

# TRANSIT NEWS

SEPTEMBER, 1954



**Know Your  
CTA Routes**  
(See page 4)



# CHARTER

## Service Rolls to Record



A NEW CTA record for a mass transit movement via charter service—and a new record for the entire industry—was established the evening of September 8 when 800 buses were chartered by groups from various Catholic parishes of the city to attend the solemn pontifical mass at Soldier Field which climaxed the Marian year observance.

This meant that CTA charter service alone carried some 38,400 persons to and from the event.

The record move required more buses than the entire fleet of 781 units which are operated in Buffalo, N.Y., to serve a city of 831,000 population.

Traffic engineers have estimated that to transport the same number of people by private automobiles, carrying the average 1.5 persons per vehicle which is the figure for ordinary Chicago traffic driving, would require 25,600 cars. It would take 117 acres of parking area to accommodate

them. Parked bumper to bumper, they would stretch out along some 87 miles of curb.

All CTA buses used in the mass charter move were parked in the north parking area at Soldier Field, convenient to the entrance gates of the lake front stadium.

In the three weeks prior to the September 8 event, a total of 778 buses were chartered to transport special party groups to other events and attractions in the city. Among these were the All-Star football game, the Festival of Faith ceremonies and the Chicagoland Music Festival, all at Soldier Field, and for the transportation of delegates and visitors attending the American Bar Association and the International Brotherhood of Electrical Workers conventions held in Chicago recently.

### RECENT CTA ADDITIONS TO THE ARMED FORCES

*Robert J. Coyne*—Electrical Department  
*Theodore R. Harrison*—Transportation (North Avenue)  
*Darrel J. Mercure*—Shops and Equipment (Wilson Terminal)  
*Edward Moragne*—Transportation (69th)

### RETURNED FROM SERVICE

*R. S. Burns*—Shops and Equipment (Ardmore)  
*Gerald Mallory*—Transportation (77th)  
*Albin Oslick*—Shops and Equipment (General Office)  
*J. A. Vodvarka*—Claim Department

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# "RADAR"

## on the Rapid Transit

THROUGH use of the new wonder science of electronics, CTA has scored another "first" in its efforts to improve its rapid transit service.

It has just installed the first "radar" device ever used by an American railroad to control the routing of trains operating on a frequency of less than a minute apart.

The new device is being used on the Douglas Park route to expedite and safeguard the movement of Douglas Park and Lake Street rapid transit trains through the junction of the two routes in the vicinity of Lake and Paulina streets.

This is the second time that CTA has achieved a "first" for its rapid transit operations through use of electronics.

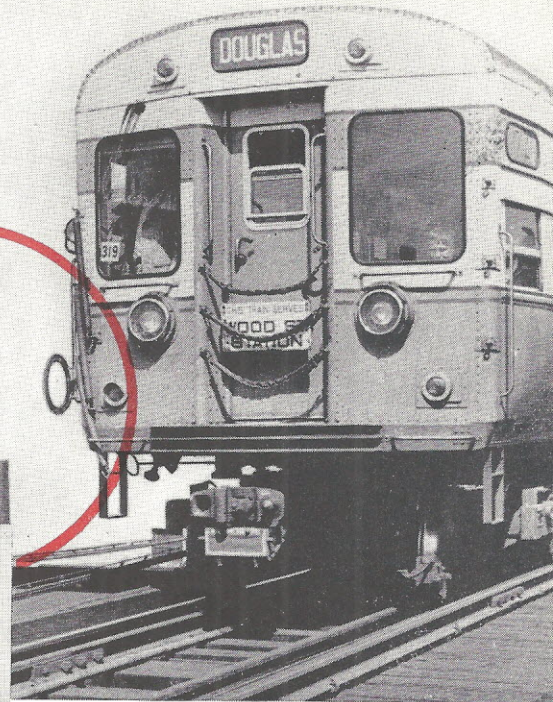
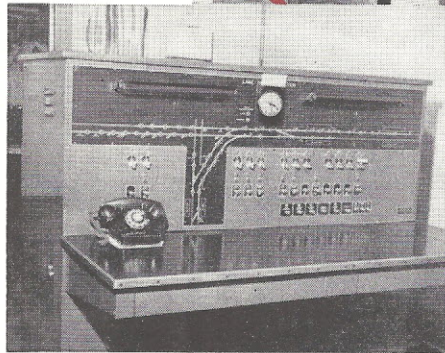
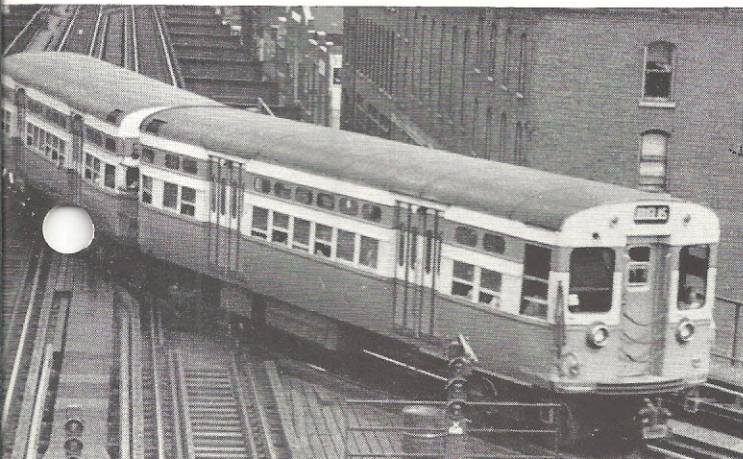
The initial occasion was in 1951 when CTA installed an electronic line supervision control system over large portions of the rapid transit division to enable it to keep tab on "L"-subway train movement from a central dispatching office.

The newest device includes electronically-controlled, automatic equipment capable of distinguishing between Lake Street and Douglas Park "L" trains as they approach the junction near Lake and Paulina streets. It then sets the necessary switches and signals to assure the proper routing of either type of train through the junction.

Since April 4, 1954, Douglas Park trains have been operating over the Lake Street elevated structure between the Loop and Paulina street. They then cross through the junction and connect with the old Logan Square "L" structure, which parallels Paulina street, over which they operate to the regular Douglas Park structure near Van Buren street.

The change in operation was necessitated by continuing construction work on the Congress superhighway which called for removal of the elevated structure that existed in

**SWITCHES and signals to properly route trains through the junction are set automatically by the "radar" devices. View looks east down Lake street structure as a westbound Douglas Park train moves through the Lake-Paulina junction.**



"RADAR-PRINCIPLED" equipment includes the transmitter-receiver (above, extreme left), located on the north side of the "L" structure east of the Lake-Paulina junction, and the doughnut-shaped tuning coil (left, front of train).

"BRAIN" of the complicated electrical installation is this master interlocking control machine (inset), designed especially for the Lake-Paulina junction.

Van Buren street between Paulina street and California avenue.

Virtually an automatic "brain," the new equipment includes an electronic transmitter-receiver—the "radar" device—which is located on the Lake Street "L" structure east of the junction. Tuning coils, encased in bakelite and resembling a round life preserver, are mounted on the lead car of all Douglas Park trains.

When the train-mounted tuning coil passes the "radar" device—denoting a Douglas Park train—the message is transmitted to a master interlocking control machine, which automatically sets the switches and signals.

The master control machine, or "brain," has a "memory." It stores messages on train movements as they are received and sets up switching sequences in that order.

Purchase of the new equipment was made from the Union Switch and Signal Division of the Westinghouse Air Brake Company of Swissvale, Pa. CTA engineers, co-operating with Union Switch and Signal personnel, perfected the Chicago installation.

The automatic equipment is designed to "fail safe." In the event of a mechanical failure, all signals in the junction vicinity would immediately show the "danger" or "stop" signal. Train "trips" alongside the tracks would then stop any train disregarding the danger signal. In addition, the CTA Line Supervisor's office in the Merchandise Mart also would be immediately apprised of failures through the electronic line supervision control system.

Personnel of the Electrical and Way and Structures departments performed the installation of equipment.



To Serve Our Riders Better

# KNOW YOUR CTA ROUTES



**OUR COVER:** A landmark for sailors and navigators on the Great Lakes is the Grosse Point Lighthouse, located at Central street and Sheridan road in Evanston.

*(This is the second in a series of articles on CTA routes.)*

SERVING as auxiliaries to the north-south "L"-subway route are two rapid transit branch lines which operate over elevated right-of-way and provide around-the-loop service.

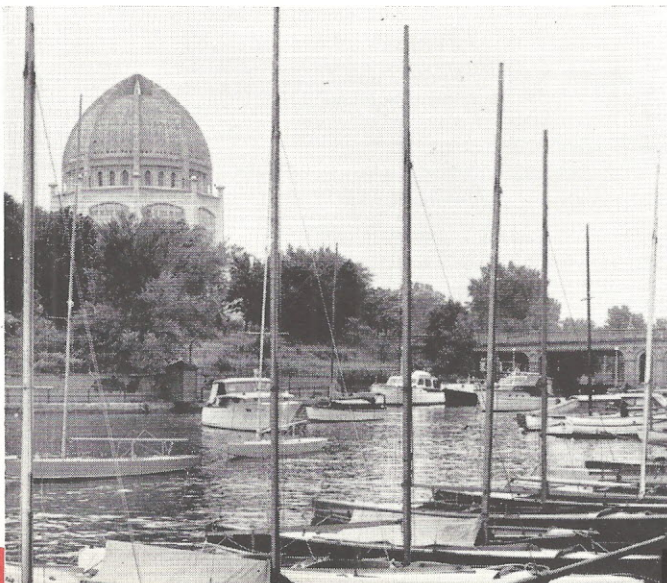
These are the Evanston-Wilmette and Ravenswood lines, which have junction points with the main line at Howard street and near the Belmont avenue station, respectively.

The Ravenswood route extends northwest from Belmont station to a terminal at Kimball avenue (3400 W.) and Lawrence avenue (4800 north). It serves a thriving business, industrial and residential area and provides nine transfer points with intersecting north and west surface routes (see accompanying map).

The Evanston-Wilmette branch is a continuation of the North-South "L"-subway route, extending north from Howard street to Linden avenue in Wilmette, a distance of 3.94 miles. For the greater part of this mileage, trains operate over "fill" elevation. The two northernmost stations only are at grade level.

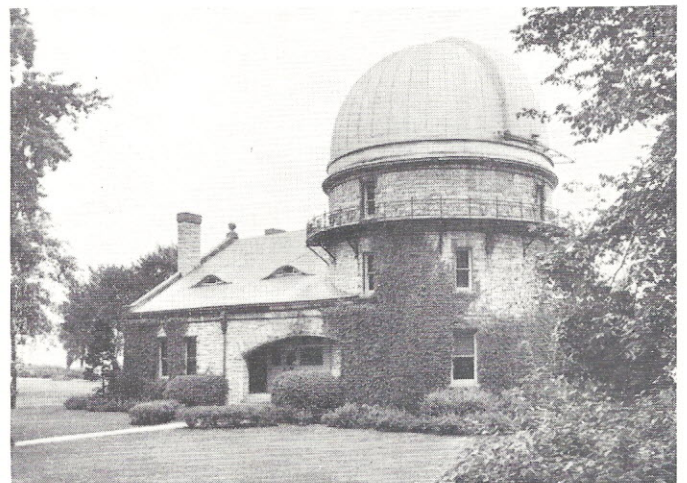
During morning and evening rush hours on week days, through service from Linden avenue to and around the loop is provided on an express schedule. The running time

**BAHA'I TEMPLE**, located at Linden avenue and Sheridan road, Wilmette, near the northern terminal of the Evanston branch, is one of the finest architectural achievements in the world. Here is a view of its great dome as seen from Wilmette harbor.



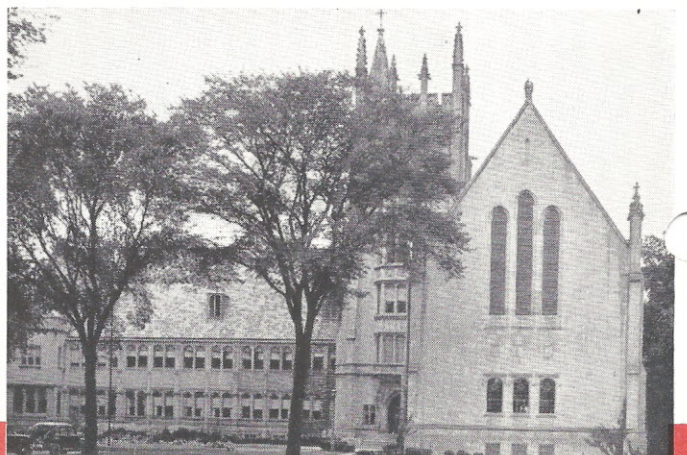
from the terminal to the loop is 38 to 40 minutes and trains operate on headways varying from six to ten minutes. During off-peak hours, a shuttle service is maintained between Linden and Howard, with direct transfer being made to and from "L"-subway trains at the latter station.

On the Ravenswood branch, the trip from Kimball terminal to the loop requires 31 minutes, with rush-hour intervals between trains being three minutes. This lengthens



**DEARBORN OBSERVATORY**, on the campus of Northwestern University, offers the only high-powered telescope in the Chicago area which is open to public viewing. It is open to the public every clear Friday evening from 8:30 to 10.

**STATELY** is the word often used to describe the building housing the Garrett Biblical Institute which occupies a good location on Northwestern University's Evanston campus.







**TREE-SHADED** streets in the residential areas are part of the charm of Evanston. This is a view of Orrington avenue, near Noyes.

out to seven minutes during other periods of the day. The "owl service" schedule is a train every half hour. Monday through Friday, "A" and "B" express service is operated during rush hours.

Between the hours of 1 a.m. and 5 a.m. daily and on Sundays, Ravenswood trains operate between Kimball terminal and Armitage avenue station. Connections are made at Fullerton station with main line trains for points north and south. Belmont station is another transfer point to and from the "L"-subway route for Ravenswood riders. Ravenswood trains operate over the elevated structure for all but approximately one mile of the route. They run at ground level from a point just west of Western avenue station to the terminal.

