

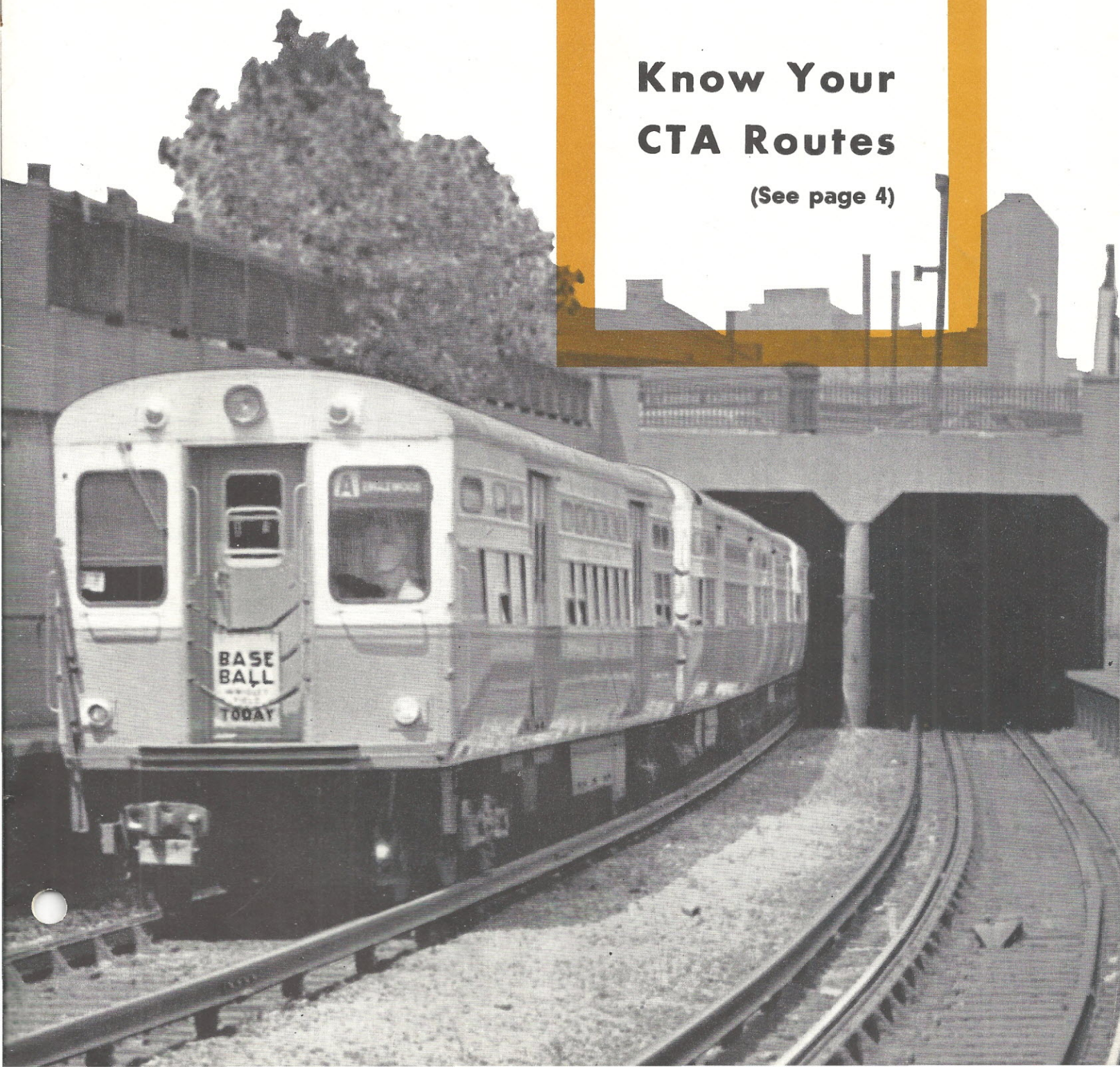


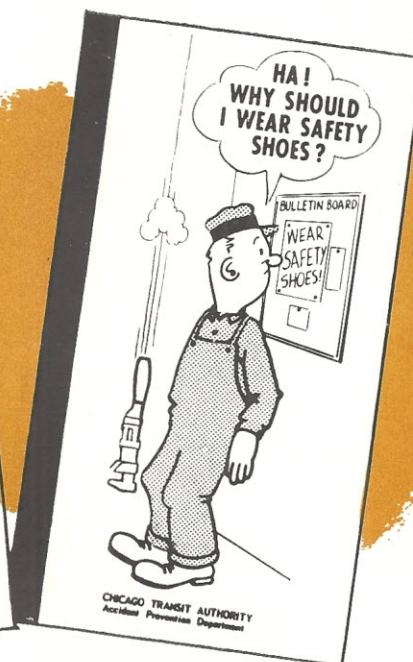
TRANSIT NEWS

AUGUST, 1954

Know Your CTA Routes

(See page 4)





Serving Safety

SAFETY-MINDEDNESS among CTA employees is being emphasized by some 250 safety committeemen consisting of representative personnel in shops, carhouses, garages and rapid transit terminals.

Each location of the Shops and Equipment Department has two committees—one selected from among non-supervisory employees; the other consisting of foremen—which meet separately at regular intervals in their respective areas to discuss job hazards and unsafe practices. These act as reporting groups to call attention to needed safety improvements.

To stimulate interest in "on-the-job" safety, posters for bulletin boards and supplementary material are supplied to encourage safe working practices.

As a further incentive to keep the safety committeemen alert to hazards, a pocket-size plastic case containing memo pads is issued to each. The pad covers are illustrated with timely safety cartoons (see accompanying photos) and the men are encouraged to use them to jot down noted safety hazards for discussion at subsequent meetings.

The safety committees were set up as part of the industrial safety program of the CTA Accident Prevention Department.

OUR COVER: Key link in the Howard street-Jackson Park-Englewood through express service is the north-south subway, 4.61 miles of underground operation. Pictured on our cover is the south portal, where trains of the rapid transit division enter and leave the subway, near 16th street, from an incline connection with the south side elevated structure.

RECENT CTA ADDITIONS TO THE ARMED FORCES

D. L. Dylla — Transportation (North Avenue)

R. C. Pasternak—Claim Department

RETURNED FROM SERVICE

D. P. Gillespie—Shops and Equipment (Lake Street)

J. McGing—Shops and Equipment (77th Bus)

P. J. Murphy—Transportation (69th)

W. A. Wilson—Transportation (Cottage Grove)

VOLUME VII CTA TRANSIT NEWS NUMBER 8

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To All CTA Employees:



I AM VERY HAPPY to be a member of the CTA team, and to share with each of you the duties and responsibilities of providing a public service that is so necessary to the economic welfare and progress of our community.

For all of us, this is a challenging job. In the private automobile, we are confronted with the toughest competition that local transit has ever had. Not only is the automobile taking customers away from us; its unprecedented use is accompanied by traffic congestion and traffic delays that are seriously impairing our surface operations.

Although our inability to mechanize to a high degree complicates and intensifies the problems of management, it is perhaps our most valuable asset if we use it properly. No coldly, impersonal robot can sell transit service, but every CTA operator can be a super-salesman simply by being friendly, efficient and courteous.

Since its beginning in 1947, CTA has been engaged in Chicago's most extensive and intensive transit modernization program. In the course of this program, new types of equipment have been introduced and routings of the program have been gratifyingly beneficial, there unavoidably has been some annoyance to our patrons, including necessary changes in riding habits.

Now, however, most of the conversions from rail to rubber are behind us. The pattern of operations is stabilizing, and more emphasis is being placed on efforts to make our services easier to use. In this connection, you are regularly being provided with operating instructions, and service information maps and booklets. By familiarizing yourself with these aids, and using them regularly every day, you can be more helpful to our patrons. If a rider is in doubt about the routing for his trip, give him the correct information cheerfully and courteously. This is the kind of service—the kind of salesmanship—that will help us retain our old customers and win new ones that we so urgently need.

In my opinion, our authority-type of corporate structure has proved its effectiveness. In a comparatively short period of time, more than 95 per cent of the CTA's surface equipment, and more than 70 per cent of its rapid transit equipment has been modernized. Unification of the city's local transit systems, an objective for more than half a century, has been achieved.

This is an outstanding record of accomplishment under difficult and trying circumstances. I consider it a privilege to have a part in carrying forward the CTA's extensive service and equipment improvement program, and to work with you in making CTA the success that all of us want it to be.

F. C. Gunlock

Chairman of the Board,
Chicago Transit Authority.

To Serve Our Riders Better

KNOW YOUR CTA ROUTES



CHICAGO is famous as a city of many attractions. Its sprawling network of streets and boulevards is a welter of traffic. Its millions of inhabitants are constantly on the move, continuously going somewhere.

CTA's city-wide system of integrated transit lines is

geared to serve the great metropolis of which it is an essential part. Its 149 routes honeycomb the entire area. The far reaches of the city—even the suburbs—are as easily accessible as the Loop. However, proper information concerning the routes—the areas and places they serve—is an essential public need.

So that all CTA employees can become better acquainted with the various routes over which the Authority operates, and thus better serve our patrons, CTA TRANSIT NEWS is beginning a series of articles describing these routes and some of the salient facts about them that will serve not only to increase individual knowledge of CTA operations, but provide a better appreciation of our expansive and interesting city as well.

Let's look first at the north-south "L"-subway route—the longest on the rapid transit system.

Paralleling the lake shore from Howard street to 63rd street, this route is a key facility in CTA's rapid transit division. Carrying an average of 265,000 riders per day, it provides fast, traffic-free service and affords direct transfer privileges from surface routes at 35 locations. Its through service incorporates the Howard street-Jackson Park-Englewood lines. The mileage from Howard street to the 63rd and Loomis terminal of the Englewood branch is 20.1 miles,



FAST "L"-subway trains speed right under State street, through the heart of the busy Loop, while CTA surface vehicles have to fight traffic congestion.

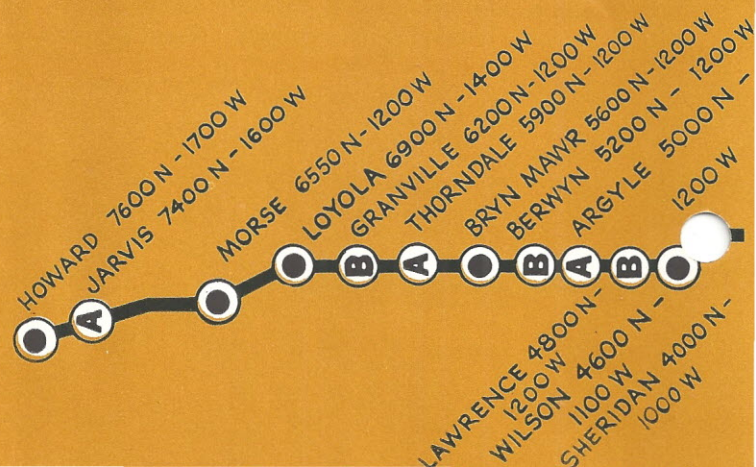
NORTH - SOUTH

RAPID TRANSIT



ELEVATED —
SUBWAY =

- (A) "A" STOP
- (B) "B" STOP
- (●) ALL STOP

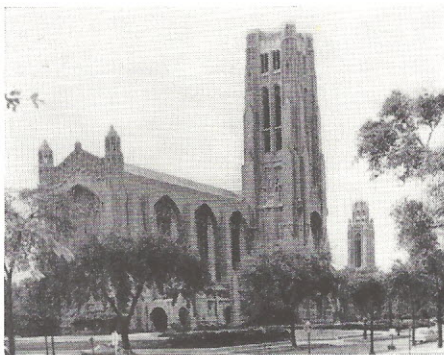




NO VISIT to Grant Park is complete without a look at Buckingham Fountain. Illuminated at night from May through September, it becomes a fairyland of color and water.



A YEAR-ROUND attraction is the Adler Planetarium in Grant Park adjacent to the north-south "L"-subway route. It is served directly by the Jackson boulevard route of the surface system.



ONE OF Chicago's famous churches is the Rockefeller Memorial Chapel on the Midway at 59th and Woodlawn, served by the Jackson Park rapid transit branch.

