, license fees, street repaving or resurfacing and other items totaling \$2,899,472, an increase of \$296,271 over 1952.

TRAFFIC CONGESTION

In the business centers of the city during hours of peak travel traffic congestion borders on chaos. The speed potential of modern surface transit vehicles is all but cancelled out during these hours of heaviest travel. In some instances, transit vehicle speed is no faster than that of cable cars, or even the earlier, slower horse-cars. It is conservatively estimated that traffic delays cost Chicago's local transit riders alone a total of \$117,000,000 a year, of which \$5,000,000 is direct out-of-pocket expense incurred by the riders since these delays cause operating expenses that must be reflected in rates of fare.

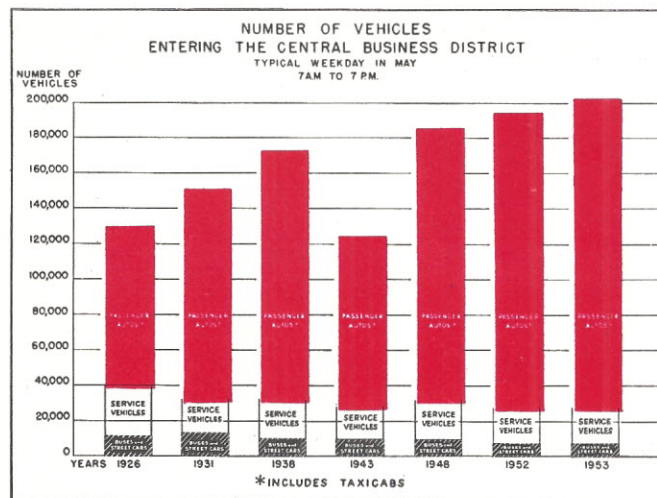
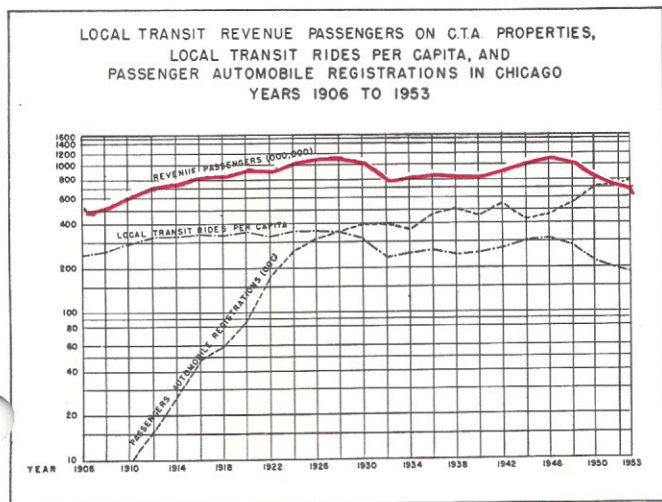
FUTURE PLANNING

Mass transit is vital to the welfare of the community because more than a million Chicagoans rely upon it for their daily travels. Traffic congestion is now paralyzing surface transit. If this situation is to be corrected, there must be prompt cooperative civic action to give local transit better, more equitable opportunity to provide attractive and convenient service.

To accomplish this objective, this 13-point program is suggested for thorough study and cooperative action:

Surface Transportation:

1. Stepped up enforcement of existing regulations.



2. More emphasis on standing violations—improper and illegal parking.
3. Segregation of street traffic—special lanes in the central business district and other areas of high traffic density for the exclusive use of local transit.
4. Establishment of parking facilities, conveniently accessible to local transit:
 - (a) on the periphery of the central business district;
 - (b) adjacent to outlying rapid transit stations;
 - (c) at locations that can be expeditiously served by special buses to and from outlying rapid transit stations.
5. Limitations on truck loading and unloading at curbside.
6. Limitations on truck use of heavily traveled streets in the central business district, and other congested areas.
7. Limitations on taxicab cruising in congested areas.

Rapid Transit:

1. Provide rapid transit facilities, either rail or bus, in expressways of the city's official superhighway program—the West (now under construction), Northwest, South, Southeast, Southwest, Crosstown and North (future extension) superhighways.
2. Elevate street-level sections of the Ravenswood, Lake Street and Douglas Park rapid transit routes.
3. Extend the 63rd Street "L" from Loomis boulevard to the Clearing Industrial District.
4. Extend rapid transit from 63rd and South Parkway to South Chicago by way of South Chicago avenue, or the proposed superhighway in this area.
5. Construct additional two-track subways in the central business district to permit removal of the present "L" Loop.
6. Construct east-west subways in Washington and Jackson in the Loop for surface transit vehicles.

SALUTED FOR SAFETY

SAFETY was emphasized more than ever during the month of May when the three winners of Station Achievement Awards for the first quarter of 1954 were announced and plaques for outstanding safety records were presented to 17 CTA units by the Greater Chicago Safety Council.



RECEIVING the Rapid Transit Division combined traffic and passenger S.A.A. won by Logan Square is *S. R. Smith*, day superintendent at Douglas. Presentation was made by CTA General Manager *Walter J. McCarter* (left). Watching the proceedings are (left to right), *William J. Glasscott*, trainman; *Sven Mattson*, motorman, and *C. J. Pepperis*, trainman.



REPRESENTING the CTA winners in the Industrial Injury Prevention Contest of the Greater Chicago Safety Council was this group which attended the award dinner. Left to right: (seated) *Walter Richards*, west bus overhaul; *Peter Doot*, south bus overhaul; *Frank Rothman*, South Shops; *W. R. Kendall*, safety coordinator; *Heinz Doering* and *John Burke*, West Shops. (Standing) *John J. Murray*, carhouses, and *Theodore Pietrus*, West Shops. Awards in this division went to Material and Supplies, Way and Structures (North Side Surface), West Shops bus overhaul, South Shops bus overhaul, West Shops, South Shops and Carhouses.



THE PASSENGER award for the Surface Division was won by Ravenswood. *Herman Erickson* (left), day superintendent at that location, receives the award from General Manager *McCarter*, while some of the operators who helped to establish the record for which it was presented give smiling approval.



WINNER of the traffic award for the Surface Division was Lawndale station. *Charles E. Keiser* (left), superintendent of transportation, made the presentation. Others in the group are (left to right), *Robert Keag*, night superintendent, Lawndale; *Ernest Guiles*, day superintendent; *Charles M. Smith*, superintendent of accident prevention, and *E. A. Imhoff*, general superintendent of personnel.

SUPERINTENDENTS of eight of the nine award-winning stations in the fleet contest of the Safety Council pose after the presentation with Superintendent of Transportation *C. E. Keiser*, extreme left. Left to right, standing, are: *Elmer Balfanz*, Limits; *William B. Hornkohl*, North Gas; *William Calderwood*, North Park; *Herman Erickson*, Ravenswood, and *John Frugo*, Wilcox. (Seated) *Ernest Guiles*, Lawndale; *C. A. Sonders*, Blue Island, and *T. F. Screen*, 52nd. Other winners included Lawrence and the Utility Department.



our Public Speaks...

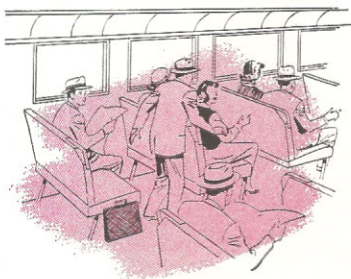
MANY LETTERS of commendation for employes are received by the CTA, providing adequate proof that riders will applaud good personal service as well as criticize unsatisfactory performances. Letters like those printed here are evidence of some of the pleasant things passengers are saying and thinking about CTA folks:

"Deserves Commendation"

"I have used streetcar service, and more recently CTA buses, on Stony Island avenue every school day since 1927, when I started teaching at a south side school, and I have witnessed courtesy and competence before. But I have never observed these to the degree shown by your operator No. 31972 (*J. C. Stinson*, 77th) yesterday. Despite vexing circumstances he showed no impatience at any time and drove with the utmost caution and efficiency. He deserves special commendation."

"A Credit to the CTA"

"Today I had occasion to ride one of your buses on Ashland avenue going north. Operator No. 1972 (*Cleven Wardlow*, Limits) was in charge. I could not help but notice the extreme courtesy extended consistently on his part all the way from 76th street to Addison. This gentleman is certainly a credit to the CTA."



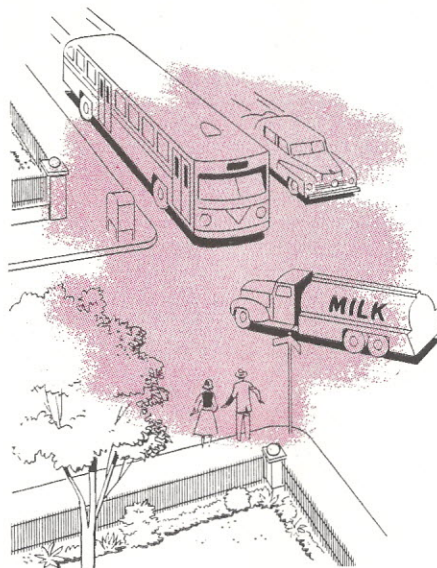
"Through Their Efficiency"

"Last evening I left my manuscript case with valuable papers in a Went-

worth avenue streetcar. I went to the 77th street station where CTA employes searched several cars and through their efficiency recovered the case in one of the cars in use during the rush hour. My gratitude to *John McCarthy*, night relief superintendent, *John Farris*, night bus superintendent, *Arthur Cooper*, relief clerk, and *Magnus Edgar*, conductor, who assisted in the recovery of my valuable documents."

"Alert, Capable Operator"

"Your operator No. 2986 (*Eugene Metz*, North Avenue) should be commended for his alertness. While proceeding east in Chicago avenue several days ago, his quick thinking and excellent control of the bus prevented a serious accident and probably injury to several



passengers on a crowded bus when a large milk truck crossed directly in front of the bus to turn south. I was glad we had a capable driver at the wheel."

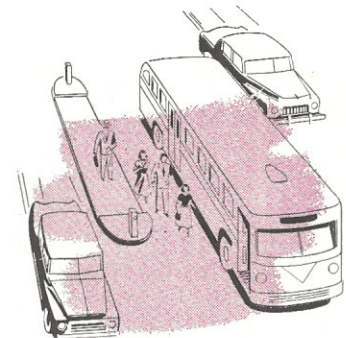
ON THE Other Hand, Letters Like These Also Are Received:

"Upon boarding a southbound bus at 37th and Indiana avenue, I paid my fare

and politely asked the driver if this bus went as far as 47th and Indiana. 'Can't you read,' was the reply and his attitude throughout the ride was entirely discourteous."

COMMENT: CTA employes are expected to be courteous and accommodating and to act in a manner conducive to good public relations at all times.

"This evening while I was standing on the safety island at Cermak road, along with other passengers, the conductor operating the car stopped a good 10 feet east of the safety island. Because we didn't run to board the car, he became



insulting and didn't wait for all of us to get on. I mentioned how discourteous he was and he gave me a tirade of abusive language and told me to mind my own business. Certainly this is no way for a person who is to promote public relations to act."