Both the Evanston-Wilmette and Ravenswood branches are integral links in the CTA rapid transit system. They serve important areas of the city and suburbs, and express schedules provide fast and dependable transportation to the loop.

Numerous points of interest and at-

→  
A **FAMILIAR** sight to football fans is spacious Dyché Stadium, home of the Northwestern Wildcats football team. Central station on the Evanston branch is conveniently nearby.

**IMPRESSIVE** for both its size and modern structural features is McGaw Memorial Hall, located at the north end of Dyché Stadium. Many sessions of the World Council of Churches, held in Evanston in August, convened in this building.

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traction are located along the two routes, particularly in the Evanston-Wilmette sector. These north shore suburban towns are largely residential, with well developed shopping areas which draw patronage from other north shore towns and Chicago's north side.

On Sheridan road, near the Linden avenue terminal, is one of the most unusual church structures in the world—the Baha'i Temple, notable for its unique architecture. Close by is Wilmette harbor and Coast Guard station.

At Central avenue and Sheridan road is another landmark. This is the Grosse Point lighthouse, set in a tiny park on the lake shore.

Much of Evanston's community life revolves around Northwestern University, one of the largest educational institutions in the country. Its main campus extends along the east side of

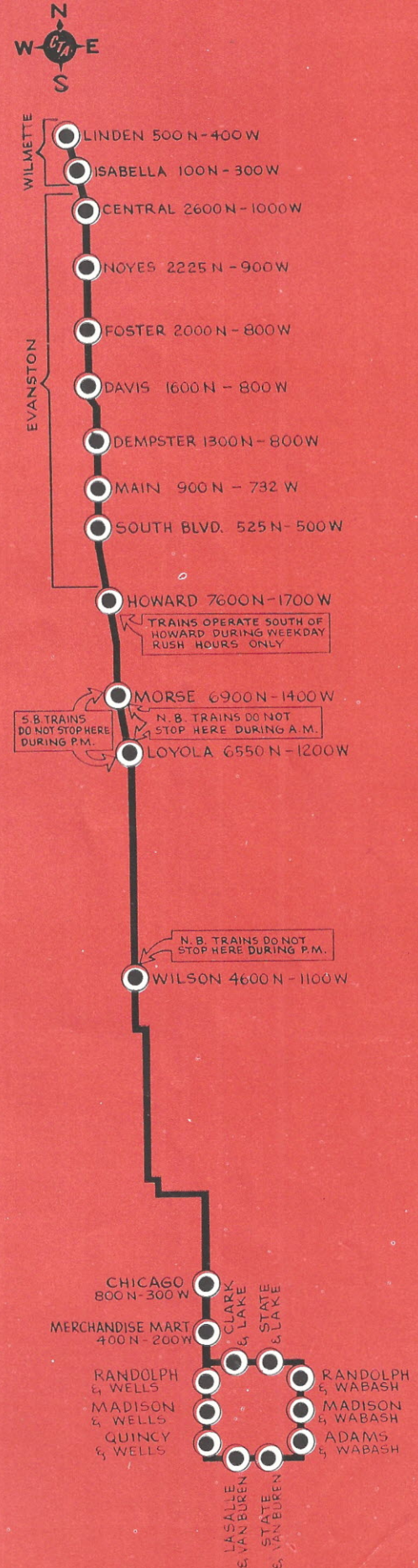


# EVANSTON

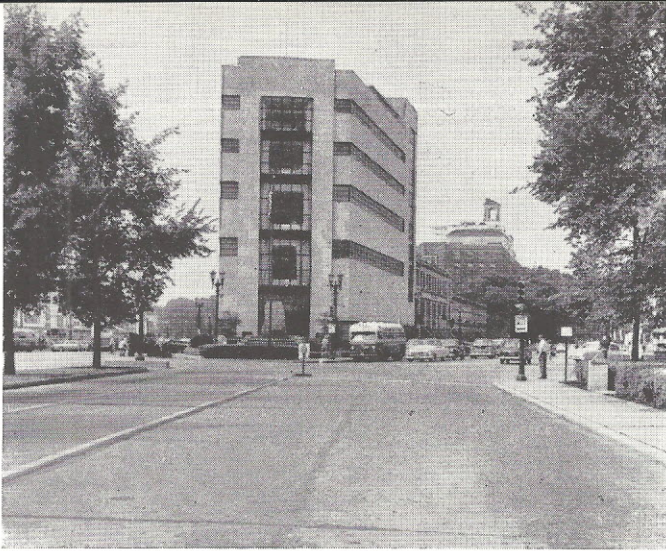
RAPID TRANSIT

NORTH SECTION

NOT DRAWN TO SCALE







**FOUNTAIN SQUARE**, in the heart of downtown Evanston, is a well-known and widely-patronized, shopping area.

Sheridan road between Main street and Central avenue, and its many halls, student centers and other facilities contribute to its identity as one of the nation's foremost places of learning.

Dyche Stadium, home base for Northwestern University's "Fighting Wildcats" football team, is located in West Evanston, near the Central avenue station, as is McGaw Memorial Hall, a modern, new auditorium for housing large meetings and convention gatherings. This was the scene of the World Council of Churches assembly, an international group which met in Evanston during the latter part of August this year.

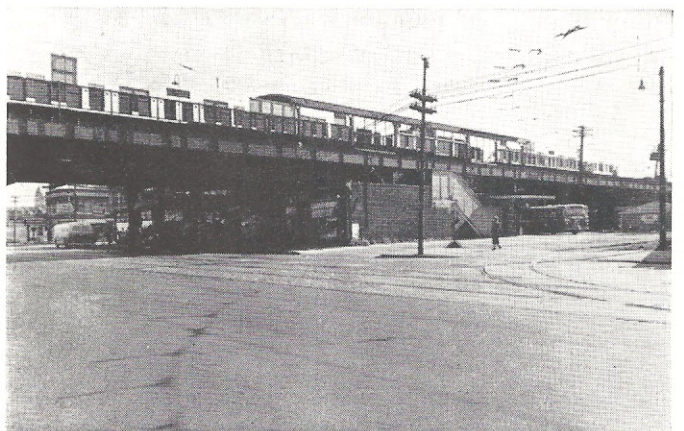
Among important shopping districts located on the routes are: Fountain Square and the Howard street area, on the Evanston branch, and Lincoln-Belmont and Lawrence-Kimball areas, on the Ravenswood branch.

The Evanston-Wilmette and Ravenswood routes are the only rapid transit lines that serve the Merchandise Mart directly. There is a station platform entrance to the second floor on the Wells street side of the building.

Regular stops for Evanston-Chicago express trains are: Southbound AM from Howard—Morse, Loyola, Wilson, Chicago and Merchandise Mart; Northbound AM—Merchandise Mart, Chicago, Wilson and Howard; Southbound PM from Howard—Wilson, Chicago, and Merchandise Mart; Northbound PM—Merchandise Mart, Chicago, Loyola, Morse and Howard. The trains make all stops in the Loop and north from Howard to Linden.

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

A BUSY transfer station between the north-south "L"-subway route and the Ravenswood branch is Belmont Avenue. It also is a regular stop for North Shore Line trains serving north shore suburbs and points north to Milwaukee.



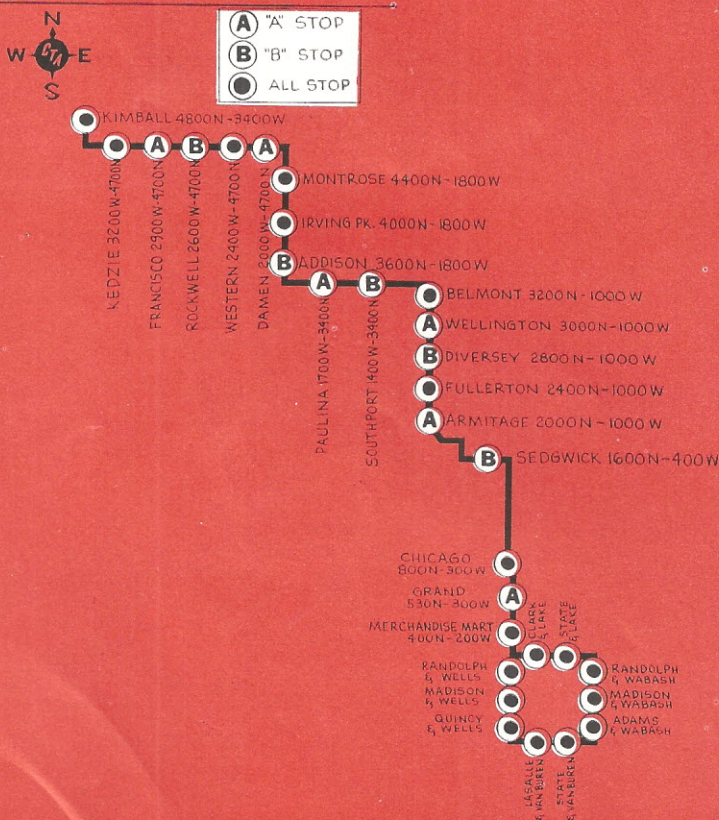
**WESTERN AVENUE station** on the Ravenswood branch is adjacent to the Lincoln-Lawrence-Western shopping district. Connections with bus lines serving the northern Illinois and southern Wisconsin lake areas on regular schedule can be made at this station.

## RAVENSWOOD

RAPID TRANSIT

NORTH SECTION

NOT DRAWN TO SCALE





# 2<sup>ND</sup> ANNUAL REPORT

## \$uggesters \$core

CTA EMPLOYEES submitted a total of 958 suggestions—an average of 80 per month—through the Employees Suggestion Plan during the year ending June 30, 1954, according to the second annual report of the Plan issued recently.

Of the number submitted, 64 were approved for adoption and earned awards totaling \$955.00 were paid. The suggestions came from 748 employees, or 5.8 per cent of the total personnel. Action on 87 suggestions was still pending at the time the report was made.

Leading award winners were Shops and Equipment Department workers, who sent in 35 prize-winning suggestions during the year and received \$490.00 in cash for their ideas. Employees of the Transportation Department were second, receiving 16 awards worth \$170.00. The remaining awards were split between employees of the General Offices, Electrical, Way and Structures, and Stores Departments.

One fact brought out by the report was that the estimated annual savings to the CTA from the 64 suggestions approved during the year would be \$16,026.

The report also noted that the quality of suggestions increased during the past year, as indicated by the larger percentage of suggestions adopted. For example, during 1952-53, the adoption rate was 5.2 per cent, while during the 1953-54 period, it was 6.7 per cent.

An analysis of the type and nature of the suggestions received showed that about three out of four suggestions—74 per cent—were of an intangible nature. That is, they related to improvements which result in savings that cannot readily be measured. Suggestions relating to tangible savings amounted to 8.9 per cent of the total received, and, for the most part, they proposed improvements in shop production methods which resulted in a definite, calculable saving



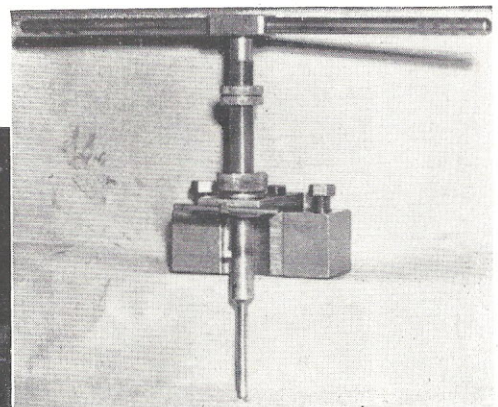
in time, material, or labor. Suggestions dealing with safety, both of employees and riders, amounted to 17 per cent of the total.

The Suggestion Plan was established for the purpose of providing all employees full and equal opportunity to have their ideas put to use in improving operating methods, and to reward and recognize employees submitting useful ideas.

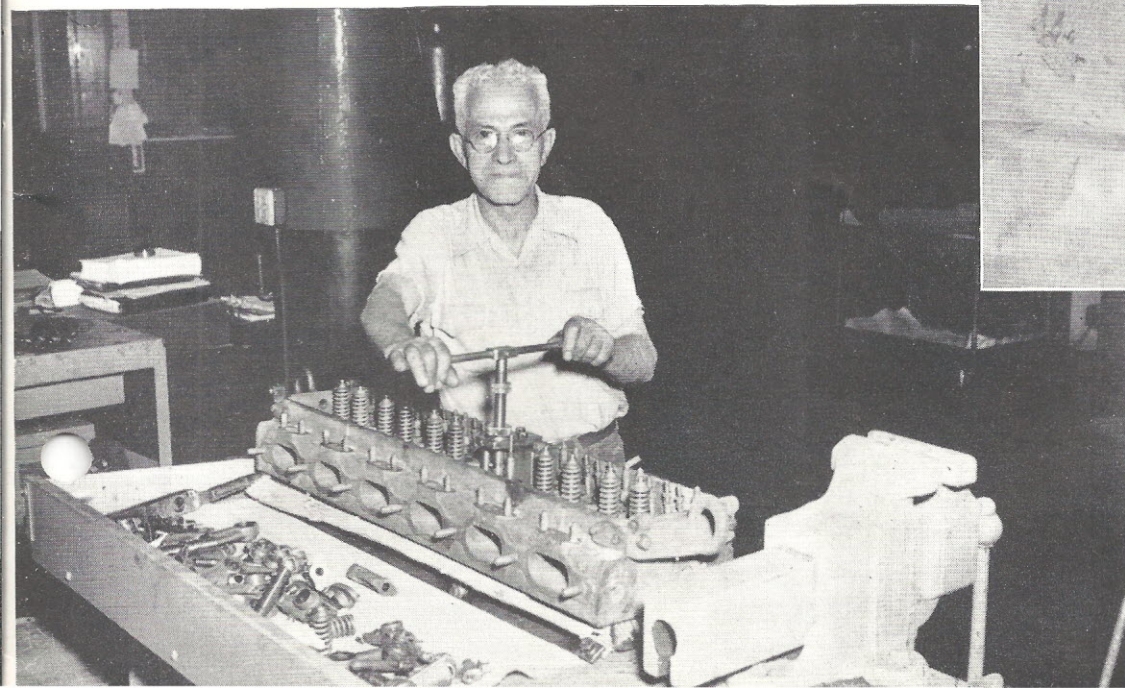
The detailed work involved in carrying out the program is handled in the office of the Employee Suggestion plan under the supervision of *Thomas P. Lyons*, secretary of the employee suggestion committee.