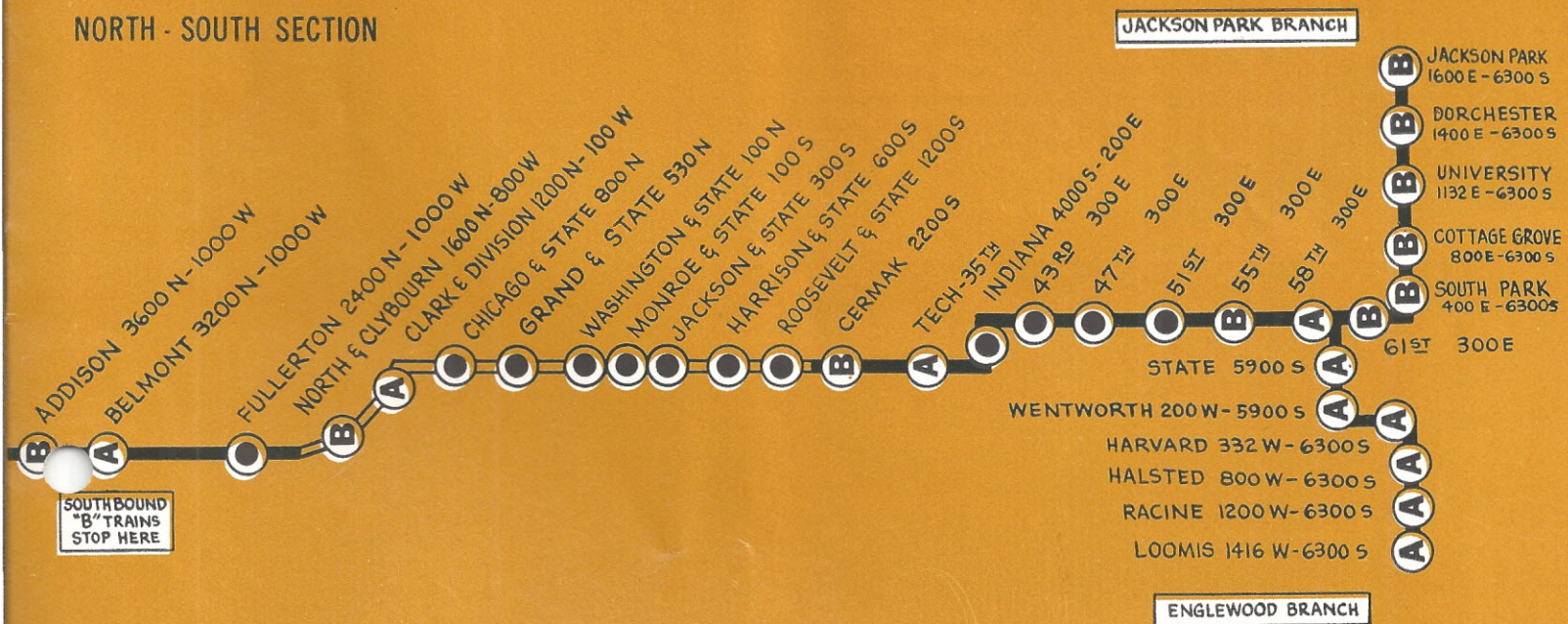


A BUSY main transfer point on the north-south "L"-subway is Fullerton station. De Paul University is served by this station.



RAPIDLY springing into prominence in the educational field is Illinois Institute of Technology. Its 41 buildings are adjacent to the 35th street "L" station.

NORTH - SOUTH SECTION



and from Howard street to the Jackson Park station, 19.6 miles.

As a result of the CTA modernization program, the north-south "L"-subway offers off-the-street transit service at its best. The many surface routes feeding into it supply a substantial portion of its riders. Fast schedules attract those who, faced with worsening traffic conditions on Chicago's streets, are seeking relief from driving cares.

Aside from its importance as a mass transportation facility, the north-south "L"-subway is a convenient way to reach many of the city's places of interest. Busy shopping areas, centers of recreational activity, colleges and universities, parks, all the city's lake front beaches, and other famous attractions are easily accessible to its lines. It cuts through the heart of the loop, under State street, with direct subway entrances to most of the large department stores.

Its north terminal is right in the center of the bustling Howard street business district. A little further south, its structure borders the edge of Loyola University campus and Mundelein college, then sweeps past the world-famous Edgewater Beach hotel.

Wrigley Field—home of the Chicago Cubs baseball and the Chicago Bears football teams—is only a few steps from the Addison street station, and the Sheridan road station is only a short bus ride from Lincoln Park. Nearby to Fullerton avenue station—one of the busiest transfer points on

the system—are De Paul University and McCormick Theological Seminary.

Grant Park and its many attractions are served by Loop subway stations, with the whole downtown area surrounding them.

The station at 35th street, when the White Sox or Chicago Cardinals football team are in town, is one of the busiest on the north-south route, for this is adjacent to Comiskey Park. This station also serves the Illinois Institute of Technology. Indiana avenue is the chief south side transfer point for rapid transit passengers.

Washington Park, Jackson Park, the Midway and the University of Chicago are among the many points of interest of the far south side area served by stations between 55th street and Jackson Park terminal at 63rd and Stony Island avenue.

South terminal for Englewood trains is at 63rd and Loomis streets. This line provides service to the important 63rd and Halsted streets business district, one of the busiest in outlying areas.

During the non-rush hours, base service on the north-south "L"-subway route is provided with 30 four-car trains. This increases to 50 eight-car trains at peak periods. The equipment assigned to this branch totals 450 all metal units, most of which are new "Green Hornet" type cars. Storage facilities are maintained at the Howard street, Loomis and 61st street yards.

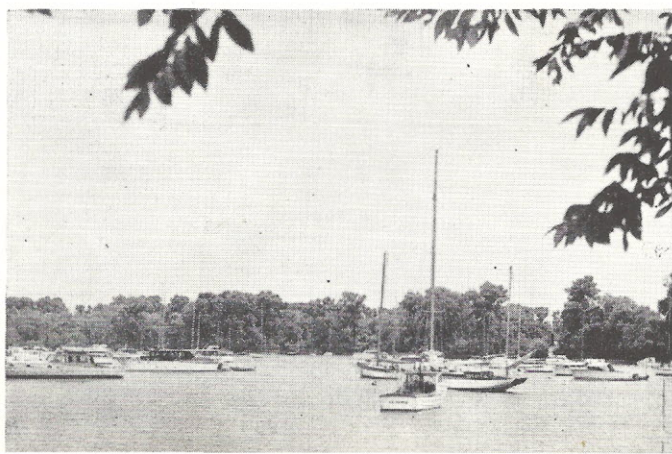
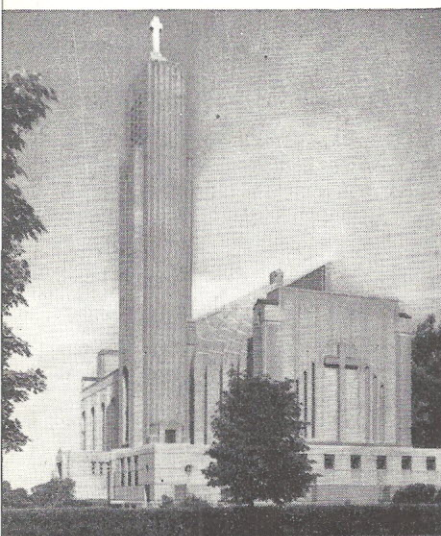
North-south "L"-subway trains operate at intervals of four minutes apart during the day. During peak hours they run as close as two minutes apart. Owl service, between 2:00 a.m., and 4:30 a.m., operates at 15-minute intervals between Howard street and 58th street, and at 30-minute intervals south of 58th.

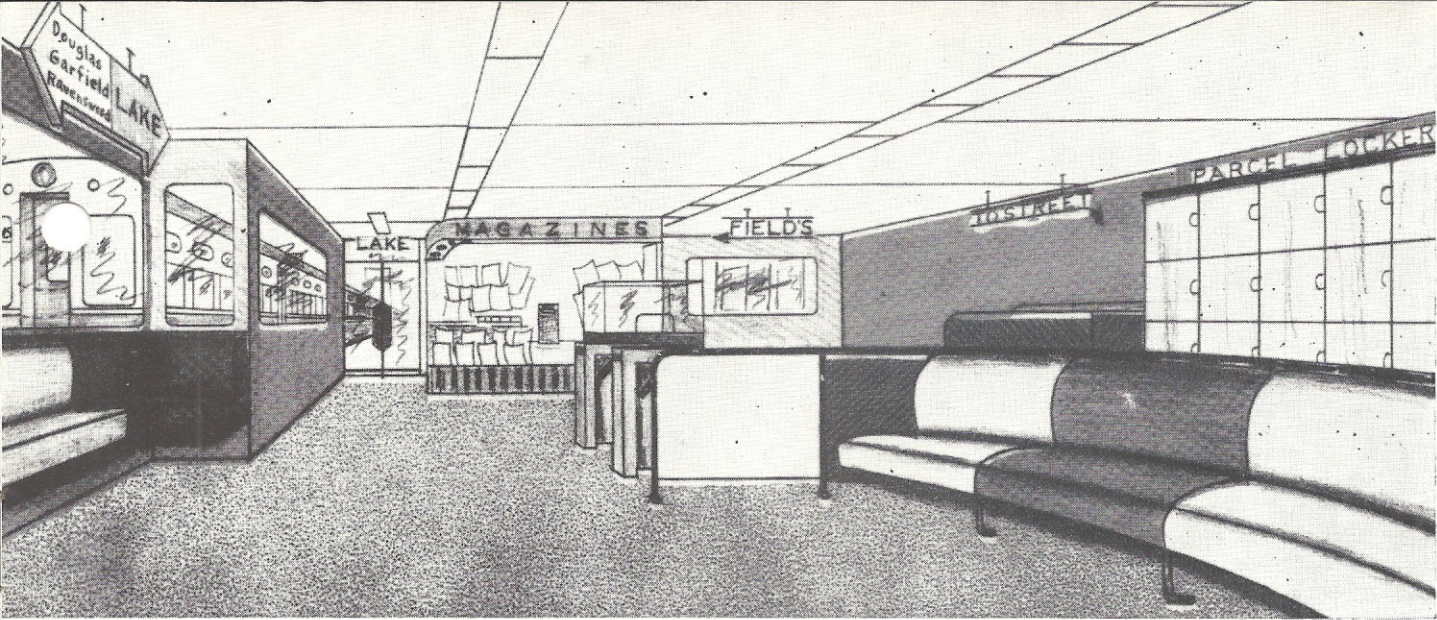
(This series will be continued in the September issue of CTA TRANSIT NEWS with a description of other rapid transit routes.)

WRIGLEY FIELD, home of the Chicago Cubs baseball team and Chicago Bears football club, is a familiar sight to sports fans. It's easily reached from the Addison station and by several surface routes.

A STRIKING example of modern church architecture is the Madonna Della Strata chapel on the campus of Loyola University.

A COOL SPOT on a hot day is Jackson Park harbor, one of the most popular mooring spots for the pleasure craft of fresh-water sailors.





ARTIST'S sketch of rearrangement and modernization of interior of Randolph-Wabash inner loop station under co-operative project with Marshall Field and Company.

Inner Loop Station to Undergo

remodeling

RANDOLPH-WABASH "L" station on the inner loop is to be remodeled and modernized, inside and outside, under a co-operative arrangement between Marshall Field and Company, and officials of CTA.

The agreement resulted from conferences between *Hughston M. McBain*, chairman of the board of Marshall Field and Company, and officials of CTA.

The Randolph-Wabash inner loop station long has had a direct connection with Marshall Field's store, which has been maintained by the store for the convenience of its patrons.

Its part of the project covers revision, rearrangement and modernization of the station facilities, including the agent's booth and other station fixtures, and redecorating and re-furnishing. In the "paid area," which will occupy most of the station space, the emphasis will be on attractiveness and comfort. Settees will be provided for the convenience and comfort of patrons of the store and CTA.

In modernizing the exterior, CTA will cover the walls of the west facade with stainless steel, or colorful enamel panels, and will also paint the stairs and balustrades.

It is estimated that the project will cost \$55,000 to \$60,000. Marshall Field will spend up to a maximum of \$50,000 for the station interior remodelling and CTA will

spend between \$5,000 and \$10,000 for exterior remodelling.

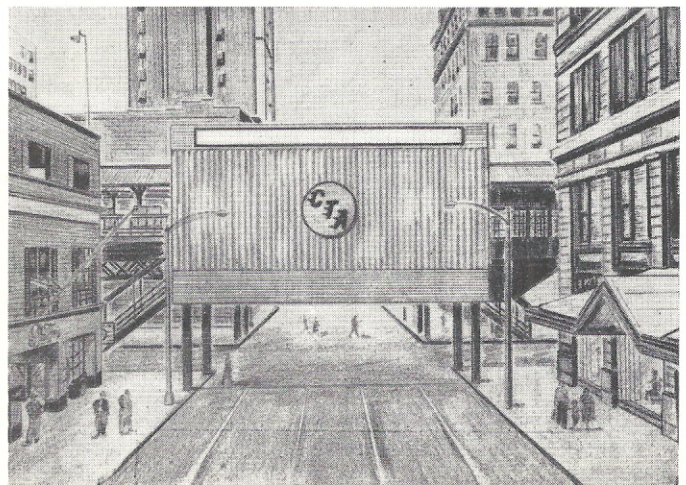
For many years the direct passageway into the second floor of Marshall Field and Company from the elevated station at Randolph and Wabash has been one of the store's busiest entrances. The modernization project is expected to increase traffic through the station even more.

In announcing approval of the project by Chicago Transit Board, *V. E. Gunlock*, chairman, said:

"CTA is sincerely grateful to Marshall Field and Company for its generous participation in the remodelling of this station. We are especially pleased that Marshall Field is agreeable to bearing the major part of the cost of this project, which will be mutually beneficial, and which will add to the attractiveness of State street as a world famous shopping district."