COMMENT: All CTA bus operators and motormen are expected to stop their vehicles within the limits of the safety zone in order to permit patrons to board and alight safely. Where traffic is such as to prevent this and the vehicle is forced to stop beyond the limits of the safety island, a second stop is required. Discourtesy under any circumstances is not condoned and is not in accord with CTA policy.

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

Complaints
Commendations

April, 1954	April, 1953
1173	914
88	96



A. U. GERBER, consulting architect and structural engineer, (with Inquiring Reporter *Mary Clarke*): "Since childhood days I always aspired to be an architect or engineer. Fortunately, I was able to realize my ambition. In 1903, shortly after leaving college, I became associated with the former Chicago Rapid Transit Company in an engineering capacity and I have been with transportation companies ever since. It has been a great experience."



MARIE KRAUSMAN, secretary to *C. E. Keiser*, superintendent of transportation (with Inquiring Reporter *Julie Prinderville*, left): "It was my childhood ambition to become a stenographer. This was realized as soon as I finished school and entered the business world. As a child, I frequently visited at my aunt's home and my cousins and I would play 'office' as they had an old desk and typewriter which were used, more or less, for playthings. I was always the stenographer in those games. At school, when they inquired as to the future aims of the students, my answer was always 'stenographer'."

Question: What childhood ambition have you realized?

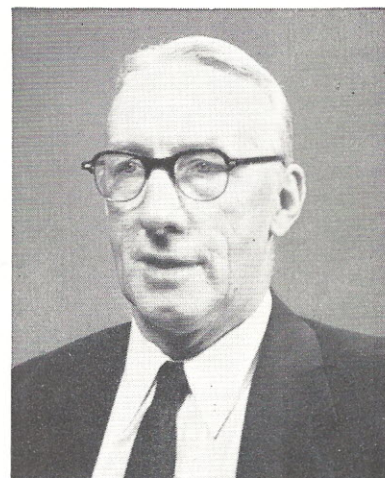
INQUIRING REPORTERS: Julie Prinderville and Mary Clarke

LOCATION: General Offices

MILDRED HUMES, secretary to the assistant secretary of the Chicago Transit Board: "My childhood ambition was to become a school teacher. I had planned after high school to go into office work and earn money to continue my schooling. However, I so enjoyed my new work that I decided to learn shorthand and typing, hoping some day to become secretary to an official. That ambition was realized."



FRANK BARKER, SR., accident analyst, Accident Prevention Department: "My boyhood ambitions were many. However, I remember two of them. One was to join an engineering firm and learn a trade after I had finished school. The second was to come to America. Both ambitions were realized. I arrived in America 29 years ago from Scotland. Two years later I joined the former Chicago Surface Lines family. For this great country of my adoption, and for the many friends I have made while working, plus the security of a regular job for so many years, I am very thankful." →



← **ERNA BUCHHOLZ**, stenographer, Law Department: "My great ambition was to be a fine musician. Beginning the study of piano at the age of 11, I switched to the study of voice a few years later. As a singer, I enjoyed some years in show business, light opera, concert, vaudeville and radio. Then I became a choir director and church soloist. At present my spare time is spent in this field."



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Month Of Brides Off To Fine Start

ACCOUNTING—This month got off to a fine start with *Mary Maiorano* saying, "I do," and becoming *Mrs. James Short*. After the wedding reception, the newlyweds left for a trip through the sunny south.

Jack McNeeley took unto himself a wife, the former *Sally Porter*, in a little church in Skokie, Illinois. Following the reception at Allgauer's Fireside restaurant, Mr. and Mrs. McNeeley departed for Miami Beach, Florida.

A number of our people selected the city of Miami as a place to spend their vacations. These included *Sig Shonts*, *Delores Coughenour* and *Marie Havlik*. . . . *Millie Blagojivich* traveled to the other side of our United States, visiting Los Angeles, California, for three weeks.

Our deepest sympathy to *Pat Donovan* upon the loss of his beloved father.

We all send the very best of luck to *Art Muller* who has been in the hospital for several weeks.

Shelia Angell said "goodbye" to her friends in the I.B.M. room and "Hello" to new friends in the Insurance department.

The new face in our midst is *Marie Butera* of the Surface payroll department. Welcome!

We happily welcome back *H. E. Tannhauser* after his recent operation. He looks just wonderful.

—GLORIA KEANE

Archer Features Father And Son Teams

ARCHER—Did you know that Archer has many father and son teams? Among them are the *Schrocks*, *Bhrunkes*, *Krauses* and *Rogers*. Wonder if any of the other stations can match this?

When the Boy Scouts of the Southwest Forest district held their annual first aid contest at the St. Albert's the Great Church, our own *James Contant* judged the affair. Jim, incidentally, is on the rescue squad of the Burbank Manor volunteer fire department. He's quite a busy person.

Speaking of fathers, we don't know of another father who is as proud of his son as *Bill Jennings*



FUND APPEAL

SUPERINTENDENT Elmer Balfanz, Limits, poses with Linda, the Mercy Angel, before car card posted in a CTA bus. Buses carried these cards in May, Mercy Month, during which 10,000 volunteers canvassed house-to-house to raise \$125,000 for research by the Mentally Retarded Children's foundation.

is of his boy, *Bill, Jr.*, who graduated from De LaSalle and attends Purdue University on a scholarship won on the gridiron at De LaSalle. Reports out of Purdue are that Bill is one of the best back-field prospects to come out of the Chicagoland area in quite some time.

From district 'B' we learn that *Otto Janacek* and *Joe Klima* are vacationing. Otto spent his time in Florida, while Joe went to California.

Since becoming a father, *Eddie Kaminski* has learned many things regarding the care of little ones. He may be available for baby sitting jobs on his night off.

Still on the sick list are *H. Swirn*, *H. Hansen*, and *E. Sorrell*. We wish each of them a speedy recovery and hope to see them in the very near future.

Our fifth system pick became effective on May 30 and many men changed depots. To those who have joined us we extend a cordial welcome and hope they will enjoy being here as much as the rest of us do. To those who left, we wish the best of everything. Our clerical force also had a pick and we find that among the new lads is *Bill Leahy*, day receiver, who re-

places *Dan Eierdam*, who went to Lawndale.

Many happy returns of the day to Mr. and Mrs. *Jim McVea*, who celebrated their 18th wedding anniversary on Easter Sunday. As most of you know, Jim is our Union Leader scribe and does a magnificent job writing his column. We wish this happy couple many more years of wedded bliss.

—JACK WILLIAMS AND
FRANK ROTHMAN

Operator's Story: From Baseball To Buses

BEVERLY—Except for a bad break, *Bus Operator William "Bill" Cavanaugh* might today be following a big league baseball career.

Years ago, when playing ball with the K of C league, Bill was working at the First National Bank and playing in the Bank's league. One day a scout from the Detroit Tigers scooped him up and he played in the minor leagues throughout the south, still under the Detroit option. Then Lady Luck deserted him and Bill threw out his pitching arm before he really had a chance to show his skill.

"Don't Snarl At Us" was the title of an article appearing in the April 24 issue of the Saturday Evening Post. It was written by *Floyd Berryhill*, who is President of Division 682 in Fort Wayne, Indiana. He is a first cousin to our own Beverly bus operator, *Charles D. Berryhill*.

All operators should read it for it describes the things that have happened to him as a bus driver. Many of the experiences are typical of those all operators can report. It makes enjoyable reading.

Sammy Santangelo, bus operator, and his wife, *Gertrude*, are proud to be two of the two million 1954 visitors to see the beautiful Saint Joseph Oratory of Mount Royal in Montreal, Canada. From there they traveled to Boston, New York and Washington, D.C., They were thrilled at being able to sit in on the McCarthy hearings for a few hours. They were back in Chicago in time to see Sammy's suggestion come through. His idea was to color CTA tokens.

Bus Operator Vernon Thorsen, his wife, *Marilyn*, and their children, *Cherilyn* and *Eddie*, visited his sister in Wadsworth, Ohio. They all went for the ride, not the drive, leaving the car at home and taking the Erie railroad. They left traffic worries to the engineers. Vernon says it was a most relaxed vacation.

Another bus operator who relaxed on his vacation was *Parker T. Bray*. He took it easy and started right by buying a Greyhound ticket to St. Louis, Missouri. After visiting there for a few days, his aunt coaxed him to drive her back to Chicago.

Clerks Arnold Hillstrom and *Tony Kraus*, whose jobs keep them traveling from one depot to another, decided to stay close at home for their vacations and get some of their spring cleaning done.

It's getting to be a yearly pilgrimage for horticulturists like *Chief Clerk William D. Franke* to go to Holland, Michigan. He made the trip with his wife, *Ida*, and daughter, *Charlotte*, and her husband, *Guy Jones*. They say the tulips are more beautiful every year.

—DANTE F. BRUNOD

CAKE CUTTING



MAY FIRST was the date chosen by *Helen Doherty*, Specifications, for her marriage to *John Burgman*, Staff Engineering, at Our Lady of Grace Church. Here the happy CTA couple are cutting their wedding cake during the reception at the Belmont hotel. They honeymooned in Florida.

Reported by *Mary Clarke*

Anybody Here Seen Ronald?

CLAIM AND LAW—Welcome to the three new vault clerks—*Ronald Sergott*, *Ronald C. Pasternak* and *Ronald Ptashkin*.

Good luck to *Mary Kay Quinlan*, our former reporter, who has retired to await the arrival of the stork and our thanks to her for the fine job she did in reporting for this column. Here's hoping yours truly, *Toni Tortorello*, can do half as well with the kind assistance of my co-partner, *Grace Cox*.

We hope by the time this is printed that *Madeline Bliss* will be up and around after her recent operation, and that *J. J. Mahon* will have returned to work after his recent illness.

Congratulations to *Pat Stratton Norum*, who was married May 8 at St. Andrew's Church, and to *Claude Worland* and his bride, who were married May 22 at St. Raphael's Church.

Good luck to *Geraldine Poteracki*, who recently transferred to the Accounting Department, and also to *Virginia DeGrazio*, who recently replaced *Mary Kay Quinlan*.

Attorney *Arthur J. Donovan* has returned from an extensive motor trip through the South. He traveled over 4,000 miles, going through Kentucky, Tennessee, Mississippi

and Louisiana. He also visited his daughter-in-law in Miami Beach.

At this writing both *Ceil Baggs* and *Jessie Reed* are in Florida. The cards we have been receiving reveal that both are having a wonderful time. *Joe Colello* also vacationed in Florida and *Eleanor Garro* just returned. Eleanor had a lovely time and enjoyed a visit with *Jo Kelly*, a former employee.

Eleanor Bonk, now the proud mother of *Kimberly Ann*, visited the Law Department recently on the occasion of a birthday luncheon for *Jerry Campbell*. We also had a visit from *Pauline Roberts*, a former employee, and *Marion Wilson* from Skokie Shops. Marion is sporting a beautiful diamond and is making plans for a summer wedding.