To stimulate even wider participation in the plan, a direct mail campaign to homes of employees was recently inaugurated. The first mailing consisted of a letter from the suggestion committee and a newly-designed suggestion form.

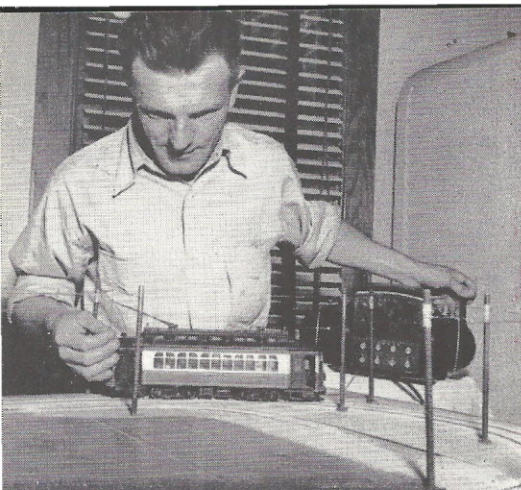
Employees are reminded that any and all suggestions which will help to improve CTA operations or better present practices are welcomed. Every one received is given careful consideration. The idea you have may be a prize-winner.



**HIS IDEA** for a special bar and cutting tool for injector tubes in diesel heads won \$50.00 for *Morris Mantell*, mechanic, West Shops, through the Employees Suggestion Plan. Here he demonstrates the tool that is saving the CTA an estimated \$500.00 annually. Inset: Close-up of tool.

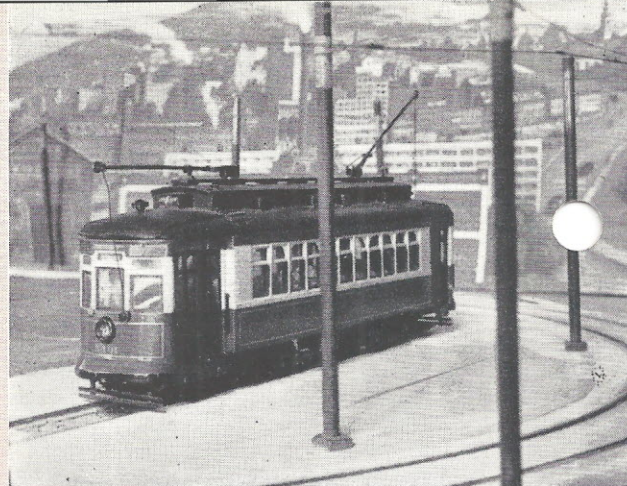






**MOTORMAN JOHN OLSZEWSKI**, Cottage Grove, prepares to operate model streetcar he built from scrap materials. The car, an exact replica of the 5400 series type, actually operates from the overhead trolley wire.

EVEN the car's paint job is authentic. The trolley wheels actually revolve. Motors, which John bought, are chain driven and feature four wheel traction.



## MODEL-MAKIN' MOTORMAN

FULFILLMENT OF *John Olszewski's* boyhood ambition to be a streetcar motorman not only has increased his intense interest in transit vehicles, but provided him the knowledge and source of a unique hobby as well. The versatile Cottage Grove motorman has painstakingly built an exact replica—complete in almost every detail—of a 5400 series car (the old red variety) that actually operates from an overhead trolley wire.

Aside from the two trucks (motors), purchased from a hobby supply house at approximately \$20 apiece, the entire model was cleverly devised and hand constructed from various materials including scrap metal and wood. The project was undertaken about a year and a half ago. Overall, the pieces include the model streetcar, a three by four foot board on which streetcar rails are inset in plaster, a car-house, a pit and other authentic background effects.

John's interest in local transit vehicles began when he was just nine years old. It grew into a strong desire to actually operate the equipment. At age 21, John applied for a job on the cars. However, he was not accepted immediately. But determination and persistence paid off, and John soon went to work as a conductor at the old Noble carhouse for the former Chicago Surface Lines. That was in 1943. It didn't take long for him to qualify as a motorman and become well acquainted throughout the entire system.

A desire to learn more about streetcars has always been paramount with John. To increase that knowledge, he has spent countless hours riding the vehicles over nearly every route in the city. Furthermore, he has visited other cities, such as Milwaukee, Gary and Hammond, simply in order to expand upon his knowledge of streetcar construction and operation.

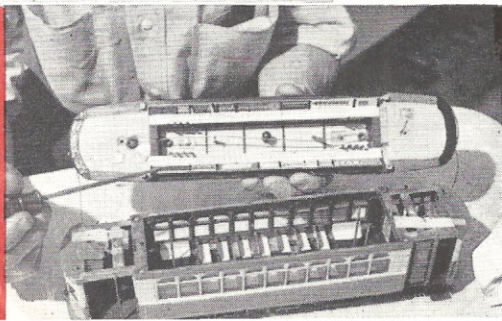
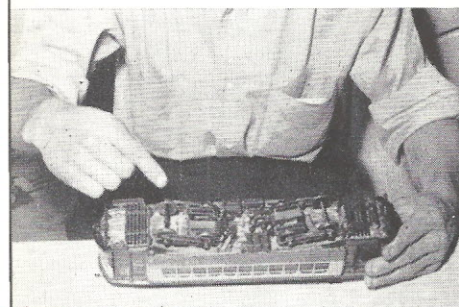
The model streetcar John built is the first of a contemplated fleet of the various series of cars that have seen service on Chicago streets. It is built to scale, one-quarter inch to the foot. Workmanship has been precise, even to the placing of advertising cards inside the vehicle. Even the door between the platform and the car interior slides open and shut.

Transformer-converted electric power for the car is fed to the overhead trolley wire. Intricate electrical connections relay power to the motors, both of which feature four-wheel, chain-driven traction. So fine is the detail of construction that the trolley wheels actually revolve. The car is capable of moving in either direction by changing the trolley poles, just as in actual streetcar operation.

The paint job, too, is authentic. Only the name of the line has been changed. John calls it the "Clarkstown and Katyville." It was named after his two children, *Clark*, age nine, and three-year-old *Catherine*. Both are very impressed with their father's streetcar and take great delight in operating it.

John estimates the car's value on the model market at around \$300. Actual cash outlay to construct it was around \$60. But to a traction man like John, the vehicle is a treasure which exceeds all monetary value.

**WORKMANSHIP** on *John's* model car is precise. The two motors (upper photo) are intricately connected to receive power from the overhead trolley wire. Exacting detail of interior (lower photo) includes advertising cards and sliding doors.



**THE** model-making motorman, *John Olszewski*, poses with his two children, three-year-old *Catherine*, left, and *Clark*, 9, for whom the transit line was named.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## This Appears To Be A Real Busman's Holiday

BEVERLY—Mike Granger, bus repair, believes in buses and to prove it he took the Greyhound bus to complete a desired trip to the east coast. He visited many points of interest but the highlight of the trip was the changing of guards at the tomb of the unknown soldier at Arlington cemetery, Washington, D. C.

Patrick Quinlivan of bus repair and his wife, Mary, spent their vacation at St. Joseph, Michigan, where they went boating, swimming and did plenty of relaxing.

Bus Operator Walter Ammerall and his wife motored to see friends in Terre Haute, Indiana, and otherwise took it easy.

Bus Operator Willard Beaman, his wife, Marguerite, and their two daughters went to the hills of Sweet Owen, Owen County, Indiana. While down on the farm he pitched right in and helped with the chores. He pitched hay to the balers and then pitched the bales into the hay mow.

The family of Bus Operator Wally Gannon, consisting of his wife and their three children, did their vacationing and fishing at Dowagiac, Michigan.

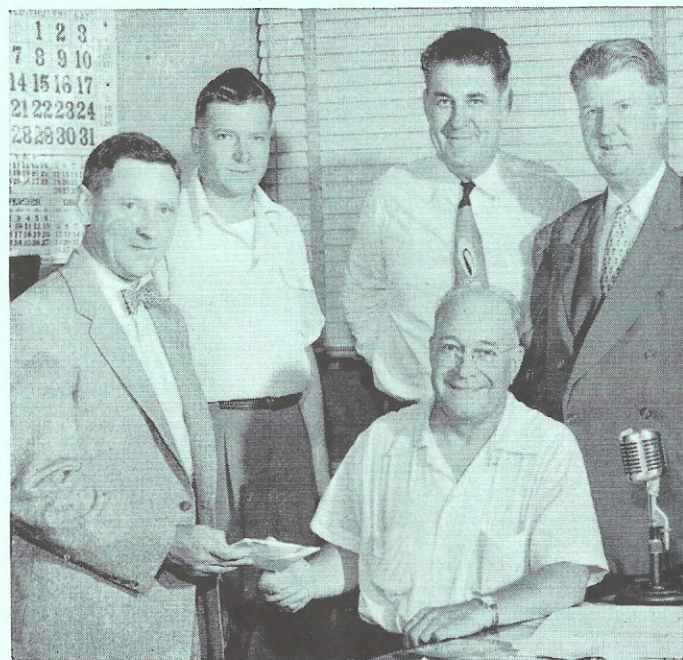
Credit is due the Wisconsin Highway Commission according to the details of a vacation trip taken by Bus Operator Eric Ericson and his family. His plans called for a trip around Lake Michigan through the Straits. He started up through the state of Wisconsin and the road was so beautiful that he kept on traveling. When he stopped, he was so far into Wisconsin that he cancelled the lake trip and came back via the same route.

—DANTE F. BRUNOD

## Parents Expect To Make Some Changes

CLAIM AND LAW—Congratulations to Ed and Pat Hays on the birth of their son; to the William Connolly's on the birth of their daughter, and to Joe Vodvarka and his wife on their new daughter.

The welcome mat is out for Joe Vodvarka, recently returned from the service. We are also awaiting the return of Frank Vitale, who



## NOW A PENSIONER

**SIGNING OFF** after 34 years of service, Emil E. Hanson, (seated), radio dispatcher, joined the rolls of pensioners on August 1. In the picture, Charles E. Keiser (left), superintendent of transportation, is presenting him with a gift of cash contributed by co-workers and friends. Others in the picture, left to right, are: Carl Gibes and Jack Krause, radio dispatchers, and David M. Flynn, superintendent of operations for surface and rapid transit.

Reported by Julie Prinderville

will be returning from Korea in the near future.

Good luck and best wishes to Elaine Wanderski and her husband, who were married on September 25 at St. Aloysius' Church. Best wishes also to Toni Tortorello on her recent engagement. She plans a May wedding.

Best wishes for a speedy recovery to Eddie Karkocki and John Hennessy, who are on the sick list.

Attorney Frank Mullen won a trophy and a caddy cart in the recent Trial Attorney's Golf Tournament.

—GRACE COX

## Reporter's Drill Team Near National Title

COTTAGE GROVE—The girls military drill team of Bethel No. 50, which is coached by this reporter,

placed second this year in the national finals at Indianapolis. We feel very proud of the girls, and perhaps next year at Boise, Idaho, we may be able to take over the top spot once again.

—WALTER B. GARBUTT

## Seventeen Streetcar Vets Join Pensioners

DEVON—As of August 1, the following men retired on pension: Motormen A. Junes, E. Mueller, J. Bresemann, E. Clapp; Conductors A. Lietz, R. Hatigan, J. Kolaza and G. Roberts. As of September: Motormen J. Peters, B. Michaels, W. McCarthy, W. Beck and Conductors C. Larson, J. Mulhern, O. Moser, M. Joyce and C. Burbey.

George Jonason, repairman, who met with an accident recently is reported in good condition.

Operator S. Gustafson's daughter had the bad luck to fall and break both arms while at play.

Motorman Calstedt went back to the hospital for a second operation and at last report is home convalescing and doing fine.

A great big welcome to Clerk Frank Concar, who returned to work feeling a lot better, but he still has to take it easy.

If all men on the sick or disability list would drop a line to me, H. C. Thelin, (5554), Devon depot, and let me know how they are progressing, it would be greatly appreciated.

—HENRY C. THELIN

## Loos Couldn't Lose; Scenery Was There

ELECTRICAL—Willard Loos, Grand and Leavitt, motored 4,000 miles, passing through nine states. He visited Yellowstone National Park where he saw "Old Faithful" and says "Bear Tooth Pass" was a sight he will never forget.

Sam Ranieri, chief operator of Milwaukee substation, vacationed at Whitehall, Michigan, where he had a fine time fishing and swimming.

Peter Janke, electrolysis tester, motored some 3,000 miles while on vacation and visited relatives and friends in Duncan, Oklahoma. He also made a visit to Fort Sill.

Sympathy is extended to Fred Hectus, who sustained the loss of his wife, Marcella, on July 23, and to Max Mucha, "B" Electrician, in the loss of an infant son on August 7.

Robert Coyne, operator's apprentice, left for military service July 30.

Joseph Wallon, South Side utility man, is proud of little Colleen Ann who arrived on July 18. She was born on her mother's birthday.

Sympathy is extended to the family on the sudden passing of Philip O'Grady, 56, "B" electrician at Grand and Leavitt in the construction department. He died August 22 at his home in Libertyville.

—GILBERT E. ANDREWS



**JUNE BRIDE**



RECENTLY married are Mr. and Mrs. Kenneth Riendeau, who were wed on June 26 at a solemn nuptial mass at St. Roman's church. She is the former Lillian Rompala, stenographer in the Public Information Department. The couple honeymooned in Florida.

**Someone New Added To Family Group**

GENERAL OFFICE — (Chief Engineers)—Emmett Shintani and his wife, Yoneko, are the proud parents of Barbara Tomiye, born July 9. This is their third child.

Hank Fullriede is back from a vacation spent visiting relatives in Smithers, West Virginia. . . . Lee DeSutter was pleased that co-workers talked her into going to Miami Beach, Florida, for a vacation where she had an exceptionally good time. While there she visited Maury Eisenberg, CTA pensioner from Engineering. . . . Al Wolf motored through Indiana and Kentucky.

