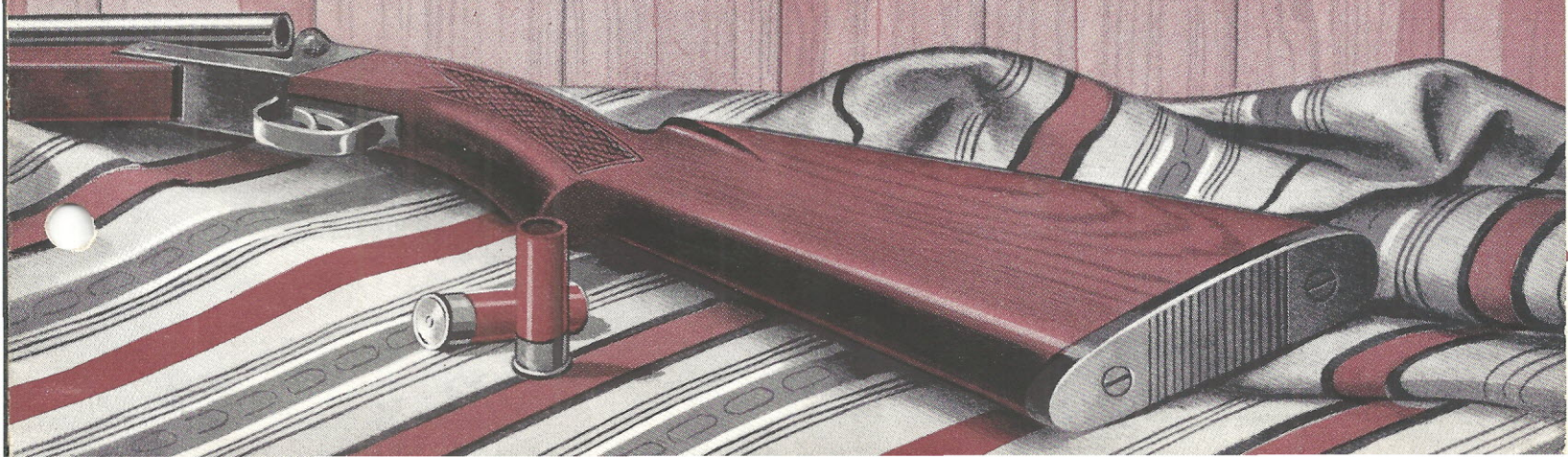
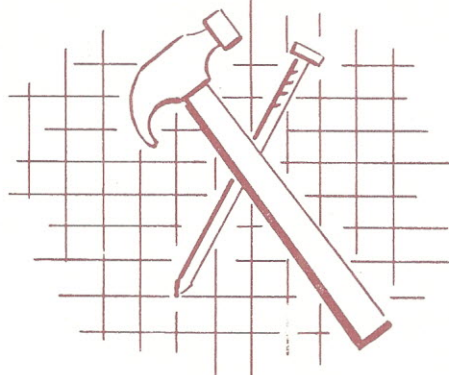




# TRANSIT NEWS







## Remodeling of Austin Station Underway



**TRIM AND EFFICIENT** in appearance is the transportation office and trainroom at the 54th avenue terminal of the Douglas Park route after being remodeled. Incoming trains operate on the tracks which run under the building and form a short loop which facilitates turning around of trains for eastbound trips. The Douglas Park extension bus line, running from 54th to Harlem avenue, also operates out of this station.

WORK WAS initiated October 18 on remodeling the CTA Austin Avenue "L" station of the Lake Street elevated line to provide more convenient facilities for the approximately 8,000 riders who pass through the station each week day.

Plans called for widening the platform by about three and one-half feet, building an enclosed waiting room on the platform, installing entrance and exit turnstiles and constructing an enclosed walk, equipped with windows, from Austin avenue to the west entrance of the station, and erecting a new and larger protective canopy over the station platform.

The enclosed entrance walk will be slightly ramped to reduce the number of stair steps to ascend or descend when entering or leaving the station.

To make this work possible, it was necessary to relocate the north roadway curb about three and one-half feet south on South Lake from Austin to Mayfield, and to shift the eastbound "L" track about the same distance south of its former location.

When the work is completed, Austin avenue will be a

modern station with a platform about 365 feet long and 12 feet wide. The canopy to protect riders from rain, snow and sleet will extend a distance of 230 feet over the platform.

The entire cost of the job is estimated at about \$45,000, including concrete and fence work which was let to outside contractors. The rest of the remodeling and installations was handled by the CTA Way and Structures and Electrical Departments.

Elevated service was maintained on regular schedules during the progress of the work.

Construction was completed recently on improving the Madison-Austin off-street bus terminal facilities. The final stages of the work consisted of building a driveway on the east side of Austin boulevard, just south of the alley north of Madison street, and the cutting back of the curb on the north side of the alley to provide more efficient bus turn-around facilities at this location.

### RECENT CTA ADDITIONS TO THE ARMED FORCES

*Walter Hallford, Jr.*—Shops and Equipment (West Shops)

### RETURNED FROM SERVICE

*John W. Bosacki*—Stores

*Biagio Gariti* — Shops and Equipment (Kedzie)

*Don K. Peterson* — Shops and Equipment (Skokie)

*Michael B. Vasquez*—Shops and Equipment (Lake Street)

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**EXPERIMENTAL "Piggy-Back" delivery of rock salt to be used on slippery streets this winter to keep surface transit moving. Purchase of \$300,000 worth of salt from the Morton Salt Company, the Hardy Salt Company, and the International Salt Company has been authorized.**

## Getting Ready for **WINTER**

SUMMER-TIME road building equipment is going to be turned into snow, sleet and ice-fighting machines to help CTA maintain service on local transit streets during the winter months.

Up to 25 large, road-building trucks, each equipped with revolving hoppers that normally transport cement to road building sites, are to be rented from the Materials Service Corporation of Chicago to supplement CTA's fleet of snow-fighting units.

Each of the "ready-mix" trucks will be equipped with snow plows and with sand and salt spreaders. Materials Service Corporation will load the revolving hoppers with sand and salt, which, after being mixed in the hoppers, will be spread on snowy and icy local transit streets.

Rental of the "ready-mix" trucks by CTA was authorized October 1 by Chicago Transit Board. CTA will pay \$10 per hour, straight time, and \$12 per hour overtime, for the use of each truck and an operator. Materials Service Corporation will provide the sand and salt at prices CTA is now paying its regular contract suppliers for these materials, which approximate \$3.90 per cubic yard for sand, and \$18 per ton for salt.

Under authorization previously granted by the Board, contracts are now being negotiated with the owners of an additional 150 to 180 trucks for the installation of snow plows, sand and salt spreaders where necessary, and for use of the trucks in clearing local transit streets. For use of these trucks and an operator for each, CTA will pay \$6.25 to \$10 per hour.

CTA also is adding 10 new trucks to its own snow-fighting equipment. Equipped with steel, hopper-type bodies, and with snow plows and spreaders, these trucks cost \$9,620 each. They were purchased from the Prairie State Equipment Company, 7648 Stony Island avenue, and will be held to supplement 250 light trucks owned or rented by CTA.



To Serve Our Riders Better

# KNOW YOUR CTA ROUTES



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

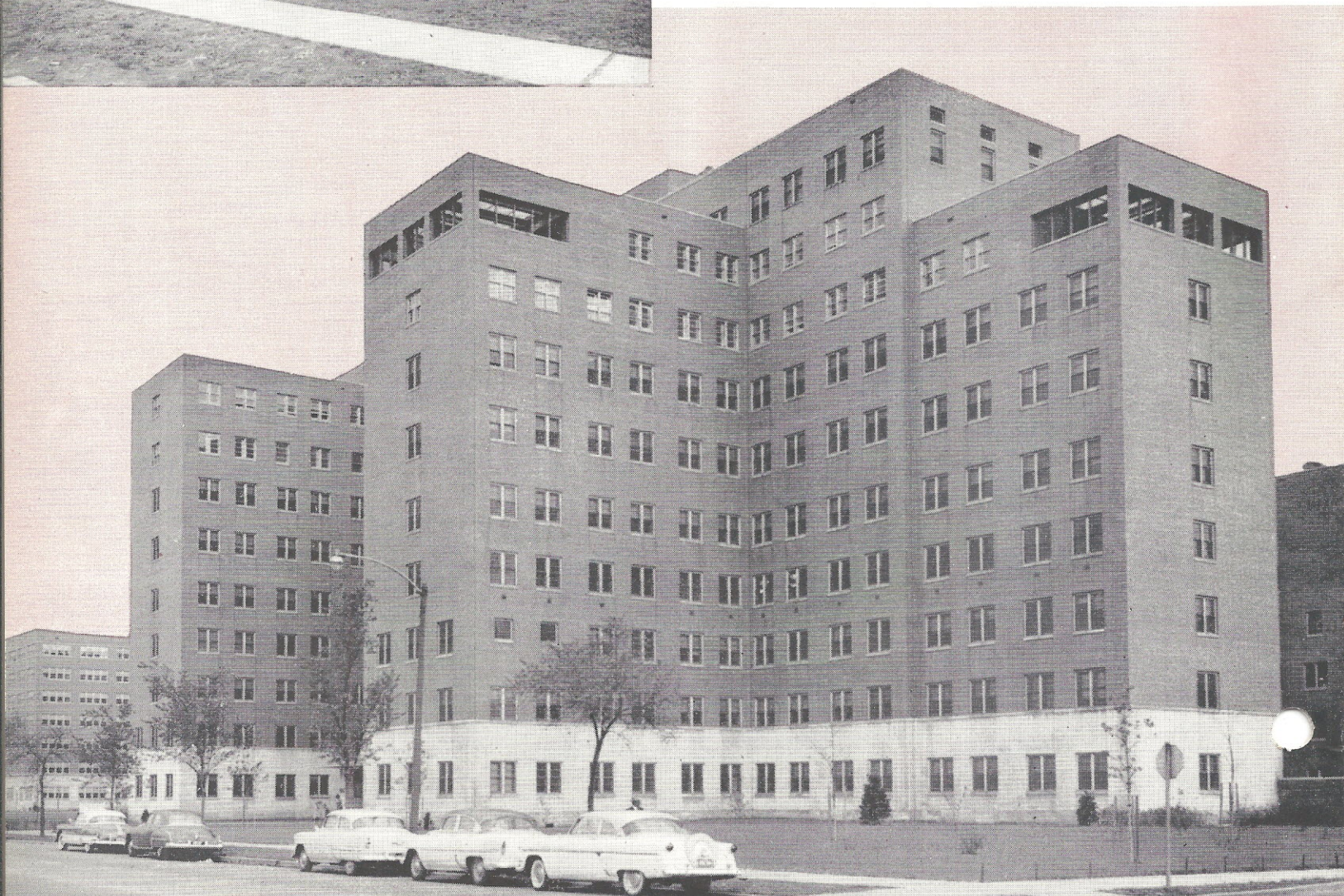
BISECTING the west and southwest sides of the city and extending into the suburbs of Cicero, Berwyn, Oak Park and Forest Park are two rapid transit lines which give direct around-the-loop service over separate, though paralleling, routes.