Remodelling of the station is expected to begin in the near future. In all probability, the outer loop station will be similarly modernized.

PROPOSED west facade of Randolph-Wabash inner loop station as shown by artist's drawing. The walls will be covered with stainless steel or colorful enamel panels.



LAKE STREET "L"

Gets All-Metal Cars



ALL-METAL Lake street "L" train westbound leaving Loop.

TYPE of girder sign placed at elevated station locations on Lake street route to stimulate passenger traffic. The running time shown applies to Homan station.

ANOTHER CTA modernization project was accomplished July 6, when substitution of all-metal cars for wood-steel cars was completed on the Lake street rapid transit route.

Completion of the transition was made possible by a reshuffling of equipment resulting from the accelerated delivery of new "L" cars of the "Green Hornet" type by the St. Louis Car Company. These are being put into service on north-south "L"-subway routes, thus releasing the all-metal cars formerly used for replacement of older equipment on other rapid transit lines. In all, a fleet of 150 elevated cars operating over the Lake street branch was affected.

The Lake street car replacement program has been going on for the past several months as equipment became available, with the final assignment of all-metal cars being made on the July 6 date.

Although overall running time remains substantially the same, the all-metal equipment made it possible to improve scheduling of trains and provide a more comfortable and dependable service.

To inform the public of the improved service, CTA has posted new metal signs at several outlying Lake street stations indicating running time from each point to the Loop. This is a move designed to encourage riders to use the "L," which provides the fastest method of travel to this area of the west side.

Traveling above congested street traffic, Lake street trains are faster than any type of surface transportation between Chicago's Loop and Oak Park and Forest Park. Scheduled running times between the Loop and stations on the western end of the line during the morning rush period are: Forest Park, 28 minutes; Marion, 26; Oak Park, 24; Ridgeland, 22; Austin, 20; Central, 18; Laramie, 16; Cicero, 15; Pulaski, 13; Hamlin, 12; Homan, 11, and Kedzie, 10 minutes. During the afternoon rush period and midday, running times between these stations and the Loop are one to three minutes faster.

Transfer to and from CTA surface routes can be made at 22 stations (including Loop "L" stations) on the Lake street line.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Runs Up Mileage Visiting Friends

ACCOUNTING — Mr. and Mrs. Thomas O'Brien and Irma Krown left on a motor trip to Arkansas, stopping off at Green Forest to spend three days with Mr. and Mrs. H. G. Hardin and Mr. and Mrs. Fred Sirr. Afterwards they drove down into Florida, stopping at St. Petersburg, to see Mr. and Mrs. Hajee (the former Mae Scott). They reported having a wonderful time and covering 4,260 miles.

Mrs. Margaret Timmons of the Stores Department is home convalescing from a serious operation. A group of her fellow workers have been out to see her and tell us that she is doing fine.

Lillian Wendt, payroll section, was guest of honor at a dinner party held at Isbell's restaurant on July 15. Lillian resigned in favor of full-time homemaking for her husband, Albert, who works at West Shops.

—GLORIA KEANE

Vacation Mail From Male Vacationers

ARCHER — Vacation mail brought us a couple of cards from our old pal, Joe Petter, who spent his vacation visiting relatives in California that he hadn't seen in a good many years. . . . A card from H. F. (Whitey) Zwirn also turned up. Whitey spent his time in Worthington, Minnesota, doing nothing but taking it easy. . . . Morris McCormick went to Michigan, and had a wonderful time relaxing.

Checking the book, we find that our credit union president, Lyle Packard, is still on the sick list, but is well on the road to recovery. Harvey Miller and Emmett McCarthy are taking his place and doing a nice job.

Welcome back to R. Bufka, who has been off sick since April, when he underwent an eye operation. . . . It is also a pleasure to report that John Fiala is back on the job after six weeks absence due to an operation.

During the month of July we had several couples celebrating their wedding anniversaries. Mr. and Mrs. Pete Daley celebrated



FIVE BECOME PENSIONERS

FIVE EMPLOYEES of Lake street inspection shop were honored by their co-workers who presented each of them with a cash gift just before they retired on pension recently. Arthur Broska (left), foreman, is shown congratulating Abraham Collins, porter, one of the retirees. Left to right, the others are: Frank Lansman, retired former foreman; Kasper Sarkauskas, oiler, and Paul Giret, car cleaner, two of the retiring group, and Michael Heil, assistant foreman. Patrick Furlong and David Bayor, car cleaners, who were among the five, were not present for the picture. Giret will retire on September 1, the others went on pension on July 1.

Reported by Joe Feinendegen

number 33 with a night out at the Chez Paree. Mr. and Mrs. R. Deitz marked their 34th, and the Bill Kortizkes honored their 25th.

Goodbye to John Reznik, who retired on the first of August.

Mr. Stork paid a visit to Robert and Mrs. Poellnitz, who are happy to announce the arrival of Syble on May 16.

We extend our deepest sympathy to James M. Walsh in the loss of his beloved wife, who passed away July 12.

Reporter Jack Williams was recently called to his mother's home in Indianapolis, Indiana, where she has been very ill. Jack's wife also has been ill.

Down Mississippi way, in the town of Waynesboro, they have one day during the month of June that is known as Hospitality Day. Our own Norman Veazey and his wife were selected as the guests of the town for this day. They were taken to the Beck hotel,

where they met "Miss Hospitality," and had a guide to show them around town. The lucky folks were presented with many gifts, including dinner, earrings, gloves, a free beauty treatment for the lady, and a trip to the barber shop for Norm. The next morning they were picked up at the hotel, taken to a restaurant for breakfast, and later had their gas tank filled to the brim. It is apparent why Waynesboro is tops on the list of this charming couple.

—JACK WILLIAMS and FRANK ROTHMAN

At Least It Wasn't A Desert Island

BEVERLY — Bus Operator Lomer Arseneau and his wife rode along the western trail to the west coast. Bremerton, Washington, a naval base where their son is stationed, was their destination. The son received a surprise furlough and helped father and mother drive back home.

So what happened when the ferry boat back to the mainland left the dock two minutes ahead of time? Well, the Arseneaus were stranded on the island all night.

Bus Operator Virgil Trimmer and family spent a few days in Southern Illinois, tracing some of Abraham Lincoln's footsteps, and visiting the Lincoln monument.

Ernie Pottenberg, receiver, and his family traveled west to Yellowstone national park. The Pottenbergs cooked and camped along the road and say that part of the country really is "the colorful west."

Bus Operator Robert Burns, his wife, and two daughters visited friends in Wisconsin.

Roy Anderson, bus operator, and his family toured through upper Michigan, stopping off at Welston.

Bus Operator Sam Wilson, his wife, and family stayed at a Miami, Florida, motel and visited their sister-in-law.

For their 20th anniversary, Bus Operator and Mrs. George Schletz were taken to dinner by their two sons, George, 16, and Marvin, 11.

Bus Operator Rudy Haas and his family canceled their California trip when his two brothers from that state came here on an unexpected trip. The boys did some midwest fishing.

Bus Operator Augustus Cooksey and his wife, Alice, have added two more names to their roll call. Twins, Dennis and Debra, arrived July 1 at the Lewis Memorial hospital.

John Maughan, bus repair, and his wife, Leona, were blessed with another child, James Patrick. He joins Linda, age 2, and John, 4.

For their vacation, your scribe and family stayed right here in Chicago to do their sight-seeing.

—DANTE F. BRUNOD

Landlord Must Behave, Too, Or Daddy Spank

CLAIM AND LAW — John Daly, legal investigator, better be on his best behavior or his landlord (his 10-year-old son) will have him evicted. It seems that the youngster inherited a home from John's father, who passed away recently.

We welcome new vault clerk, George Bell, as we say farewell to Ronnie Pasternak, who enters the Army in the near future.

OFFICE ROMANCE



A ROMANCE which had its beginning in the Electrical Department general offices culminated in the marriage recently of *Virginia Neubaum*, typist, and *Al Ullis*, testing engineer, who exchanged vows at St. George's Church. Virginia has since resigned her position to become a home-maker.

Reported by *Julie Prinderville*

Our deepest sympathy to *Naomi Jenkins* on the recent death of her mother.

We hope that by the time this is printed, *Adelyn Trapper* will be back on the old job after her second trip to the hospital in recent weeks.

Among our recent visitors were three former employees: *George Schaeffer*, retired adjuster, who now is living in Nebraska; *Danza DeGraff*, steno, now residing in Pittsburgh, and *Eleanor Bonk*, steno, who brought with her pictures of her darling daughter.

—G. & T.

Friends Turn Out To Help Couple Celebrate

COTTAGE GROVE—On June 29 Mr. and Mrs. M. A. (Duke) Ensworth celebrated their 25th wedding anniversary. About 150 friends turned out at Cannous hall to help the happy couple celebrate. The only dark spot was that *Duke, Jr.*, couldn't get back from military service in Germany in time to attend.

Operator *Eddie Mitchell* passed the cigars, on May 4, when he and his wife, *Helen*, became the proud parents of a baby girl.

Operator and Mrs. *Robert L. Fumbanks* are the proud parents of either number 13 or 14. We

haven't been able to find out which.

Retired Motorman *Jimmy Rhind* was recently severely burned rescuing his cousin, *Mary Rhind*, from a fire caused by the explosion of a gas boiler in his home. Jimmy, 89 years old, is up and around again, but his right arm is still in bandages up to the elbow.

—WALTER B. GARBUTT

Nine At Devon Join Ranks Of Retirees

DEVON—The following men have taken their pension: Motormen *R. Stocker*, *D. Leahy*, *L. Dittbrenner*; Conductors *W. Schultz*, *J. Klien*, *F. Shippy*, *F. Vollman*, *A. Gross*, and *John Kouba*.

Clerk *Frank Koncar* underwent an operation in Mother Cabrini's hospital and, at last report, was doing fine. . . . Also recuperating is Conductor *A. Leden Bach*, who underwent surgery recently.

Good luck to *W. Waesche* in his new home in Park Ridge.

F. J. Smith has just returned from a well-earned vacation and he says that he enjoyed himself very much. . . . *Lee Cumber* also spent a very pleasant vacation at Manitowoc, Wisconsin.

We are happy to report that the wife of *Charlie Kerr* is coming along fine after her operation last month.

—H. C. THELIN

The Gals Are Plenty Hep To The Irish Jig

GENERAL OFFICE — (Insurance) Having completed a secretarial course at DePaul university, *Marie Sullivan* joined the ranks of Insurance. In her spare time she accompanies her cousin, *Mary Berry*, who sojourns hither and yon acting as a dancing partner to the boys fresh from the Isle of Erin.

To toast her approaching marriage, eleven of the Insurance gals acted as hostess to *Sheila Angell*. A delicious dinner and evening of entertainment was enjoyed at *Jim Saine's* restaurant on Rush street. Five pieces of her choice china, Cassleton Turquoise, was presented to the happy bride-to-be.

Amy Sikora surprised co-workers by appearing with a diamond ring, presented to her by *Edward P. Carroll* of Oak Park and Twin Lakes, Wisconsin.

(Transportation) *George May*, who spends his time in the roll of

professor at Limits school, very shortly will head for the west coast with his son, *Georgie*, to meet his wife and *Jerry*, who have been vacationing in Phoenix and California. While in Phoenix, Mrs. May renewed acquaintances with *Ray Peterson*, a former CTA instructor.

Marie Krausman has returned after a vacation spent in and around Chicago, enjoying leisurely luncheons at the Pump Room. . . . *Ed Murray* also spent his vacation in Chicago for a good reason. He was busily engaged in transferring his family and possessions to a new apartment.

Bill Rooney, *Mary* and *Brian*, bade adieu to apartment dwelling in Chicago and, with the aid of *Bob Quetschke*, moved into their new home in Rolling Meadows, Palatine Township.

Emil E. Hanson, radio dispatcher, will "ten-seven" on August 1. Emil has rounded out about 34 years of service, the last decade being spent as a radio dispatcher.

Carl Gibbs has donned his 1st Lieutenant's Air Force uniform for a refresher course at O'Hare air field.

C. W. Melbe reports a wonderful vacation, reading the newspaper by the light of fireflies at Lake Leland, near Milwaukee.

—JULIE PRINDERVILLE

Here's A Chap Who Really Gets Around

ELECTRICAL — *W. C. (Albert) Janssen* has become a plane enthusiast, for on May 7 he departed on a five and one-half week trip to Europe. He flew via Pan American Airways to London, England, and Paris, France. Then he traveled via train to Brussels, Belgium, and Amsterdam, Holland, where he enjoyed a boat trip down a canal such as they have in Venice. He also enjoyed the wooden shoe regalia in Vollandon, and visited parts of Germany, including a trip up the Rhine river. His tour then took him to Italy, Switzerland, and finally to Madrid, Spain, and back home by way of plane.

Lawrence Winowitz, operator's apprentice, was married to *Jean Bobinski* on June 5 at St. Mary of Angels church. A reception was held at Elliott Pine Log restaurant in Skokie, where about 75 relatives and friends gathered to wish them well. The happy couple honeymooned at Montreal and Quebec, Canada, and Niagara Falls.