(Training Department)—August 21 was the date Bob Aldworth, training aids technician, was married to Lorraine Rose Pietraszek at a beautiful ceremony held in Blessed Sacrament Church. A reception held at Masonic Temple Hall was attended by several CTA'ers.

Vacations found El Hirsch and family taking a trip to see the caves of Blue Mounds, Wisconsin; William Kurtz and family motoring in Wisconsin, while Don Lemm, with Ida and the boys, enjoyed a trip to Michigan. The Grand Canyon was the spot selected by John Jankowski, but Rose Fahey took to the opposite direction and motored with friends to Niagara, and then on through Canada.

(Employment)—Farewells were extended to Gerry Griffin who left CTA after her wedding on August 7. Gerry has joined her husband, Lt. Jack Rosenow, out in Arizona where he is stationed with the Air Force.

Elliott McMahel fished for two weeks up in Hayworth, Wisconsin. . . . Alice Pletzke gave the cowboys a treat by spending her vacation in Colorado Springs.

(Accident Prevention)—Frank J. Barker attended a convention in Toronto, Canada, and while there enjoyed a ride on the Toronto Transportation Commission's new subway as guest of Messrs. John Dodd and Cliff Penney, executives of that company. . . . John Donovan's vacation was a busy time for him with the Hibernians conventioning here in Chicago during that time. John also attended the retreat at Notre Dame.

Ed Gullery and family motored through the east visiting Maine and Washington.

(Staff Engineering)—Eligibles for CTA's club of prettiest grandmothers are Anne Schleiter and Mary Isbrandt, who proudly announced the recent births of grandsons.

—MARY E. CLARKE

**Bride-To-Be Feted By Many Friends**

GENERAL OFFICE—(Insurance)—After having been feted at many a pre-nuptial party, Amy Sikora resigned as chief clerk to become the bride of Edward P. Carroll. The employes in her own department presented her with an Osterizer. Genevieve Berg gave a luncheon and personal shower in her home for 14 Insurance girls. Then Gertrude Figge and Esther O'Brien sponsored a personal shower at Twin Lakes, where Gertrude, Esther and Mr. Carroll all maintain summer homes. Last but not least, most all the lassies from the seventh floor of the Mart joined Amy for dinner at Mangan's Chateau in Lyons. Former employes who joined in the festivities included Kay Wynn, Eileen Coan McIntyre, Linnea Carlson, Nell McArdle, Peg McCarthy and Joan Peacock Rinella, who proudly talked about Mark Anthony. While a beautifully wrapped package containing a silver case and a check was presented, Mildred Humes expressed the sentiments of the group when she wished

Amy years of health and happiness and expressed regret she was severing her many years of service with CTA. Mildred then read a poem, in part as follows:—

"Tho' gathered here this evening  
To cut the business tie  
That bound you to the C.T.A.—  
We hate to say "good bye."

Marilyn Wargin was a guest of Gen Berg at her luncheon and shower for Amy when word was received that her fiance, who has been in the army assigned to Germany for the past three years, had come home. Amid laughter and tears, Marilyn announced she and her soldier, Arthur Sala, would be wed October 9.

The Insurance gals turned out 100 per cent to watch a co-worker, Sheila Angel, exchange marriage vows with John Arvos.

**Wins New Car**

(Transportation)—Upon a donation of 25 cents to Memorial Hospital of DuPage County, Edward Budoff became the winner of a 1954 Belvedere sport coupe.

Charles B. Batterson departed on the Chief for Los Angeles. . . . Ken Williams vacationed at Eureka Springs in Arkansas, visiting the surrounding Ozark countryside. . . . Ruth Soutter traveled to California, spending her vacation with her sister in the Yosemite Valley.

Ellis (Pat) Donovan has come home to roost in the Transportation Department, taking the place vacated by Howard Perry, transferred.

Tony Calvert spent his vacation with a guide and a bunch of worms on the waters of Cedar Lake in Northern Ontario, Canada. He has pictures to prove he snagged an eight-pound trout and a 16-pound northern.

(Electrical)—Our sympathy is extended to the family of Morris Walsh, power supervisor, who died suddenly a short time ago. His wife, Mary Keane Walsh, before her marriage worked for the rapid transit auditor of revenue when it was located at Wilson Avenue. Mary is the sister of Reverend Father Keane who initiated the Sorrowful Mother Novena.

Richard Eugene is the name bestowed on the bundle of joy which recently descended on the Frank Parise family, to the utmost delight of Frank, Jr., age three.

—JULIE PRINDERVILLE

**New Junior Member Joins Russ Family**

LIMITS — The James Russ family announced the arrival of a baby boy, James, Jr., born August 5.

Superintendent Elmer Balfanz takes this means of conveying his heartfelt thanks to his co-workers and many other friends for their kind thoughts and help at the time of the loss of his brother on August 3 after an extended illness.

We are all glad to see our chief clerk, Rog Ward, back on the job after a very rough time in the hospital due to a major operation.

Pete Culluci always worked his vacation, but this year he decided to rest up so he took it—off the job, that is. Pete described the vacation as "work without pay" for he spent it redecorating his home.

—C. F. GREER

**Everyone Seems To Be On The Go**

LOOP—Kathy Jackson vacationed with her family in Cairo, Illinois. . . . Mary Brown and Nellie Kerns took life easy at Excelsior Springs in the Ozarks. . . . Frances Brandl visited her sisters in Wisconsin and attended the wedding of her nephew, Eugene.

**EXCHANGE VOWS**



AMONG recent CTA brides was Marian Wilson, stenographer at Skokie Shops, who was married on July 24 to William O. Forsythe. The ceremony took place at the "Little Country Church of the City."

Reported by Dave Gurwich



*Kathryn Leahy* and her daughter, *Betty*, flew to California, spending time at San Diego, La Jolla, Long Beach and San Francisco. On the way back they stopped at Omaha to visit her brother-in-law, *Father Joseph*.

*Eileen Shea's* vacation was saddened by the death of her sister-in-law. We extend our sympathy.

Sorry to hear *Andrew Neilsen* is on the sick list, and welcome back *Cornelius Vander Ploeg*.

*Margaret Nolan*, who loves the climate of the west, spent her vacation in Colorado.

*Charles Peterson* enjoyed his favorite pastime, fishing, at Lake Delavan, Wisconsin.

*Dorothy Parker*, because of her mother's health, stayed close to home this year.

*Theresa Jarvis'* vacation took on an artistic trend as she painted the fence around her home.

—EDITH EDBROOKE

### Stamp Collection Wins Top Awards

MET INSPECTION TERMINALS — Congratulations to *Ralph Danielson*, Laramie, whose collection of Swedish stamps, shown at the Illinois State Fair won a ribbon, as well as the Scandanavian Collector's trophy, and the American Philatelic Society medal for the best display by a member.

At this writing the Met Inspection softball team still has a chance to finish in second place, which means they will go into the play-offs. Here's hoping we will be able to report they won.

The boys at Logan Shop sure like to travel. This is how some spent their vacation: *Hugh Whitehead* visited Indianapolis and Cleveland; *Jim Hill* traveled to Canada; *Mike Kristman* spent some time in Wisconsin; *Cliff Burke* drove to Tiajuana, Mexico, then Windsor, Canada, Niagara Falls, and New York. *George Speers* picked up his daughter in Kalamazoo, Michigan, then drove to Canada, and *Mike DeRobertis* spent his time working on his palatzo (house).

First aid classes sponsored by the Red Cross, and under the direction of *Bill Kendall* will start in September. The following will represent the Met Shops: *Logan, George Speers* and *Mike Cullinane*; Lake Street, *Mike Coleman, Pat Williams, Walt McKay* and *Tom Togher*; Douglas, *Casey Kaczor, Sam Salvaggio*, and Laramie, *Andy Passero* and *Dan Sumpter*.

—JOE FEINENDEGEN

### GOING FISHING



AMONG recent Electrical Department retirees was *Walter Collins* (right), chief operator at 63rd street substation, who became a pensioner on September 1 after completing 41 years of service. The rod, reel and other fishing gear being presented to him here by *Thomas Johnson*, chief operator at 20th street substation, was a going-away gift from his co-workers. He now is residing near Birmingham, Alabama.

### Vacation Postscripts And Postcards

NORTH AVENUE—Received many cards from fellows on vacations. From Winona, Minnesota, came word from *Operator Foster Sedall* who said the fishing was good. . . . *Operator Hugh Gerry* did his fishing at Bangs Lake, Wauconda, Illinois.

*Operator Ed Menth* went to Milwaukee, Wisconsin, to see what made it famous. On his way home he dropped in on *Operator Andy Clancy's* hideaway at Pell Lake. Clancy also was enjoying his vacation just resting and fishing.

*Operator Hal Schweizer* spent his vacation at Washington Island.

*Operator George Haak* is back from his trip to Wisconsin.

Maybe you would not go on your vacation with *Tom, Dick* and *Harry*, but *Frank Cione* of the gas repair department did, the three boys being his sons. They enjoyed a wonderful trip through the Smokie mountains.

Congratulations to the *Frank De Nottos* on their 17th wedding anniversary

which was celebrated September 29. Frank works in the trolley garage.

Congratulations are also due *Operator Mike Gallagher* on his 28th wedding anniversary which was celebrated last month.

Our deepest sympathy is extended to *Ed Gunlock*, whose mother passed away last month.

*Operator Laurence Laurie* was a patient at Mother Cabrini hospital, where he was taken after being injured in an automobile accident.

Our congratulations to *Operator Maurice Ballestro*, who celebrated his 21st wedding anniversary on September 9. *Joe Bark* celebrated his 17th on September 15, while *Andy Medema* celebrated his 16th on September 17.

*Superintendent Frank Buetow* reports a wonderful vacation at Rhinelander, Wisconsin, while *Superintendent Elmer Brookman* spent a pleasant and restful vacation at home.

*Clerk "Rusty" Gunderson* is back on the job following a military leave spent with a National Guard unit.

Our switchboard operator, *Art Sieloff*, spent his vacation moving.

Our A.M. switchboard operator, *Bill Echols*, vacationed in the Ozarks. Bill says it's nice country.

*Operator F. A. Hemstreet* reports a pleasant visit to Arkansas, where he visited pensioner *Bill Formby* of Evening Shade, Arkansas.

*Eddie Wehmeyer* of the Instruction Department visited his new grandson at Fort Worth, Texas.

Your reporter and *Mrs. Hiebel* celebrated their silver wedding anniversary on August 6.

—JOE HIEBEL

### Do The Fish Ride The Streetcar?

NORTH PARK—Vacation time at North Park is the big topic and there are plenty of fish stories. *Fred Desch* sent us a card with a picture of a streetcar at Fisherman's Wharf in San Francisco. Fred said he boarded the car for a round trip, at five miles per hour, totaling a forty-minute tour. He also visited Los Angeles and traveled through the mountains and desert.

*Dan McFadden*, clerk at North Avenue, also sent a card from Tomahawk, Wisconsin.

Sympathy is extended to *Ted Thompson*, whose mother was killed by an automobile on Thursday, July 29, and to *Operator Edward Paul* whose mother passed away on Wednesday, July 28.

### PROUD OWNER



FOUR-FOOTED transportation is provided for *Operator Ralph Gallimore*, North Park, on off-duty hours by this registered palomino mare. Ralph was showing the horse to friends when this picture was taken.

Reported by *Jack Moreau*



**ON GUAM**



**COMPLETION** of a specialized training course on radar equipment, taken in Japan, recently qualified *Cpl. Edward Abramic* as an Air Force radar technician. The son of *Frank Abramic*, retired South Shops machinist, is presently stationed on Guam.

Reported by *Evelyn Clark*

*Gus Zelinco*, his wife, and son, *George*, spent 10 days traveling by auto through Michigan. His route was north through Mackinaw strait and back south through Wisconsin. He reported very beautiful country and scenery; very cool evenings and he also caught a few fish.

*Chester Urban* and wife, *Jean*, became the proud parents of a baby boy on July 29. The new name added to the family list is *Richard George*.

—JACK MOREAU

**They Tripped Off In All Directions**

**PURCHASING AND STORES** — Purchasing Department vacationers took in all parts of the country. *Barbara Linton*, purchasing clerk, and *Carl Johnson*, buyer, enjoyed relaxing and their favorite sports in Chicago; *Ed Cummings*, buyer, and family went to Minnesota; *Natalie Kackowski*, invoice clerk, enjoyed Michigan state; *Jean Stocker*, typist, and *Virginia Reznik*, invoice clerk, enjoyed a Canadian trip through the Rockies; *Agatha Barnsley*, stenographer, finished her vacation with a motor trip around the lakes.

We are happy to announce that *Catherine O'Malley*, former general office reporter for TRANSIT

NEWS, is the proud mother of a darling baby girl, *Jeanine Cecile*, born on August 16.

Stores Department: *Mr. and Mrs. Ed Korajczyk* have announced the arrival of their first son, *Robert Alan*, on July 26. Dorothy is a former typist in general office.

Vacation notes from our Grand and Leavitt location: *Stanley De Leshe*, stock clerk, traveled to Starved Rock; *Jim Bittourn, Jr.*, enjoyed the Smoky Mountains; *Joseph Newell*, laborer, vacationed at Devil's Lake, Wisconsin.

*Joe Newell* became a "Lucky Buck" winner of \$50 during the month of July.

*Tom Handley*, stock clerk at South Shops, enjoyed a vacation in the vicinity of New York.

*Peter Duffy*, trolley tender at South Shops, and wife, are proud parents of a son, *Brian*, born July 21.

Back at work at Montrose after vacations are: *Dick Daly*, stock clerk, who took a fishing trip to northern Wisconsin; *Dick Hendricks*, stock clerk, who with his family toured through Canada, and *Charles Gubala*, laborer, who toured the eastern states.

*Augy Bieveer*, stock clerk, *Sam Canella* and *Ben Cutrera*, laborers, all from Skokie, picked Chicago as their vacation spot, while *Dave Stetcher*, stock clerk at that location, and family, enjoyed a trip

to Mackinac Island, Michigan.