These are the Garfield Park route, which has its western terminal at Des Plaines avenue in Forest Park (600 S—7600 W), and the Douglas Park route, with a Cicero-Berwyn terminal (4500 W—2100 S). Free auto parking lots for "L" patrons are maintained at both terminals.

The Garfield Park route, from its western terminal to its



**HOUSING** the Outpatient Clinic of the Veterans Administration hospital is this modern structure.





point of entry on to the Loop structure, is 9.71 miles in length; the Douglas Park route, from its western terminal to where its tracks merge with the Loop, is 8.68 miles.

Extension bus lines are operated from the western terminals of both routes. On the Garfield Park, the CTA extension line links the Des Plaines station with the suburbs of Westchester, Bellwood and Maywood. The Douglas Park extension provides service between the terminal and Harlem avenue and Cermak road (7200 W—2200 S).

Since April 4, 1954, Douglas Park trains have been operated 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.

This operating departure from the old routing was necessitated by the continuing construction work on the Congress superhighway, which required removal of the elevated structure that existed in Van Buren street between Paulina street and California avenue.

### Scheduled Running Times

Running times on the Douglas Park "L" from its western terminal to the Loop varies from 22 to 26½ minutes, depending on the time of day and passenger loading conditions. Express "A" and "B" trains operate eastbound and westbound weekdays during morning and evening rush periods. At other times all trains make all regular station stops. Headways between trains are approximately five minutes during rush hours and seven minutes during the day. Owl service on 32-minute intervals operates from 12:25 a.m. to 5:25 a.m.

Despite difficulties of operating over temporary tracks while construction work proceeds on the Congress superhighway, the running time of Garfield Park trains is on a varying schedule of 30½ to 35½ minutes. Intervals between trains are four minutes during rush hours and seven minutes during other daytime hours. Owl service is operated every 30 minutes from 1:30 a.m. to 5:30 a.m.

When the superhighway is completed, Garfield Park trains will operate in a grade separated median strip from the portal east of Halsted to Des Plaines terminal. It will then be one of the fastest rapid transit routes on the CTA system and will have all new equipment.

In the morning rush hour, eastbound only, specially dispatched "L" trains, connecting with heavily-loaded Chicago Aurora and Elgin Railway incoming commuter trains, are operated on a skip-stop basis between Des Plaines terminal

← **EXPANSION** of the Chicago Medical Center District has brought many new facilities into the near west side area which is served directly by the Douglas Park route. This is the new Veterans Administration hospital at Damen avenue and Polk street.

NOVEMBER, 1954

# FREE PARKING

## PATRONS - *Passenger Cars Only*



**FREE** parking areas like this at the Des Plaines terminal of the Garfield Park line are popular with commuters, who drive their cars to the terminal and take fast rapid transit trains to the Loop. (Inset) The entrance to the parking lot is marked by this big sign.

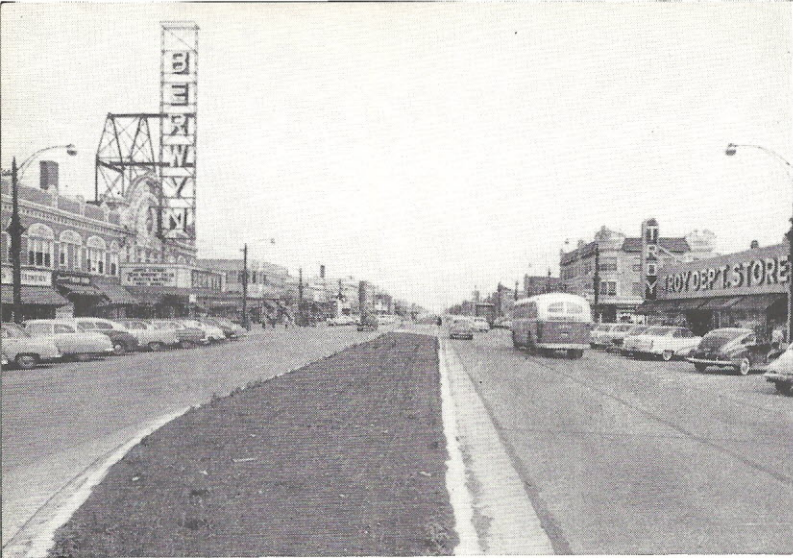
**ANOTHER** popular free parking area for "L" patrons is located at the 54th avenue terminal of the Douglas Park route. Note the tightly-parked lines of cars.



**HAWTHORNE PLANT** of the Western Electric Company at Cicero avenue and Cermak road in Cicero, employs thousands of workers, many of whom are regular riders of the Douglas Park "L" to and from their daily jobs.







A CTA extension bus route from the 54th avenue terminal serves the heart of the Berwyn business district. This is a view of Cermak road, looking east from Ridgeland avenue.

and Forest Park, where convenient connections can be made with suburban bus lines for other nearby communities.

Connections also are made at Des Plaines terminal with CTA Westchester-Forest Park buses and Chicago West Towns buses serving Veterans Administration Hospital, Hines, and the Forest Park cemetery area.

(This is the fourth in a series of articles about CTA routes. Other lines will be described in future issues).

and Kedzie station, making all stops to the Loop from that point.

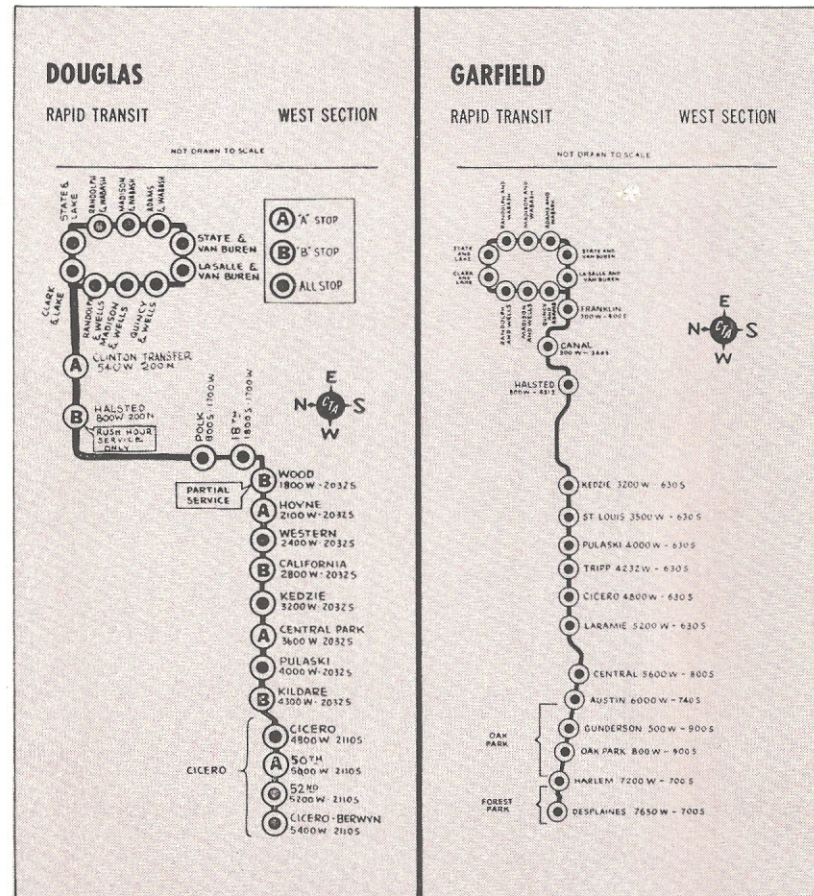
Intersecting north and south surface lines feed into the two rapid transit routes at 10 transfer stations outside the Loop on the Garfield Park line, and 12 stations on the Douglas Park line, considerably widening the areas they serve. These areas are heavily industrialized in some sections, but there are also important residential communities located along both routes.

Three large city parks supply ample recreational facilities. Douglas Park, 14th street and Albany avenue, combines the beauties of well-kept lawns, flower gardens and tree-bordered lagoons. Garfield Park, 100 N. Central Park drive, noted for its floral conservatory and outdoor formal gardens, and Columbus Park, Congress street and Central avenue, with its public golf course and other attractions, are conveniently adjacent to the two routes.

Polk station on the Douglas, which directly serves the Chicago Medical Center District, is an all-stop station and provides easy access to this world-famous hospital area.

The huge Hawthorne plant of the Western Electric Company is at Cicero station on the Douglas Park route. Sears Roebuck and Company has its main offices and showrooms near the St. Louis station on the Garfield Park line.

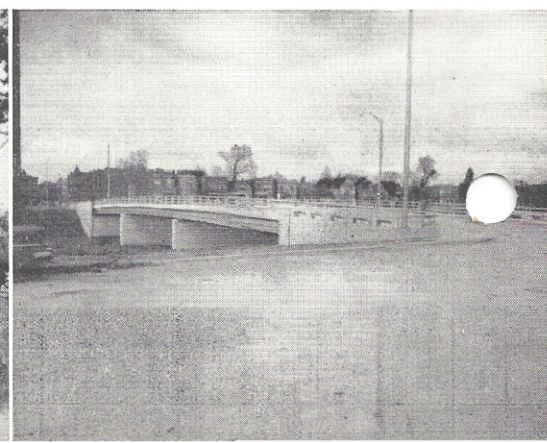
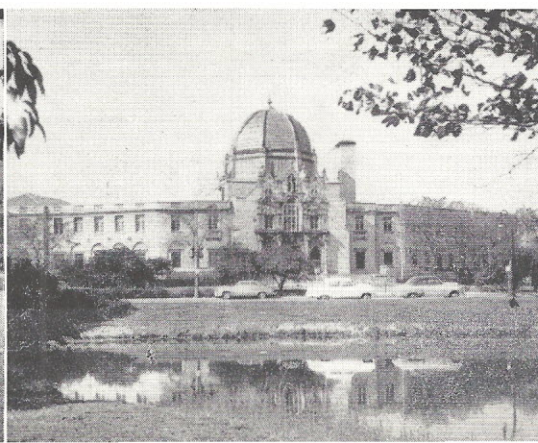
In the suburban district further west, the lines serve the business and residential areas of Cicero, Berwyn, Oak Park



**RECREATIONAL FACILITIES** attract many west side residents to Douglas Park, one of the city's largest playgrounds. The lily pond is a favored spot with visitors.

**ON THE EDGE** of the lagoon at Garfield Park stands the Administration Building, the golden dome of which has for many years been a west side landmark.