Francis Griffin, operator's apprentice, was presented a bouncing baby boy on July 5. The new-comer was named *Gerald*.

Thomas Johnson, chief operator at 20th substation, spent his vacation in sunny Florida, and while there did some deep sea fishing.

—GILBERT E. ANDREWS

BICYCLING BELLES



ON A bright Saturday morning early this summer, seven girls from CTA offices in the Merchandise Mart rented bicycles and headed for Caldwell Woods to enjoy a picnic. And what is a picnic without a snapshot to record the happy event? So here they are, bikes and all (left to right): *Nancy Delporto*, *Wilma Stancich*, *Barbara Geiger*, *Marilyn Wargin*, *Mary Berry*, *Mary Kay Fahey* and *Mary Flanigan*.

Reported by *Julie Prinderville*

Three In A Row For The Rowbottoms

GENERAL OFFICE—(Traffic Engineering) *Richard Keith* is the name selected for the third son of *Harold* and *Lois Rowbottom*, born July 14.

(Chief Engineers)—*Jane Flood*, who will be married to *Jack Chivatero* on September 18, was pleasantly surprised on July 25 when co-workers gathered at the home of *Jean Gagy* for a "personal" shower for the bride-to-be.

George Adams reports he spent a vacation doing two weeks active duty at Camp McCoy.

Virginia Baldwin was pleasantly surprised when co-workers extended birthday greetings and gifts, July 27.

Our sincere sympathy is extended to *Jack Jobaris*, whose father died July 14.

(Employment)—*C. B. Heath* is enjoying his summer home on Crystal Lake, Indiana . . . *Geri Weiss* flew to Florida where she enjoyed two luxurious weeks at the Shelborne hotel in Miami Beach.

Gerry Griffin enjoyed a bridal luncheon arranged by co-workers. *Gerry* announced that she and her fiancé, *Jack Rosenow*, would be married August 7 and that they had just received a new car as a pre-wedding gift from Jack's dad.

(Training)—Prior to his marriage on August 21, about 25 friends and fellow workers gathered for a party on July 30 to extend best wishes to *Robert Aldworth*, training aids technician, the groom-to-be. The affair, held in the CTA refreshment center in the Mart, included a dinner and presentation of a wedding gift.

(Stenographic and Duplicating)—Congratulations were extended to *John McNamara* and his wife, the former *Catherine Gormley*, who worked in Purchasing, on the birth of their third child, *William Francis*, born July 11.

—MARY E. CLARKE

This Was Really An All-Starr Celebration

KEDZIE—Your reporter and his wife spent their vacation on the west coast and helped celebrate the 40th wedding anniversary of *Mr. and Mrs. William H. Starr*, of Menlo Park, California. Bill was a conductor for the old Chicago Railways company back in 1912.

Collectors *Arnold Abel* and *Peter Sitkewitz*, formerly of Ked-

zie and now at Devon, have been confined to the VA hospital at Hines.

The mother of *Instructor Carl Maddox* motored with friends from Georgia to Chicago to visit Carl. After a few days here she suffered a stroke and was confined to the hospital. She recovered sufficiently to allow her to return to Georgia by train.

Fred Schultz, who motored to California, had an auto accident in Truckee, California, and was confined to the hospital there with several fractured ribs and internal injuries. Upon his return to Chicago, he required further treatment at St. Anthony's hospital.

George Sullivan spent his vacation in Jamestown, North Dakota, and reports a grand time.

On August 12 to 15, several men from this station and various other CTA locations attended the annual lay retreat at Notre Dame, Indiana.

—C. P. STARR

Some Week-ends Are Like That!

LOOP—*Anita Schrieber* awoke with a start one morning. The clock said 6:30 a.m., and thinking she would be late, she dashed to phone the Loop office to tell *Mr. Malone* to put someone in her place. He wanted to know which station. "Why, Adams and Wabash, of course." But he needed no agent for that place as it was Sunday and the station was not open.

Marie Blanchfield is flying to Mexico with her aunt. Although Mexico City will be their home port, trips to Taxco, the Floating Gardens, three days at Acapulco, and sight-seeing in other towns are on their agenda.

Mary Griffin and her sister, *Kathryn*, vacationed in Rocky Mountain Park, Colorado, and took trips to Pike's Peak and the Garden of the Gods.

Marie McAndrews still has an option on the back porch for her vacation.

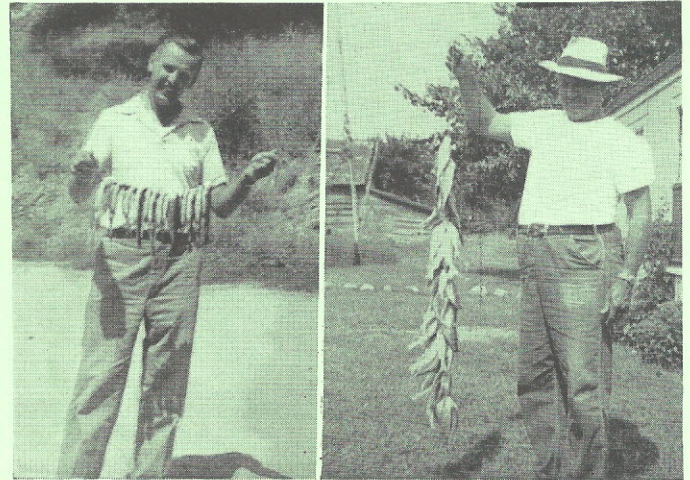
Iola Barnes visited a cousin, whom she had not seen since childhood, in New Orleans.

Curtis Thomas and family spent some time in Atlanta, Georgia, and then drove to Mississippi, along the Gulf of Mexico.

We sympathize with *Cornelius Van Der Ploeg* on the passing of his mother, July 12.

Katherine O'Dill said it is "great" to be on pension with two vacations a year. In early spring, *Katherine* visited *Bertha Hand* in

FISHERMEN'S DELIGHT



FISH ARE BITING this summer—or so it seems from these pictures of *Operators William Miedema* (left) and *Stanley Hilliard*, North Avenue, who are displaying the fine catches of trout they hooked on their vacations. Miedema wouldn't name the place he caught his finny specimens, but Hilliard didn't mind telling everyone it was at Manistee, Michigan.

Reported by *Joe Hiebel*

Florida, and this summer she vacationed in Canada, stopping at Jasper Park, Lake Louise, Banff and Edmonton.

Bertha and *James Hand* are visiting James' family in England.

Joseph Vargo, towerman, and his family went on a tour of the west, stopping at Des Moines, Iowa; Omaha, Nebraska; the Rocky Mountains; Yellowstone Park, Wyoming; the Black Hills, South Dakota, where they saw the Passion Play, and lastly, the Wisconsin Dells. . . . *Elizabeth Diamond* took short trips to the lakes near and around Chicago.

—EDITH EDBROOKE

Softball Team Finds League Plenty Rough

MET. INSPECTION TERMINALS — *Nick Suero*, Logan, and *Tony Porcaro*, traveling instructor, report that the Met. Inspection softball team, sponsored by the Terminal restaurant, Logan Square, has won two games, and lost three, thus far. With any kind of breaks the team standing could be four won and one lost. However, the boys feel that from now on they're going places. It took a while for them to become accustomed to playing together. How about coming out and rooting for them?

The new members of the safety committee for September are as follows: Logan, *George Speers*,

Mike DeRobertis and *Mike Cullinane*. *Ralph Danielson*, *Albert Boling*, *Andrew Passero* and *John Capaccio* will represent Laramie. *Joe Serritella*, *Pete Sabadosa* and *Jim Bennett* will take care of the safety problems for Douglas. They will meet once a month with *Bill Kendall*, safety engineer.

Jim Esposito, Laramie, is a happy man these days, now that his lovely wife, whom he married while on a visit to Italy last September, has been admitted to this country.

Many years of health and happiness are wished the following men of Lake street shop who retired on July 1: *Abraham Collins*, *Kasper Sarkauskas*, *David Bayor* and *Patrick Furlong*. *Paul Giret* plans to retire on September 1.

—JOE FEINENDEGEN

How Many Watch The Late, Late Movie?

NORTH AVENUE—If any more evidence is required to prove what the fellows think of our new television set, just stroll through our train room and see all the smiling faces as they enjoy their favorite program. Our thanks to the TV committee, and especially *Dan McFaddon*, *Jerry Blake* and *Walter Straubing* for their efforts. Our hat is off to the workman who promptly built a strong platform for the set.

PROM QUEEN



SMALL wonder that *Margie*, pretty daughter of *Operator John Musser*, Archer, was chosen "queen" of Lindblom high school's senior prom by her classmates. At the event, held June 18 in the Grand Ballroom of the Morrison hotel, *Margie* was presented with the bouquet of red roses she holds and a beautiful compact. She and her escort, *Bob Soltis*, all-around athlete of St. Rita high school, led the grand ball.

Reported by *Frank Rothman*

Congratulations to *George Baehr*, schedule man, who became a grandpappy last month. The new grandson was named *Glen*. The Baehrs also celebrated their 31st wedding anniversary August 8.

You can add the name of *Eddie Wehmeyer* to the grandpappy's club. *Eddie's* grandson was born at Fort Worth, Texas, and was named *Richy Lee*. On August 9 the Wehmeyers celebrated their 30th wedding anniversary. Speaking of wedding anniversaries *Operator Bill Mediema* and his wife celebrated their 17th on August 14.

Congratulations also are due *Operator Henry Lockowski* who will celebrate his 31st wedding anniversary August 29.

Charles Svoboda is doing nicely after his recent operation.

We have received many cards from fellows away on vacations. From Bridgeman, Michigan, came word from *Operators William Kuiz* and *Tom Quinn* about the swell time they were having visiting former operator *William*

Gehrke, who bought a 22-acre farm there.

Operator Harry Mocarshi and family had a nice visit to their old home town at Hillsboro, Illinois . . . *Operator Eddie Schneider* got his trout limit at Crivitz, Wisconsin.

Angelo Di Gilio could be found among the paw paw trees which grow along the Tippecanoe river at Rochester, Indiana. . . . *Operators Ed Broderick* and *Tom Hickey* packed their kids and headed for Bohner's Lake, where they had a grand time.

—JOE HIEBEL

Minnows Grow Big At Michigan Lake

NORTH PARK—*Art Muir* enjoyed a wonderful vacation at Thunder Lake, Michigan, fishing in the bay. *Art* says it was nothing to catch wall-eyed pike weighing from 3 to 6 pounds. His wife, *Ruth*, helped him land the fish and brought baskets so *Art* could carry one under each arm.

Edward Laurence became a grandpappy on July 7. His son-in-law, *Joseph Dwyer*, and daughter, *Peggy*, are very proud to announce the birth of a baby boy, named *Daniel*.

Howard and *Blanche Andler* announce the birth of a bouncing baby boy, *Robin Brian*.

Frank and *Ann Mischung* are looking forward to celebrating their 17th anniversary and will make it a double celebration as he will be on his vacation. *Frank* says he plans to travel with his wife and children, *Freddie*, *Richard* and *Dorothy Ann*.

Sympathy is extended to *Harold Sedin*, whose wife, *Julia*, died en route to a hospital after an automobile accident. *Harold* was returning from his vacation when the accident occurred on Skokie highway. *Harold* and one son were severely injured and taken to Waukegan Memorial hospital. Another son was less seriously hurt.

—JACK MOREAU

It's So Peaceful In The Country

PURCHASING AND STORES — *E. J. Burke*, buyer in Purchasing, his wife, daughter, *Rosemary*, and son, *Leo*, vacationed at Sunny Brook farm near South Haven, Michigan.

Agatha Barnsley, stenographer in Purchasing, enjoyed Colorado Springs, Colorado, for a week while on vacation. She especially

enjoyed the "chuck wagon" dinners and sightseeing trips.

News from the Stores Department introduces *Lynne Jean*, born on July 1 to proud parents *Dalton Gilliland* and his wife. *Dalton* is a laborer at South Shops.

Joseph Kilcullen, laborer at South Shops, and his wife headed for New York on their vacation, but we are sorry to report that the vacation was spoiled when *Joe* acquired the mumps and had to come home.

Charles Gubala, laborer at Skokie storeroom, vacationed in New York. . . . *Art Harris*, stock clerk at Montrose storeroom, and his wife took a vacation motor trip to Wisconsin and Michigan.

We welcome *Dick Daly*, stock clerk at Montrose storeroom, back after a short absence due to a fracture of his shin bone.

Recent vacationists from Grand and Leavitt storerooms are: *Carl Ericson*, stock clerk, and wife, who motored to the Smokie Mountains; *Stanley DeLeshe*, stock clerk, and wife, who vacationed at Starved Rock, and *Herb Mittel*, laborer, and his wife, who enjoyed a trip to New York.

Returned vacationists from Stores general office are *Rita DeJulius*, typist, who visited relatives in DuQuoin, Illinois, and *Mary Fedigan*, addressograph operator, who enjoyed a trip to Lake Geneva.

J. Y. Guinter, clerk in Stores, took one of his unusual trips to Europe again this year. He went over by plane and came back by steamship. He spent most of his time in Paris on this trip, enjoying plays, operas and ballets.