From our West Shops location *Toni DiGiovanni*, stock clerk, and family took short trips to Fond du Lac, Wisconsin; Lake Winnebago, Oshkosh, Moosehart, and Hawthorne Melody Farm in Libertyville. . . . *Joe Marszalek*, stock clerk, and family vacationed in Washington, D. C., Cleveland, Pittsburgh, Detroit and Canada. . . . *Ed Bruckner*, stock clerk, and family traveled to Marilyn, Wisconsin. . . . *Al Mathisen*, stock clerk, went to the Dells. . . . *Tony Gorzkiewicz*, stock clerk, and family visited in Paducah, Kentucky. . . . *Margaret Allen*, clerk in stores general office, enjoyed a motor trip to the Smokie Mountains.

We are very happy to hear that *Frank Rund*, stock clerk at Grand and Leavitt, is recuperating very nicely after a recent operation.

Our sympathy is extended to the families of three of our employes who passed away in the past month. They are: *Fred Yost*, stock clerk at West Shops, whose death occurred on July 22; *Frank Johnson*, retired, formerly crane-man at our Halsted Yard, whose passing was recorded on August 6, and *Tony Subert*, stock clerk at South Shops, who died on July 26.

We are very happy to welcome *Art Tineman*, stock clerk at West

**TOUR WEST**



**TO CELEBRATE** their 35th wedding anniversary, *Gilbert E. Andrews*, Electrical, and his wife, *Harriet*, packed their bags and toured Colorado for eight days during August. Points of interest included Estes Park, Grand Lake, Manitou Springs and a brief stay at the famed Cliff House, where the accompanying photo was taken. Located at Grand and Leavitt, Gilbert is the Inside News reporter for the Electrical Department.

Shops, back with us after his long siege of illness.

Since a new reporter will take over this column after this issue, I wish to thank everyone for their cooperation and help in giving me news items each month. Your scribe is leaving the employ of CTA shortly and would like to introduce *Dagmar McNamara*, the new reporter. I hope you will be as generous with your news items to her as you have been with me.

—JEAN O'NEILL

**C. W. MEYER RETIRES**



**A SERVICE** span embracing 46 years was climaxed by the August 1 retirement of *Charles W. Meyer* (seated, center), statistical assistant to the general manager. Long-time associates and general office co-workers gathered in the Mart offices to extend best wishes and present gifts which included U.S. Savings Bonds to the retiring service veteran.

*Mr. Meyer* began his transit career in 1908 with the Chicago City Railway Company in the stores and accounting department. In 1914, when the Chicago Surface Lines was formed, he was named general bookkeeper. He rose in successive capacities, becoming auditor in January of 1940, and was appointed comptroller of the CSL early in 1945. On March 1, 1948, *Mr. Meyer* was named to the position he held with CTA until the time of his retirement.

**Win Or Lose, It Advances Safety**

**RAVENSWOOD** — Superintendent *Herman Erickson* offers his congratulations to North Park and other garages that beat us out in the S.A.A. contest. It kept us from winning three in a row. Let's bounce back and show that we want that award again.

No sooner had *Operator George Cook* made himself at home here from Devon, than he picks out of North Park.

Sorry to lose that great White Sox booster, *Operator Fred Feller* — (If only *Manager Richards* would listen to this lad).



It's good to see *Operator Julius Tiefenbach* around again after a long siege of illness. He'll be back to work soon.

Old-timers will be glad to hear that former *Operator Bob Moore*, with his wife and son, passed through town and dropped by to say hello to all the gang.

Glad to hear that *Operator Tony Abbanatti's* young son is slowly but surely regaining his health.

—AL BECK

### Tells Of Fun On The Bay Of Fundy

77TH — While on his vacation, *Operator John Blais* visited St. John's, New Brunswick, Canada, on the Bay of Fundy, where the tide rises the highest in the world, some 60 feet. He didn't get his feet wet and he had a wonderful vacation seeing Canada and the eastern seaboard states.

*Dick and Ann Vaughn* vacationed at their summer home near Ludington, Michigan, as did *Percy Atkinson* and his family.

*John Crossen* first visited California and then went to Denver, Colorado, where he spent most of his vacation. This is John's fifth vacation in Denver.

*Jack McElwee*, son of *John McElwee* of the bus overhaul office, is now stationed at Norfolk naval base, Virginia, in the office of Admiral Wright.

*Tom McGuire* dribbled two of three strokes off the tee in a recent golf match and then laid one down the fairway for 130 yards and sank the ball for a par four on the hole. This information is authentic inasmuch as it comes from *Dispatcher Bill Batterson*.

*Tom Donnelly* left August 1 for an extended visit with his sister in Ireland, where his son, *Jim*, serving in the U. S. armed forces in Germany, will join him on furlough.

*John J. McCarthy* and family spent their vacation in Quebec, Canada, returning home by way of New Hampshire and New York.

The Mason-Dixon line has moved north to the Broadway-State line. *Motorman Bill Mason* and *Conductor Travis Dixon* worked run 51 on the street last pick.

*Don Mallon* swung into the big beat with the Chipilly Post Drum and Bugle Corps of the American Legion on August 8 to help close the state convention.

According to *Andy Birney*,

*George Kynaston* spent his vacation in the Ozark Mountains at the home of his mother and father. George started shooting squirrels as soon as he arrived because he promised *Mrs. Kynaston* a new squirrel coat for Christmas.

*George Grassel*, former board member and now retired from 77th, recently suffered a slight stroke and is staying with his niece at 14128 S. State street.

—JOE SMITH AND WILBUR JENSEN

### Perhaps He Saw A "No Fishing" Sign

SCHEDULE-TRAFFIC AND BUDGET — Fisherman *George Johannes* spent a restful vacation in the Eagle River, Wisconsin, area. No reports as to the size or quantity of fish.

*Superintendent Frank A. Forty* enjoyed a visit with his son, *Ralph*, who is temporarily hospitalized at the Navy hospital in Oakland, California.

*John Franzen* says no schedule is to be made for his vacation, but that unplanned trips will relax his nerves.

*Phil Leahy* wore out the Plymouth traveling in the Rocky Mountain area and he now has the flashiest Buick seen on 75th Street.

"Pete" *Donahue* decided to do differently this year and the result was a vacation in Michigan instead of in his beloved Ozarks.

### TRAVELERS



WHILE vacationing recently, *Helen Spolec*, left, *Purchasing*, was pictured with her sister, *Mildred Mulcahy*, when the travelers reached the highest point on the Lincoln highway—elevation 8,835 feet—near Medicine Bow, Wyoming.

Reported by *Jean O'Neill*

*Peter Mills* was seen peering into the Mammoth Cave in Kentucky. Pete says it sure is a big cavity.

*Clark Johnson* happily reports a fine recovery of his daughter after a delicate eye operation.

*Jake Sumner* says everything happens to him. Well it isn't so, it happened to his son, *Donald*, who discovered the law of gravity, but paid with a fractured arm.

*Kathryn Batina* enjoyed a very nice vacation on Michigan Avenue, shopping for new clothes to wear when she helps her brother, *Dr. Anthony*, take the middle aisle trip.

*Tony Hess* wanted high speed so he flew to Texas for a visit with his son, while *George Bryan* took a leisurely train trip to California, where a daughter and grandchildren awaited his arrival.

*Joe Karel* was last noticed with a load of photo equipment hurrying to take pictures of Niagara Falls before it all washes away. Twelve years ago, we reported the same Joe enjoying a 142-mile bicycle tour over a weekend. We wonder—could he do it now?

*Assistant Budgeteer Bill Folta* vacationed in Wisconsin because son, *Tommie*, wanted to do some fishing. We suspect Bill stayed on shore taking a nap while *Tommie* successfully landed a few blue gills.

—L. C. DUTTON

### New Babies In The News At Skokie

SKOKIE—Congratulations to *Seat Mender Gene* and *Mrs. Mary Janowski* to whom the stork delivered *Janice Marie* at the Grant Hospital on August 14, and to *Electrician and Mrs. Dorothy Raven* on the birth of a daughter, *Dorothy Margie*, on July 30. The lucky parents now have four sons and a daughter.

*Painter William Little* was recently operated on and is now back at home well on the road to recovery.

Congratulations to *Machinist Paul Ehmke*, who bought and recently moved into his new home. Received a card from *Foreman Oliver Lang*, paint shop, who vacationed in Canada.

We were recently visited by *Tony and Louie Janca*, pensioners, who look and feel just grand.

A card from *Switchman Orville Lang, Jr.*, tells us he spent his vacation in Michigan.

### MARK 50 YEARS



IN JUNE, *Edward Spengler*, retired conductor, and his wife, *Emma*, extreme right, celebrated their golden wedding anniversary. A gathering of close friends and relatives honored the couple at a dinner party. Spengler retired in 1949 after completing 48 years service. Pictured with the couple are two close friends, *Hattie Carlisle*, left, and *Selina Furhman*.

We wish to congratulate *Superintendent and Mrs. Lester H. Reichard* on their 25th wedding anniversary.

Good luck to *Claus Carlson*, carpenter at Skokie Shops, employed with CTA and its predecessors for 29 years, who retired August 1.

We must not forget that among the many visits of the stork to employees' families, our cat, a recent arrival from Throop street shop, also had a blessed event—two kittens.

—DAVE GURWICH

### Sees Old Faithful Put On Usual Show

SOUTH SHOPS—*Chris Lundberg*, carpenter, car repair, and his wife, left Chicago August 13, via Greyhound bus, for a three-week tour of the west and northwest states. Their first stop was Sioux City, Iowa. Then they made stop-overs in South Dakota, Wyoming and Montana. They were thrilled at the sight of the Grand Canyon and Old Faithful. A trip to Seattle and Anacortes, Washington, to visit relatives, followed. On their return trip they stopped in Oregon, Colorado, and made a four-hour tour of Denver Mountain Park.



**MARRIED**



AUGUST 21 marked the day on which wedding bells rang for *Audrey Johnson*, Executive office, and *Howard Peterson*. They were married in a quiet ceremony in which *Bill Peterson*, CTA Claim Department, brother of the groom, was best man. Another Claim employe, *Jeanne Ludmann*, was maid of honor. A wedding dinner was held at Plentywood Farm, Bensonville, after which the couple left on a Michigan honeymoon.

Prior to the wedding, general office co-workers honored the bride-to-be at a dinner held at the Black Orchid. At that time Audrey received a rotisserie.

We were honored with a visit from *C. D. Mack*, retired superintendent of South Shops, and it's obvious that a leisurely life is agreeing with him. Although *Mr.* and *Mrs. Mack* still make their home in the windy city, they travel extensively through the states, and spend some time in Florida each year.

Our sincere sympathy to *William Domikas*, miscellaneous, in the death of his brother.

*Frank Steiner*, machinist, machine shop, did some fishing in Wisconsin on his vacation. . . . *Frank Miller*, miscellaneous, visited his sisters in LaCrosse, Green Bay, and Fond du Lac, Wisconsin, on his vacation. . . . *Charles Tickell*, bus overhaul, spent his vacation in Salt Lake City, Utah.

We wish the best of health and happiness to *Florijan Koch*, carpenter, car repair, who retired on

August 1 after 28 years of service. *Vernon Howe*, painter, paint shop, spent part of his vacation at Daytona Beach, Florida, then came home and drove to New London, Wisconsin, to do some fishing.

The stork has really been busy at South Shops this year. Now he's done it again. He left a boy, named *Stephen Gerard*, at the home of *Joe Kehoe*, bus overhaul, on July 31.

Our newest wielder of the rod and reel is *Thyra Foster*, clerk, bus overhaul. She caught six fish recently.

**Hometown Vacation**

*Jim Canavan*, foreman, car repair, spent his vacation right here in Chicago, resting and taking in the interesting places. . . . *Minnie Stoffle*, clerk, enjoyed her vacation in Rhinelander, Wisconsin, and Muskegon, Michigan. . . . *Frank Mollath*, bus overhaul, his wife, *Elizabeth*, and her relatives from Canada, had a wonderful vacation in Bemidji, Minnesota.

The fishing was great in Ontario, Canada, according to *Frank Bartos*, bus body shop.

*Maryann Yercich*, clerk, came back to work looking as fresh as a daisy after her vacation.

*Dick Bulak*, foreman, machine shop, entertained relatives from New York and claims that while showing his visitors around the city, he saw many of the places of interest that he never got around to seeing before.

When *Faulkner McCrea*, painter, paint shop, and *Bill Shaughnessy*, welder, car repair, returned from their vacation in Big Cannon Lake, Canada, they really told us a fish story. But this one happened to be true. They caught two 16-pound northern pike, also their limit in walleyes and bass.

—EVELYN CLARK

**He Crossed A Bridge, When He Came To It**

SOUTHSIDE — *Conductor Andrew Machtemes* made an extended tour through the northwest and described the wonderful natural beauty of that part of the country. In Seattle he crossed the world's largest floating bridge, which is on Lake Washington. Its length is 6,561 feet, with each floating section of concrete being 315 feet long, 60 feet wide and 14 feet deep. Each section weighs 45½ tons.

Congratulations are extended to *Henry Tassaert*, pensioned motorman, who celebrated 45 years of

married bliss on August 11. He also proudly announces that he is a grandfather of twins.

*Yard Foreman Elmer Stevens*, who is stationed at Loomis Street, once again was seen passing out cigars and announcing a new arrival at his home.

*Jim Gallagher*, pensioned clerk, decided to visit some of the places in the east, which he hadn't seen since 1907. Atlantic City, according to Jim, is the spot where one can have a very enjoyable and exciting time. He says that you can't beat being on pension and sends his regards to all.

The *Arthur G. Andersons* made a tour of the Lake Superior region, making an inspection of the mines in that section. They also visited the woods of Wisconsin, where, in Mr. Anderson's opinion, Port Wing is the desirable spot to have a summer home.

*Matt Gallagher*, pensioned trainman, realized his wishes and made that long-planned trip to his birthplace in good old Ireland.

*Shop Foreman Charles Dowling* motored through Colorado, but thinks the mountains are too high.

—LEO J. BIEN

**Did He Sit With The Little Odds And Ends?**

WAY AND STRUCTURES—*Paul Minogue* enjoyed his vacation just relaxing at home with the family and taking care of little odds and ends around the house.

We were sorry to hear that *George J. Sullivan's* wife was injured in an automobile accident and taken to a hospital while on vacation at Lake Como. She is now recuperating at home.