The girls' bowling league has ended its schedule with two of our girls, *Jeanne Ludmann* and *Joyce McDaniel*, on the first place team.

John DuPere has been added to our commuter list and we wish him luck in his new home in Elmhurst.

—G & T

Employee's Son Wins High Academic Honor

COTTAGE GROVE—*Bruce Neighbor*, 23-year-old son of *Operator* and *Mrs. George J. Neighbor*, has been awarded the Cornell University-Glasgow University Exchange Fellowship (all expenses paid) for study at Glasgow University, Scotland, the next academic year. He was the only student at Cornell selected to receive the fellowship, which is based on academic standing.

Bruce intends to spend the summer studying industrial relations and the work of the churches in Europe.

At present he is a Ph. D. candidate and graduate assistant at New York State School of Industrial and Labor Relations at Cornell University. A graduate of Fenger high school in 1949, he received his bachelor degree in 1952 and his master's in 1953 from the University of Illinois.

His father has been employed as a CTA operator for 27 and one-half years.

—WALTER B. GARBUTT

Old Friends Meet Again at Devon

DEVON—Devon is now the depot where old friends meet. With the

new system pick, men from Noble, Kedzie, Lincoln and Limits were able to greet old friends again.

The new pick is—well, as *Chief Clerk Meyers* and his assistant, *Lee Cumber*, said, they never handed out so many towels and hankys before. That speaks for itself.

My humble apologies to *Ed Schaefer* for misspelling his name in the last issue.

Motorman William Dunke and *Conductor Charles Gallagher* have taken their well earned rest and pension and *Motormen Mike Gill* and *Frank Mische*, who have been on the disability list, also have taken their pensions. We wish them all the best of health and happiness and may God bless their pensioned life.

Night Superintendent Charlie Kerr's wife recently underwent an operation. We hope that it was a success and that *Mrs. Kerr* will have a speedy recovery and continues in good health.

We're looking for news, fellows. Any items will be appreciated.

—H. C. THELIN

Newlyweds Choose Colorado Honeymoon

ELECTRICAL—*Albert V. Ulis*, testing department, and *Virginia Neubaum*, typist, were married on April 24 in St. George's church. Approximately 150 employees and friends were present at the reception held in the Finnish Community Center. The happy couple honeymooned in Colorado.

Sympathy is extended to *Max Mucha*, electrician, who sustained the loss of his father on April 26.

—GILBERT E. ANDREWS

Wedding Bells Ring For CTA Couple

GENERAL OFFICE—(*Specifications*) At a nuptial mass in Our Lady of Grace Church on May 1, *Helen Doherty* and *John Burgman* of Staff Engineering, were joined in holy wedlock. A reception which was attended by many CTAers, was held at the Belmont Hotel. John and Helen traveled south through the "Smokies" and then on to St. Augustine, Florida, where they spent their honeymoon.

C. W. Ricker spent three weeks in Texas. He visited relatives and played some golf.

G. H. Adams had another "housewarming" party. Everyone from "Specs" was there.

(*Staff Engineer's Office*) *Mr. and Mrs. John O'Connor* are the proud parents of a little girl, *Maurine Ann*, born at Oak Park Hospital May 6 weighing six pounds, 12½ ounces.

Anne Schleiter reports that she has a new grandson, *Thomas Edward Zelabor*. The baby was born at St. Anne's Hospital on April 16 and weighed six pounds, four ounces. He is the son of *Geraldine (Schleiter) Zelabor*, Engineering.

Frank Misk's son is a clarinet player for the Berwyn Grammar School Band. Last week the band won first prize in the state grammar school band contest held at Peoria, Illinois.

(*Accident Prevention*) *Charles Smith* got under the wire with the remainder of his 1953 vacation. He planned to do a little fishing and to take a trip to Iowa.

Our sincere wishes for a speedy recovery from a recent operation are extended to *Julie Willem*.

(*Employment Department*) Vacation time is rolling around again and the folks in Employment are planning their activities for this summer. Some of the early-bird vacationers are *Mrs. Bernice Coyne*, who enjoyed a good rest right

NAMED QUEEN



NOMINATED as queen of the DePaul University military ball to be held at the Edgewater Beach hotel is *Millicent Clow*, daughter of *Operator William Clow*, North Park. A recent graduate of Palatine Township high school, *Millicent* was chosen by members of a fraternity. She will be crowned at the ball and will receive a trophy as well as flowers.

Reported by *Jack Moreau*

here in "ole" Chicago. *A. F. Stahl* and his family took a trip to the "Smokies" where they enjoyed the warm weather and horseback riding.

(*Job Classification*) Welcomed recently to this department are *Don Johnson*, *George Baker* and *Margaret Curtin*. The latter replaced *Jane Bell*, who transferred to the Electrical Department.

(*Training Department*) *Ruth Havlik* spent her vacation at Miami Beach, Florida, where she and her sisters enjoyed several sight-seeing trips. *John Baker*, known as the gentleman farmer of Wheaton, reports his crops are coming along fine in spite of the frost and cool weather.

—MARY CLARKE

Kedzie Welcomes New Men After Pick

KEDZIE—We welcome *Bob O'Connor* as chief night clerk, *James Culhane* as clerk and *Stanley Micek*, night receiver, all of whom came to us on May 30.

A welcome is also extended to the men who returned to Kedzie and to the new men who picked here in the system pick of May 30. We hope they will enjoy working with us.

Just a reminder to those going on vacation: "Drive carefully and enjoy that much needed rest and don't forget to bring in some snapshots."

Night Station Superintendent and *Mrs. Stanley J. Bitel* recently toured the south.

—C. P. STARR

Cermak Returns To Lawndale Fold

LAWNDALE—Lawndale is once more a man-sized depot, now that Cermak road has returned to the fold. Which, of course, is all to the good. But we're all sorry to lose the services of *Jimmy Lyons*, who transferred to Kedzie depot. Jimmy was Lawndale correspondent for the Union Leader for many years, and he served well and faithfully at the job.

We wish to say good luck to the men who are leaving and welcome to the new ones coming here.

—BILL FEILER

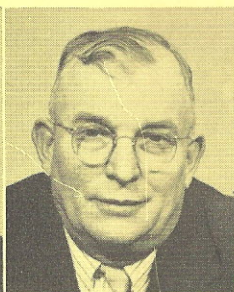
New Pick Brings Changes At Limits

LIMITS—*Elmer Balfanz* and *W. J. Powers*, our station superintend-

40-YEAR EMPLOYEES RECENTLY RETIRED



James Sampey, motorman, Kedzie, retired June 1 with 42 years service.



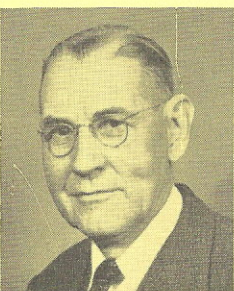
James P. Shunk, motorman, Kedzie, retired June 1 with 40 years service.



Peter Clarke, conductor, Kedzie, retired June 1 with 42 years service.



Michael J. Lydon, conductor, 77th, retired June 1 with 40 years service.



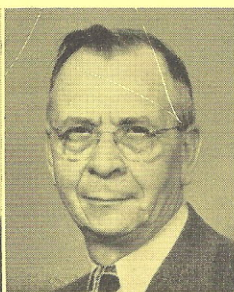
Gustave Hokenson, motorman, Westside, retired June 1 with 43 years service.



Stanley A. Kroll, motorman, Kedzie, retired June 1 with 41 years service.



Ernest W. Gaedke, towerman, Northside, retired June 1 with 41 years service.



Charles M. Thom, conductor, Cottage Grove, retired June 1 with 42 years service.



William F. Grund, conductor, Kedzie, retired June 1 with 41 years service.

ents, welcome all men who picked Limits for the duration of the new system pick, and to all who have gone to other depots they send their best.

Limits Depot has joined the line up of CTA modernization program. As of the new system pick, the last of the street cars stationed at Limits will be replaced with modern buses, although Limits will still be used as an important terminal for the Clark-Wentworth

and Broadway-State lines. *Ray Simon* will be back with us as night receiver. Otherwise the office force remains the same.

Instructors *Tommy Steglic* and *Larry Stephens* were here to help with any problem pertaining to rules, regulations and the proper operation of the equipment.

Accidents in the home are our number one enemy as *Operator William Keane* can testify. Bill presently is confined to Swedish

Covenant Hospital with a fractured skull caused by a fall in his home. We're all pulling for a speedy recovery.

How about news for this column? We would like to hear about fishing trips, new homes, marriages, births, etc. Leave any news item that you may have with the clerk. Let's hear from you so we can keep our depot in the news.

—C. F. GREER

Vacationers Off To Many Points On Map

LOOP — *Peggy and Ralph Wenstrom* are driving north to Minnackque, Minnesota. They will visit their oldest son and then turn south to the Ozarks.

Ira Lee's vacation was well spent planting potatoes, corn, beans and okra. He even found time to visit friends in St. Louis and Indianapolis.

Margaret Brennan is vacationing in Windsor, Canada, with friends. . . . *Silvester Walsh* and his wife drove to Miami Beach. A side trip to Key West was in the itinerary.

We extend our deepest sympathy to *Mary Avollone* on the death of her mother.

Mary (Murphy) O'Shea is the proud mother of a daughter, *Mary Eileen*, born May 3. The new baby weighed seven pounds.

Harold Mach went home to Indiana for the celebration of his parents' forty-ninth anniversary.

Jean Fahey, student, with two friends, is making an extended tour of Europe—Ireland, Scotland, England and across the channel to France. They have an apartment in Belgium where they intend to attend school two days a week, using Belgium as a base for making trips to Italy and Switzerland.

Margaret and George Arnold are vacationing in St. Louis with George's son.

Iola Barnes became a grandma for the second time when her daughter, *Geraldine*, gave birth to a baby boy, *Rown*, weighing about seven pounds.

—EDITH EDBROOKE

Reporter Pens Tribute To A Good Friend

MET INSPECTION TERMINALS —

Your reporter finds himself confronted with a most difficult task of putting into words a fitting tribute to *Jim Crowley*, foreman at Laramie Shop, who passed to his eternal reward on May 9.

Having worked under Jim, your

IN SUNNY FLORIDA



HAPPY in retirement are these two former Rapid Transit Division employees, shown enjoying the sunshine in Florida. They are, (left to right), *Kazimir Hilkevich*, who was at Skokie Shops when he began on pension in June, 1952, and *Milan Cvyanowich*, who writes that he "grew up with the old Metropolitan division." They join in extending greetings and urging other pensioners to settle in Florida.

reporter came to know him well. One of his greatest virtues was his patience and understanding with new employees. He was never too busy to answer questions.

Interment was at the Queen of Angels cemetery.

Your reporter joins his many friends in the CTA in extending Mrs. Crowley and her three sons our most profound sympathy.

Congratulations to Mr. and Mrs. Pete Sabodose, Douglas, on the birth of an eight-pound boy, born on May 6.

Every Wednesday and Friday night the softball team practices at Altgeld Park, Washtenaw and Harrison. Supervisor Tony Porcaro has been limping recently, due to sore muscles. He's a candidate for the team. League play has already started. How about coming out and giving the boys some moral support.