**VISIBLE IN** the understructure of the Keeler avenue bridge, Congress superhighway, are the concrete dividing walls for three traffic lanes. Center lane is for rapid transit operation.





# Rain with Repercussions



**NICE WEATHER** for ducks, but bad for everything else. The baseball field in Lincoln Park was strictly for the birds when this picture was taken. The duck population soon discovered it and took over. This flock is calmly paddling on water-filled infield.

Sun-Times Photo.

WHEN THE heaviest rainstorm to hit the Chicago area in 69 years poured torrents of water on streets and highways during the week-end of October 9-10, CTA kept all its surface routes in service, despite the necessity of detouring around flooded viaducts and the added difficulties caused by the deluge.

The record 6.24 inches rainfall within a 42-hour period caused flood conditions of considerable proportions to develop in many sections of the city and suburbs, where water several feet deep was reported in some areas. Underpasses were flooded at approximately 70 locations on city streets used by the surface system.

The downpour had little, if any, effect on schedules of the rapid transit division, except the Douglas Park route where trains temporarily were turned back short of the west terminal because of a flooded underpass at Kenton avenue.

But there was no doubt about the havoc caused by the storm and its effect on most means of transportation. Railroads, airlines and other public transportation agencies were unable to cope with the emergency. Thousands of private automobiles and commercial carriers were stranded.

Trains of major rail lines were unable to enter or leave the Chicago Union Station for several days because tracks and other facilities were covered with water. Commuters were shuttled by bus between the Loop and outlying points. An emergency power shortage resulted when two important substations of the Commonwealth Edison Company were inundated. People were busy all over the city and suburbs bailing out their basements.

To maintain surface operations, CTA substituted gasoline buses for trolley buses on many lines to permit easier detours. All buses reached their terminals.

Twelve underpasses on the south side were still flooded at the morning rush period on Monday, October 11, some 38 hours after the first rain fell. Though this hampered the operations of CTA bus service in the affected areas, all lines continued service by detouring the trouble spots.

The week-end deluge smashed all-time weather bureau records for Chicago. It pushed the rainfall total for the first 11 days of October to 11.05 inches—more than  $2\frac{1}{2}$  inches above the previous record for the whole month, 8.44 inches in 1941.



**THE WORST** rain in Chicago in 69 years caused the flooding of scores of underpasses. Here Supervisor John McCarthy, District "B," struggles with a sewer cover as he attempts to speed drainage of water at the viaduct at 47th and Western.



**IT WAS** tough going for all types of surface vehicles. Here a heavy-duty truck tried to make it through the flooded underpass at 79th street and Kedzie avenue. The driver glumly surveys the results as the big carrier stalls in wheel-high water.

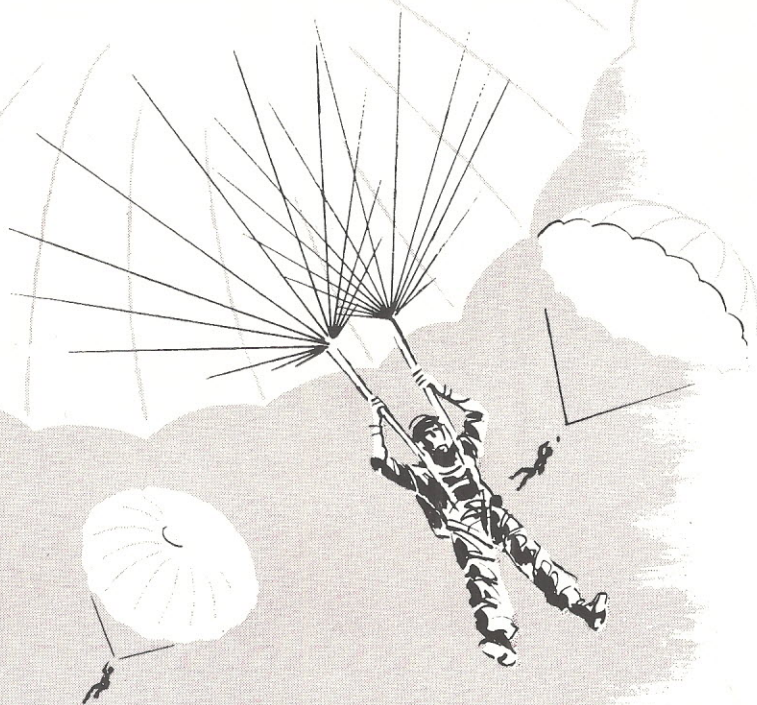
To keep Chicago's transit system moving under the circumstances was a real challenge to CTA employees. But they met the challenge with ingenuity and "know-how," and helped the city weather a storm that could have had far more serious consequences if there had been a greater breakdown in public transportation.

The accompanying pictures show some of the conditions that prevailed during what the newspapers called "the worst flood in Chicago's history."

**WITH TERMINAL** tracks under water and flood conditions prevailing in the yards, all rail traffic was halted at Chicago's Union Station. But normal operations were maintained on the rapid transit system, as the Lake Street train on the elevated structure in the background proves. This is a view looking north from the Randolph street bridge of the Milwaukee Road's approach to the depot on October 11. World Wide Photo.







# Continued Improvement in ACCIDENT PREVENTION

INCIDENCE of accidents continued to go down on the CTA system during 1953, with improvements being shown in nearly all major departments. The 1952 total accidents figure of 37,297 was reduced to 33,756, a decrease of 3,541 or 9.5 percent.

Employee lost-time injuries in 1953 decreased in number by six percent and by 48 percent in days lost in comparison with 1952.

This is the encouraging report from the Accident Prevention Department, which noted that though the decrease was somewhat less than 17.1 percent recorded in 1952, the downward swing was continued.

The decrease was attributed to increasing system-wide safety consciousness and greater employee cooperation with the accident prevention program. It is pointed out, however, that only through the practice of exercising caution at all times can accidents be held to the minimum and the CTA system's record bettered.

Unfortunately, our record for the first nine months of 1954 shows a slight increase in accidents compared with the excellent record for 1953. However, exceptionally heavy snow fall in February and March of 1954, accompanied by

hazardous driving conditions, accounts for this slight increase.

Here are the safety statistics which outline the 1953 accident experience records of the various departments.

## TRANSPORTATION

Combined operation of the surface and rapid transit systems shows an overall decrease of 10.06 percent in the total number of public accidents in 1953 over 1952. The surface division showed a decline of 10.08 percent in accidents, and the rapid transit division had a 2.54 percent increase. There were 3,373 fewer operating accidents on the surface division during 1953 than in 1952.

The 10.08 decrease in surface division public accidents is very creditable, even after taking into consideration the 2.0 percent decline in mileage operated and the 2.6 percent decrease in total number of passengers carried. The 1953 decrease, following the 18.4 percent decrease in 1952 over the previous year, resulted in 1953 being the lowest accident year since CTA began operations.

Transportation department employee injuries on the combined system were reduced from 800 in 1952 to 781 in 1953—a decrease of 2.4 percent. Although this decrease was not as large as the previous year's 31.4 percent, it shows continuing progress in the right direction.

## SHOPS AND EQUIPMENT

A reduction of 6 percent was reported in the total number of employee injuries—a decrease of 38 lost time injuries over 1952. There was an increase in the falling object type of accident. There were no fatalities in 1953 as compared with two in 1952. Boulevard route injuries and time lost were included in both 1952 and 1953 totals for Transportation and Shops and Equipment Departments.

## WAY AND STRUCTURES

The total number of employee injuries was reduced 10 percent in 1953—a reduction of 27 injuries. No fatalities occurred in 1953 as against one in 1952. Nine employees were struck by CTA or private equipment while working, the same number as in the previous year. The decline of 33 percent in the number of days lost because of injuries is a notable achievement.

## ELECTRICAL

Electrical department injuries decreased seven percent from 98 in 1952 to 91 in 1953. The number of lost-time injuries increased eight percent, but days lost because of these injuries decreased a remarkable 55 percent. October, 1953, with 17 employee injuries—twice as many as any other month in the year—had six fall-type and three eye-type injuries.

## STORES

Unfortunately there was an increase in employee injuries. There were 48 injuries in 1953 as compared with 44 in 1952—an increase of nine percent. In 1952, the increase was 37.5 percent over 1951. Material handling and strains, as in previous years, were the largest offenders.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Fire Sweeps CTA'ers Home During Storm

ACCOUNTING—The recent storms brought fire and flood. Many had water in their basements and homes. *Edward O'Rourke*, I.B.M., experienced a fire in his home in Schiller Park. Edward, his sister and brother-in-law, and their four children were aroused at 5:30 a.m., Sunday, October 10, by another member of the family after a bolt of lightning had struck and plunged the rear of the house into flames. In rescuing one of the children, the father was seriously burned. Ed's sister suffered deep cuts when she broke a window to escape. Ed himself came out unharmed and credits a wet cloth wrapped about his head for saving him. *Joseph Reppinger*, West Shops, cared for the children in his home in Elmhurst while the parents were hospitalized.

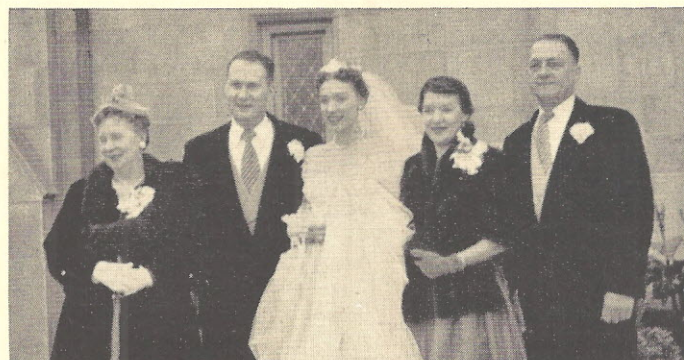
## The "Forward Look"

The latest trend in new design is the "forward look." And the Accounting Department has it as part of a re-arrangement to insure maximum efficiency and order. All desks now face in one direction and there is an air of spaciousness predominating. The consensus is that it was a good move.

Bride-elect *Rose Baratta* was the guest of her associates at a dinner in the Swiss Chalet on October 14. . . . *Gloria Keane* left CTA to be a full-time homemaker. Farewell gifts included a check and various "little" things.

*Leon Salisbury* and his wife motored to San Francisco, making stops at Salt Lake City and Reno. After a visit with their daughter in Bellflower, California, they returned home by way of the Grand Canyon. . . . The highlight of *Mable Potthast's* vacation was a week in Miami Beach, Florida, where she basked in the sun and took dips in the ocean. No less thrilling was the trip there—her first plane flight.