*Robert Gilmore* of the utility and emergency service division, and his family, spent their vacation up in northern Michigan on Lake Superior.

*Harry Safford* had a most pleasant vacation basking in the sun and fishing. The tan he has acquired is proof that he had marvelous weather.

We wish to extend our sympathy to *George F. Johnson* of centralized hauling control and his family in the recent death of his father, who passed away on August 6. He had been employed in the Stores department and was on the retirement list for some time.

*T. E. McCarthy*, who was taken ill recently, is now recuperating in the hospital and doing very nicely.

—VIOLET CARNES

**CANADIAN CATCH**



FISHING was fine for *Charles Krauss*, left, *Skokie Shop*, and *Frank Little*, *Wilson Shop*, on their recent vacation. The pair traveled 840 miles to Minaki, Canada, where the nice catch of walleyed pike pictured was taken. It was Krauss' first trip to the Minaki area and his first venture at fishing from a canoe. He formerly worked at *Wilson Shop*.

Reported by *Everett E. England*

**Home From Army Duty After Korean Service**

WESTSIDE—*Douglas Park Receiver Laddie Kiery's* son, *Ronnie*, came home recently on a five-week furlough after service in Korea.

Congratulations to *Conductor Martin Egan*, who became a father on July 15. His infant daughter has been named *Mary Agnes*.

We extend our deepest sympathy to the families of the following former co-workers and associates who passed away recently: *Retired Conductor Edward Thonnell*, *Conductor Henry Furlanetto*, *Clerk Tom O'Brien*, and *Pensioner J. J. Shaner*.

Our hospital list includes *Switchman Bill Wahl*, who underwent surgery at Loretta hospital; *Herman Loos*, who suffered the amputation of his left leg at St. Elizabeth's hospital, and *Motorman Art Miller*, who had to return to Lutheran Deaconess hospital on July 27 due to a relapse after his earlier operation.

Incidentally, Art wishes to thank *Tom Fennessey*, *Tom McCormack*, *Vernon Burgess*, *Dan Bore*, *James Hood* and *Charles Davis* for donating blood for his cause.



*William Collander, Joe Lewen, Lawrence Koster, Leo Tabert, Harry Sajranek and Bob Fanello* also are presently on the "sick list."

Receiver *Harry Gabel* and his wife spent a very delightful vacation with Harry's brother in Florida. . . . *Ed Bartusch*, platform man at Desplaines avenue, Garfield Park branch, returned from his vacation at his son's farm, Silver Spring Gardens, Eau Claire, Wisconsin. Fish and strawberries are plentiful up there. . . . *Switchman Vernon Burgess* and family spent their vacation at Dassell, Minnesota, and *Towerman Elmer Laushe* and family vacationed in New York.

Station Superintendent *Frank Boland* spent his time at the Wisconsin Dells, and Station Superintendents *Fred W. Till* and *Ralph De Maria* spent some time at Nelson Lake, Hayward, Wisconsin. . . . Conductor *Petrucchi* visited *Jerry White* and *Mike O'Neill* in San Bernardino, California.

Motorman *August Manthey* went on the retired list August 1.

*S. Rhlarczyk* and *John Pietrowski* have recovered from their recent illnesses and are back at work again.

During August, Conductor *Hervey J. Hill*, Lake Street, and his wife enjoyed a visitor from Brooklyn. Their son, *Frank*, spent his vacation with them.

—WALTER J. REICH

**Didn't Lose Daughter; She Gained A Son**

WESTSIDE AGENTS—*Agent Catherine Daly* has increased her family by an addition of *John Brady*, who married *Joan Daly* on June 26.

*Agent Withold Skorupski* is the proud father of a new daughter, *Wanda Stella*, born Friday, July 23.

*Agent Leone Nelson's* mother had a surprise birthday party on August 15 in Antioch, Illinois, the home of her sister and brother-in-law. All the family were present with the exception of Leone, who was ending her vacation at St. Paul, Minnesota.

*Agent Catherine Rice* and her aunt spent an enjoyable week-end at the *Spulak's* home in Algonquin, Illinois. . . . *Agent Mame Dalton* and her sister spent a happy three weeks at the sister's new home in Antioch, Illinois. . . . *Agent Gordon Kelly* and family spent their vacation at Algonquin.

Welcome back to *Mrs. Mauro* the former *Edith Cutlip*.

This is really something to be able to report: No sick agents for two months, a record for the west side. —KITTY KEEGAN AND RUTH HANSON

**Stork Still Doing Lots Of Business**

WEST SHOPS — *Machinist George Olson* held open house for Sir Stork. The old bird arrived on August 12 and delivered a fine baby girl. The young lady has been named *Judy Ann*.

On August 8, the stork left a grand baby boy at the home of *Ray Paus* of the bus overhaul department. This is four boys in a row for Ray. The new arrival has been named *Robert*.

We all express our deepest sympathy to *Dick Sailor* of the bus overhaul, and to *Joe Brzoska*, both of whom lost their mother recently. We also extend our sympathy to *A. Olson* of the carpenter

shop, whose father died recently. On August 1, *Joe Corabik*, tin shop, and *George Cook*, of the armature room, retired after many years of service. We all wish them a long life and lots of enjoyment.

*Arthur Johnson*, armature room, visited Niagara Falls on his vacation and actually saw the falls. He has some very beautiful pictures to prove it. However, he missed the best picture of all by leaving just before the big crash.

—TED SHUMON

**Perhaps He Should Try A Golfer's Grip**

WILSON SHOPS—*Paul Lorimer*, assistant foreman at Wilson Shop, spent his vacation with his family at Chain of Lakes, Wisconsin, and reports the fishing was good. Paul held his rod and reel with both hands as he lost his best one the last time he fished.

It was just learned that *John*

**HAPPY ANGLER**



NOTHING pleases a vacationing fisherman more than to catch "the big one," and this accounts for the big smile on the faces of *Mr. and Mrs. William Harrison* as they display his prize catch. *Bill*, a trolley tender in the Utility division, snagged this one at Skyport Lodge, Grand Marais, Minnesota.

*Wiercioch*, Kimball Terminal Shop, was married June 19 and enjoyed a combination honeymoon and vacation in northern Minnesota.

*Louis Lesko* and his family enjoyed their vacation in the state of Rhode Island.

*Marty Shannon*, assistant foreman at Howard terminal, enjoyed a trip to the Wisconsin Dells with his family during their vacation.

*John Schade* vacationed in Minnesota this year and also reported the fishing good.

*John Forristl* had a different type of vacation this year. John went to Puerto Rico via plane and enjoyed it very much.

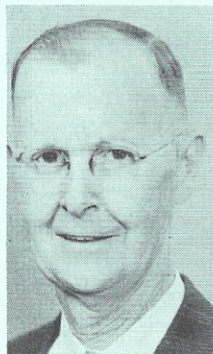
*Anthony Arini* and his family went to Powers Lake, Wisconsin, for their vacation.

Your reporter also had a nice trip to Lake Louise, Canada, Glacier National Park and along the California coast line.

Received a letter from *Harvey Meeder*, former machine shop foreman, who now lives in St. Petersburg, Florida.

—EVERETT E. ENGLAND

**40-YEAR EMPLOYEES RECENTLY RETIRED**



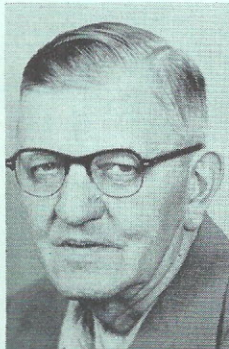
**John J. Mulhern**, conductor, Devon, retired September 1 with 44 years service.



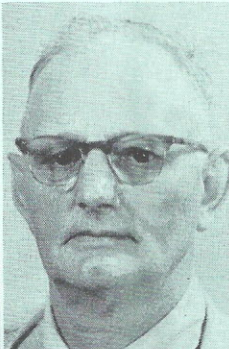
**Alfred G. La Barge**, conductor, 69th, retired September 1 with 41 years service.



**Ernest Lange**, janitor, Devon, retired September 1 with 41 years service.



**John L. Peters**, motorman, Devon, retired September 1 with 41 years service.



**Joseph Schiessl**, conductor, 69th, retired September 1 with 40 years service.



**Martin H. Wollpert**, motorman, Kedzie, retired September 1 with 40 years service.

*A WISE MAN will make more opportunities than he finds.*

*SOME MEN succeed better than others because they attempt more.*



**RETIREMENTS**



RETIRING after 45 years of service, *W. E. Lee* (center), control inspector, Kimball terminal, receives traveling bags from *William Ford* (left), foreman.



AMONG recent retirees was *Earl Deeter* (holding gift), babbitt man, Wilson Shop. Standing next to him (right), is *Anthony Antonucci*, general foreman, and *Foreman Fred Plattner*. Deeter's service record was 32 years.

Reported by *Everett E. England*



SOUTH SHOPS retiree, *Stanley Rakauskas* (center), woodmill, holds gift presented to him by *Joe Wack* (right), carpenter, on behalf of fellow employes. He completed 31 years of service. *Max Kuchan*, foreman, stands at Stanley's left.

Reported by *Evelyn Clark*

**RECENT DEATHS AMONG EMPLOYEES**

SALVATORE ALAIMO, 61, laborer, West Shops. Died 8-13-54. Employed 6-28-43.  
 ALEXIAS ANDREWTSOPOULOS, 61, repairman, Shops and Equipment. Died 7-24-54. Employed 8-11-20.  
 F. W. BLECKLEY, 65, retired motorman, 77th. Died 7-11-54. Employed 5-3-27.  
 H. E. BLEDSOE, 73, retired conductor, Devon. Died 6-30-54. Employed 7-27-25.  
 MICHAEL CARTOLANO, 57, lineman, Electrical. Died 7-16-54. Employed 3-15-15.  
 W. H. CHRISTENSON, 67, retired conductor, Lincoln. Died 7-9-54. Employed 7-15-07.  
 JAMES C. CLANCY, 61, supervisor, District "A." Died 7-29-54. Employed 3-27-22.  
 M. R. COAN, 74, retired bookkeeper, Accounting. Died 7-16-54. Employed 8-8-02.  
 HENRY FURLANETTO, 56, guard, Douglas Park. Died 8-2-54. Employed 1-20-20.  
 HENRY A. GARLING, 52, motorman, 77th. Died 7-29-54. Employed 5-1-44.  
 F. A. GAURA, 68, retired motorman, 69th. Died 7-30-54. Employed 11-26-20.  
 WAVERLY GOHEEN, 69, retired car placer, 69th. Died 7-4-54. Employed 10-22-18.  
 G. J. GRAPER, 89, retired conductor, 77th. Died 7-29-54. Employed 1-18-10.  
 CHARLES R. GRUBE, 64, watchman, Track. Died 7-19-54. Employed 5-19-30.  
 CHARLES GRUNST, 67, retired car placer, Division. Died 7-22-54. Employed 12-4-08.  
 T. F. HEINAHAN, 71, retired motorman, 69th. Died 8-7-54. Employed 9-27-10.  
 HARRY HEWITT, 66, retired conductor, 77th. Died 7-30-54. Employed 4-8-10.  
 T. F. HUGHES, 64, retired conductor, Kedzie. Died 8-10-54. Employed 7-12-13.  
 S. L. JAGMIN, 84, retired painter, West Shops. Died 7-15-54. Employed 10-27-19.  
 JOHN JOBARIA, 82, retired car repairman, 77th. Died 7-14-54. Employed 7-17-06.

DAVID JOHNSON, 75, retired carpenter, Southside. Died 7-31-54. Employed 3-5-28.  
 FRANK L. JOHNSON, 82, retired craneman, Stores Department. Died 8-6-54. Employed 3-19-08.  
 FRED L. JOHNSON, 67, retired supervisor, District "A." Died 8-8-54. Employed 8-16-27.  
 DAVID KAY, 56, assistant foreman, Shops and Equipment. Died 7-20-54. Employed 11-5-23.  
 JOHN KUNAC, 68, retired laborer, Way and Structures. Died 7-13-54. Employed 6-20-25.  
 WALLACE LUMPP, 59, operator, Lawndale. Died 7-24-54. Employed 1-13-21.  
 P. J. MAHON, 67, retired car cleaner, Limits. Died 7-26-54. Employed 6-13-22.  
 CLARENCE E. MERRILL, 55, operator, Beverly. Died 7-23-54. Employed 5-5-26.  
 E. E. MORTLOCK, 81, retired conductor, Armitage. Died 7-29-54. Employed 8-12-02.  
 THOMAS M. O'BRIEN, 55, clerk, Northside. Died 8-5-54. Employed 6-6-26.  
 MICHAEL J. ROGERS, 51, Office Services. Died 8-9-54. Employed 8-3-28.  
 ANTHONY SUBERT, 47, stock clerk, Stores Department. Died 7-26-54. Employed 11-20-44.  
 E. W. THONELL, 66, retired conductor, Westside. Died 7-22-54. Employed 10-15-13.  
 S. E. TURLEY, 77, retired flagman, Burnside. Died 7-18-54. Employed 1-21-04.  
 MAURICE J. WALSH, 55, power supervisor, Electrical. Died 8-7-54. Employed 10-27-25.  
 DANIEL WHITENACK, 77, retired conductor, 77th. Died 7-10-54. Employed 9-18-05.  
 GEORGE XAPAPAS, 71, retired car cleaner, Devon. Died 7-23-54. Employed 12-7-28.  
 FRED W. YOST, 60, foreman, West Shops. Died 7-22-54. Employed 5-6-24.

**NOTE ON VOTING**

IT'S IMPORTANT for all who plan to cast ballots at the coming November elections to register on or before October 5.

On that date, voters can register in their own precinct; before that date, at the City Hall. So, if you intend to vote at the next election, better be sure you are properly registered.



# A *feather* IN THEIR CAPS



**PICKED AS** one of the winners in the 1954 Red Feather Kids contest was *Sally Ann DeMaertelaere*, 11, sister of Student Agent *Bruno DeMaertelaere*.

CTA FAMILIES were well represented in the contest to select the Red Feather Kids for 1954, with four youngsters being chosen as finalists and one of these being declared a winner.