We welcome *Ray Hoevel*, crane-man, who recently joined the Stores Department.

—JEAN O'NEILL

Yet Some Days You Can't Lay Up A Dime

RAVENSWOOD — *Operator H. O. Johnson* finally hit the jackpot after all these long months of looking for a "Lucky Buck." You guessed it—he got \$50.

Operator Paul Brackett, an ardent motorcycle owner and enthusiast (he rides one to work every day), motored to Wilmet, Illinois, for the National Cycle Rodeo.

Operator George Clark was thrilled when his son, *Reverend Robert Doyle*, recently ordained, said a mass back in his dad's boyhood town in Southern Illinois.

When *Garage Superintendent*

Don Wilson returned from his vacation, he found the mechanical department topsy-turvy and the station interior being repainted.

The inspection crews of Rosemont and Wilcox garages have joined forces with ours.

We welcome the following new men: *J. Miketta*, *P. Herman*, *R. Gottlieb*, *S. Battle* and *J. Miles* from Wilcox; *J. Winters* from Rosemont, and *C. Johnson* from Limits.

Another recent addition to Ravenswood has been the repair truck and crew. Welcome to *Richard Murphy* and *Arnold Orlich*, No. 1 Crew; *Richard Brady* and *Eddie Cutre*, No. 2 Crew, and *Thomas Lowry* and *Frank Piscetello*, No. 3 Crew. Welcome, also, to their new men, *Francis Van Geenen* and *Ira Lee Sadler*. A new home for these men was built alongside the dispatcher's cage.

A very blessed event arrived at the home of *Clerk H. Mitchell* and his wife in Eagle, Wisconsin, on June 26. The name is *Allamir* and and weight was 72 pounds. *Allamir* is a colt.

Chief Clerk E. Riedel vacationed on the west coast during July. He was relieved by *Clerk R. Petersen*. . . . *Pat Cronin* spent his July vacation doing general work around his home.

—AL BECK and
GEORGE D. CLARK

Sees Old Friends On Chicagoland Tour

77TH — *Superintendent* and *Mrs. John Theis* visited towns and cities within 200 miles of Chicago, renewing old acquaintances, during their vacation. . . . *Bus Superintendent George Evans* and family took short trips because of the new baby. . . . *Roscoe Wakefield* and family toured the New England States. While east, they visited the United Nations and Pentagon buildings. . . . *Dick Bohlin* spent his vacation helping his wife, *Dorothy*, take care of the children, *Sandy* and *Ed*, and visiting *Zena Chester*, his mother-in-law, while she was in the hospital.

We hope that *George Hevrdejs'* wife is completely recovered from recent surgery.

Received a note from *Mike Tierney*. He had spent five months in Hines hospital and went back on May 10.

Mike was pretty busy last year collecting everything from books to bonbons for the boys in Korea. Also, he was active in every kind

of project that made life a little more comfortable for others. Now he asks that we drop him a card. His address is: Michael J. Tierney, Ward 4-G-S, Room 401, Hines hospital, Hines, Illinois.

Conductor *Bill Blankshen* has been suffering from a back injury for sometime.

—WILBUR JENSEN and
JOE SMITH

Not Funny, But It Had Bill In Stitches

SCHEDULE-TRAFFIC AND BUDGET—*Bill Devereux* became so excited watching the fishermen that he fell on the rocks. Although he needed seven stitches in his head, Bill seems none the worse for his experience.

Vacation rundown: *Andy DeGrazia* reports good fishing from Wisconsin. . . . *Ray Primeau* has reported in as enjoying a vacation at Lake Chetek, Wisconsin. . . . *Ted Cowgill* spent his vacation counting the beef on his Oregon ranch. . . . *Bernie Kincanon* "enjoyed" putting a new coat of paint on his west side home. . . . *Bernadette Kizior* was last seen at the Jack and Jill dude ranch in Michigan.

The proud grandfather club is being advertised by *Norman Johnson* and *Joe Werner*, both of whom have newly arrived granddaughters.

(Budget) The month of July brought many wonderful events for the Budget Department. *William Foltz* became a proud grandfather for the first time. His daughter, *Joyce*, was blessed with little *Karen Joyce*.

W. S. Comstock also became a grandfather, but for the third time. His son, *Donald*, is the proud father of a baby girl named *Cheryl Lee Comstock*.

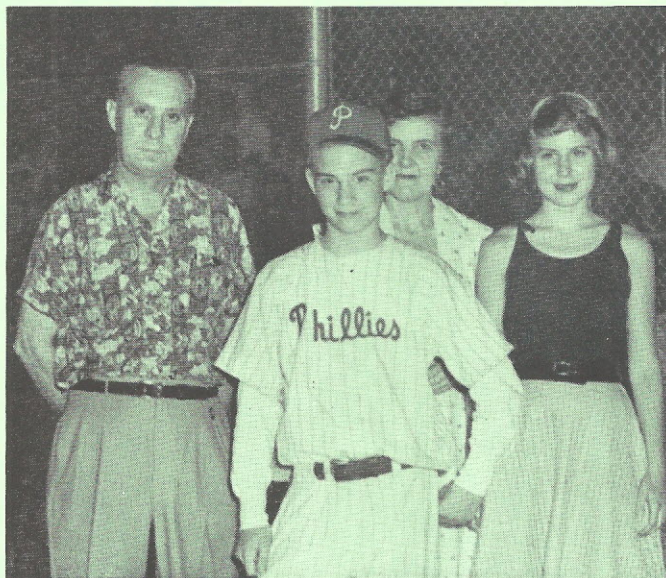
Shirley DeStefano returned from New Orleans after a wonderful vacation.

Homer McElroy recently underwent an operation in Little Company of Mary hospital.

—L. C. DUTTON

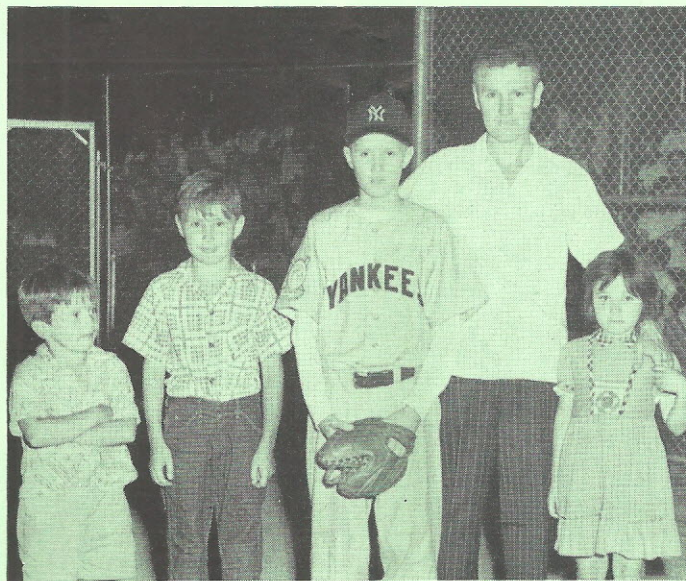
Retiree Honored At Farewell Party

SKOKIE — A farewell party was given for *Carpenter John Peil* by the men of his department on July 9. John, who has been employed since August, 1925, was presented with a beautiful piece of luggage in honor of his retirement August 1.



LITTLE LEAGUERS

SHOWING all the aplomb of big leaguers, these two lads from CTA families are playing great ball in the Thillens Stadium little league. They were among the boys honored at a recent "Family Night," when these pictures were taken. The top photo shows *Gary Sanford*, 12, son of *R. M. Sanford* (left), assistant station superintendent at Kimball avenue, Ravenswood rapid transit branch. With them are *Mrs. Sanford* and *Gary's* older sister, *Kay*. The lower photo shows *James Weston*, son of *Operator Edward Weston* (second from right), North Park, and other members of the Weston family. They are, (left to right), *Scott*, *Tommy* and *Bonnie*.



In last month's issue of CTA TRANSIT NEWS we stated that *Carpenter George Rimske* broke his right arm while making repairs to his house. We wish to correct this statement. George broke both arms and is still on the sick list.

Many Skokie employees are on

vacation at this time and we take this opportunity to wish them all a very enjoyable one. By the time this goes to press, your reporter will be enjoying his vacation with his son in Los Angeles, California.

—DAVE GURWICH

How Long Did It Take To Thaw Them Out?

SOUTHSIDE—Pensioned *Motorman Gene Reilly*, who came in for his riding ticket when it was 95 degrees outside, gave all of us in the office a chill when he described the snow storm encountered while passing through Denver.

A nice letter was received from *Agent Walter Metz*, who as the guest of *Dr. Mazel* of Chicago, had flown to San Francisco for a surgeon's convention there. Walter had been operated on for a coronary heart disease and was a subject at the convention.

The familiar face of *James Lynn*, messenger-porter, will be missed around 61st street. Jim decided to take his pension and purchased a home in Fulton, Kentucky, where he plans to lean back in his rocker and smoke those big cigars he enjoys so much.

The third annual retreat at Mayslake, sponsored by *Edward O'Hara*, Division 308 president, was attended by 42 CTA employees. It was a very impressive and inspiring occasion for all.

Jerry Reidy, pensioned conductor, dropped in to say hello, having just returned from an escorted tour through the South.

George Rehkopf dropped a line to say that he plans to come up from East St. Louis and spend some time in Chicago visiting his many friends.

Your reporter spent his vacation adding a new room to his home.

—LEO J. BIEN

Great Shakes! They Won Brakes

SOUTH SHOPS—A gala time was had by all at the Bus Overhaul annual picnic, held June 26, at Wicker Park. Free rides and refreshments for all the children were furnished, and a wonderful array of prizes for the adults was on hand. *Ernie Nelson*, general foreman, south bus overhaul, and *Mary Anne Yercich*, office, were among the lucky ones. They each won a power brake for their automobiles. *Bob Schaefer* was in charge of the picnic this year.

On June 26, *Joseph Hecht*, general foreman, and family headed north, to Boulder Junction, Wisconsin.

The stork left a baby girl named *Katherine Marie* at the home of *Edward Kokaska*, bus overhaul, on July 2. . . . *Pat Quinn*, bus overhaul, recently underwent surgery.

Bob Adair, shop electrician, and his wife spent their fifth successive vacation in St. Petersburg, Florida.

We are glad to see *Jim Oostman*, assistant foreman, tin shop, back at work and looking so well after undergoing minor surgery.

Bud Rosendahl, industrial engineer, and his wife, *Virginia*, enjoyed the beautiful scenery at Niagara Falls on their vacation.

A long and happy retired life was the wish from his co-workers for *Jim Kubick*, miscellaneous, who took his pension July 1. Jim was presented with a cash gift.

Our deepest sympathy is extended to *Thyra Foster*, clerk, whose beloved father passed away on June 27.

John Newman, bus overhaul, was injured in an auto accident in July.

Among our other vacationists and their points of destination were *Bob Kurtz*, clerk, who spent two weeks at Camp Ripley, Little Falls, Minnesota, with the National Guard; *John Golden*, woodmill, San Diego, California; *Justine* and *Stanley Janasek*, office and bus overhaul, respectively, Boulder Junction, Wisconsin; *Jim Kiley*, power house, Niagara Falls; *H. Fabricius*, bus overhaul, Niagara Falls; *A. Gruetzmacher*, power house, Boston, Massachusetts, and *W. Stapleton*, pipe fitter, Wisconsin. . . . *S. Romanosky*, bus overhaul, entertained relatives from Connecticut and Pennsylvania while on his vacation.

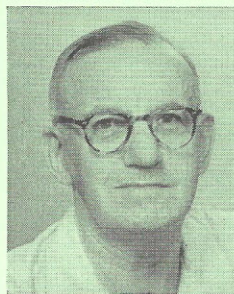
Our congratulations to *Harry Poces*, bus overhaul, and his wife, *Mary*, who celebrated their 20th wedding anniversary on August 4.

—EVELYN CLARK

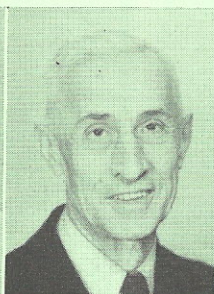
Pensioners Plan New Homes, Fishing Trips

WAY AND STRUCTURES—Retired as of July 1 are the following men from the utility and emergency service division: *Jim McGowan*, in service since 1922; *Harry Leaders*, in service since 1919, and *Edward Nolan*, in service since 1920. *Joseph G. Westman*, who has been an employee since 1913, retired August 1. Each of these men was presented with a parting gift from their co-workers. Nolan left for San Diego, California, where he intends to live in his new home. Leaders and McGowan

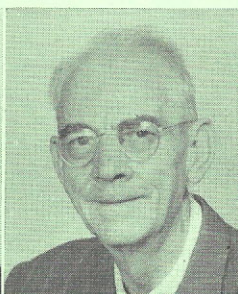
40-YEAR EMPLOYEES RECENTLY RETIRED



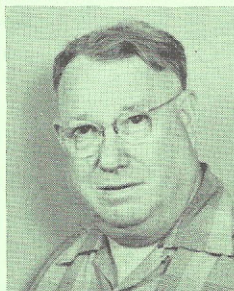
John C. Breseman, motorman, Devon, retired August 1 with 41 years service.