*Irene Wenke* and *Mae Kearns*, Material and Supplies, spent a week in Mexico City, taking side trips to Monterey, Taxco and Vallos. They enjoyed shopping for souvenirs of typical Mexican crafts. . . . *Theresa Hayes*, Revenue, saw the deep sea fishing fleet unload



## CTA WEDDING

CTA'ERS WERE clearly in the majority at the October 16 wedding of *Geraldine Poteracki*, center, Accounting Department, and *Donald J. O'Sullivan*, left, Claim Department. The groom's mother, *Myrtle*, extreme left, was an employee of the former Chicago Surface Lines some years ago. His father, the late *David O'Sullivan*, was a Claim Department adjuster.

The bride's father, *Anthony Poteracki*, extreme right, is a CTA mechanic at Keeler garage. His wife is next to him.

To complete the CTA setting, *Jean Chapman*, Building Department, was one of six bridesmaids who took part in the nuptial ceremonies held at St. Viator's church. A reception was held in the Norford hotel.

Reported by *Helen Lowe*

their catch of tuna, halibut and porpoise while visiting her sister in Santa Cruz, California.

Getting back to fish, *John Pope* has given his word that he caught a fish weighing at least 15 pounds in Crivitz, Wisconsin, where he spent his vacation. . . . Another piscatorial enthusiast is *Mike Verdonck*, who thinks the most relaxing and restful vacation is spent with a fishing pole in hand, North Woods preferred. . . . *June Noren* found the north woods of Wisconsin an ideal spot for a good rest.

*Larry Collins* visited two of his sons in Minneapolis and St. Paul and took a motor trip up as far as Bismarck, North Dakota. . . . *Joan Fitzgerald* visited relatives in southern Illinois and spent a few days in Milwaukee. . . . *Adele Ackerman* chose a resort in Paw Paw, Michigan, for her vacation. . . . *Ruth Busse*, Creamery Caldwell and *Josephine Yercich* took short trips in and around Chicago.

*Margaret Walker*, Material and Supplies, sailed from Montreal to Liverpool, England, had a quick visit with friends and then embarked for Belfast, Ireland, her birthplace. She renewed acquaint-

tance with her relatives there whom she had left at 1½ years of age. She toured north and south Ireland and visited Glasgow, Scotland.

—HELEN A. LOWE

## DeJonge Family Makes With The News

BEVERLY—Robert, son of Operator *Gabriel* and *Mrs. DeJonge*, and *Miss Rita Mazzochi* were married September 11 in St. Margaret's church.

After the newlyweds had left on their honeymoon, which included visiting the Smokie Mountains, it was time for mom and dad to go on their vacation. They toured the Rocky Mountains in Colorado, and took in Pikes Peak.

Upon returning home, the senior DeJonges learned that another son, *Donald*, an Army corporal stationed in Germany, had returned to his station at Ansbach after two weeks of training in the field.

Operator *John Sullivan*, his wife, *Helen*, and their three sons, *Jay*, *Marty*, and *John*, vacationed recently. John had promised the kids a trip to a foreign country if they

were good in school. So, on their vacation they went through the Detroit tunnel. It emerges in Windsor, Ontario, Canada.

Operator *Fred Rieke* and his son, *Freddie*, went to Rainy Lake, Fort Francis, Ontario, Canada, on their vacation. Fishing was very good and they reported large catches of northerns and walleyes. They also took a trip to Sisseton, South Dakota, where they visited with Fred's sister.

*Rudy Miller's* daughter, *Elaine*, was married to *Robert O'Keefe* on October 2 at the Bryn Mawr church. A reception for 200 guests was held. Afterward, the couple departed on a honeymoon trip around Lake Michigan.

Operator *Clyde Eaton* and his wife visited relatives in Little Falls, New York. Little Falls is known for its quartz crystals and while Clyde is not a geologist at heart, he wanted some samples to take home. The quartz has 18 sides, each side having a parallel.

The stork visited the home of Operator *Richard Freeman Greene* on September 26, bringing *Richard Guy*, by way of Ingalls Memorial hospital. . . . Operator *Fred* and *Katie Wilson* are also taking care of a new baby boy, *Kenneth Cortz*, born at the Methodist hospital in Gary, Indiana, on October 17. Babies are not new in this household. Previous arrivals have been *Patricia*, 7; *Fred, Jr.*, 5, and *Maurice Bernard*, 2.

—DANTE F. BRUNOD

## Establish Claims To New Additions

CLAIM AND LAW—*Mary Kay Quinlan*, former reporter for the Claim Department, gave birth to a son, *Edward Joseph*, on October 3. . . . *Dan Martorelli*, locator, became the proud new father of a daughter, *Deborah Ann*, on October 4.

*John Hennessy* has returned to his duties after recovering from a recent illness. . . . *Howard Symmes* also is back at work, but may have to undergo surgery in the near future. . . . *John Daly* recently was confined in the Chicago Osteopathic hospital with a back ailment. . . . *Pete Tiggelaar* was convalescing at home at this writing. He underwent surgery recent-



## REUNION



**THREE** service buddies who were in the Army together back in 1915 held a reunion recently, and though they are all CTA employees, two of the men had not seen each other since their army days together. They are, left to right, **Charles A. Rummel**, rapid transit towerman; **Jack Goodwin**, conductor, Devon, and **Michael Tierney**, retired conductor, 77th. They served together in the 131st Field Artillery at Fort Sam Houston, San Antonio, Texas, in the days before World War I and saw action in the Mexican border campaign. The meeting was the first time Rummel and Tierney had seen each other since leaving the Army.

ly at St. Francis hospital in Blue Island.

The welcome mat is out for **Rod Heffernan**, our new vault clerk.

**Robert Galante** and his wife, **Rosemary**, who were married October 23 in St. Edward's church, honeymooned in Miami, Florida.

**Harry Boness**, claim adjuster, and his wife celebrated their silver wedding anniversary on October 16. The event was marked with a party.

**Eleanor Garro**, Law Department, and her family recently moved into their new home in Skokie.

—TONI TORTORELLO

## Joseph Kuhnlein Taken By Death

**COTTAGE GROVE**—Our sincere sympathy is extended to the family of **Conductor Joseph Kuhnlein** of 77th station, whose death occurred recently. Joe was at Cottage Grove for many years, and will long be

remembered for his athletic prowess. Joe played with the baseball team, the bowling team, and was almost unbeatable as a pool player. At the time of his death he was a member of the board of directors of the Cottage Grove Federal Credit Union.

—WALTER B. GARBUTT

## Brief News Notes On Devon Doings

**DEVON**—On October 1, **Operator George Sadlick** became the proud father of a baby boy, **George Michael, Jr.**

**Motorman Steinberg**, who picked buses for the first time, likes them, but on the first day he kept waiting for two bells before starting.

**Motorman "Swede" Carlstedt** is back to work after two major operations. He lost 40 pounds.

**Conductor Peter Swalsak** took his pension starting October 1.

**Motorman Sam Younglove** passed away on October 20. He had retired on pension October 1.

**Instructor Jack Morris** suffered the loss of his daughter recently.

How about some news about your hobbies, vacations, your bowling, and some pictures? We want to make this column interesting for all to read, and only with your help can it be done.

—H. C. THELIN

## Enjoys Relaxation Down Mexico Way

**ELECTRICAL**—A card received from **Ray Siers**, operator, 63rd substation, while on vacation in Mexico, told of his enjoying Mexican food and deep sea fishing in the Gulf.

**Jack Becker**, operator, 79th substation, motored some 5,300 miles while on vacation. Jack visited the West Coast, stopping at Los Angeles and San Francisco, and then traveled down into Mexico, enjoying stops at the Grand Canyon and the Painted Desert en route.

**Arthur Leland**, chief operator, 79th substation, spent his vacation visiting his daughter and friends in Savannah, Missouri.

**Arvin Wilmont**, operator, Harding substation, vacationed in the sunny south. He spent some time at Armond Beach and then visited the Carolinas.

**Arthur Hansel**, chief operator, Sedgwick substation, enjoyed a very delightful stay at Mountain

Home, Arkansas. He did some fishing and says the food was delicious.

**Harry Donohue**, electrician, sustained the loss of his brother, **Michael**, on October 3.

—GILBERT E. ANDREWS

## Cooked Up Hash And Hashed Things Over

**GENERAL OFFICE** — (*Transportation*) **Pat (Ellis) Donovan**, while on a week's vacation, attended the annual meeting of members of the 108th Evacuation Hospital unit, which convenes each year at the Midland hotel to hash over the part they played in effecting V-Day in the European theatre of operation.

**Bob Quetschke's** vacation and call to grand jury duty came simultaneously. Bob answered his civic duty call, but was not used, so instead of balancing the scales of justice he balanced shingles, beautifying his home.

**H. G. Hardin**, on pension down in Green Forest, Arkansas, writes that he recently added eight yearling white-faced calves to his herd of animals, and agrees that life's pleasant on a CTA pension. His former co-worker, **Chick Thulstrup**, and his wife are at present down Florida way.

With the change of seasons many CTA'ers answered the urge for a change of pasture and Uncle Sam received the following changes of address: **Russell Elderkin** went to the Pine Terrace apartments; **Clarence Melbye** moved to Laramie and Leland in Jefferson Park; **John Stanton** shifted to the great northwest side on Octavia avenue, and **John Huizenga** served notice that he will soon move by covered wagon into his new home in Skokie.

**Ed Budoff** headed his new Belvedere towards the setting sun and spent a month in the golden west.

**George Kelly** played the role of father of the bride when he recently escorted **Patricia** down the middle aisle of St. James church. He placed her in the tender care of **Jack Christensen**, who was waiting at the altar.

(*Electrical*) **Carl Wolf** has returned to work following recovery from a head injury sustained when he was accidentally struck by a garage door.

**C. F. Gustafson's** wife recently performed such an excellent job as a jurist that almost immediately afterward Gus was called for federal jury service.

**William Rappold** said adieu to co-workers at 42nd street substation to join the ranks of power supervisors in the Mart.

**Bob and Mary Keane Schageman** recently returned from a motor trip through Texas and to Memphis, Tennessee.

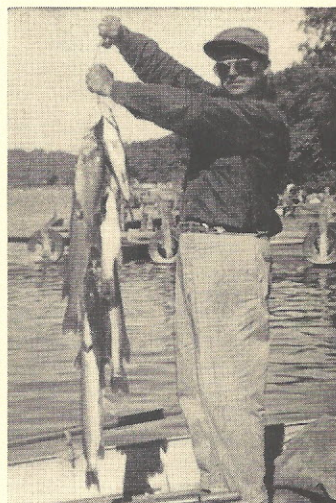
**Teddy Kawol** and his wife succumbed to railroad advertisements and singing commercials. They climbed aboard a super train bound for San Antonio, Texas. The first stop on their itinerary was Phoenix, Arizona.

(*Insurance*) Introducing new personnel in the Insurance Department, we have **Ann Rice**, daughter of the late **Philip Harrington**, and **Marie Butera**, who came from Accounting to assist in the handling of sick claims.