The four were among 53 boys and girls who appeared before a panel of judges who selected six young citizens—three boys and three girls—to assist with the promotion of the Community Fund campaign this year.

The young lady who survived the finals and was selected to be one of the current Red Feather Kids was 11-year old *Sally Ann DeMaertelaere*, sister of Student Agent *Bruno DeMaertelaere*, Westside. Sally, a sixth grader at Holy Family school, represented Cordi-Marian settlement.

Other finalists chosen from CTA families were *Mary Sue McClaughry*, 12, daughter of *George W. McClaughry*, machinist helper, Skokie Shops; *George Considine*, 9, son of Operator *Bernard J. Considine*, Blue Island, and *Joseph Harris*, 13, son of Operator *Joseph Harris*, 52nd.

Some 350,000 Chicago youngsters participated in the contest, so to get as far as the finals was literally as well as figuratively a feather in the cap of the

**THREE** other CTA families were represented in the finals of the contest. The youngsters shown here are (left to right) *Joseph Harris*, 13, son of Operator *Joseph Harris*, 52nd; *Mary Sue McClaughry*, 12, daughter of *George W. McClaughry*, machinist helper, Skokie Shops, and *George Considine*, 9, son of Operator *B. J. Considine*, Blue Island.

four thus honored.

All finalists were chosen for outstanding leadership in activities sponsored by the welfare agencies they represented. A panel of six prominent Chicagoans selected the six winners.

*Mary Sue McClaughry*, an eighth grade student at Annunciation School, represented Northwestern University Settlement. In 1951, her brother, *Eugene*, now 14 was chosen a Red Feather kid for the year.

*George Considine*, a fifth grade student at Nativity School, represented the Valentine Chicago Boys Club, and *Joseph Harris*, who is in the eighth grade at Carter School, won the nomination of Parkway Community House.

The Chicago Community Fund drive officially opens on September 30 and will hit its peak during the month of October. Its 1954 goal is \$10,138,035. That amount is needed to finance 177 essential health and welfare agencies and the USO.

A large percentage of CTA employes, through the payroll deduction plan, have been making contributions to the Community Fund and Red Cross each month on a continuing basis. During October, those employes who are not now participating in the plan will be supplied with a payroll deduction authorization card to be filled in, signed, and returned to their supervisors or department heads if they wish to contribute to these worthy causes. Each employe's card should be turned in whether or not they join the plan.



**HERE ARE** the Community Fund's Red Feather Kids of 1954. Left to right: *Sally Ann DeMaertelaere*, *Patrick Furgal*, 12; *Cynthia Gundlach*, 11; *Lee Gussin*, 9; *Sandra Simpson*, 9, and *Richard Earl Reed*, 11.

**GETTING INTO** the finals in Red Feather Kids contests seems to be a tradition with the family of *George W. McClaughry*, machinist helper, Skokie Shops. Shown are *Mrs. McClaughry* and son, *Eugene*, now 14, who was a Red Feather Kid in 1951, and (front row) *Peggy*, 8, and *Mary Sue*, 12, who got as far as the finals in the 1954 contest.





## TRANSIT IN THE

# News



THIS GROUP of smiling operators from North Park shows how they feel about winning the Station Achievement Award for reduction in passenger type accidents for the second

quarter of 1954. In the foreground, *General Manager Walter J. McCarter* presents the plaque to *William Calderwood*, day superintendent.



VIEWING THE SAA plaque presented to 63rd & Loomis station are (left), *James Martinek*, clerk, and *John Nonkovich*, supervisor acting as assistant superintendent in the absence of *Arthur Anderson*. (Photo by *Motorman Alfred Grabe*, Southside).

## AWARDS CHANGE HANDS

STATION Achievement Awards for lowered accident frequency in the second quarter of 1954 were presented to three CTA stations recently as the contest to improve safety of vehicular operations continued into the third quarter.

The winning stations in the three divisions of competition were: Passenger type accidents—North Park; Traffic type accidents—Cottage Grove (surface system), and combined Traffic and Passenger type accidents—Loomis (rapid transit system).

The award to North Park was based on a reduction of 1.84 per cent during the second quarter of this year over the average for similar periods in the three previous years. Cottage Grove achieved a 4.37 per cent decline, and Loomis, 1.22 per cent.

Blue Island, with a 1.00 per cent decrease, was runner up to North Park, while Lawndale, with a 4.10 reduction, took second place to Cottage Grove. Douglas Park recorded a 1.08 per cent decrease to finish behind Loomis.

The Accident Prevention Department compiled the statistics and computed the rates upon which the awards were made.



## IMPROVED ASHLAND AVENUE SERVICE

THREE IMPORTANT improvements in the new Ashland avenue bus service went into effect on August 9.

Weekday service on the main route, which operates via Ashland avenue between 95th on the south and Clark and Southport on the north, was substantially improved by a reduction in scheduled running time. One-way trip running time was shortened by as much as seven minutes.

Under the new scheduling arrangement, time savings on the main route during rush hours ranges between 4½ to 7 minutes for northbound buses per one-way trip. Southbound buses are realizing rush-hour time savings of as much as 5½ to 6 minutes. Mid-day service was speeded-up by as much as 5½ minutes for northbound buses, and 3½ minutes for southbound buses. Substantial reductions also were effected on early morning and late evening runs. No change, however, was made in "owl" schedules so that there was no alteration in existing, well-timed transfer connections with intersecting east-west transit routes.

The other two changes, also effective August 9, involved special week-day services operating in connection with the Ashland avenue route.

Special rush-hour service, Mondays through Fridays, was reestablished in the industrial area along 35th street between Ashland and Halsted street. This is a resumption of the special service that was provided for the area when streetcars were being operated on both 35th street and Ashland avenue.

A total of five Ashland avenue buses, which leave the south terminal between 6:37 a.m. and 7:06 a.m., provide the morning service, and three buses, leaving the north end, 35th-Wallace, between 4:35 p.m. and 4:45 p.m., provide the afternoon service. These buses make all regular service stops on route for boarding and alighting passengers. The

life of this special service depends primarily upon the volume of patronage accorded it.

Northbound in the morning, special buses, making all scheduled stops en route, including Spiegel's, operate via Ashland avenue from 95th to 35th street, east in 35th to Halsted, north to 31st street, east to Wallace, south to 35th, west to Ashland, and then south on Ashland.

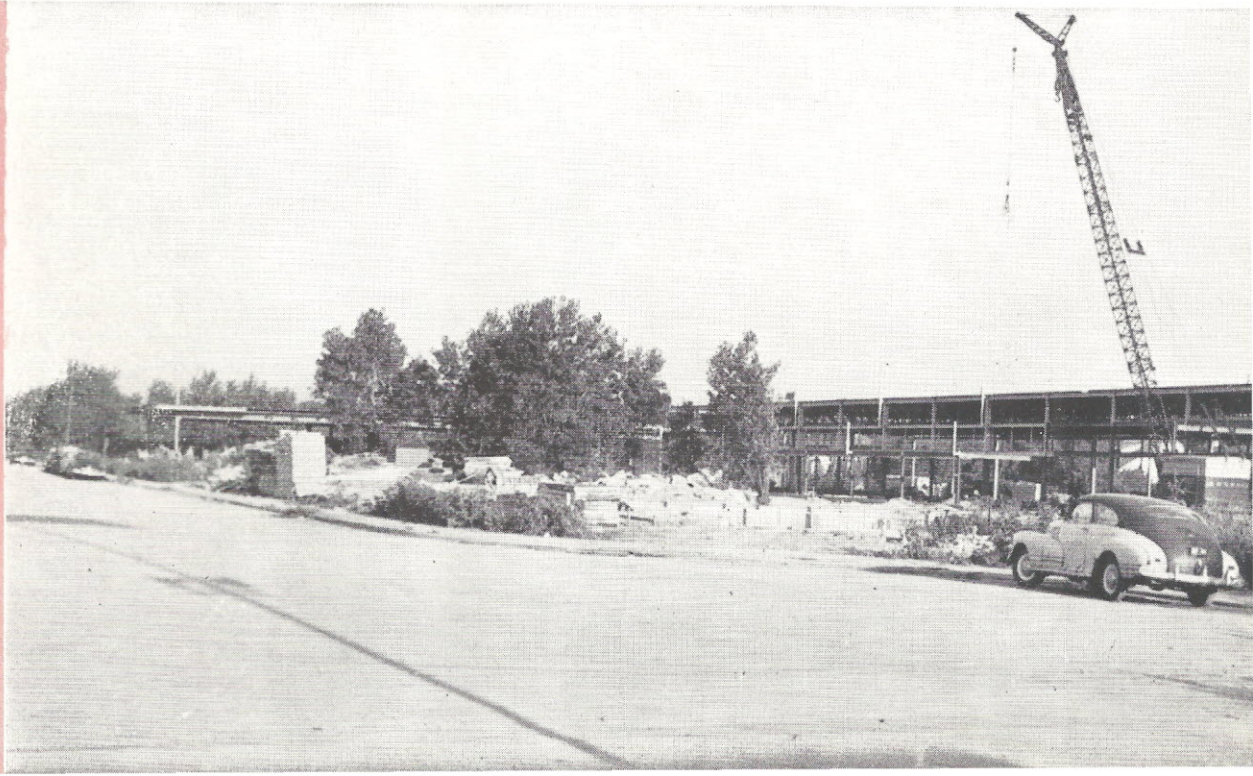
In the afternoon, southbound special buses operate out-bound from 35th and Wallace. Making all regular service stops, including Spiegel's, the buses go west in 35th to Ashland, and then south to the terminal at 95th street.

Running time of the special buses, between the south terminal at 95th-Ashland and Spiegel's, ranges from 44 to 49 minutes. The service eliminates the necessity of transferring at 35th for passengers who use the Ashland avenue line south of 35th, and whose trip terminates or begins along 35th between Ashland and Halsted.

The third Ashland improvement involves a time-saving adjustment of schedules for the special Stockyards bus service. Running time on this route, which operates via Ashland from the south terminal at 95th to within the Union Stockyards, was reduced by as much as two minutes per one-way trip. Arrival and departing times also were more closely fitted to riding demands to render the ultimate in service.

The improved scheduling of the Ashland route was made possible following equalization of street space between north and southbound traffic by the installation of a median strip in Ashland between Pershing road and Archer avenue by the City of Chicago, combined with extensive studies of the comparatively new bus operation by CTA engineers. Modern propane buses have been in operation on Ashland avenue only since last February 15, when a fleet of 99 of the odorless vehicles replaced 90 streetcars formerly used to operate the line.

**WORK IS** progressing on the new \$2,500,000 bus terminal and garage being built at Elston and Armstrong avenues. Structural steel for part of the service building already has been erected and concrete work for other sections is proceeding. When completed it will be the third modern facility of this type built under CTA's modernization program.





## STORM UPSETS SCHEDULES

A SEVERE electrical and rain storm that struck Chicago on August 18 interrupted CTA service at 25 locations over the system.

Most of the delays were the result of flooded underpasses which followed a downpour of 1.60 inches within two hours. Many private vehicles also were stranded by the heavy rainfall and traffic all over the city was disrupted.

Despite the weather conditions however, delays for CTA riders were held at a minimum through the establishment of temporary shuttle service and emergency reroutings.

Depicting the service difficulties which the storm created is this picture of southbound Pulaski road trolley buses lined up in a row north of a flooded underpass at Belden.



## RELOCATE GARFIELD PARK STATIONS

DUE TO advancing construction work on the Congress street super-highway, a section of the CTA "L" tracks of

the Garfield Park line, between Central and Lombard, and the Central and Austin stations were relocated and placed in use late in August.

The tracks and stations were relocated approximately 50 feet north of the present right-of-way.

The new Central and Austin stations have "island" platforms, with tracks on both sides. Thus, one platform at each station serves both eastbound and westbound riders.

The new Austin station is located on the west side of Austin boulevard, whereas formerly, the side platforms for this station were on the east side of Austin.

The new Central station is on the west side of Central avenue. Formerly, the eastbound platform was east of Central and the westbound platform, west of Central.

At the Austin station an entrance walk was extended to Lombard. Agents are on duty at both the Lombard and Austin entrances during the A.M. rush periods only. An agent is on duty at Central during the A.M. and P.M. rush periods only.

When Garfield Park trains started using the relocated tracks, the former CTA tracks were temporarily put in use by the B & OCT Railroad. The tracks of the B & OCT were in the path of the Congress superhighway and had to be removed.

Provision is being made for both the CTA and B & OCT tracks in the depressed right-of-way of the superhighway.

### CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF JULY 1954 AND 1953, SEVEN MONTHS AND TWELVE MONTHS ENDED  
JULY 31, 1954

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

	Month of July		Period Ended July 31, 1954	
	1954	1953	7 Months	12 Months
Revenues .....	\$ 9,881,180	\$10,187,989	\$69,725,459	\$120,635,040
Operation and Maintenance Expenses.....	8,113,203	8,638,854	60,710,054	104,637,954
Available for Debt Service.....	1,767,977	1,549,135	9,015,405	15,997,086
Debt Service Requirements:				
Interest Charges .....	417,592	400,502	2,953,580	5,021,948
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1).....	200,000	150,000	1,100,000	1,850,000
Revenue Bond Reserves (Note 2).....	30,000	23,000	210,000	339,000
	647,592	573,502	4,263,580	7,210,948
Balance Available for Depreciation.....	1,120,385	975,633	4,751,825	8,786,138
Provision for Depreciation—Current Period...	790,495	815,039	5,578,037	9,650,803
Balance Available for Other Charges (Note 3) ..\$	329,890	\$ 160,594	\$ 826,212 r	\$ 864,665 r

r - Denotes red figure

#### PASSENGER STATISTICS

Originating Revenue Passengers.....	49,495,645	55,427,483	377,067,299	660,335,681
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#### STATUS OF EQUIPMENT MODERNIZATION PROGRAM

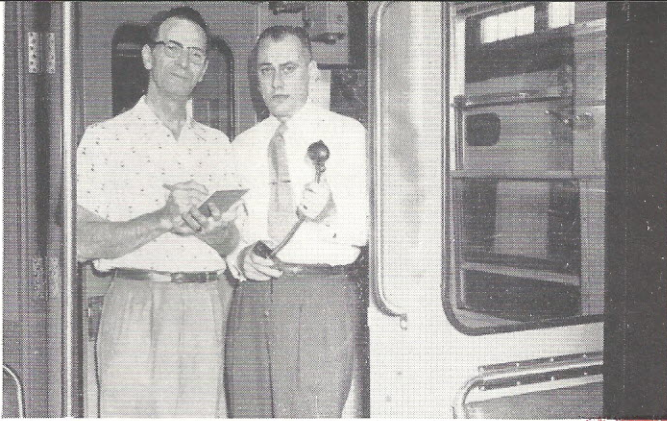
as at July 31, 1954

1952-53-54 Orders:	Delivered to date	Remaining to be Delivered	Total
Propane Buses .....	371	129	500
El-Subway Cars .....	150	100	250
	521	229	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 \$2,400,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1955.
- (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.