—JOE FEINENDEGEN

Call Issued For Softball Players

NORTH AVENUE — Attention softball players! Our team needs you. Our home diamond is located at Hirsch and Laverne avenues. All home games are played on Wednesdays at 10:30 A.M. Watch bulletin board for practice days.

All are welcome. Last year's Manager Joe Dillon has turned the reins over to Mel Kuehlman, who with the aid of his two co-captains, Jim McCurine and Dan Gorski, hope to mold a championship team for North Avenue. So, let's go, men! Here is a chance to meet a fine bunch of fellows and enjoy yourself as well.

Congratulations to Operator Jim Straka on his 30th wedding anniversary celebrated June 2.

Congratulations are also due the parents of Operator Ed Broderick, who celebrated their golden wedding anniversary last month.

We have just learned of the new arrival at the home of Nick Constantino. The stork delivered a baby girl who weighed eight and one-half pounds. The newcomer was named Cynthia.

Stitch back on the job after being

We were all glad to see Johnny off with an injured leg. . . .

Operator George Tyrriver is doing nicely after his recent operation.

June 10 found Operator Warren Wood celebrating his 16th wedding anniversary and on the 17th Operator Wally Wojewoda celebrated his 17th. Dick Scholtens celebrated his 22nd on June 22.

At last we have news from the gas garage. May 1 found Tom Kenny and A. Andriowlos leaving on their pensions. We wish them many years of happiness and hope they drop around and see their old buddies from time to time.

We are hoping for a speedy recovery of Stanley Kluza and Tom Matysik, who were hospitalized.

We are glad to see Bus Repairman Vince Ostrowski back on the job following several months of sickness.

Harry Smith, who has been confined to the veterans hospital, was a pleasant visitor to our station last month.

We all join in congratulating Charley Cline on his appointment as relief foreman of the gas garage.

The welcome mat was rolled out for the new men who came to North Avenue in this last system pick. They are invited to play on our ball team.

—JOE HIEBEL

Two "D's" Join Family Circle

NORTH PARK—Two "D's," Dale, five pounds, five ounces, and Debra, five pounds, two ounces, introduced themselves to their

parents Edward and Helen Buckanowicz recently.

Ken Johnson has been promoted to foreman and transferred to the Lawrence avenue depot. . . . Andy Kariolizh also was promoted to foreman at North Park.

Edward Kendyierski and his wife, Anne, are proudly reporting that their son, David, made his first communion on May 9, while another son, Ronald, was confirmed on May 16.

Operator Edward McDonald was held up in his car, robbed and beaten so severely he had to be taken to a hospital. McDonald, giving no thought to his own injuries, fought hand-to-hand against the three bandits who threatened to drive away with his wife, Mary, and daughter, Carmen Jean, who were riding with him. Mac was knocked unconscious, but his wife and daughter remained safe. The bandits escaped.

Clerk Louis and Lena Tignac celebrated 21 years of marriage on June 3. Their daughter, Darlene, 18 years old, is attending her second year at National college, and Louis, Jr., 13 years old, is in his first year at Lane Technical high school.

Spring is here. . . . Operator George Williams is talking about a one-half acre of land in Wheaton. We have a sharp axe all ready for the wooded land.

Carolyn and Howard Anderson celebrated their 21st anniversary recently. The Anderson's have two sons, Howard, 20 years, and Allen, eight years old.

Ely Pestine, who was off sick with a virus infection, is back at work and is the picture of health.

John Patrick, George Donnelly, Fred Weiss, Steve Gecan, Raymond Ciesla and John Maloney are still on the sick list. We hope they'll all be back soon.

WED 50 YEARS



PENSIONER and Mrs. Fred Conley celebrated their golden anniversary on May 9. The occasion was marked by a family dinner attended by their three daughters, a son, and eight grandchildren. An open house at their Franklin Park home followed. Their youngest son, Fred, lost his life as a paratrooper in the invasion of Sicily in 1943. Fred had 40 years of service on the Rapid Transit Division at the time of his retirement.

A commendation was received for John Hall on April 9, praising him for his courtesy and friendly service to passengers.

—JACK MOREAU

Maybe He Will Dunk The Fireworks, Too

RAVENSWOOD — If Operator Sam Wilson doesn't quit bringing his own sweet roll to the restaurant every morning to dunk in Emma's coffee, there's bound to be fireworks.

SOFTBALL LEAGUE STARTS PLAY

WITH SUMMER weather just around the corner, play was scheduled to begin in the CTA softball league during the first week of June.

Thirteen teams had signed up to enter the competition at the last report, with several others in prospect. Seven will play an evening schedule and six during the day.

Locations represented by the 13 teams are: Lawndale, Blue Island, Lawrence, North Park, North Avenue, Claim Department, West Shops, Archer, Logan Square "L" Shops, Ravenswood "L", North Side "L", 52nd and Wilcox. The league had eight teams last year.

Full information on league play may be obtained from Laverne Staton, North Avenue, president, or Walter Zelis, Archer, secretary.

All hands were saddened by the death of Operator Al Smith. He was well liked and will be missed.

Supervisor John Granahan is back after a vacation of driving through the east and south—on time, no doubt.

Former Operators Tommy Walton and Charley Seitz dropped around to say hello to the old gang.

Sorry to report the death of Operator L. Smoot's sister in Missouri.

Happy to say that Ravenswood did it again! We won the S-A-A Passenger plaque for the first quarter of 1954 with a remarkable showing.

General Manager Walter J. McCarter presented the award to Superintendent Herman Erickson during ceremonies at Ravenswood on May 5. Coffee and donuts were served.

Mr. Erickson, again, thanks the operators and mechanics for their fine cooperation. . . . Let's keep it up, boys!

That new cage being built next to the dispatcher's office will house the repair crew and truck.

The system pick of clerks and receivers has changed Ravenswood again. E. Riedel will be chief clerk, replacing Fred Murbarger, who went to Wilcox. Hank Kirkback left Wilcox to replace Night Receiver Art Bates, now at Keeler garage. Roland Head, formerly relief at Ravenswood, will be full time at North Park.

Operators John Kane and D. Schrimplin spent a week-end of May at John's Butternut Lake spot in Northern Wisconsin. John officially opened the place for the season. Although 400 miles away, John and the family expect to spend several week-ends there as well as their vacation.

Frank Roback and Harry Wilde have changed places. Frank will work the midnight shift and Harry the late P.M.

Superintendent Erickson, Dispatcher DeSalvo and all the men welcome the following drivers aboard: Operators Cook, Gruits, Zentmyer, Hess, Kraus, Guinan, Coolidge, Oddo, Turner, Miller, Archuleta and Waite. Help us to keep up our excellent safety record, men.

The following men left us: Operators Cox, Gill, DeCook, Josetti, Turnquist, Smith, Greene, Johnson, Skopec, Saganiuk and Hayes.

A visit to Julius Tiffenback recently at his home, where he has been laid up for some time with a broken thigh bone, revealed that

he expects to be back during the summer.

Carl Frykman has been working in place of Harry Frey as supervisor at Quincy and LaSalle. Harry is on a California vacation.

—AL BECK AND
GEORGE D. CLARK

Did He Get Together With Jack Benny?

77TH — George Evans celebrated the seventh anniversary of his 39th birthday on May 20.

Glad to see Roscoe Wakefield back on the job after a month and a half in the hospital.

For some time Tom McGuire has been addressed as your grace. The reason for this title is a new 1942 Chrysler formerly owned by a deceased Roman Catholic Bishop. The Chrysler is almost as good as the day it was purchased by the prelate, red plush seats and all the chrome.

Responsibility is a commodity that everyone has plenty of, one way or another. If that responsibility is disregarded by anyone of us, we are wasting our own time and that of others. Think it over, none of us have too much time.

—WILBUR JENSEN AND
JOE SMITH

PRAISE FROM RAILFANS

THE FOLLOWING letter of appreciation, received recently, speaks for itself:

"On behalf of the directors and members of Central Electric Railfans' Association, may I express our appreciation for the wonderful farewell excursion we had over the Surface Division of the Chicago Transit Authority on Sunday, May 16, 1954.

"We wish particularly to express our thanks to E. D. Ehrlich, manager of charter service; H. L. Pollard, director of public information, and David Flynn, transportation department, who worked out with us the numerous details involved in planning an excursion of this nature.

"Our crewmen—Motormen Reincke and Foley, Conductors Sheehan and Rodriguez—are to be commended for the professional and safe manner in which they handled the cars over the congested city streets, in this manner contributing to the success of the excursion.

"We regret that space does not permit us to single out personally all the personnel of the CTA who graciously contributed toward making our excursion a most pleasant one. We wish to thank all concerned for making this one of the finest and most successful fantrips we have ever had the opportunity to sponsor."

Sincerely yours,
Bernard A. Rossbach
Chairman, CTA Fantrip

It Appears That Joe's Gas "Billis" High

SCHEDULE-TRAFFIC — Joe Billis is now piloting a new Packard around the south side. The only

trouble is he can't pass many gas stations.

Eugene Jania is off the sick list and seems to be picking up a little weight again.

Dave Jacobs has been doing a little physical rehabilitation job recently. We all hope he will be in first class condition soon.

Kenneth Kaiser has made a move from our side of the filing cabinets to the Staff Engineer's side of the same cabinets.

Ed Feinberg is enjoying the change from being on his feet outside to a desk job on the inside.

Gertrude Figge spent her vacation getting her cottage in good shape so she will be able to enjoy week-end relaxation there all summer.

Twelve years ago we wrote a note of welcome for William Worcester, Edward Joyce, Joseph Karel and Bernie Kincannon. These fellows are still with us and seem to enjoy their work as much now as they did when they began.

—L. C. DUTTON

CHARITY EVENT



CHARITY was fun in the opinion of over 1,000 guests who recently gathered in the Merchants and Manufacturers Club at the Merchandise Mart to pay tribute to Father Tom and lend a helping hand to the nearby Church of the Assumption. The party, under the leadership of James Carney, superintendent of job classification, was attended by a large number of CTA employees who feasted on good food and enjoyed entertainment by T-V notables. Here's one table of CTA'ers who seem to be enjoying the occasion. They are (clockwise): A. C. Jann, A. J. Fitzsimmons, George J. Seiler, E. A. Imhoff, E. J. Burke, J. J. Cushing and P. J. Meinardi.

Reported by Julie Prinderville

Shop's Feline Family Changes Residence

SKOKIE — We welcome from Throop street shop to Skokie, Clerk John J. Dwyer; from West Shops—James Welton, John Talalay, William Rohe and Clyde Pillar; from Wilson Shops — Joe Decker, Robert Mueller and Leo

PRIZE BOWLER



PROUDLY displaying the trophy he annexed as captain of the team that won the Chicago Handicap Tournament in the American Bowling Congress is **Harry Diehl**, assignment clerk, northside, Rapid Transit Division. As his contribution to the prize-winning performance, **Harry** bowled 573.