**Marilyn Wargin** and **Art Sala** were married at St. Andrew's church. The reception at the Norford hotel was attended by all the lassies from Insurance. At a pre-nuptial dinner held at the Blackhawk restaurant, Marilyn was presented several gifts, among which was a steam iron and a summer quilt from her co-workers. The party was attended by **Amy Sikora Carroll**, former chief clerk in Insurance, and herself a recent bride.

—JULIE PRINDERVILLE

## BIG HAUL

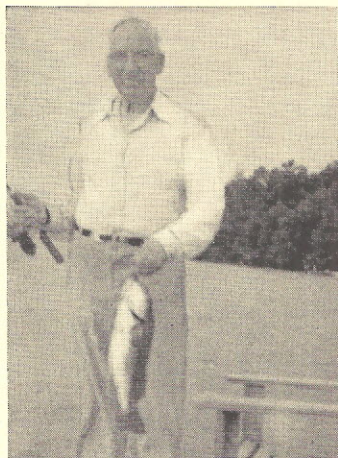


**HIS SKILL** as a fisherman is proven by this photo of **Steve Lociy**, thermit welder helper, Track division, who is holding a string of northern pike and bass which he and his wife caught during their vacation at Lake Marie, Antioch, Illinois.

Reported by Violet Carnes



## GOOD FISHING



WITH justifiable fisherman's pride, **Ralph Budd**, retired chairman of the Chicago Transit Board, displays the four and one-half pound bass he caught at his summer home at Grey Eagle Lake, Minnesota. It was caught on the spinning rod and reel presented to Mr. Budd by the CTA administrative staff at the time of his retirement on July 1.

## Student Agent Set To Practice Law

GENERAL OFFICE — (Chief Engineering) **Jim Murray** is a proud dad these days and rightfully so when we learn of the accomplishments of his son, **John**. Graduating from Resurrection grammar school with a scholarship, and then from St. Patrick's high school with another scholarship to Loyola university, where he studies law, John was notified recently of another successful achievement — that of passing the Illinois State Bar examinations. John, incidentally, was a student ticket agent who left CTA in November to join the U. S. armed forces.

**Helen (Doherty) Burgman** and her husband, **John**, of Staff Engineering, recently returned from a delightful vacation spent out west, where they viewed the beautiful Grand Canyon and then toured through Denver, Colorado Springs, Pikes Peak and Phoenix, Arizona.

(Staff Engineering) The former **Rosemary McAndrews**, now Mrs. **Klett**, paid a visit to this department recently. All were delighted to hear the news that Rosemary's two sons now have a little sister who was born October 3.

(Employment) **George Nelson**, student engineer, presently acting as interviewer, was married to **Martha Varland** on October 25 at Trinity Lutheran church, Ottawa, Illinois. . . . **Esther Di Gioia** and **Patricia Wilson** recently transferred into the department as typists from Steno-Duplicating and Payroll Accounting, respectively.

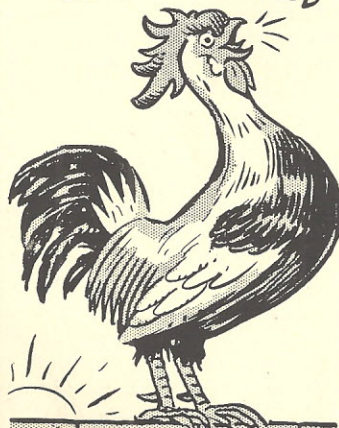
(Training) **John Baker** was recently invited to attend the 12th annual conference of the American Society of Training Directors held at Purdue university. He was appointed chairman of a team of nine training directors selected to observe, summarize and evaluate, on the basis of significance and learning value, the three sessions held on "How to Evaluate Training Programs," "How to Train in Work Simplification" and "Techniques of Motivating Individuals and Groups." The several commendations received were indicative of John's fine report of his team's activity.

(Accident Prevention) The 52nd National Safety Congress and Exposition was held in Chicago during October.

On October 28, **Bill Goodall** celebrated 35 years of service with CTA and the former Chicago Surface Lines. . . . **June Hamilton's** birthday was celebrated with a huge cake and candles donated by **Bill Rooney** and **Julie Prinderville** of Transportation.

—MARY E. CLARKE

Award Winners  
Have Something  
to Crow About



Sound off with  
your ideas

## Vacationers Return And Reminisce

INSPECTION TERMINALS — Having just returned from a vacation at Miami Beach, Florida, your reporter is finding it somewhat tough to get back into the grind.

Continuing on vacations, **Harold Rose**, foreman at Logan, has returned from a three-week trip to Mexico. He visited Monterey, Valles, the floating gardens at Xochmilco, the Pyramids, Cuernavaca, the silver city Taxco, Guadalupe, Mexico City, and of course, the bull fights. On the way home he stopped at Hot Springs, for a few days. Your reporter made this trip two years ago and it was an unforgettable vacation.

**John Cannella**, Laramie, spent a model American husband's vacation by working around the house. . . . **Art Kalvelage**, Wilson, spent his vacation visiting Tallahassee, Tampa, St. Petersburg, Daytona Beach, Miami Beach and the Keys, all in Florida.

In the future this reporter will cover all the Inspection Terminals on the rapid transit division. Employees of the terminals who have news that they feel might be of interest to the readers of TRANSIT NEWS can contact me at Mr. **Hendrickson's** office at Wilson avenue or the representative who will be assigned at your terminal.

—JOE FEINENDEGEN

## Eastern Seaboard Draws Vacationers

LOOP — **Mary Dye** and a friend spent part of their vacation in New York city, then went on to Jacksonville and Miami Beach, Florida.

**Glen Byers** is a grandpapa for the second time. His daughter-in-law, **Lynn**, introduced **Glen Raymond** October 3.

**Harry Cook**, retired and living with his daughter in Knox, Indiana, writes that he is enjoying good health and has no aches or pains.

**Arthur Hanson**, because of his wife's injury, stayed around home, but managed to get in a little fishing during his vacation.

The **Walter Messners** drove their new car to visit relatives in Indiana. They also spent time in the Missouri Ozarks.

**Julia Curry** welcomed her first grandchild, **Donald Anthony**, born

to her daughter, **Lorraine**, on September 25.

**George Gauthier** retired recently after 25 years of service. He started as a surface conductor, and transferred to the rapid transit division as an agent in September, 1943.

**Towerman Jolin Wardrope** and his wife, **Ethel**, drove to New York state and took a southern route home. . . . **Frank Gallagher** was in Wisconsin for part of his vacation.

**William Reynolds** suffered the loss of his mother recently in Montgomery, Alabama.

**Jerry Jordan's** vacation was spent with his ailing mother in Montgomery, Alabama.

**Herbert Templeman** and his wife vacationed in Georgia and on their farm in the Ozarks. . . . **William Donley** and his family took a Chicago vacation, as did **Harry Erickson**, towerman. . . . **Chester Shaw**, maintenance man, and his wife vacationed in Chicago and the northern lakes region.

**Ann Gardner** is back to work, and reports are that **Margie Arnold** also will soon be back and enjoying good health.

**Joseph Rauch** recently suffered the loss of his wife.

—EDITH EDBROOKE

## MART ROMANCE



WHEN pretty **Genevieve Shea**, Revenue Accounting, said "I do" to **James McCoy**, Shops and Equipment Department, it was the culmination of a CTA romance. Both work in the Merchandise Mart offices of CTA. They were married at Ascension church in Oak Park on August 14.

Reported by **Helen Lowe**



## Maybe Boat Tried To Get In Out Of Rain

KEDZIE—During the flood of Sunday, October 10, *Instructor Edward Havlicek* of Plano, Illinois, lost his boat. It broke loose from its moorings and floated down the Fox river. Ed was unable to locate it and is in the market for another boat.

—C. P. STARR

## Bock Better Buy A Bigger Beagle

NORTH AVENUE — While waiting for the duck season to open, *Operator Ernie Bock* took his new beagle hound squirrel hunting. According to *Bill Miedema*, who was along on their trip to Oregon, Illinois, the beagle wasn't much larger than the squirrels.

*Operator Michael Keane* has returned from a wonderful trip to Ireland, where he visited with his folks whom he hadn't seen in some time.

*Clerk Sy Glass* has returned from his vacation to old Mexico. Sy reports the senioritas are as beautiful as ever. Now our chief clerk, *Ted Hoellen*, can't make up his mind whether to go to Mexico, or to sunny California.

## FLORIDA MOVE



AN ADDITION to the ranks of CTA pensioners now living in Florida is *Anton Stiglich*, left, former North Avenue motorman. Although he retired in November of 1950, Anton moved to St. Petersburg just recently. He is pictured with retired North Avenue Conductor *William Ollenquist*, also a St. Petersburg resident, who took his pension in November of 1948.

Two of our operators were injured in accidents recently. *Operator Ray Ebel* suffered a broken leg, and *Operator John Rutkowski* suffered a broken hip and ankle when he fell from a ladder while working at home. . . . *Operator Chester Elke* is doing nicely after his operation. He was a patient at Mercy hospital.

*Catherine Kuhnhoefler* celebrated her 52nd wedding anniversary on November 3. . . . Word has been received that *Operator Andy Kosinski* was recently presented with a baby boy.

*Anton and Loretta Mokstad* celebrated their 16th wedding anniversary on November 23. . . . *Phil and Mary Smith* honored their 27th wedding anniversary on November 19.

Thanksgiving day is always joyous at the home of *Owen Calt*. They have a double celebration since it is also their wedding anniversary.

The Midwest country club was the place chosen for the celebration of *Ted Borucki's* golden wedding anniversary. From all reports it was a gala affair.

—JOE HIEBEL

## The Amateur Hour—North Park Version

NORTH PARK — Anybody wanting to hear some fine harmonica music should come to the station at the time *Jack Wardell* checks in. Jack plays and *Willie Droesser* chimes in with a fine baritone voice.

*Frank and Mary Gosnell* became the proud parents, on October 12, of a fine baby son. The youngster was named *David William*.

*Operator Charlie Giersch's* son, *Don*, won a two and one-half mile cross country race with a 13.59 to pace Beloit college in a meet with DeKalb college.

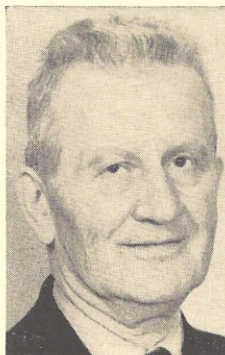
*Relief Clerk Bill Ruddell* became a bridegroom on September 4 at Presentation church. The lucky girl was *Elizabeth McKenny*. The couple honeymooned at Wisconsin Dells.