William Orlich, conductor, Northside, retired August 1 with 47 years service.



William H. Walter, conductor, 77th, retired August 1 with 45 years service.



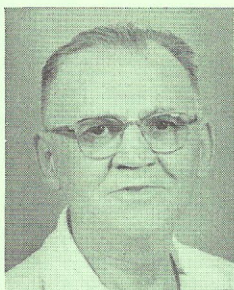
James P. Barnes, conductor, Northside, retired August 1 with 40 years service.



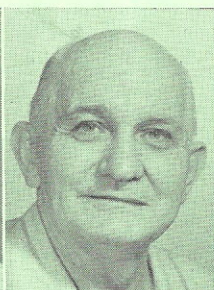
Paul H. Peterson, bus operator, 77th, retired July 1 with 41 years service.



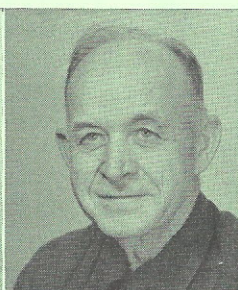
Arthur Lietz, conductor, Devon, retired August 1 with 40 years service.



Anthony J. Wroblewski, conductor, Kedzie, retired August 1 with 40 years service.



Charles F. Keeler, motorman, 77th, retired August 1 with 42 years service.



August Manthey, motorman, Westside, retired August 1 with 40 years service.

plan to stay in Chicago and do a little work around their homes. Westman intends to do quite a bit of fishing and hunting up north.

We welcome *Mary E. Fahey*, new typist in the building division, after transferring from the Insurance Department.

We wish to extend our sympathy to *T. W. Morgan*, whose

father-in-law passed away, and to *E. F. Quinn*, rapid transit, whose brother, *John F.*, died June 25 after a long illness.

George P. Sullivan enjoyed his vacation resting at home with his family at Twin Lakes. . . . *J. P. Flynn* also spent his vacation around home with the family.

—VIOLET CARNES

Erin Looks Good To Sons of "Ould Sod"

WEST SHOPS — Judging by the cards being received from Erin it looks like *Dennis O'Leary* and *Pat Curnane* are having a wonderful time visiting friends and relatives in the "Ould Sod." Dennis' and Paddy's homes are only a few miles apart in County Kerry, and are not far from the boundary line of County Limerick on the River Shannon.

Painter *James Nugent* is showing a newspaper picture of his grandniece, *Miss Virginia Gregory*, who has been crowned Miss Rhode Island, and who now is preparing to make a bid for the title of Miss America. She has our vote.

Our best wishes go with the following men who retired August 1: *Auto Mechanic John Kivlehan*, *Tinner Joseph Korabik*, and *Armature Winder George Kuch*.

—TED SHUMON

Michael J. Brown Dies Suddenly

WESTSIDE—*Michael J. Brown*, 70, retired supervisor and executive board member of Division 308, died unexpectedly of a heart attack suffered July 9. He retired on pension November 1, 1953, after completing 49 years of service.

Surviving are a son, *Harold F.*, also CTA employed as the supervisor of stenographic and duplicating section; a daughter, *Shirley Moysey*, and one grandchild, *Lora Jo Moysey*. Requiem mass was said at St. Odilo's church, Berwyn, on July 12 and interment was at Queen of Heaven cemetery.

Station Superintendent *F. W.*



STAR SENIOR



JUNE, versatile 18-year-old daughter of **James O'Rourke**, Electrical Department line-man's helper, was toasted as the star senior in her graduating class of 168 students at Notre Dame high school. The pretty miss was president of her class as well as chairman of the social committee during her senior year.

Reported by *Gilbert E. Andrews*

Till and **Ralph Demaria**, superintendent of agents, and others invaded the wild Indian country of Wisconsin to fish in the backwoods; but that is not the whole story. It seems that an agreement had been made that they would meet at the zero hour with full gear and "Butch" haircuts so that if they ran into hostile Indians it wouldn't be so convenient for them to scalp the party. All members showed up with their "Butch" cuts except one. He had a "shorty," because he didn't want to lose the curls on top.

Douglas Park Receiver Harry Gabel and his wife left for Florida, by plane, for their vacation on July 3. . . . **Assignment Clerk Bob Baraglia** and **Chief Clerk Pierce Fleck** returned from their vacations July 6.

Motorman Wendt returned to work after being on the sick list for about one month.

Supervisor Harry Stevenson was taken to Billings hospital after becoming suddenly ill. . . . Also on the sick list are **Pat O'Shea**, **Leo Tabert**, and **Art Miller**.

Walter Piehl, Jr., son of **Motorman Piehl**, left from Seattle, Washington, to spend two years

in Alaska as a coast guard engineer.

Our deepest sympathy to the family of **Gateman William Bliss**, whose wife passed away on June 13 at Martha Washington hospital. She was formerly employed in the Claim Department.

We also extend our sympathy to **Thomas Babcock**, whose mother died suddenly on June 4 at Paxton, Illinois.

—**WALTER J. REICH**

Seems Like Everyone Is Going Somewhere

WESTSIDE (Agents)—Orchids to our assignment agents, who so ably fill the places of our vacationing agents.

The following new agents started on July 25: **Nellie McCann**, **Nora Coughlin**, **Katherine McKenna**, **Ann Gillespie**, **Rose Janacek**, **Mary E. Nolan**, **Marcella Hogan**, **Mary Doyle**, **Julia Leahy** and **Margaret McMahon**.

Leone Nelson spent her vacation in St. Paul. . . . **Beulah Fields** flew to the Smokie mountains and then went on to Florida. . . . **Mayme Hanley** visited at Lake Louise, and **Molly Coyne Shields** took an extra four weeks and flew to Ireland and Lourdes. . . . **Kitty Keegan** and her mother spent their vacation at Delton, Wisconsin.

Our night agents who have returned are **Walter Gora**, **William Walsh**, **Tom Hajek**, **Robert Leonard**, **Charles Petersen** and **George Pechous**.

Our porters, too, are all on the job again: **A. Young**, **J. Perry**, **Al. Scott**, **K. Brown** and **H. Bradley**.

We will all miss the smiling face of **Jimmy Broderick**, who recently passed away.

Our deepest sympathy to **Pensioner Margaret Quinlan** in the death of her niece, **Vera Condon**,

and to **Agent Dorothy Raiman** in the death of her father, **Jack Shaner**. Sympathy, also, to **Pensioner Agent Mary Creighton** in the death of her brother, **Mike Brown**.

Porter Louis Thompson's sister also passed away.

—**KITTY KEEGAN** and **RUTH HANSON**

Enjoying Sun In Sunny California

WILSON SHOPS—**Francis Regnier**, craneman at Wilson until June 1, retired and is in California. He has already sent us a number of nice cards from his retirement retreat.

Patrick Sullivan came back to pass out cigars to his fellow workers after his vacation. It was to celebrate the arrival of a baby boy, **Patrick, Jr.**

We welcome **Frank Capadona**, electrical worker, back to Wilson Shops. Frank started with the CTA at Wilson and later transferred to Skokie Shops.

Tony Salinaro is back on the job at his clerking duties after a two-week hitch of criminal jury duty.

Gus Isakson and his wife traveled to Iowa again for their vacation. Gus did not have to wade in too much water for his fishing, though the lands were very much flooded in Iowa.

Warren Yenni made another trip to his brother's farm, near Cleveland, Ohio, for the July 4 holidays.

Your reporter, his wife and friends vacationed at Lake Louise in Canada and escaped much of the hot weather in July.

Goodbyes were said July 1 to five laborers from Wilson Shop who transferred to Lake Street shop. Best wishes to **James Kelleher**, **John Vinard**, **Samuel Izzo**, **Thomas Scillufo** and **Walter Sesko**.

—**EVERETT E. ENGLAND**

ELECTRICAL MEN RETIRE



THREE veteran Electrical Department employees with a combined total of 136 years service retired recently. Each was presented a \$50 savings bond on behalf of fellow employees at a gathering held July 9 at Van Buren substation.

Pictured during the ceremonies are, left to right, **Frank Jones**, testing engineer, making the bond presentation to retiring **Testing Engineer Roy G. Rogers**; **George Becker**, armature winder foreman, handing the bond to retiring **Colbert P. Vachet**, chief operator at Van Buren substation, and **George Nelson**, supervisor of substation operating personnel, presenting the gift to retiring **Chief Operator Clyde G. McMakin**, Robey substation.

McMakin retired effective July 1 after completing 46 years of service. The other two retirements were effective August 1. **Rogers**, service senior of the three, had compiled 47 years service, and **Vachet** had rounded out 43 years.

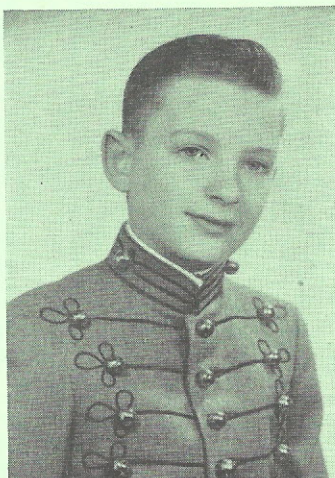
Reported by *Gilbert E. Andrews*



"Well, the boss said to drop everything!"

NATIONAL SAFETY COUNCIL

HONOR STUDENT



MIGHTY PROUD of their son, *Robert*, are *Motorman* and *Mrs. Walter Mayschak*, Douglas Park "L" branch, because in his second year at St. John's Military Academy, Delafield, Wisconsin, he was decorated five times for excellence in both scholastic and military work. Robert, 15, received three medals for earning the highest grades in English, Biology and Military Science, and two for good work in Company F. He was awarded the gold star, which goes only to the 10 highest scholastically.

Reported by *Walter J. Reich*

Rapid Transit

Rattling Toonerville-type trolleys that run up and down the hills of Majorca, one of the Balearic Islands off the coast of Spain, make no effort at speed. They proceed at such a decorous pace that it is common and even customary for the local men to put their women and children aboard, dash back and mount their bicycles, catch the trolley and hitch onto the side, all the while chatting with their womenfolk while they take advantage of the free transportation.

APPOINTMENT

IN A BULLETIN issued by *P. J. Meinardi*, comptroller, and approved by *General Manager Walter J. McCarter*, effective August 1, *Stanley F. Mailuck* was appointed payroll accountant. He succeeds *Edward J. Andrlik*, who passed away on June 25.

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

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

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

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

.....
(City) (Zone) (State)

I am employed in the.....

department, located at.....
I have recently moved from:

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

.....
(City) (Zone) (State)

RECENT DEATHS AMONG EMPLOYEES

ANTHONY AMODEO, 37, Engineer, Shops and Equipment. Died 6-26-54. Employed 6-27-34.

EDWARD ANDRLIK, 48, Assistant General Accountant. Died 6-25-54. Employed 6-23-24.

OWEN BROGAN, 41, conductor, Lawrence. Died 6-17-54. Employed 6-23-37.

M. J. BROWN, 70, retired supervisor, Westside. Died 7-9-54. Employed 6-10-04.

C. E. CHRISTENSEN, 70, retired trainman, Metropolitan. Died 6-21-54. Employed 5-20-10.

BRUNO DESPLINTER, 85, retired flagman, Burnside. Died 6-20-54. Employed 3-4-05.

ANTHONY EUSKE, 71, retired watchman, Archer. Died 6-25-54. Employed 8-20-19.

DOROTHY FITZPATRICK, 51, ticket agent. Died 6-18-54. Employed 9-14-43.

PETER GRANT, 74, retired motorman, Noble. Died 6-27-54. Employed 8-17-03.

H. W. HALL, 66, retired motorman, Northside. Died 6-30-54. Employed 12-28-18.

ROBERT HEIMBERG, 51, conductor, 61st. Died 7-11-54. Employed 7-16-42.

RAYMOND A. HOLLAND, 50, collector, Devon. Died 7-14-54. Employed 1-18-29.

JOHN T. HOWE, 39, motorman, 77th. Died 6-20-54. Employed 5-29-41.

J. C. JOHNSON, 72, retired repairman, South Shops. Died 7-2-54. Employed 10-15-18.

P. J. JOYCE, 76, retired motorman, Kedzie. Died 6-28-54. Employed 7-7-13.

JOHN KAMAROFF, 65, retired motor rebuilder, West Shops. Died 6-18-54. Employed 9-7-23.

E. W. KNIGHT, 78, retired motorman, Cottage Grove. Died 5-6-54. Employed 11-13-18.

W. N. KOCH, 65, retired motorman, Northside. Died 7-5-54. Employed 11-30-21.

H. C. LAUER, 64, retired foreman, Electrical. Died 6-23-54. Employed 9-7-05.

J. F. MILLER, 82, retired conductor, Kedzie. Died 6-19-54. Employed 5-20-02.

J. P. MISKELL, 63, retired conductor, Cottage Grove. Died 7-1-54. Employed 3-2-11.

JOHN MULLIGAN, 52, assistant day foreman, 52nd. Died 7-17-54. Employed 4-10-24.