Dreyer and extend a special welcome to the cat from Throop street shop and her immediate family.

A postcard from Clerk **Jack Lucas** informed us that he was enjoying his vacation in Miami, Florida.

After a long illness, *Foreman James Crowley* of Laramie avenue shops died on May 7. The men of Skokie Shops wish to express their deepest sympathy to the Crowley family.

Carpenter **George Kimske**, while working around his house, accidentally broke his right arm. We hope he soon recovers from his injury.

A double celebration took place at the home of Carpenter **Frank Gallichio** the latter part of April. His son, **Frank, Jr.**, was married to **Anna Teresa Hannigan**, while at the same time a son was born to his daughter, **Elsie**.

Plans of three Skokie Shops employees who retired on pension June 1 are as follows: *Motor Repairman Peter Nelson* will just take it easy;

Machinist Charles Golz wants to see America first, and **David Janzen**, carpenter, will travel about the country in his own trailer.

From their fellow workers the retired men received many gifts which were presented to them by *General Foreman Earl K. Leaming*.

Carpenter **Wasily Subotka**, who also retired as of June 1, suddenly was taken ill with a virus bug and could not attend the gift presentation. However, he is back at home now and on the road to recovery. Subotka was employed with the CTA and its predecessors since 1919.

—DAVID GURWICH

Honesty Is Always Best Policy

SOUTH SHOPS — On his way to work in a CTA bus recently, **James Marron**, overhaul, observed a small package on the floor. It was found to contain checks, currency and a book with identification in it. He immediately phoned the owners, who were overjoyed to have their possession returned intact.

Several out-of-town pensioners paid us a visit at South Shops: **John Sake** from St. Petersburg, Florida, **Paul Peterson**, Monrovia, California, and **Theodore Gabriel**, North Hollywood, California. Another visitor, **Vincent Andrias**, Archer garage, was escorted through the shops by **Joe Kisilus** and saw many of his old friends.

It's nice to see the smiling face of **Carl Anderson**, overhaul, around the shops again. Carl has been in Loudenville, Ohio, inspecting our new Twin Coach buses. **Car Repairman Ted Walberg** now has taken over the duties in Loudenville, and we hope he will be back with us soon.

The Hollywood Bowl team, consisting of **Joe Kehoe**, captain; **John Sommers**, **Joe Kapinski**, **Will Wolski** and **John Kehoe**, are the Southside champs.

Terry Murtaugh, car repairman, spent his vacation serving as a juror in Superior Court. He said it was a wonderful experience and that he enjoyed it very much.

Bob Kurtz and **John Cacciato**, clerks, are back to work again after undergoing surgery. . . . Glad they're both looking so well.

Martin Byrne, miscellaneous, retired May 1. The boys presented him with a cash gift.

The stork hovered over the home of **Al Kirpach**, overhaul, May 2, and left a baby boy, **Lyle James**.

Another proud father is **Ray Klaub**, tin shop. Rays' wife, **Flurence**, presented him with a son, **Randall**.

Stanley Sluzinski is bursting with pride. The reason? . . . a baby girl, **Karen Ann**, was born on May 16.

Recent transfers from South Shops were **John Kehoe** and **John Witkus** to West bus overhaul and Stores Department, respectively.

We would like to extend a welcome to all of the boys, too numerous to mention, who came to South Shops in the past few months.

—EVELYN CLARK

Pensioner Marks 70th Birthday

SOUTHSIDE — Congratulations are extended to **Alfred Frank**, pensioned switchman, who celebrated his 70th birthday on April 8. He was a guest at a party attended by many of his friends.

Porter Willie Sudduth has been busy handing out cigars, announcing at the same time that he was

the proud father of a newly-arrived baby daughter.

Pensioned agent **Mary Gaughn**, who stopped in for her riding ticket, had just returned from Palm Beach where she spent the winter. Her description of the beautiful flowers and wonderful climate made all her listeners very vacation conscious.

The familiar faces of **Motorman Steve Kotris** and **Conductor Joe Mascolino** will be missed by those working at 61st Street and Indiana Avenue. Together their length of service amounted to eighty-five years and they decided on May 1 to take their pension. Mr. Mascolino is to be commended for the wonderful job he did as reporter for the Union Leader.

The latest word regarding our genial district superintendent, **Lester Hickey**, is that he is recuperating nicely and we all hope that he will be back at his desk in the near future.

John Hightower, motorman, decided to spend his vacation down in Cedartown, Georgia, where, he says, the sun always shines. He plans to settle down there when pension time arrives.

A speedy recovery is wished **Les Boesen**, our 61st yard foreman, who is currently on the sick list.

PRESENTATION LUNCHEON



AT A SURPRISE luncheon given on April 29, associates of **Leo A. McKeever**, (center), chief clerk at Grand-Leavitt substation, presented him with several gifts in token of his retirement May 1 after almost 37 years of service. Among those present at the head table for the presentation were (left to right), **C. W. Malotke**, general foreman; **Carl W. Wolf**, electrical engineer; **J. M. Michnick**, electrical engineer in charge of distribution, who served as master of ceremonies; **H. M. Essington**, electrical engineer in charge of power; **G. J. Clark**, superintendent, bus overhaul division, and **T. W. Passailaighe**, district manager for the Ohio Brass Company. Leo received luggage and a \$100 savings bond.

Reported by **Gilbert E. Andrews**

There is quite a lot of chatter around Clerk Roland Hartney's home since those eight eggs hatched into six baby cockatiel birds.

The gentleman you see in Mr. Hickey's office is Sidney Smith, west section superintendent, who is substituting for Mr. Hickey during his illness.

There was a lot of hustle and bustle around Instructor Don Murphy's home in preparation for the graduation of both of his children, Donna and Bill. Don said it makes you realize how the years fly by.

—LEO J. BIEN

Knew They Were Due, So She Baked Cake

GENERAL OFFICE — (Transportation) Tod Magnuson just knew fellow employees would drop in to the telephone room on the occasion of her birthday, so she baked a cake to celebrate the occasion.

Mr. and Mrs. Jasper J. Luvisi received delivery on a new Dodge Coronet, then headed it on the open road to Appleton, Wisconsin, where a delightful week-end was spent.

Lu and Floss Bohlin headed down Tucson way recently to vacation with Ernie and Glee Hoskins, who are making their home in Arizona.

John and Clara Higgins gang-planked on to the North American one Friday evening recently and at a minute to midnight set sail across the silvery waters of Lake Michigan to participate in the tulip festival at Holland, Michigan. Then they sailed on to Sturgeon Bay, Wisconsin, to witness the traditional crowning of the Cherry blossom queen. But since festivities were curtailed due to the fact that a bit of frost had nipped the blossoms, our travelers re-boated and docked at Michigan Avenue bridge bright and early Monday morning. A beautiful week-end and Mr. Higgins has movies to prove it—50 feet of tulip beauty, 450 feet of tulip queen.

(Insurance) Nancy and Ralph Meerman are "at home" in a three-bedroom, lannon-stone ranch house, completely landscaped, located in a new real estate development on the southwest side.

Wilma Stancich was in charge of a brigade of eight insurance lassies, who saddled their tandems and embarked on a cycle trip to parts unknown one Saturday morning in May. Mary Berry was not able to accompany them, however, because she was making her TV premiere on Kup's Cerebral

Palsy telethon. Mary's job was to help man the phones and receive pledges.

(Electrical) Three live wires in the Electrical Department could hardly control their voltage as they anxiously awaited the first CTA Mart golf meet of the year on June 5. Adolph Kutz assured Marty Imbria and Bob Schageman they wouldn't have a ghost of a chance when he, Adolph, got cutting with his brand new number seven iron.

Bill Janssen sends lush cards from Labrador, as he flies in the direction of gay "Paree" on the second leg of his continental vacation.

—JULIE PRINDERVILLE

"King For A Week" Has Fun In Florida

STORES—Joe Cecala, stock clerk at West Shops, and his wife, enjoyed a wonderful vacation in Miami, Florida, during the month of May. Upon arriving at the Delano Hotel, Joe drew the lucky number making him "King of Delano Hotel" for a week. He said it was quite an honor—they gave him breakfast in bed, free dancing lessons and various prizes. He also enjoyed some deep sea fishing while in Florida.

John Siebert, stock clerk at South Shops, and his wife are the proud parents of a baby girl, Anita, born on April 28.

We are hoping to see our employees who have been off due to sickness back with us shortly. They are Leonard Skrine from West Shops, and Tony Subert and Otto Schwendt from South Shops.

We welcome John Witkus, craneman at South Shops, to our department. Mr. Witkus is a transfer from the Shops and Equipment Department.

—JEAN O'NEILL

Nuptial Notes In The News

WESTSIDE (MET)—Agent Blanche Thomas announces the marriage of her son, Charles Gerald, to Joyce Whelpy on April 24 at St. Peter's Lutheran Church, Forest Park. They are living at Fort Sill, Lawton, Oklahoma, until August, when Charles will be released from the army.

Mr. and Mrs. Charles L. Hatfield announce the birth of a son, Donald, May 4. He is the son of Agent Iola Barnes' daughter, Geraldine, and is Iola's second grandchild.

Former Agents Minnie Wood, Mary B. Tracey and Ann Halpin

ELECTRICAL RETIREES HONORED



APPROXIMATELY 200 employees of the Electrical Department joined in honoring 13 fellow workers who had retired during the year at the eighth annual dinner at Ray Harrington's restaurant, 2529 Milwaukee avenue, on April 29. Seven of the service veterans were present in person for the occasion. They are shown here (left to right) standing: Louis Olsen, Edward Bohen, Denis Shannon and James Koehler. Seated: John Madill, William G. Stokes and Carl H. Lindell. Honored guests who were unable to be present were: David Van Dreesse, Leo McKeever, Arthur Swanson, Carmen Rizzo, Michael McInerney and Leo Purcell. Thomas Callahan, chief operator at Harding substation, m.c.'ed the event.

Reported by Gilbert E. Andrews

are all enjoying retirement and looking wonderful.

Agents Elizabeth Paysen, Stella Cepa, Margaret Mooney, Z. Praul and Mary C. Tracey are all back on the job after their vacations. Mary Tracey took a trip to the Ozarks and had a fine time. She recommends it for all the agents.

Our sick list is getting longer. Ann Walsh has been at Bethany Hospital. Beulah Fields, Leone Nelson, Eva Devitt and Dorothy Raiman were all improving at the time this was written. Julie Brozak had just been back to work for a week and then went on her vacation.

Porter Les Adams has been on the sick list for some time, but he is now on the way to recovery after a serious operation.

Our deepest sympathy to Agent Albert H. Goring's family in his death.

Sympathy is extended to Agent Mary Avallone in the death of her mother.

—KITTY KEEGAN AND RUTH HANSON

Logan Achieves Win In Award Contest

WESTSIDE — Logan Square did it again. The CTA Station Achievement Award was won again by Logan.

Jimmy Roberts, switchman, has purchased a new home in Lombard.

Lloyd Holmgren is an extra towerman now.