—JACK MOREAU

## She Fared Well At Farewell Dinner

PURCHASING AND STORES—We said goodbye last month to *Madeline Finlay*, general office addresso-

## 40-YEAR EMPLOYEES RECENTLY RETIRED



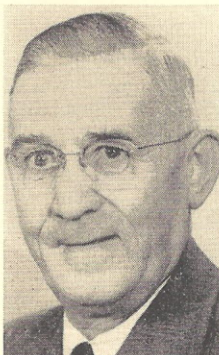
**Charles Kramer**, motorman, Devon, retired November 1 with 41 years of service.



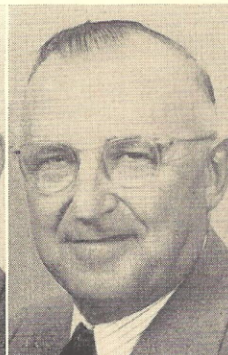
**Alvin W. Ernst**, motorman, Westside, retired November 1 with 47 years of service.



**Fred J. Frank**, motorman, Westside, retired November 1 with 48 years of service.



**John E. Carlson**, motorman, Northside, retired November 1 with 41 years of service.



**Michael Bruckner**, motorman, Southside, retired November 1 with 42 years of service.



**Alexander F. Delis**, motorman, Devon, retired November 1 with 40 years of service.

graph operator, who is busy making plans for the expected arrival of her first child. Among those who attended a farewell dinner at the Ivanhoe restaurant were three of Madeline's former co-workers, *Dorothy Korajczyk*, *Jean O'Neill* and *Lillian Zaremski*. As a very pleasant surprise on her last day, Madeline was presented with several lovely baby gifts from her many friends throughout the company.

Speaking of babies, *James Keane*, fork lift operator at South Shops, became the proud father of a daughter, *Mary Alice*, born October 8. And *Jerry Gullery*, stock clerk at Skokie, was presented with a son, *Michael*, on October 14. This is their third child.

We were very glad to welcome

*Gloria Babcock*, addressograph operator, general office, who transferred from Accounting; *Marie Sullivan*, stenographer, general office, formerly of Insurance, and *Stephen J. Zahora*, typist, West Shops, another Accounting Department transfer.

The deep tan that *Donald Price*, stock clerk, South Shops, is sporting these days is the result of two weeks in the Florida sunshine.

*Barney Nimkavage*, stock clerk, West Shops, has been on the sick list and we all hope to see him back soon.

*Anton Gorzkiewicz*, stock clerk, West Shops, suffered the loss of his sister on October 10.

—DAGMAR McNAMARA



## Too Bad They Didn't See Wildcats Win

RAVENSWOOD — Superintendents *Herman Erickson* and *William Hornkohl*, North Avenue, attended the Northwestern-Michigan football game together as guests of Mr. Erickson's daughter, *Arleen*, who is a senior at N.U. His son, *Billy*, is a freshman at North Park academy.

Welcome home banners are out for *Operator James P. McKenna*, who just returned from two year's military duty. Jim traded in his khakis for CTA's blues.

*Janitor Gus Keskinle* finally got his much-awaited three-weeks' vacation and says he didn't do any "house work."

*Operator William Molenda* returned from a three-week vacation spent driving through the south and in sunny Florida. . . . *Operator Harold Miller's* family is nicely settled in their new home on 10 acres at Fox Lake, Illinois. He is raising chickens.

*Operator Cliff Hutton* was selected for supervisor's school and will soon finish his training.

*Operator Brackett* participated in the annual Harley-Davidson motorcycle races held in Elgin, Illinois. He came in second among 38 participants. . . . *Harold Durr* vacationed the last of October.

The new system of fueling coaches at Ravenswood is quite an improvement over the old. Odd numbers and even numbers are alternated every other night.

*Operator William Zematis* suffered the loss of his mother, who passed away during October.

—AL BECK and  
GEORGE D. CLARK

## Whether Early Or Late, Vacations Are Great

SCHEDULE-TRAFFIC AND BUDGET — Late vacationers included *Frank Irvine*, who enjoyed September in Toronto, and *George Fisher*, who enjoys Pennsylvania at any time of the year. *Bill Dentamaro*, being a Chicago boy, stayed here, but says he had a fine time. *Ray Primeau*, with bilingual talents, enjoyed speaking French in Montreal for a week.

We can recommend *Bernadette Kizior* as an arranger of anniversary celebrations after the fine job she did for her parents' silver anniversary on October 17.

## PHOTO OF THE MONTH



ROLLER SKATING at the age of 11 months was quite an accomplishment for *Brian Patrick Boulton*. He is the grandson of Clerk *Ted Shumon*, West Shops, who submitted this picture.

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

The mother of *Patrick* and *Jim McBride* passed away on September 29. . . . *Bill Devereux* suffered the loss of his mother on September 24. . . . *Ed Reilly's* father-in-law died on September 24.

*Joe Karel* is now adjutant of the CTA Legion post.

The schedule makers' grandfather club now includes *Frank Irvine*, who is very proud of his first grandson.

Twenty-two years ago we reported the arrival of new employee *Pete Donahue*. Pete doesn't look 22 years older, but he says some days he feels 29 years older.

(Budget) Junior Budget Clerk *Bob Keane* has transferred to the Public Information Department as service representative.

—L. C. DUTTON

## No Ghost Now; 69th Back In News

69TH—Hi, everybody! Surprised? The previous scribes used to be known as "The Two Ghosts," and, like all ghosts, have disappeared into the unknown. So, being very much alive, I have taken on the job of putting 69th back in the news. To do so we need the co-operation of everyone.

What is news? Well, it could be births, deaths, weddings, anniversaries, vacation trips, buddies in the service or anything else that might be of interest to all. Here are a few items picked up at random.

This being an age of experts, we would like to introduce two experts on flood control: namely, *Chris Zeiher* and *Art Lipphardt*. They know all the answers after their recent experiences with flooded basements.

*Operator John J. Tiffy* was appointed board member for division 241, replacing the late *Stanley Zuchowski*.

*George Clancy* and his wife announce the arrival of a bouncing baby boy. George is remodeling his house and is quite a carpenter. With a mitre box and a few sticks of wood, he can keep busy all Sunday afternoon.

*Ray Hammerschmidt* is building a summer cottage in Wisconsin. . . . *Repair Foreman Bob McClelland* spent three wonderful weeks in Back Porch, Illinois.

*Walter Kasper's* wife recently passed away.

The bad weather season is upon us, so let's re-double our efforts in preventing accidents. Drive only as fast as conditions permit; be considerate of passengers at all times. They are our paymasters, you know.

—TOM DANIELS

## Was The Truck An Amphibious Model?

77TH — *Eugene Brennan*, relief clerk at 77th, tells of the experience of *Edward Hoffman*, clerk at another bus station. Ed was moving when the recent big rains came. He was nursing the truck he was using through a flooded viaduct when he saw a little girl pass by the window and wave to him. An older man followed the little girl closely and also waved. When Ed got to the other side of the viaduct he stopped to look back, thinking he was seeing things. The little girl and the man

were in a rowboat ferrying pedestrians from one side to the other.

*Scotty Brownlow's* son, *Henry*, was home on a thirty-five day leave from the Air Force recently. He was in England, then went to Pensacola, Florida, and is scheduled to go to Alaska. Somehow, Henry found time to be married July 10.

On a Halloween some years ago, when *Tom Sheehan* was a boy, he was standing against a building at 47th street and Wallace watching older boys cut the trolley ropes on streetcars. Tom, an innocent bystander, was suddenly whirled around and struck in the rear. He turned, and to his surprise he faced his father. Tom blurted, "I didn't do anything, Pa!" To which his father replied, "And that's the truth, but you were wishing you had been."

*Terrence*, second grandchild of *Harry* and *Mary Barry*, took up residence with his father, *Harry, Jr.*, and mother, *Carol*, in Arlington, Virginia, on September 18.

*Martin King*, after thirty-nine-and-a-half years of service as a motorman, has retired. He intends taking an extended trip to Florida. . . . *Conductor John Smrt*, who has worked with Martin, also retired after thirty-six years of service. He is taking his family to live in St. Petersburg, Florida.

*Dick Bohlin* recently bought a big name pen and pencil set at a bargain price. He was all set to load the pen when he found that the snorkel wouldn't "snork." It took him quite awhile to persuade the snorkel to do its job.

—WILBUR JENSEN and  
JOE SMITH

## WEDDED



RECENT newlyweds are *Mr. and Mrs. Nicolas Naumiak*, who were married August 14 at St. Stanislaus church. The bride is the former *Carolyn Ryba* of the Accounting Department.

Reported by *Helen Lowe*



## Shop Transfers Swell Skokie Personnel

SKOKIE—Skokie Shop is growing these days with the addition of the men who were transferred over from Wilson Shop on September 27.

We welcome the following electrical workers: *L. Anderson, W. Flowers, W. Jacobsen, S. Kokisak, E. Majkszak, J. Manzulla and T. Szmanski.*

Machinists joining us were: *J. Collins, E. Kniaz, J. McDermott, J. Neboska and P. Venticinque.*

Transferred truckmen were: *R. Dufresne, J. Fano, M. Hennessey, C. Qualiardi, L. Lesko and G. Tossi.*

Carpenters were: *J. Grzyb, W. Herrmann and A. Peterson.* Other classifications included: *J. Clark, welder; G. Isakson and B. Kochanowski, blacksmiths; W. Kruetzer and J. Neboska, airbrakemen; B. Ward, motor rebuilders; and C. Mazur, laborer.*

We also welcome *Joseph Lelakes*, instrument technician, and *Everett E. England*, clerk. *Everett*, who was Wilson reporter, will be co-reporter with *Dave Gurwich* at this location.

*Ted McMillin*, clerk, is playing a lot of handball at the Y.M.C.A. lately. *Ted* likes to be in condition at all times.

*Al Schmitz* has been using his week-ends to paint the trim on his home. It was more work than *Al* had figured.

*Fred Plattner*, machinist foreman at Wilson Shops, made a visit to Skokie Shops shortly before his retirement on November 1.

*Jack Dwyer*, clerk, recently suffered a bad head cold which he had difficulty shaking off.

*G. McClaughry*, truckman, suffered a foot injury October 19.