JOSEPH NORBUTAS, 65, retired repairman, North Park. Died 6-27-54. Employed 7-28-27.

G. H. PETERSON, 69, retired watchman, Track. Died 6-19-54. Employed 2-3-19.

W. K. REDIESKE, 69, retired motorman, Lawndale. Died 6-23-54. Employed 9-25-17.

W. M. RHOADS, 72, retired motorman, Armitage. Died 6-10-54. Employed 11-29-16.

F. J. SCHAAF, 68, retired motorman, North Avenue. Died 6-13-54. Employed 8-21-18.

J. J. SHANER, 85, retired switchman, Metropolitan. Died 7-4-54. Employed 4-13-96.

GEORGE SINENI, 57, retired laborer, Track. Died 6-23-54. Employed 7-2-42.

C. L. SMITH, 74, retired conductor, Devon. Died 7-3-54. Employed 10-31-21.

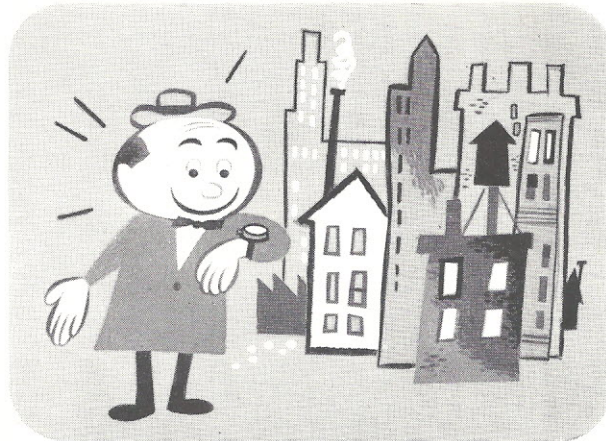
JAMES SRAYBR, 60, retired conductor, Kedzie. Died 7-6-54. Employed 9-18-23.

M. T. THOMPSON, 62, retired guard, Northside. Died 7-5-54. Employed 3-14-23.

K. J. ZYWIECKI, 74, retired carpenter, Shops and Equipment. Died 6-23-54. Employed 2-3-21.



"When traffic is all tied up in a knot . . ."



"And time is the one thing you haven't got;"

TV SPOTS SELL CTA SERVICE

CTA is now on T-V!

As part of its continuing effort to promote rapid transit riding, CTA recently signed a 13-week contract for spot announcements on WGN-TV (Channel 9) beginning June 25.

The announcements are in the form of singing commercials, with animated art illustrations (see accompanying sketches). This is one of the first such type of commercials being used in the transit industry.

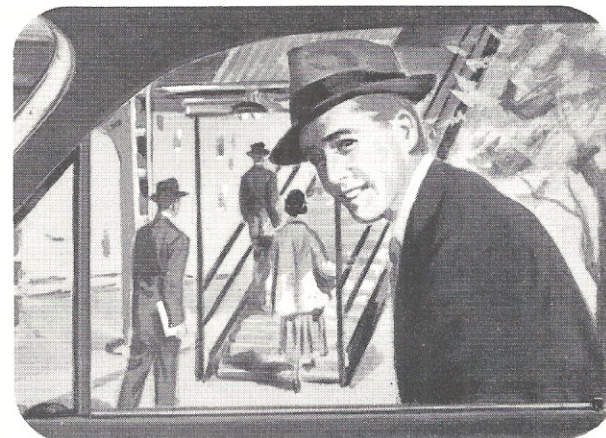
Two of the announcements run 60 seconds each and a third, 20 seconds. They are dropped in at several intervals during each day, seven days of the week.

Each opens with a special musical theme and lyrics, featuring a singer against a background of orchestral accompaniment. As the illustrations flash on the screen, the singer's voice is heard in a bouncy little tune which goes like this:

"When traffic is all tied up in a knot,
And time is the one thing you haven't got;
Just a few steps up or a few steps down
Will save you time to any part of town.

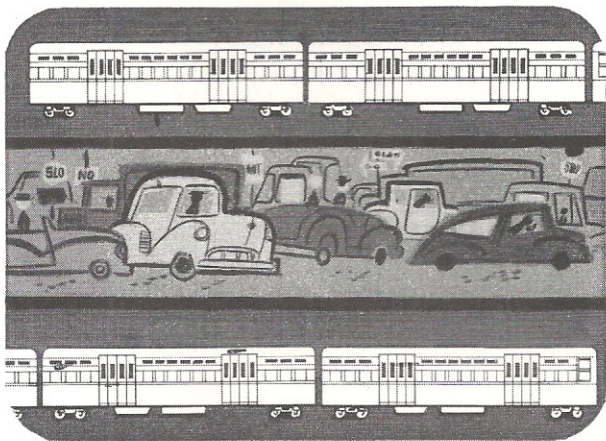
No busy streets, no traffic lights
When you ride above or below!

"No busy streets, no traffic lights
When you ride above or below!"



"Just a few steps up or a few steps down
Will save you time to any part of town."

"There's no delay on the 'L'-subway,
It's the fastest way to go."



TRANSIT IN THE

News

Add to Propane Fleet

PURCHASE of an additional 100 propane buses, increasing CTA's fleet of these odorless transit vehicles to 1,051 units, was authorized July 9 by Chicago Transit Board.

These latest additions to CTA's propane bus fleet are to be manufactured by the Flxible Company and the Twin Coach Company at Loudonville, Ohio, and will cost approximately \$19,860 each, or a total of \$1,986,000. The joint bid of these two companies was the lowest, other bids being submitted by the Mack Motor Truck Corporation of New York and the Marmon-Herrington Co., Inc., of Indianapolis.

This purchase brings CTA's investment in modern transit vehicles, and other modern facilities such as garages and shop tools, to approximately \$95,000,000. This is the most extensive transit modernization program in Chicago's history, and one of the most extensive in the nation in a similar period of time.

Delivery of the 100 new buses, which are to seat 48 to 52 passengers, is to start within a few months, and is to continue at the rate of two buses per weekday until the order is completed.

CTA is now receiving delivery on the last of 400 similar propane buses, purchased on three recent competitive bid contracts awarded to the Flxible Company and the Twin Coach Company. Less than 50 of these 400 buses remain to be delivered.

With delivery of the 100 additional buses, modernization



AUTHORIZATION of the purchase of 100 additional propane buses similar to the type shown here was made recently by Chicago Transit Board. They will seat 48 to 52 passengers and augment the fleet of modernized vehicles now in service.

of CTA's surface fleet will be more than 95 per cent complete.

CTA is receiving delivery also on a recent purchase of 250 all-metal rapid transit cars being fabricated by the St. Louis Car Company of St. Louis, Missouri. These additions to the rapid transit fleet will bring rapid transit equipment modernization to more than 70 per cent of completion.

SERVICE REVISIONS

A **NEW**, weekday rush-hour express bus service on Archer Avenue between Archer-Harlem and Wacker-Wabash, effective June 28, eliminated transferring at Cicero or Kilpatrick for several hundred daily riders traveling between the Garfield-Ridge area and the Loop.

Inbound in the morning, between 4:35 a.m. and 7:54 a.m., a total of 16 express buses leave Archer-Harlem terminal.

Outbound in the afternoon, between 4:35 p.m. and 5:47 p.m., fourteen express buses operate from the Loop terminal at Wacker and Wabash to the outer terminal at Archer and Harlem.

Inbound, these Archer Express buses make all stops from Harlem to Cicero, then all express stops—Pulaski, 47th,

Kedzie, California, Western, 35th, Ashland, Throop, Halsted, Canal, Cermak, Clark, 18th and Roosevelt Road. From Roosevelt, northbound in State to Wacker and eastbound in Wacker to Wabash, these buses make all stops to discharge passengers only.

Outbound, these express buses make all stops from Wacker-Wabash to Roosevelt Road-State to pick up passengers only, then all express stops listed above to Cicero, and all stops from Cicero and Archer to Harlem and Archer.

Archer Express service between Cicero-Archer and Wacker-Wabash is being maintained in substantially the same volume as heretofore.

Headways of Archer Express buses between Cicero-63rd and Cicero-Archer were lengthened slightly as sufficient local service is being supplied on that section of the line by South Cicero buses.

Express and Local buses operate alternately between Harlem-Archer and Wacker-Wabash.

Faster Cross-Loop Service On Clark-Dearborn Noted

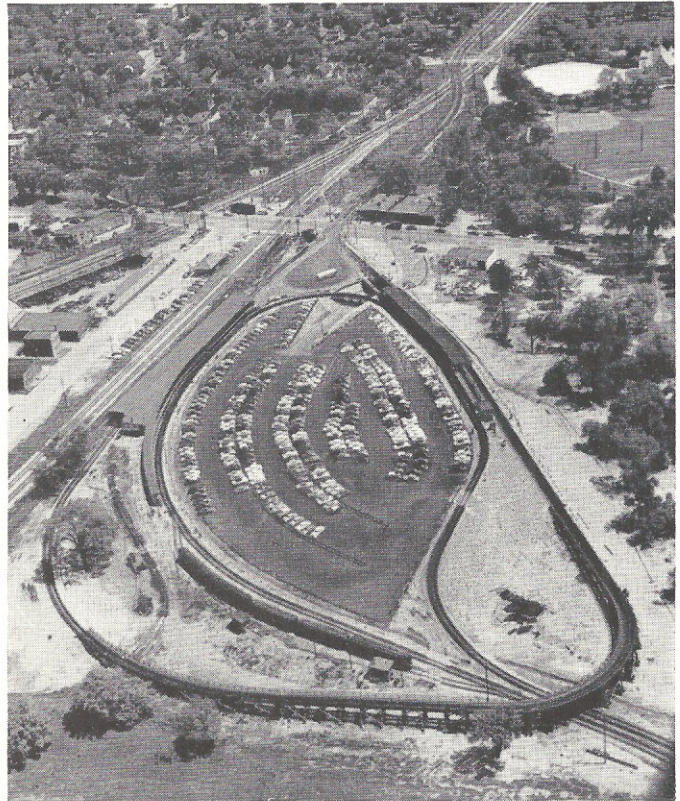
RESULTS of recent CTA loop surveys show that streetcars and buses are crossing the loop faster on Clark and Dearborn streets since conversion of these streets to one-way operation in November of last year, according to the Citizens Traffic Safety Board. In some periods the time saved on the nine blocks between Van Buren and Lake streets amounts to as much as 45 per cent for streetcars, and 30 per cent for buses.

Between 7:30 and 9:30 during the morning rush period the average speed of all streetcars traveling on Clark and Dearborn streets increased 22 per cent, from 5.6 to 7.2 miles per hour. The average speed of northbound buses on Dearborn street increased 2.9 per cent.

The greatest improvement during morning hours was in the time made on Clark street by southbound streetcars. The change reduced the running time from 7 minutes and 46 seconds to 4 minutes and 39 seconds, a saving of more than three minutes per trip.

Time saved by streetcars on the two streets during the mid-day period amounted to 9.5 per cent. Average speeds increased from 5.1 to 5.6 miles per hour. However, the speeds of northbound buses on Dearborn street increased 30 per cent, from 4.9 to 6.4 miles per hour.

During the evening rush period the average time saved by streetcars amounts to 10.5 per cent, the largest gain being made by northbound cars which formerly required nearly 8 minutes on Clark street. Their running time has been reduced to six and a half minutes under one-way operation.



THIS IS how the CTA parking lot, established for the convenience of rapid transit patrons at the Desplaines terminal at the west end of the Garfield Park line in Forest Park, looks from the air. Ed Evenson of the CTA Photographic Department staff took the picture from an airplane circling above the area.

Revised Routings

DUE TO Lunt avenue being made a one-way westbound street between Clark street and Sheridan road by the City of Chicago, Lunt avenue buses were permanently rerouted, effective July 8.

To conform with the one-way street pattern, Lunt avenue buses operate east in Lunt to Clark street, south in Clark to Morse avenue, east in Morse to Sheridan road, north in Sheridan to Lunt, and west in Lunt over regularly established route.

A REVISED routing of northbound Jeffery Express buses in the Jackson Park district during the weekday morning rush period, Mondays through Fridays, which provides an improved service for patrons of that line, became effective July 12.