Mr. and Mrs. Thomas Babcock announce the marriage of their daughter, Mary Jane, to William V. Korpan. The ceremony took place at Our Lady of Grace church on May 1.

Conductors Oliver Scarse and Henry Conrad went on the retirement list and were given a good send-off during the month of May.

S. Rybarczyk, motorman at Logan Square, is hospitalized at this writing. . . . Motormen Tom McCourty, Lawrence Koster and J. Howlett also are still hospitalized at the present. Hope to see them back soon.

Sorry to hear that Conductor George McKenny met with a serious automobile accident.

—WALTER J. REICH

Retires After 44 Years Of Service

WEST SHOPS—When Painter John Scitar retired last month, after 44 years of service with the CTA and predecessor companies, his fellow co-workers in painter's local No. 396 presented him with a beautiful watch, along with their best



SKOKIE SHOPS PENSIONERS

THREE Skokie Shops employees with a combined total of 88 years of service retired on pension June 1. Shown here being presented with gifts from their fellow workers by *Earl K. Leaming* (left), general foreman, are *David Jansen*, carpenter; *Charles Golz*, machinist, and *Peter Nelson*, motor repairman.

Reported by *David Gurwich*

wishes for a long and happy retirement.

Carl Schneider of the armature room was presented with his first grandchild recently by his son *Donald*. The youngster was named *James Donald*.

On April 28, *Painter John Martello* became a grandfather for the third time in five years. The baby's father is John's son, *Frank*, who used to work in the armature room. Frank is now the proud papa of two girls and a boy.

William Rohe, *James Welton*, *J. Talalay* and *Clyde Pillar* have transferred from the truck shop to Skokie; *R. Zajak* to the South Shops, and *George Larson* from the machine shop to the South Shops. Our best wishes go with these men in their new assignments.

Laborer Dennis O'Leary, bus overhaul, is visiting friends and relatives in County Kerry, Ireland. Dennis will be gone for three months.

Machinist Sam Cearing, bus overhaul, was recently congratulated by his many friends at the West Shops when a very high degree was conferred upon him by his lodge.

Tom Gibson, Sr., of the brake department, recently purchased a home out in the sticks, where, in his spare time, he expects to become a gentleman farmer. Following in his dad's footsteps, *Tom, Jr.*,

unit exchange room, has made arrangements to do the same thing, only farther out. Others around the shop who think they have a green thumb, are *Joe Baldassari*, *Frank Fiarita*, *Horace Regnier* and several others. Not to be outdone by his fellow co-workers, your scribe also has done it again. However, your scribe is staying well inside the city limits in the Portage Park district.

—TED SHUMON

Latest Reports On Stork Derby

WILSON SHOPS — Congratulations to *John McMerdott*, machinist, on the arrival of his new son, *Francis*.

Martin Hennessey, recently transferred to Wilson Shops from Throop, is the proud father of a baby girl, *Eileen Patricia*.

On April 25, wedding bells rang out for *Theodore Szymanski*. The newlyweds honeymooned in sunny Florida.

Mr. and Mrs. Anthony Arini are the proud parents of *Geraldine*, who was one of the five pupils tied for high point honors in the Sun-Times WJJD Quiz-down.

With all these transferrings, we certainly miss the faces of *Tom Conlon* and *Ellsworth Meeder*, machinists, who were recently transferred to South Shops and also three of our long-time employees,

RECENT DEATHS AMONG EMPLOYEES

H. B. BALL, 64, retired motorman, Kedzie. Died 4-30-54. Employed 10-28-24.

S. BATAGALIA, 68, retired conductor, Westside. Died 5-1-54. Employed 4-20-11.

C. BIELENBERG, 66, retired clerk, Accounting. Died 4-27-54. Employed 11-22-17.

WILLIAM BOLLAM, 60, motorman, 69th. Died 5-10-54. Employed 2-17-23.

C. N. BOYER, 89, retired motorman, Kedzie. Died 4-20-54. Employed 3-18-93.

JAMES BROWN, 85, retired conductor, 69th. Died 5-5-54. Employed 7-2-04.

DANIEL BURNS, 60, conductor, Kedzie. Died 5-10-54. Employed 1-13-26.

ROY R. CARR, 64, ticket agent, Southside. Died 4-27-54. Employed 11-6-45.

J. M. COSTELLO, 60, retired conductor, 69th. Died 4-19-54. Employed 3-27-17.

B. CRONIN, 91, retired motorman, 69th. Died 5-8-54. Employed 10-29-85.

JAMES J. CROWLEY, 64, foreman, Shops and Equipment. Died 5-8-54. Employed 5-6-12.

H. E. FRESE, 79, retired motorman, North Avenue. Died 4-30-54. Employed 8-28-03.

ALBERT H. GORRING, 48, ticket agent, Rapid Transit. Died 5-14-54. Employed 2-26-34.

ARTHUR I. GRANATELLI, 46, ticket agent, Northside. Died 4-21-54. Employed 9-24-45.

J. A. KUNCL, 69, retired gateman, Metropolitan. Died 4-17-54. Employed 4-19-22.

CLEMENS W. KUTSCHKE, 42, operator, Wilcox. Died 5-2-54. Employed 7-7-45.

E. H. McCULLOUGH, 51, retired operator, North Avenue. Died 4-15-54. Employed 1-7-26.

M. J. MURPHY, 72, retired motorman, 69th. Died 5-10-54. Employed 1-11-16.

JAMES MURRAY, 67, retired motorman, 69th. Died 5-8-54. Employed 8-13-14.

ALOIS NOVAK, 78, retired gateman, Metropolitan. Died 4-11-54. Employed 5-4-25.

J. J. O'CONNELL, 84, retired motorman, Lincoln. Died 4-16-54. Employed 10-24-99.

IRWIN H. PETERS, 43, motorman, Devon. Died 4-27-54. Employed 10-31-42.

B. ROWAN, 80, retired motorman, Lawndale. Died 4-28-54. Employed 2-5-09.

R. SHANLEY, 70, retired guard, Southside. Died 5-4-54. Employed 7-27-14.

J. SIMOUSEK, 83, retired carpenter, Shops and Equipment. Died 4-17-54. Employed 8-8-23.

A. J. SMITH, 42, retired operator, Ravenswood. Died 4-24-54. Employed 7-11-37.

C. S. SORENSEN, 70, retired guard, Southside. Died 4-19-54. Employed 1-26-09.

DANIEL STEWART, 60, janitor, 77th. Died 4-15-54. Employed 5-16-12.

JOHN J. SULLIVAN, 57, flagman, Beverly. Died 4-23-54. Employed 1-3-24.

P. E. WEBER, 69, retired motorman, 69th. Died 5-4-54. Employed 3-24-09.

now at Skokie, *Robert Mueller*, machinist—*Joseph Decker*, electrical worker "A"—and *Leo Dreyer*, wheel inspector.

Fellows, I would like some pictures and news of your vacation trips for our magazine.

—EVERETT E. ENGLAND

TALKING SHOP(S)

(This is the fifth 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 maintenance, 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; the third, the Bus Overhaul Division, and the fourth, Rapid Transit Shops and Terminals.)

FACILITIES of the 23 garages and carhouses of the CTA, as with other units of the Shops and Equipment Department, are geared to the needs for regular servicing of vehicles in day-to-day operations.

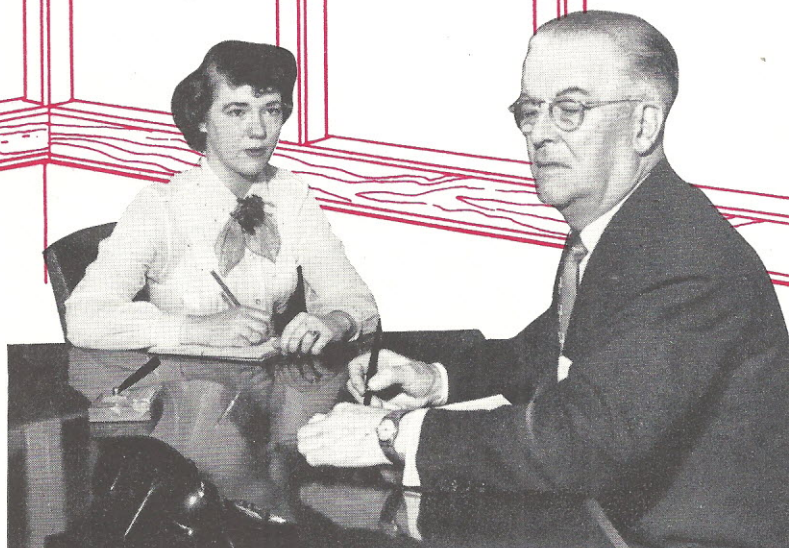
The work undertaken at these locations is, in a large measure, responsible for satisfactory on-the-street performance of equipment on scheduled runs. Therefore, this division plays an important part in maintaining overall transportation operations.

Activities of the 23 units comprising this division are under the direction of *John F. Gillen*, superintendent of carhouses and garages, who maintains offices at West Shops.

To place the functions of carhouses and garages in their proper perspective, it would be well, first, to sum up briefly the work performed in the units with which this fifth article of a series on the Shops and Equipment Department concerns itself.

This, broadly speaking, divides itself into the following 10 classifications:

- (1) Maintenance and servicing of all passenger equipment assigned to the respective units.
- (2) Maintenance and servicing of snow removal equipment.
- (3) Maintenance and servicing of company trucks and automobiles.
- (4) Responsibility for the operation of all garage and carhouse equipment, such as fuel and oil storage, lubrication equipment, dispensing equipment, heating and ventilating equipment, and for the cleaning of cars and buses.
- (5) Furnish enough equipment to meet schedules.
- (6) Responsibility for the maintenance of all fire-fighting equipment.
- (7) Enforcement of safety measures.
- (8) Instruction and supervision of Shops and Equipment Department employees.
- (9) Responsibility for decisions regarding defective equipment being sent to shops.
- (10) Responsibility for equipment unit life.



UNDER the jurisdiction of *John F. Gillen*, superintendent of carhouses and garages, shown here in his office at West Shops with *Joan Harnett*, secretary, are some 1,370 employees, including foremen, repairmen and car cleaners.

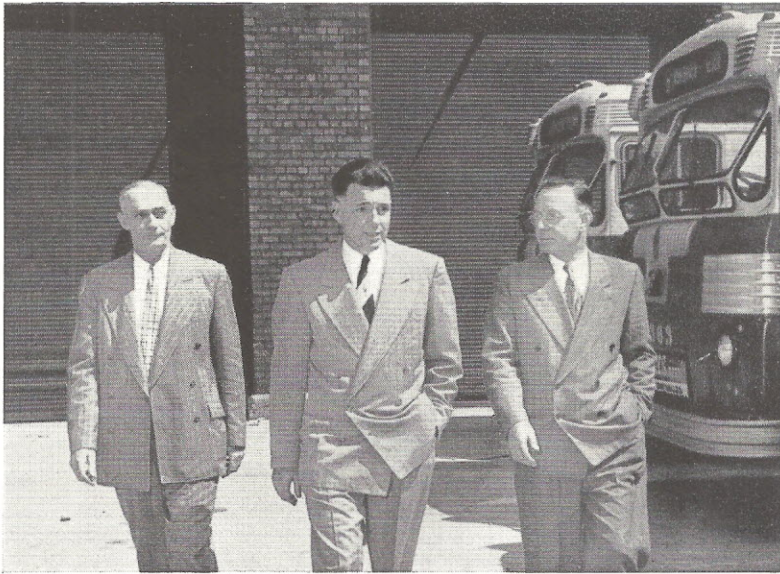
Three general foremen, who report directly to Mr. Gillen, are charged with supervision of carhouses and garages. *A. R. Hickey* has five locations under his jurisdiction; *John J. Murray*, eight locations, and *John Harnett*, 10 locations. An assistant general foreman, *Edward Warchol*, and two night traveling foremen, *Charles Dunne* and *John Bermingham*, perform various duties assigned to them by the general foremen.