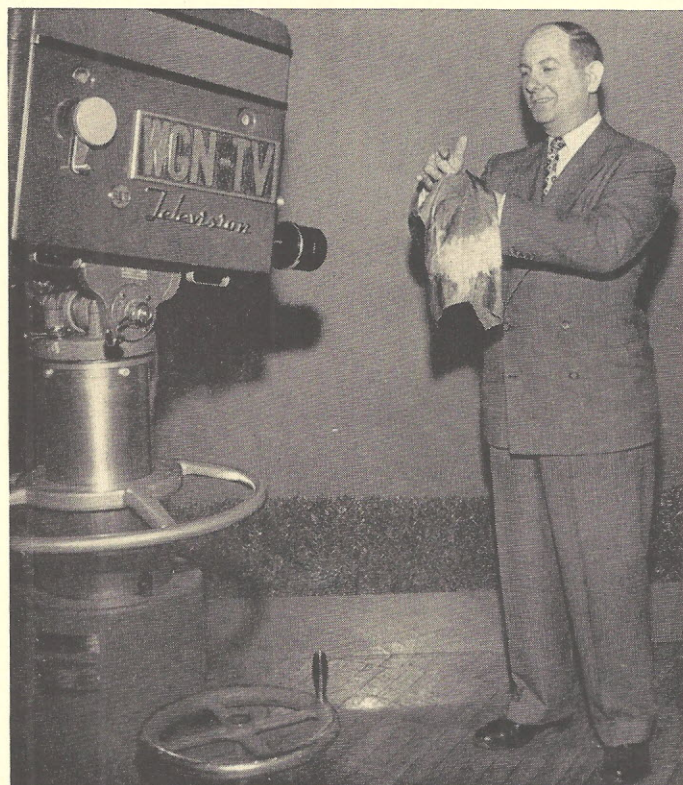
*Joseph Decker* was forced to see an eye doctor because of some foreign body in his right eye.

*John McGee*, watchman, lost his mother on October 20.

—DAVE GURWICH and  
EVERETT ENGLAND

## Old Friends Meet In Sunny California

SOUTH SECTION — *Arthur Hollst*, pensioned trainman, who has been living in California since 1950, dropped a note, mentioning that he was in good health and often thought of his friends on the North and South sections. *Arthur* recently saw *Sam Stockton* in Pasadena, and also had the pleasant surprise



## AMATEUR MAGICIAN

FOR MORE than a quarter century, *Agent Harold Walborn*, Northside rapid transit, has been an avid student of magic. In recognition of his prolonged interest, *Harold* was one of 50 persons to be honored this year when he recently received an award from the International Brotherhood of Magicians, a magical fraternity with world-wide membership.

*Harold* finds the practice of his hobby a wonderful way to relax. "As a hobby," he contends, "magic offers more lasting benefits." According to the Northside agent, who has quite a library of books on the subject, magic has been practiced since time immemorial. The phrase itself comes from the Greek word, "Magi," meaning "wise men."

The long-time practitioner of the elusive art has appeared on television shows for amateur talent three times since 1951. On each occasion he was a second place winner.

of finding *John Lamb*, *Fred Griebel* and *Cy Perkins* visiting *Sam Art's* address is 3094 White Ave., Fresno 2, California.

*Frank DeBerry*, our 61st Street porter, is a typical example of the outdoor man. *Frank* has a beagle hound which is almost human. Recently he brought home a bag of five squirrels, in addition to running down a fox. We are still trying to obtain from *Frank* the formula for the bait he prepares which brings in those big catfish.

*Towerman Leonard DeGroot* was extremely proud as he saw his son, *James*, leave for a three-year stretch with the paratroopers.

*Clerk Charles Sasso* flew to California to meet his son who is being

mustered out of the U.S. Armed Forces.

*Ernest Hardwidge*, pensioned conductor, spent a very eventful six months in merry old England, the greater part of that time visiting in the city of Birmingham. He remarked about the unusual fact that not once did he see an inebriated person on the street. Another courtesy extended to those on government pension was free transportation on local carriers, between the hours of 10 a.m. and 4 p.m.

*William McClanahan* has two most unusual pets which he says are as domesticated as kittens. They are *Ric* and *Rac*, two raccoons which get into more trouble

than a barrel of monkeys, according to *Bill*.

*Tom Christy*, pensioned conductor, plans to spend six months in sunny California.

*Porter Alfred Scott* spent an exciting week entertaining his son, a captain in the Air Force, who was on leave.

*Yard Foreman Maurice Murphy* was happy to announce the arrival of a baby girl, which should make the *Murphy* household a lively place with the other children, three boys.

*Frank Kugler*, pensioned motorman, is currently residing at 3818 Ray Street, San Diego, California. *Frank* has been touring the west quite extensively, and made a trip through the old haunts of *Jesse James*, who died a year and a half ago at the age of 104 years.

Our old-timers, as we refer to them—*Motormen Michael Bruckner, John Hightower and Cornelius Vandenberg*—went on pension November 1.

*Joe Mascolino*, our former Union Leader reporter, is presently living at 1321 - 21st, San Bernardino, California. He states that he is enjoying being on pension.

—LEO J. BIEN

## Pins Are Flying—Bowling Underway

SOUTH SHOPS—Now that the bowling season is in full swing, we hope that the strikes will be plentiful. *Irwin Krauledis* is president, and *Bill Koperski* is secretary of the league this year. Both men work in bus overhaul.

Speedy recoveries are in order for *Alex Danielski*, industrial engineering; *Dick Naecker*, welder, blacksmith shop, and *Max Kuchen, Jr.*, carpenter, woodmill, all of whom were hospitalized recently.

*Roy La Barge*, retired pipe fitter, paid us a visit recently. *Roy* said he and his wife are planning to live in Baltimore, Md., until next spring, and then move to Florida, where they will make their home.

*Anastasia and Ted Slikas*, painter, celebrated their 41st wedding anniversary on November 7. . . . *Rose Hyscik*, clerk, spent her vacation in Chicago, resting and catching up on some chores that had been put off during the summer.

*Joe Wack*, carpenter, car repair, welcomed two young ladies into the family while on vacation. *Joe's* son, *Roland*, and *Jean Calzia* were



married in South Pasadena, California, on September 25. Another son, *Robert*, and his wife, *Marjorie*, presented Joe with a granddaughter named *Elizabeth* on September 14.

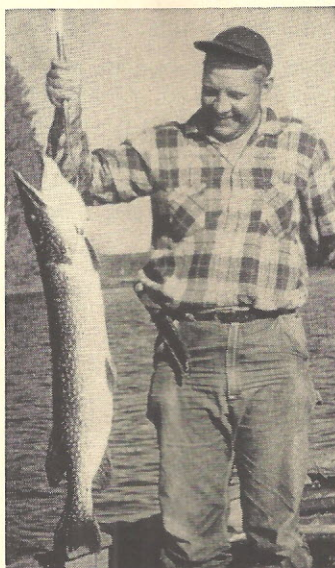
*Tom Corcoran*, bus overhaul, received an invitation from Uncle Sam to serve in the Armed Forces. Tom was presented with a cash gift from co-workers before he reported for duty.

*John Holubika*, welder, blacksmith shop, suffered a great loss in the death of his son.

*Pat Nally* is elated over the arrival of his mother, three brothers, and a sister from his native county, Mayo, Ireland. They plan to make their home in Chicago.

*Jim Oostman*, assistant foreman, tin shop, and his wife were in Denver, Colorado, when their first grandchild, *Clifford Alvin*, was born there September 20. Jim's son, *Clifford*, who is stationed with

## HAPPY ANGLER



WITH a smile, *Don Schaefer*, South Shops bus overhaul, displays a big one that didn't get away. He and a friend, *Vernon Wesby*, recently made a combination fishing and photographic trip to the Albany River wilderness area in northern Ontario, Canada. Fishing and filming were both good. They took 1,400 feet of color movie shots in the area, with which they intend to make a sound film.

Reported by *Evelyn Clark*

## WEDDING GUESTS



THIS HAPPY group of CTA'ers from the Steno-Duplicating Department was snapped by a photographer at the wedding reception of co-worker *Clifford W. White, Jr.* (extreme right). Left to right, they are: *Peter Mills*, *Dorothy Durr*, *Eugene Sullivan*, *Joan Fitzgerald*, *Daniel McClary*, *Adele Ackerman* and *John Gritis*. Mrs. White is the former *Phyllis Lackowicz*. The couple honeymooned at Mammoth Cave, Kentucky.

Reported by *Mary E. Clarke*

the Air Force in Denver, and his wife, *Idalee*, are the proud parents. After returning home, the Oostmans found out what it's like to be stranded on an island. During the recent rain storm, their house in Tinley Park was completely surrounded by water. To top that, the bridge over the creek was washed away and Jim had no way of getting across.

New home owners at South Shops are *Fred Dechon*, who moved to Hammond, Indiana; *Sam Duggan* bought in Olympia Fields, and *Irwin Krauledis* moved to Sangamon Manor. Irwin was recruiting volunteers to help put in his lawn before the cold weather set in. All three work in bus overhaul. . . . *Richard Chapulis*, bus body shop, recently moved into his new home in Marquette Manor.

*Ted Wahlberg*, senior foreman, and his wife had a wonderful vacation in New Mexico.

*Fred Mueller*, pattern maker, woodmill, retired October 1. He received a cash gift along with best wishes from the rest of the boys.

*Roy Bovingdon*, bus overhaul, became the proud grandfather of *Sherry Lee* on October 14. . . . *Leonard Tucek*, bus overhaul, was presented with a son, *Ronald Leonard*, on September 27.

—EVELYN CLARK

## Way And Structures Reports Retirements

WAY AND STRUCTURES — Retirements cut heavily into the Way and Structures Department during October and November. Fourteen men joined the list of pensioners. Their names, and the length of time in transit service, follow:

Track Division: *Otto Schumacher*, mail clerk, 42 years; *E. R. Nelson*, laborer, 39 years; *Steve Cuculich*, bonder, 34 years; *N. Sanzone*, cleaner, 31 years; *G. Cucca*, laborer, 28 years; *Michael Lyons*, laborer, 27 years; *Henry Campbell*, laborer, 24 years; *Joe Martich*, laborer, 12 years; *Alberto Festoso*, laborer, 12 years; *L. Bosich*, laborer, 11 years.

Utility Division: *J. J. Callaghan*, service truck chauffeur, 30 years.

Rapid Transit Division: *Louis J. Sulka*, paint foreman, 36 years; *Joseph Jean*, painter, 34 years; *George A. Peshak*, carpenter, 29 years.

*Jim Joeffrey*, clerk in Way and Structures, decided to stay at home during his vacation and met with all the rain drops. We hope his basement stayed dry enough so that he was able to enjoy part of his vacation.

*Jean Chapman*, steno in the Building Division, returned from her vacation in Michigan at the Jack and Jill Ranch.

—VIOLET CARNES

## Some Like To Travel; Some Prefer Home

WEST SECTION—Two of our relief clerks started their vacations on October 3. *Richard Arrowood* went via plane to Florida, while *Jim Hartigan* enjoyed staying in his new home in Elmwood Park, Illinois.

*Dorothy Vahle*, Douglas Park, returned after spending a very fine visit with her two sisters at Green Forest, Arkansas.

Station Superintendent *Frank T. Boland* is back to his duties after surgery in St. Anne's Hospital.

Clerk *Laddie Kiery* is at home now, convalescing after a serious operation. . . . Conductor *Joe Lewen*, Lake Street, is back at work after a five-month sick leave. . . . Conductor *Leo Tabert*, Lake Street, is also back after a sick spell. . . . Motorman *James Howlett*, who has been at Hines Hospital, has resumed duty.