Under the revised routing, 21 buses at intervals of five to six minutes operate between 6:50 a.m. and 8:58 a.m. through Jackson Park from 67th street north in Jeffery drive to Marquette drive, west in Marquette, northwest in Patterson drive, then north in Cornell drive to 57th street, thence north over regularly established route. (Cont. on page 20)



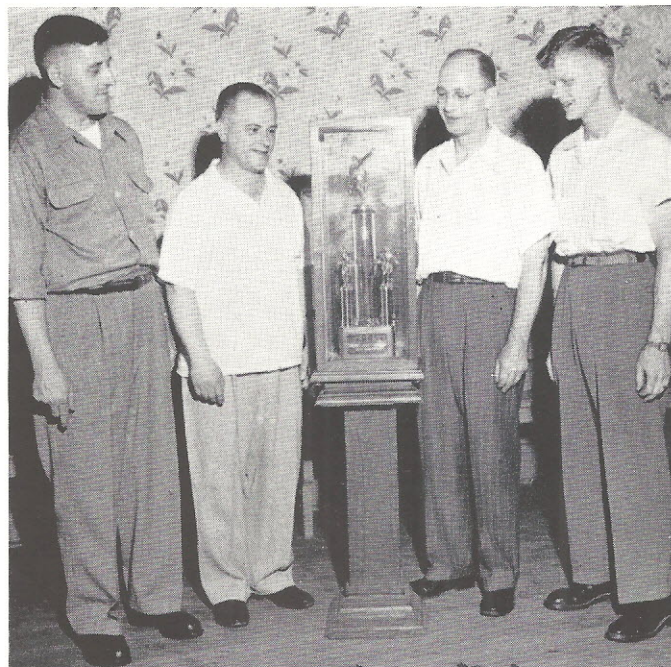
NOT UNTIL the year 2017 will a sight like this be visible in the skies above Chicago. It's a picture taken July 1 of the total eclipse of the sun. This phase appeared at about 6:30 a.m., when the shadow of the moon was moving across the sun's surface. It was taken on the lake front by Fred Chouinard and Thor Hanning of the CTA Photographic Department staff.

Revised Routings

The new routing reduces running time to the Loop terminal at Wacker and State by about five minutes. These buses make local stops through Jackson Park and then run express from Hyde Park boulevard (51st Street) and East End avenue, with scheduled running time from that point to the Loop terminal varying from 23 to 24½ minutes.

The former northbound routing of the Jeffery Express buses in the area affected was west in 67th street from Jeffery to Stony Island, north in Stony Island to 57th street, east in 57th to Cornell drive, thence north. This routing remains in effect except during the A.M. weekday rush periods described above.

The southbound routing of Jeffery Express buses—east-bound in Marquette from Stony Island and south in Jeffery drive to Jeffery—remains unchanged.



SOUTH SHOPS bowlers permanently captured the coveted CTA Shops league traveling trophy by sweeping the tournament two years running.

CHICAGO TRANSIT AUTHORITY

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

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

	Month of June		Period Ended June 30, 1954	
	1954	1953	6 Months	12 Months
Revenues	\$10,414,667	\$10,647,621	\$59,844,279	\$120,941,848
Operation and Maintenance Expenses.....	8,533,567	8,714,959	52,596,851	105,163,604
Available for Debt Service.....	1,881,100	1,932,662	7,247,428	15,778,244
Debt Service Requirements:				
Interest Charges	422,468	403,236	2,535,988	5,004,857
Deposit to Series of 1947 Serial Bond				
Maturity Fund (Note 1).....	150,000	83,333	900,000	1,800,000
Revenue Bond Reserves (Note 2)	30,000	23,000	180,000	332,000
	602,468	509,569	3,615,988	7,136,857
Balance Available for Depreciation.....	1,278,632	1,423,093	3,631,440	8,641,387
Provision for Depreciation—Current Period...	833,173	851,810	4,787,542	9,675,348
Balance Available for Other Charges (Note 3) ..\$	445,459	\$ 571,283	\$ 1,156,102 r	\$ 1,033,961 r

r - Denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers.....	53,586,074	57,687,062	327,571,654	666,267,519
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as of June 30, 1954

1952-53-54 Orders:	Delivered to date	Remaining to be Delivered	Total
Propane Buses	341	159	500
El-Subway Cars	150	100	250
	491	259	750
Delivered under previous orders.....	2,814		
Less—P.C.C. Streetcars to be converted to El-Subway Cars	250		2,564
			3,314

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.

Shops Champs

CHAMPIONSHIP of the CTA shops bowling league for the 1953-54 season went to the South Shops Hollywood Bowl team.

By edging out West Shops in the finals, the Hollywood boys brought first place honors to South Shops for the second consecutive year and, by so doing, have permanently captured the coveted CTA Shops bowling trophy. It will remain at South Shops. Rules regarding the large traveling trophies, which are provided by the CTA Employees' Welfare Fund, specify that any location winning two years in a row is entitled to permanently retain the grand award.

The championship team was captained by *Joseph Kehoe*, bus overhaul, who was not present for the accompanying photo. Team members pictured, left to right, are *Will Wolske*; *Joe Kopinski*, bus overhaul; *John Sommers*, bus overhaul, and *John Kehoe*, bus overhaul, who since has transferred to West Shops.

Following the successful conclusion of the season, a bowling banquet attended by most South Shops bowlers and their families was held on June 12 at Ringbauer hall on the southside.



JOHN GOLDEN, Carpenter, Wood Mill: "I like the heat. It's not half as bad as being cold. My wife and I enjoy square dancing, and we dance right through the entire summer."



STELLA KLIMAS, Gordon Press Feeder, Print Shop: "I beat the heat by eating light and keeping myself busy at work. Living close to the lake, I take advantage of it and go swimming quite often."

How Do You Beat The Heat?

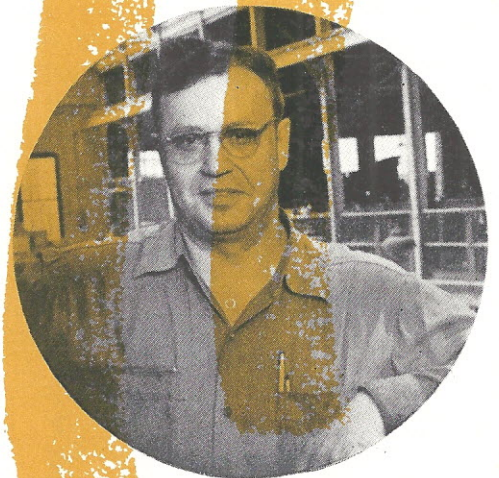
INQUIRING REPORTER: Evelyn Clark

LOCATION: South Shops



MICHAEL LAVIN, Clerk, Industrial Engineering: "Instead of cold drinks, I drink hot coffee and eat one hot meal a day during the warm weather. An interesting job helps me to forget the heat. If that fails, I sometimes do as some of the boys at the shop tell me—"Go jump in the lake."

HARRY POCES, Automotive Mechanic: "During working hours the heat doesn't seem to bother me. At home, relaxing near the fan and listening to the ball game helps me to forget the hot weather."



ROBERT ADAIR, Shop Electrician: "In the summer I seem to gain weight, so I guess the hot weather agrees with me. Out in Midlothian, where I live, the nights are much cooler than in the city."

our Public Speaks...

PUBLIC acceptance of CTA service depends greatly upon good relationship between its employees and customers. Letters of commendation are received daily from patrons who acknowledge courteous, patient and diplomatic service. Reprinted below are a few letters praising those employees who are helping to build good will by their performance on the job:

A Deserved Bouquet

"I would like to toss a bouquet of roses to Driver No. 638 (*George R. Allan*, 52nd) who stopped and alighted from his bus to help a blind man cross a street. In spite of the slight delay, the other passengers were as much impressed by this act of courtesy as I was."

A Job Well Done

"Last evening my wife left her coat on a Howard "B" train and it was recovered within an hour of the time it was lost thanks to a courteous car checker (*John P. Hallahan*) who made every effort to locate the coat. A job well done."



In Appreciation

"Last Friday my wallet was stolen while I was a passenger on one of your

streetcars. Motorman No. 3021 (*Chester J. Abbot*, Kedzie) realized the situation and loaned me 20 cents so I could return home. His kindness and consideration was very much appreciated as I was in a frenzy over the loss of my wallet."

LETTERS of commendation certainly bring out the sunshine for CTA personnel, but letters like these cast clouds over the brightness:

"I wish to voice my protest at the conduct and actions of one of your drivers. He apparently had time to kill as he was driving his bus at a snail's pace and causing private cars behind to blow their horns as the street was too narrow for passing. The operator finally stopped his bus and rushed out to the street where he became engaged in a verbal battle with the private motorists."

"The passengers in the bus objected to this delay and one elderly man urged the driver to come back to the bus and continue the trip. This enraged him and he told the man he was in charge of the bus. He continued this uncalled-for outburst of temper and frightened many of the passengers."

COMMENT: CTA vehicles are operated to provide convenient, courteous and attractive local service for the accommodation of its patrons and although its vehicles are operated according to schedule, employees should take into consideration traffic and street conditions.

"This letter is being written to report an inconvenience I encountered



while waiting for a South Park bus. When I saw the bus coming, I signaled for it to stop. The driver ignored my signal and passed me up. Luckily, there was a 66th st. bus right behind, so I boarded that one. The 66th st. bus arrived at 63rd street in time for me to transfer to the bus that failed to stop for me."

"When I asked the driver why he didn't stop for me, he curtly replied, 'Why should I stop when I'm running late?'"

COMMENT: When CTA employees fail to stop for passengers to board or alight or are discourteous and inconsiderate in their actions, they are not only performing a disservice to the patrons but to the Authority as well. All employees are thoroughly trained to perform their duties in a courteous, accommodating and helpful manner at all times.

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

	June, 1954	June, 1953
Complaints	1,020	1,012
Commendations	73	83

Pickling In An Apartment Kitchen



CRISP, translucent watermelon rind prepared in your own kitchen!

WHEN FOLKS began moving cityward a few decades ago, most of them discarded the old-fashioned pickle crock, a symbol of the tedious brining, along with the butter churn and the milk pail. There just wasn't any room for it in smaller city quarters. Besides, commercially packed pickles were getting so good, many homemakers found little

How To Raise An Eyebrow

SHOCK or surprise will raise eyebrows, but tweezers and pencil can do a more becoming job.

There are two steps involved: getting the eyebrows into the best possible shape and then enhancing their beauty with artfully applied make-up.

A once-a-week session with the tweezers is the first step toward eyebrow raising. Thin, one-hair-wide brows are absolutely passe. The fashion is for a generous, natural-looking eyebrow, but it must be clean and clearly defined.

Start by plucking out all the hairs between and at the outer edges of the brows. The best length for eyebrows is the length of the eye, for any hairs beyond that are likely to droop. Tweezers should be sharp and clean. Razors

ANY OF these picture-pretty pickling dishes can be made the "easy-quickling" method. Left to right they are: Apple Chutney, Green Tomato Pickle, Corn Relish and Pickled Watermelon Rind.

reason for slaving long hours preparing their own.

There is still plenty of sense in such reasoning. Yet when a bargain comes along in cucumbers or sweet peppers or tomatoes, or when peaches or watermelon or pears can be bought at slashed prices, one can't help but wish she could preserve their crispness and deliciousness for an evening meal in mid-winter.

A new booklet entitled "Pickling—the Easy Way," which we obtained, gives a complete description of quickie methods plus 30 recipes for taste-tempting pickles, relishes and spiced fruits. Copies of this new booklet are available. Write Women's Editor, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.

Thrifty, imaginative homemakers will welcome the short-cut process with its limited cooking time, its few preliminaries and its ease of handling in restricted space.

The chopped or sliced vegetables or fruits are simmered briefly in a solution of distilled white vinegar, water, sugar and spice; then they are packed quickly in hot, sterilized, easy-to-seal jars. The

should never be used. The faster the pull, the less it hurts.

When the area is cleaned and the brows brushed into a neat line, it's time to start experimenting with a sharp eyebrow pencil. Widen the brow and increase the arch for a young look. Lengthen the brow to give width to the forehead. The slightly pointed line will give the quizzical air.

Whatever line is best for you, practice making it until no one can tell an eyebrow pencil is used. Use quick, darting strokes to make short sketch lines which blend into the hair. Touch the pencil lightly and often to the brow. A medium brown is the best color for most women although very dark brunettes may need a black pencil and redheads an auburn tone.



more fragile fruits or whole and lengthwise cucumbers, on the other hand, are packed picture-pretty in jars, covered with a hot vinegar solution, then processed in a boiling water bath for anywhere from 10 to 30 minutes. Either process is quite simple and can be used even in an apartment kitchen. All that's needed is a cutting board, a range (an apartment sized one will do) and storage space for the finished jars.

HELPING HAND

"POLISHED" cottons should be laundered with warm soapsuds and rinses to protect their high sheen. For added luster, iron them on the right side.

BILLOWING petticoats are often a closet or travel problem. But now there's a new one made of washable nylon net that folds away in a little case that can hang up like a parasol.

THE PROPER way to wash plastic handbags and shoes is to use "dry" soapsuds. Whip up a lot of soap with very little water until the suds stand up stiff. Then daub some on a clean cloth or sponge, and go over the soiled surface. Wipe quickly with a damp-dry rinse cloth, then a dry cloth. Wash off the slightest smudge as soon as it appears and these summer accessories will always be clean.

WATCHING FROM THE SIDELINES..

THE CHICAGO TRANSIT AUTHORITY
P. O. Box 3555, Chicago 54, Illinois

Form 3547 Requested



**SERVICE
for
SALE**



GEORGE T KELLY
446 E 29TH ST
CHICAGO 16 ILL
005

**EVERY CTA EMPLOYEE *MUST* DO HIS PART
TO ATTRACT MORE RIDERS !**

SEC. 34.66, P. L. & R.
U. S. POSTAGE
Paid
PERMIT NO. 8021
CHICAGO, ILL.