Among the responsibilities of the traveling foremen are: Inspecting equipment for proper fueling and cleaning; spot checking equipment for defects and preparing reports for bus garage foremen and the superintendent so that corrective action may be initiated, and checking the number of men working and also the number available for emergencies occurring on the night shifts.



THREE general foremen supervise the 23 carhouses and garages. They are, left to right, *John J. Murray*, *John Harnett* and *A. R. Hickey*.

TALKING SHOP(S) (cont.)

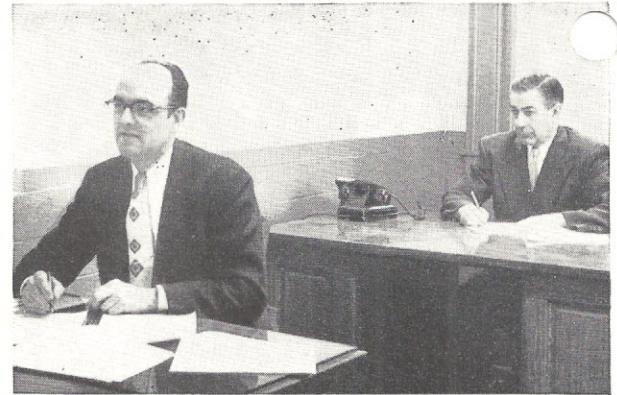


Others with special responsibilities, whose duties are generally described by their job titles, include: *Dan Riordan*, supervisor of bus cleaners; *Patrick Kenny*, tire inspector; *John Burke*, assistant foreman in charge of rehabilitation of carhouses and garages, and *Gus Wessel* and *Emil Erickson*, material expeditors.

Personnel in the superintendent's office at West Shops includes *Joan Harnett*, secretary, and *Edward Blaskey* and *Frank Tamburrino*, clerks, who keep the necessary records and reports on equipment operations.

Each of the 23 carhouses and garages has personnel and equipment assigned as required by its particular facilities and functions. Repairmen and car cleaners are employed at each location, the size of the working force being determined by the number and type of the vehicles serviced in the respective units.

Functions in the respective units are closely related as to the nature of the work performed. All are capable of making



RECORDS and reports on equipment operations are kept in the superintendent's office by *Edward Blaskey* (left) and *Frank Tamburrino*, clerks.

CHARGED with special responsibilities in connection with maintenance of equipment are, left to right, *Dan Riordan*, supervisor of bus cleaners; *Patrick Kenny*, tire inspector, and *John Burke*, assistant foreman in charge of rehabilitation of carhouses and garages.

all necessary repairs, with the exception of overhauling engines or major brake work. The conversion of much of the CTA system to bus operation, of course, has resulted in a change of emphasis in the work load.

Perhaps a brief breakdown by locations will serve to illustrate how each unit participates in the overall operations of the department.

Supervision over the five following southside carhouses and garages is maintained by *General Foreman A. R. Hickey*: *Beverly Bus Garage*, 103rd and Vincennes avenue, *William Magee*, day foreman, and *John Granville*, night foreman; *77th Bus Garage*, 77th and Vincennes avenue, *Art Ormond*, day foreman, and *Gerald Anderson*, night foreman; *69th Carhouse and Garage*, 69th and Ashland avenue, *Robert McClelland*, day foreman, and *Al Masulis*, night foreman; *52nd Bus Garage*, 52nd and Cottage Grove avenue, *Louis Letzow*, day foreman, and *Thomas Welsh*, night foreman; *Archer Bus Garage*, Pershing road and Archer avenue,



THIS group of day foremen supervises work in the 23 carhouses and garages on the CTA system.

ASSIGNED to the general foreman for various duties are, left to right, *Edward Warchol*, assistant general foreman, and *Charles Dunne* and *John Birmingham*, night traveling foremen.





→
TOOL EXCHANGE and numerous other details of daily operations are handled by **Emil Erickson** (left), and **Gus Wesel**, material expeditors.



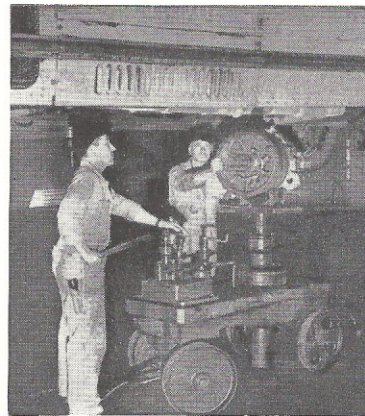
SHARING the responsibility for supervision of the carhouses and garages are the night foremen pictured here.



GREASING bus chassis in an inspection pit at North Park are **Joseph Drag** (left), inspector, and **Michael Johnson**, assistant foreman.



AS PART of a 2,000 mile inspection, **Antonio DeBlasi** (left), battery inspector, takes a hydrometer reading, and **Patrick O'Malley** tests tires at North Park.



IN THE unit exchange area at North Park, **Joseph Coughlin** (left), assistant foreman, and **Theodore Kuta**, repairman, install a torque converter in a Twin gas bus.



CHECKING inspection sheets that give a running record of buses going through the inspection line at North motor is **Patrick Clancy**, assistant foreman.

John Muellner, day foreman, and *Gus Pavelka*, night foreman.

The eight locations under the supervision of *General Foreman John J. Murray* are:

77th Carhouse, 77th and Vincennes avenue, *Art Ormond*, day foreman, and *Leo Keane*, night foreman; Lawndale Bus Garage, 22nd street and Ogden avenue, *Mike Cunningham*, day foreman, and *John Foster*, night foreman; Blue Island Bus Garage, 24th street and Leavitt avenue, *Harold Carlson*, day foreman, and *Frank Pelzmann*, night foreman; Blue Island Automotive, 24th street and Leavitt avenue, *Al Cliff*, assistant day foreman; Kedzie Carhouse and Bus Garage, Van Buren street and Kedzie avenue, *Edwin Anderson*, day foreman, and *Lee Demzien*, night foreman; Wilcox Bus Garage, 4553 N. Wilcox avenue, *Bernie Aumann*, day foreman, and *Jack Kamien*, night foreman; Devon Carhouse,



TIRES for approximately 800 trolley and gas buses are serviced in the tire repair room at North motor garage. **Tire Repairman John Wolf**, left, puts low-pressure air in a remounted tire as **John Sullivan**, tire repairman, removes a tire.

TALKING SHOP(S) (cont.)

Schreiber and Devon avenue, *John Laing*, day foreman, and *Joseph Fiorito*, night foreman; Cottage Grove Carhouse, 39th street and Cottage Grove avenue, *James Hopkins*, day foreman, and *Frank Kazmerzak*, night foreman.

General Foreman John Harnett is responsible for the functioning of the following ten north side and northwest side facilities:

North Motor Bus Garage, North and Cicero avenues, *John Cahill*, day foreman, and *Robert Vance*, night foreman; North Trolley Bus Garage, North and Lamon avenues, *Dennis Barrett*, day foreman, and *Ernest Pearson*, night foreman; Limits Carhouse and Bus Garage, Schubert and Clark streets, *Tim Riordan*, day foreman, *Ray Evans*, night foreman, bus garage, and *Ted Hilderbrant*, night foreman, carhouse; Ardmore Garage, 5800 N. Broadway, *John McMahon*, day foreman; North Park Bus Garage, Kedzie and Foster avenues, *Ed Jaeger*, day foreman, and *Walter Hallford*, night foreman; Ravenswood Bus Garage, 4711 Ravenswood avenue, *Don Wilson*, day foreman, and *Frank Roback*, night foreman; Rosemont Bus Garage, 1124 Rosemont avenue, *John Walsh*, day foreman, and *Adam Pijahowski*, night foreman; Avondale Trolley Garage, Central and Avondale avenues, *Dennis Barrett*, supervising foreman, *Dennis Clark*, assistant day foreman, and *Thomas Carroll*, assistant night foreman; Keeler Bus Garage, 4221 Diversey avenue, *Harry Richter*, day foreman, and *Anthony Salzer*, night foreman.

The inspection terminal at Keeler inspects and repairs



TROUBLE-SHOOTERS are *Stanley Drabant* (foreground), and *Thomas Griffin*, repairmen at North motor garage, who are checking equipment for defects reported by operators.

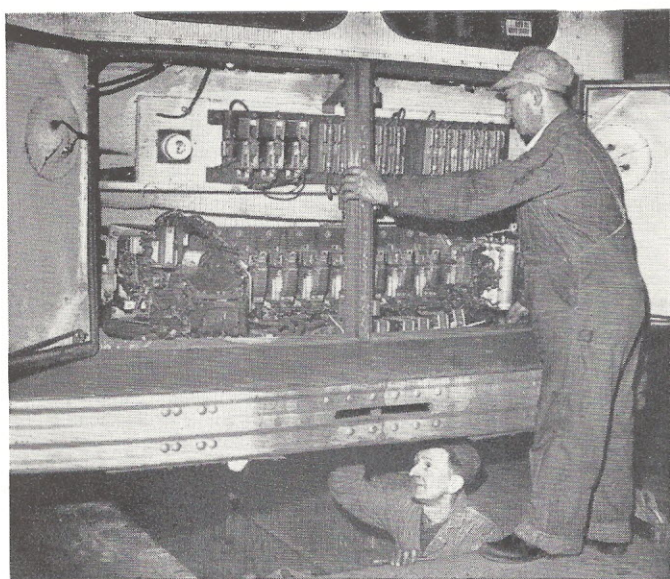


A GENERAL interior cleaning of equipment calls for ceilings, sides and seats to be washed and floors mopped at frequent intervals. *Walter Baran* works on the ceiling, and *Edward Lewonowski* on the seats of a bus at North trolley garage.

motor buses for Wilcox, Keeler, Ravenswood, and Rosemont garages.

Lawrence Bus Garage, Lawrence and Milwaukee avenues, which was closed the latter part of May, was formerly included in this group. Details of the closing and the garages out of which buses previously at Lawrence will operate will be given in the next issue of CTA TRANSIT NEWS.