**JOSEPH F. LELAKES**, Instrument Technician: "My most memorable school-day recollection is the time I received a saxophone as a gift. It was something I had always dreamed about. After many lessons and hours of practice, I was chosen to play in the school band. That will always remain a fond memory."

**INQUIRING REPORTER:**  
Everett E. England

**LOCATION:**  
Wilson Shop

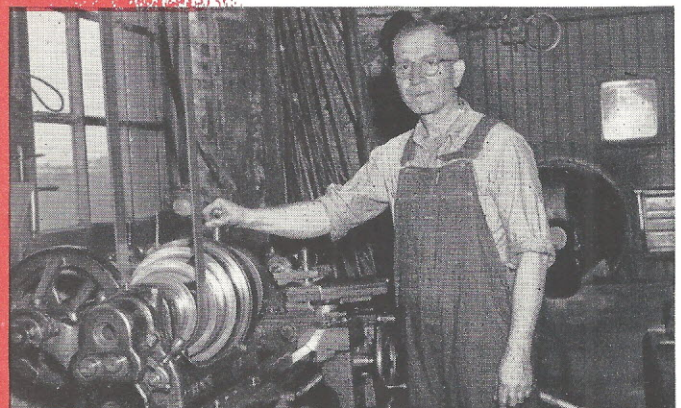
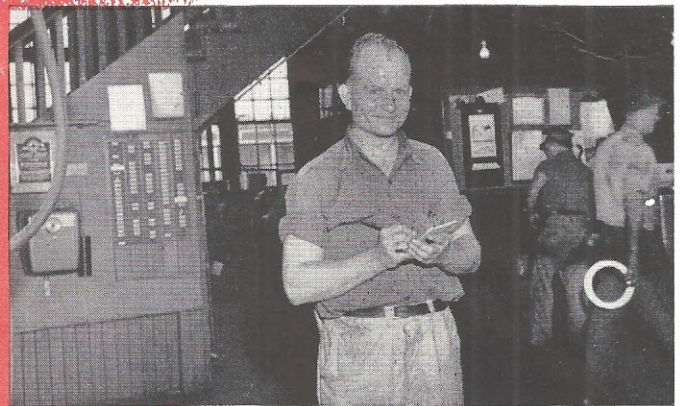
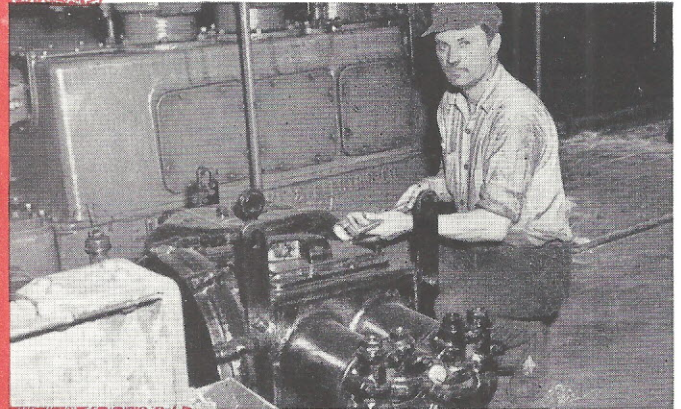
## What school-day experience do you remember most clearly?

→  
**PAUL LORIMER**, Assistant Foreman: "When our 6th grade teacher took the class on a tour of the Ford plant, located on the far south side of Chicago, we were all amazed to see how fast an automobile could be assembled. That's all we talked about for weeks afterward. That experience has always been a strong point among my school-day memories."

→  
**JOSEPH NEBOSKA**, Machinist: "Like many other boys, I was fascinated by machines and always had a great desire to take an active part in making and maintaining them. It was a happy moment for me when, as a boy in 1914, I had the opportunity to enroll in the machine shop evening school. From that time until now, my boyhood wishes have been fulfilled."



**EDWARD MIZEROCKI**, Air Brakeman: "During a history period in grade school, I was called upon to locate the state of Rhode Island. Then the teacher was called from the room and I started to day dream about my favorite movie actor. The teacher returned and asked, 'Who founded Rhode Island?' I answered, 'Will Rogers,' and the class burst into laughter. Then I realized I should have said, 'Roger Williams.'"  
↓



←  
**EDWARD WYNN**, Carpenter: "Near graduation we were all eagerly awaiting the finish of school. Everyone except a schoolmate for whom I had great admiration. His father had died while he was a youngster, their family struggled to make ends meet, and he was without clothing for the occasion. When I told my father of my friend's plight, he very sympathetically helped to overcome the misfortune. I will always recall the lesson it taught me and the joy it brought my classmate to receive a helping hand."



# our Public Speaks...

**PATRONS** of the Chicago Transit Authority continuously write letters of commendation for CTA employes who diligently perform their duties in a manner conducive to good public relations. Those employes who have been commended have climbed on the band wagon to sell CTA service. As a result, letters like these are received from satisfied customers who have been pleased with the salesmanship given them:

## Efficient Service

"In every instance I have always been given courteous, prompt and clear di-



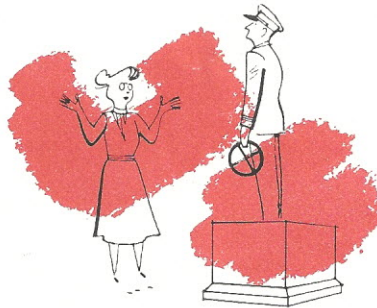
rections, but in this case *Max Willauczus* (Telephone Information) went out of his way."

"I called CTA about 2:00 a.m. Sunday for direction to the Brookfield Zoo and your operator, after having asked me where I was staying, gave me detailed information which I jotted down."

"When I arrived back at the hotel, the night clerk told me that the CTA had just called and left additional information. This man really went out of his way to help me."

## "Courteous and Helpful"

"For two and a half months I had to travel to the Mercy hospital by way of CTA. Please allow a 64-year old lady to commend driver No. 763 (*F. Pacula*, Blue Island) for his courteous and helpful manner toward all passengers."



## "Formula for Success"

"Operator No. 13693 (*Peter Madia*, North Ave.) has certainly found the formula for success. He is the most considerate operator I have ever encountered. Obviously he is aware that CTA's purpose is to attract and serve the public."

**DISSATISFIED PATRONS, however, have written letters like these:**

"One Saturday morning at 2:30 a.m., as our bus left Roslyn Place, I rang the



bell so I could alight at the next stop. Two other passengers were also going to alight. For no reason whatever, the motorman failed to stop and brought us two or three blocks beyond our destination. Protest to him only brought

sarcastic laughter and when he saw me taking his number, he asked why I didn't take it down twice."

**COMMENT:** All CTA vehicles are operated to provide convenient local transit service for the accommodation of its patrons. Whenever a motorman or bus operator fails to stop at a regularly designated stopping place to permit passengers to board or alight he is not only performing a disservice to the patron but to the CTA as well.

"The other afternoon my girl friend and I were preparing to board a bus to keep a very important appointment when we discovered we had nothing but a few pennies in change, two silver tokens and a \$20 bill. We couldn't afford to miss the coming bus so we asked the supervisor standing on the corner if the driver would accept the silver tokens upon an additional six cents. He told us he would but when we boarded the bus, the driver refused us transfers and told us silver tokens were no longer valid and we would have to drop another 40 cents in the fare box. I refused and told him he had already had the 40 cents, 34 cents in tokens and six cents in cash. He then proceeded to use profanity and embarrassed us in front of the other passengers."

**COMMENT:** The CTA is constantly endeavoring to impress its employes with the importance of performing their duties in a manner conducive to good public relations. There is never any reason for the use of profanity.

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

	July, 1954	July, 1953
Complaints	876	926
Commendations	79	64



# to the ladies from Ellen



COMFORTABLE, smart and casual is this "wear-everywhere" jacket.

## Fall-Fashioned Wardrobes

WHOOPS! That little man Jack Frost, with brush and palette in hand, has begun his little task of changing the

forests and hillsides into beautiful arrays of color. And so, with this little man's task in mind, homemakers, school-girls and career girls are readying their wardrobes with colorful Fall attire and bright accessories.

Fashion's favorite for Fall are jumpers. Every girl be she 6, 16 or 26 will be able to wear these back-to-school, back-to-work outfits.

New facet of jumpers this season is that they are quick-change artists. Fashion predicts these outfits will go to parties without blouses, as often as they go to school and office with blouses.

Good choice is a jumper in the bright gala colors so important this year. Reds are tremendous, greens have a blue tinge and browns are best in copper tones.

Good companions for a jumper to supplement blouses are the latest trend of turtle-neck styled sweaters which give a bright splash of color over the scoop neck.

Also, matching collars and belts will continue high in the fashion news this fall. The black velvet set which is illustrated will attractively enhance last year's wardrobe. Dresses, skirts or



THIS black velvet set will attractively enhance your dresses or skirts and blouses.

blouses look amazingly different with this simple to make throat-hugging collar and semi-wide belt. The collar and belt are tied with velvet bows and trimmed with crochet in a scallop-design. The crochet is worked in green and yellow, but the color combination can be of your favorite choice.

Another easy-to-make item for your wardrobe is the "wear-everywhere" jacket. It's just as comfortable as it is smart and casual. Colored stripes running in both directions form large square blocks in contrast to the solid color sleeves and bib front. Free direction leaflets for the matching collar and belt and the "wear-everywhere" jacket are available. Write Women's Editor, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.

## HELPING HAND

A HOMEMADE massage cream concocted of thick soapsuds and a bit of salad oil is very effective for rough skin. It helps smooth the skin, and the rubbing and scrubbing you do to work it in thoroughly produces a welcome rosy glow.

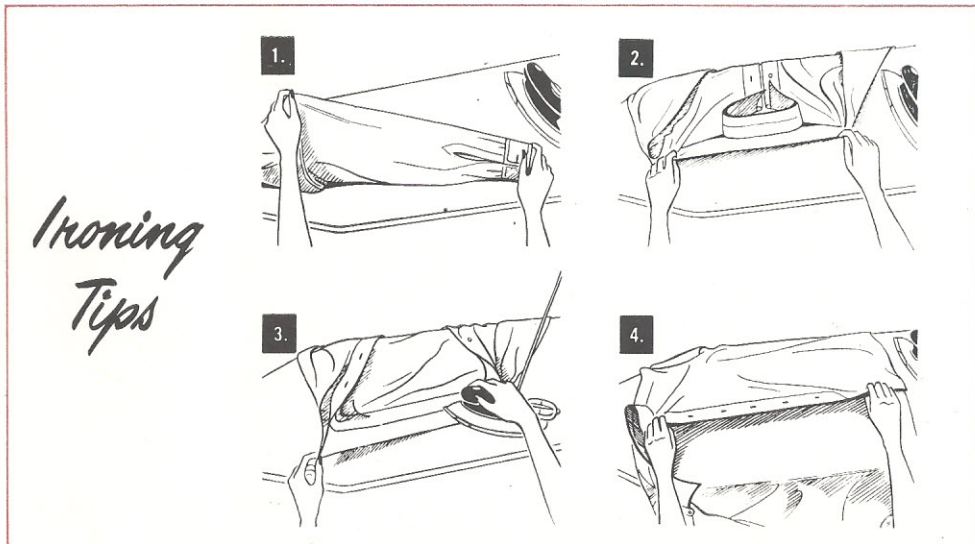
CARDIGAN sweaters should be kept buttoned during sudsing, rinsing and drying.

THE SECRET of keeping washable leather in good condition is suds-sponge soil spots off the surface as soon as they occur.

SEPTEMBER, 1954

IRONING TIPS . . . 1. *Sleeve*—Place on board placket-side up. Smooth out wrinkles with palm of hand. 2. *Yoke*—Lay shirt on board so yoke is folded at lower seam and back is under yoke.

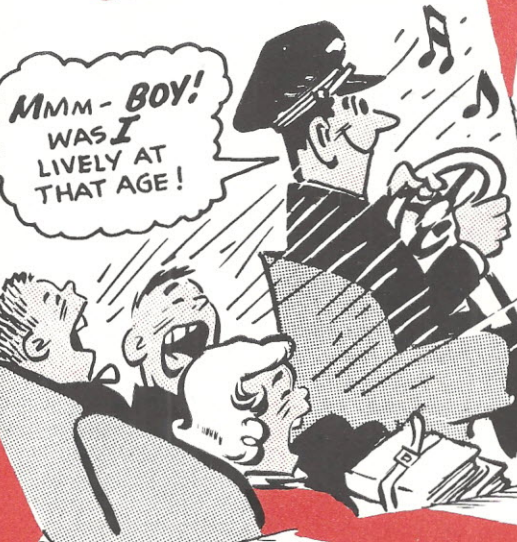
3. *Collar*—Place flat on board. Iron across from point to point and down into band. 4. *Left Front*—After ironing entire inside back, bring left front panel over back.





# Six Golden Rules for SCHOOL DAYS...

**RULE 1...  
BE PATIENT...**



**RULE 2...  
BE FRIENDLY**



**RULE 3...  
BE ALERT**



**RULE 4...  
STAY PLEASANT**



**RULE 5...  
WATCH THE DOORS**



**RULE 6...  
GET THEM TO CO-OPERATE**



**MUTUAL GOODWILL BETWEEN STUDENTS and OPERATORS  
HELPS MAKE EVERYONE FEEL BETTER!**

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