All together, the carhouses and garages employ 1,370 workers, including 101 foremen, 732 repairmen and 510 car cleaners. Mr. Gillen's department has a total of 3,784 passenger vehicles under its jurisdiction. These consist of 2,209 motor buses, 674 trolley buses, 530 "Green Hornet" streetcars and the group of older type streetcars being held in reserve for emergency use. In addition, 248 pieces of snow-fighting equipment are also its responsibility.



REPAIRMEN *John D'Angelo* and *Joseph Piontkowski* (beneath car), make a control inspection of a bus at North trolley garage.

TRANSIT IN THE

News

JUNIOR DAY AT CTA

APPOINTED to serve as junior general manager of the CTA on May 4 as part of a Youth Week program, *David M. Asher*, 16, student at Hyde Park high school, called on *General Manager Walter J. McCarter* at his office in the Merchandise Mart to learn something of CTA operations.

The young man was one of a group of students whose achievements were recognized by their selection to serve in leading civic positions on Junior Official Day.

After his visit with Mr. McCarter, David was escorted on a tour of CTA offices in the Mart and a few days later attended the Youth Week luncheon with Mr. McCarter in conjunction with the program which is sponsored by the Bureau of Parks and Recreation.



SERVICE REVISIONS

WITH THE inauguration on May 3 of CTA's new morning rush-hour bus service into the Union Stockyards, a complete special rush hour service was placed in operation between terminals at the Stockyards and 95th-Ashland.

The special afternoon rush hour service from inside the Stockyards, which had been in operation on an experimental

basis since February 15, 1954, is now on a permanent basis. Continuation of the new morning service is contingent on the patronage accorded it.

Effective on the same day an improved southbound bus service was provided in the afternoon rush period at the Loomis "L" station.

During the morning period, Mondays through Fridays (holidays excepted), 17 northbound buses arrive at the Stockyards at intervals varying from six to eight minutes between the hours of 6:11 A.M. and 7:49 A.M. These buses are routed north in Ashland from the terminal at 95th street to 42nd street, and east in 42nd to the terminal at Packers avenue. The buses carry the front sign "Ashland-Stockyards" and may be boarded at any regular stop. Transfers may be made between these buses and any of the ten intersecting east-west lines between 95th and the Yards.

The southbound afternoon service now starts earlier than initially scheduled. Under the new schedule, a total of 19 runs leave the Yards, southbound, between 3:13 P.M. and 5:09 P.M. These buses start at the northeast corner of Swift's private lot at 42nd and Packers avenue (private streets) and proceed outbound, making stops on 42nd (near Armour's laboratory) and at Ashland avenue where they turn southward and operate to the terminal at 95th-Ashland.

Users of the special Stockyards bus service may transfer to or from the Stockyards "L" at Swift's station, adjacent to the bus terminal inside the Yards. This is a convenience for persons in the northeast section of the Yards.

Another modification incorporated in the schedule for week-days provides a heavier southbound service at the Loomis "L" station in the afternoon rush period. A total of 12 special trips operate from the terminal at 95th-Ashland north in Ashland to 59th street, east in 59th to Loomis and south in Loomis over the regular southbound Ashland-Downtown routing to the terminal at 95th and Ashland. These special buses leave southbound, from 59th and Loomis between 5:18 P.M. and 6:29 P.M.

NEW CONVENIENCE TOKENS

SALE OF new, small-size, copper-colored CTA tokens started May 6, for the convenience of riders.

The new tokens may be purchased in multiples of five, at the rate of five tokens for one dollar, from Surface operators and conductors, Rapid Transit trainmen who collect fares, Rapid Transit agents, and the CTA Cashier's office, Room 7-160, Merchandise Mart.

The new, copper-colored token is accepted for an adult one-zone ride on either the Surface System or the Rapid Transit System. It also is accepted for an adult through ride, with a 10-cent cash differential, between the middle zone (south of Howard street and east of Desplaines avenue, Forest Park) and the north zone (north of Howard street) or the west zone (west of Desplaines avenue, Forest Park).

Token turnstiles in Rapid Transit stations have been converted to accept the new, copper-colored token.



CITED BY LEGION

HONORING Conductor James E. Simsen, Northside section, as being typical of the men in transportation work who are continually spreading good will, the North Shore Post of the American Legion recently presented him with a medal inscribed "ambassador." Further recognition of Simsen's noteworthy efforts came when a Chicago newspaper columnist made mention of the award in his column.

Simson has been cited for his devotion to duty and his active interest in civic affairs at various other times in the past. Just recently he was the guest speaker on a radio program and delivered a talk on the significance of Memorial Day.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF APRIL 1954 AND 1953, FOUR MONTHS AND TWELVE MONTHS ENDED
APRIL 30, 1954

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

	Month of April		Period Ended Apr. 30, 1954	
	1954	1953	4 Months	12 Months
Revenues	\$10,101,358	\$10,593,973	\$39,064,726	\$121,362,089
Operation and Maintenance Expenses.....	8,693,110	8,883,501	35,593,338	105,612,105
Available for Debt Service.....	1,408,248	1,710,472	3,471,388	15,749,984
Debt Service Requirements:				
Interest Charges	422,468	403,236	1,691,052	4,966,393
Deposit to Series of 1947 Serial Bond				
Maturity Fund (Note 1).....	150,000	83,333	600,000	1,666,667
Revenue Bond Reserves (Note 2).....	30,000	23,000	120,000	318,000
	602,468	509,569	2,411,052	6,951,060
Balance Available for Depreciation.....	805,780	1,200,903	1,060,336	8,798,924
Provision for Depreciation—Current Period...	808,109	847,518	3,125,178	9,708,967
Balance Available for Other Charges (Note 3) \$	2,329 r	\$ 353,385	\$ 2,064,842 r	\$ 910,043 r

r - Denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers.....	55,878,283	58,730,002	220,133,634	675,037,682
Transfer Revenue Passengers.....	1,619,344*	2,503,323	8,800,231	27,989,469
Total Revenue Passengers.....	57,497,627	61,233,325	228,933,865	703,027,151

* Collection and recording of 1¢ for passengers transferring from Surface System to Rapid Transit System discontinued under new fare structure effective April 22, 1954.

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as at April 30, 1954

1952-53 Orders:	Delivered to Date	Remaining to be Delivered	Total
Propane Buses.....	274	126	400
El-Subway Cars.....	78	172	250
	352	298	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.



X-RAY UNIT AT MART

ALL CTA employees in the Merchandise Mart had an opportunity to avail themselves of a free chest X-ray recently when a mobile unit of the Tuberculosis Institute of Chicago and Cook County paid a visit to CTA offices.

A total of 450 employees responded and filed up to the X-ray equipment for the free tests. It was the first time a mobile unit had visited CTA facilities. Each employee examined received a laboratory report of the findings.

In the accompanying photograph, Shirley DeStefano, statistical stenographer, Budget Department, stands at the machine while the technician takes the X-ray picture. Others are awaiting their turn.

CTA TRANSIT NEWS



FREE direction leaflets for making this comfortable maternity jacket can be had by writing Women's Editor, CTA TRANSIT NEWS.

TO
THE Ladies
... from JOAN

TAKING A VACATION TRIP?

PLAN A travel wardrobe and consider the poor, aching backs of the males who must tote and carry the luggage. And, if it's an air trip, consider the effect on the poor aching budget when the stiff charges for overweight baggage come up.

Leave hefty unnecessaries at home. It is amazing how many of the things we think essential we can actually do without. One experiences a new sense of freedom to learn that one can be independent of (for example) that heavy, noisy, old hand hair-dryer. Just pin up

your curls with cologne instead of water and the problem is solved.

Don't take unnecessary shoes, either. Travel shoes can be the heavy, comfortable, sightseeing pair. Then, unless there must be special-purpose shoes, only a pair of pumps and a delicate pair of dress up shoes are needed.

Put creams and lotions into light, unbreakable plastic containers instead of the usual heavy glass containers. Incidentally, plastic *anything* is usually extremely light in weight.

FOR LADIES IN WAITING

ECONOMICALLY speaking, most women don't like to spend too much money for maternity clothes and yet it always seems that this is exactly the time when new attire is needed for the mother-to-be.

Here's just the type of jacket, so easily made, to perk up and flatter those ladies-in-waiting. The sloping shoulders end in wide sleeves with turn-back cuffs, and bands of machine or hand embroidery outline the zippered neck opening. The

fabric is broadcloth, which has sufficient body to give the desired effect and comes in a variety of colors to match the skirts you now have.

By sewing her own maternity clothes a woman not only avoids uncomfortable shopping problems but also conserves the family budget.

After "arrival day," the jacket can be worn belted as an attractive lounge coat. Your other little ones would look cute in a matching smock, too.

JUNE need not be a problem for the housewife of today in preparing meals for such events as weddings, graduations and summer parties.

Years ago, when a hot meal was prepared for those occasions, the hostess, unfortunately, spent more time cooking and serving than with the guests. Today, the buffet luncheon, a favorite among most guests, can be prepared so easily and the table so beautifully decorated that it is a very practical and inviting way to serve on any occasion.

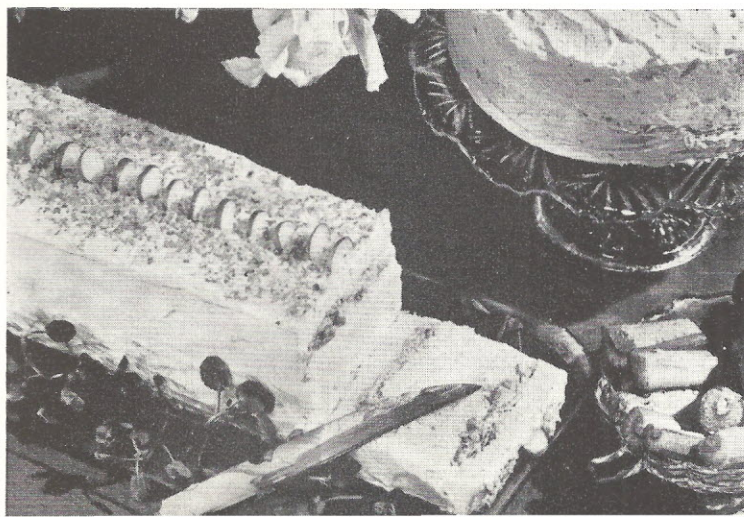
Here is a very quick recipe for a party sandwich loaf, a popular primary dish in the buffet luncheon.

Party Sandwich Loaf

Prepare the following sandwich fillings: Ham salad, cottage cheese and

crushed pineapple, deviled egg and chicken salad. Remove crusts from an unsliced loaf of enriched bread and cut lengthwise into five slices. Spread each bread slice with softened butter. Spread ham salad between first and second slices of bread; cottage cheese and pineapple between second and third slices of bread; deviled egg between third and

fourth slices; chicken salad between fourth and fifth slices. Press loaf firmly together. Wrap in waxed paper and chill for an hour. Frost top and sides of loaf with cream cheese softened with cream. Sprinkle chopped nut meats and place sliced radishes on top of loaf. Garnish platter with water cress. Cut into thick slices when serving.



POPULAR
among most
guests and a favorite
for the
hostess' buffet.

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bucking traffic all the way..

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