Wedding bells rang for our Lake Street office secretary, *Stella Kokocki*, on August 21, at St. Valentine Church in Cicero. She spent her honeymoon at the Wisconsin Dells.

Yard Foreman *Tom McCormack* was married on October 2 at St.

## HONOR MAN



A BIG DAY in the life of *James Fotopoulos* was September 25. On that date he finished recruit training at Great Lakes Naval Training station and was chosen the honor man of his unit, Company 111. At the review of the recruit brigade the honorman certificate was presented to *Jimmy* by Fleet Admiral *William F. Halsey, Jr.* Jimmy is the son of *Peter Fotopoulos*, car placer at Cottage Grove.

Reported by *Walter B. Garbutt*



## R. N. Griffin, Transit Vet, Passes Away

**ROBERT N. GRIFFIN**, retired, former superintendent of the Loop division, rapid transit system, died October 26 at the age of 86 years.

A veteran of 55 years' service with the elevated lines, Mr. Griffin retired on August 1, 1949. He started with the old South Side Elevated Railroad on August 5, 1892, as a car coupler, and three months later was made a switchman. He worked at this while the road was being extended from 39th street to 61st street and then was named day yardmaster at the 61st street yards.

Mr. Griffin was appointed Loop trainmaster and inspector of stations in 1904, and in 1924 was appointed acting superintendent of the Loop division. After five months in this position he was named superintendent.



Surviving are two daughters, Mrs. Marion R. Smith and Mrs. Margaret Wolff; three grandchildren; five great-grandchildren, and a sister. Funeral services were held October 29 at St. Edmund's church, with interment at Holy Sepulchre cemetery.

Gertrude's Church, Granville and Glenwood Avenues.

Motorman Chester Davis is a grandfather now. His first grandchild, a boy, was born September 18 at Great Lakes Hospital.

Mr. and Mrs. John Carolan, clerk, Garfield Park, had a visit from the stork and it was a boy.

—WALTER J. REICH

## Proud West Shops Daddies Beam

**WEST SHOPS** — It has belatedly come to the attention of this reporter that June 20 was really and truly Father's Day for Steve Mad-dis of the bus overhaul department. Sir Stork arrived at Steve's house on that day and delivered a fine big boy. The boy was promptly named Steve, Jr., after his proud papa.

Charlie Battaglia, bus overhaul, also held open house for Sir Stork recently. The big bird arrived on September 18 and delivered a fine boy. He has been named Charles Joseph.

This must be the season for boys. On October 1, George Madland, bus overhaul mechanic, became the daddy of a strapping son. The boy has been named George Jeffery.

Dan Consalvo, bus dispatcher,

had to be different. On September 29, Dan became the proud papa of a fine girl. The little lady has been named Caprice Marie.

Tom Gibson, Jr., of the unit exchange room, at this writing is all packed up and ready to move into his own new home at Carpentersville.

Joe DeVeaux, bus overhaul mechanic, is another one who recently became a home owner.

Blacksmith Harold Scheid returned to work after a six-month furlough. Harold took his wife to California on advice of her physician.

Johnny Ruh is back on the job after a month's care by surgeons.

Floris Straka, machine shop, retired on November 1 after 36 years of service.

—TED SHUMON

## Sick List Has Both Good And Bad News

**WEST SECTION** — (Agents) A speedy recovery is wished for Agent Catherine Rice, who has been in St. Anne's hospital with a virus infection. Agent Nellie McCann is back to work and feeling much better.

Agent Helen McMahon lost her sister, and the mother of Student

## RECENT DEATHS AMONG EMPLOYEES

**THOMAS H. ALLEN**, 55, motorman, Northside. Died 10-10-54. Employed 8-20-23.

**FRED ANDRAE**, 76, retired conductor, Lawndale. Died 9-24-54. Employed 8-29-16.

**JULIUS A. BACSKAI**, 39, ticket agent, South section. Died 9-26-54. Employed 1-2-48.

**JAMES BYRNES**, 76, retired motorman, Elston. Died 9-27-54. Employed 9-26-02.

**P. P. CAMER**, 74, retired conductor, Blue Island. Died 9-25-54. Employed 7-1-09.

**A. J. CHRISTENSEN**, 81, retired motorman, Limits. Died 9-28-54. Employed 6-13-17.

**JOHN J. CILLIAN**, 50, motorman, Devon. Died 9-30-54. Employed 10-21-25.

**PHILIP J. DONAHUE**, 54, flagman, Lake Street. Died 9-22-54. Employed 1-5-43.

**FRANK FRAM**, 72, retired conductor, Armitage. Died 9-18-54. Employed 8-31-06.

**M. J. HANLEY**, 61, retired motorman, 77th. Died 9-23-54. Employed 5-23-17.

**E. Y. HITCHCOCK**, 78, retired conductor, Cottage Grove. Died 9-29-54. Employed 6-18-12.

**J. C. HORRELL**, 82, retired guard, Southside. Died 9-30-54. Employed 9-16-18.

**W. E. HUNTER**, 73, retired motorman, Devon. Died 9-21-54. Employed 7-8-25.

**JOHN JAMONT**, 72, retired car repairman, Kedzie. Died 9-19-54. Employed 8-19-10.

**OTTO JESKE**, 61, motorman, Garfield Park. Died 10-15-54. Employed 11-16-11.

**JOSEPH KUHNLEIN**, 56, conductor, 77th. Died 9-26-54. Employed 1-15-20.

**R. M. LeFEVRE**, 61, retired motorman, Westside. Died 9-22-54. Employed 9-3-20.

**A. T. LISS**, 75, retired guard, Northside. Died 9-15-54. Employed 5-14-09.

**GEORGE MEYERS**, 56, supervisor, District "B." Died 9-25-54. Employed 3-3-43.

**JENSINIUS NIELSEN**, 59, retired conductor, Limits. Died 9-15-54. Employed 1-26-21.

**M. V. QUINLAN**, 74, retired agent, Metropolitan. Died 9-20-54. Employed 10-15-24.

**ROBERT REES**, 65, retired conductor, 69th. Died 9-4-54. Employed 6-1-26.

**A. J. RICHARDSON**, 68, retired conductor, Limits. Died 9-22-54. Employed 6-29-15.

**F. B. RILEY**, 66, retired conductor, Cottage Grove. Died 9-16-54. Employed 10-23-20.

**FRED SCHRER**, 70, retired conductor, 69th. Died 9-25-54. Employed 7-27-10.

**VITO SOLOMBRINO**, 74, retired car cleaner, Kedzie. Died 10-9-54. Employed 10-4-27.

**C. E. YOUNT**, 53, retired operator, Boulevard, North. Died 9-8-54. Employed 6-3-24.

**STANLEY YURCHIS**, 70, retired carpenter, South Shops. Died 9-26-54. Employed 9-5-23.

Agent Theresa Doner recently passed away.

Pensioner Florence Todd vacationed under the sun in Miami, Florida. . . . Agent Johanne Christiansen looks wonderful after her seven-week visit with her relatives in Denmark. . . . Agent Ruth Hanson spent her vacation in Chicago visiting all the flooded areas. Assignment Agent Margaret

Queenan took a good rest and visited her dear friend, Pensioner Mollie McGuire, as often as she could. Mollie is in a rest home and feeling much better. . . . Others recently returning from vacations are Catherine Quinlan and Nellie Jennings and Porters John Day and Edward Stueber.

—KITTY KEEGAN and RUTH HANSON





FOR HIS ideas on redesigning of standee and pocket sash in the 4000 series rapid transit cars, **Clarence Golz**, carpenter foreman at Skokie Shops, recently received the second largest award made by the CTA suggestion committee. He took home an extra \$150.

## New Sash Brings

*Cash*

**Skokie Foreman  
Awarded \$150**

"AN EXTRA \$150 isn't hard to take—especially at this time of year." Those were the words of *Clarence Golz*, Skokie Shops carpenter foreman, after he recently received that sum through the CTA suggestion system for his ideas on redesigning certain windows on the 4000 series rapid transit cars.

It is the second largest award made to date by the CTA suggestion committee.

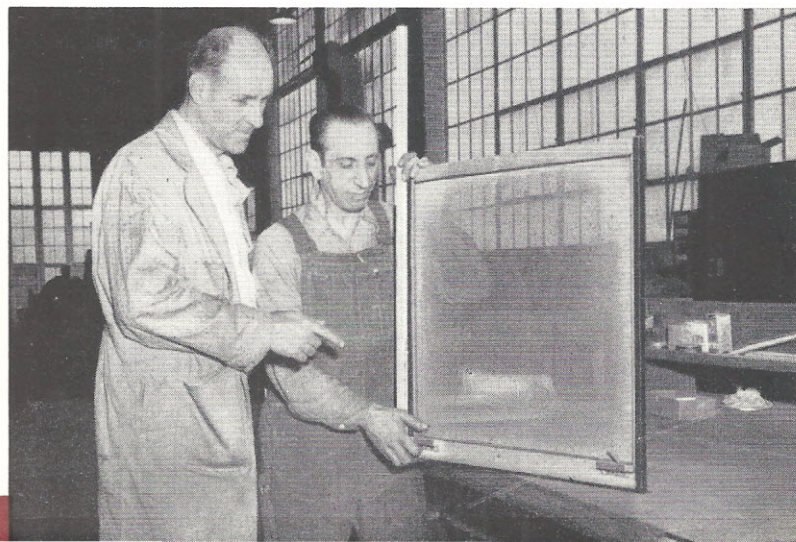
Clarence's suggestion involves a new, modern design incorporating different material for the metal sash of standee and pocket windows on the old type, all-metal rapid transit cars. Besides improved appearance, the new sash is constructed of 16-gauge sheet steel, whereas the original sash was constructed of brass. Due to the current large price differential between the two metals, substantial reduction in the replacement cost of the sash alone is being achieved. Deterioration of the sash also will be reduced due to the chemical differences between brass and steel.

The new sash is also a great labor and time saver insofar as replacement of the glass is concerned. It makes possible

standardization of the size of glass required for replacement of broken windows on rapid transit equipment. Moreover, glass in the new sash is sealed in a rubber mounting and replacement of a broken glass can be accomplished in a matter of minutes while the sash remains intact. The old type sash required complete disassembly of the entire window frame in order to replace a broken glass.

Clarence has been a Shops and Equipment Department employe for 28 years. He started in the transit field as a truckman's helper, rose to carpenter's helper, then became a carpenter, and subsequently rose to his present capacity. He has been at Skokie since 1939.

→ **CLARENCE** confers with *Carpenter Matthew Mascari*, right, on another window modernization project being conducted at Skokie. The bottom raise sash is also being modernized for more convenient operation.

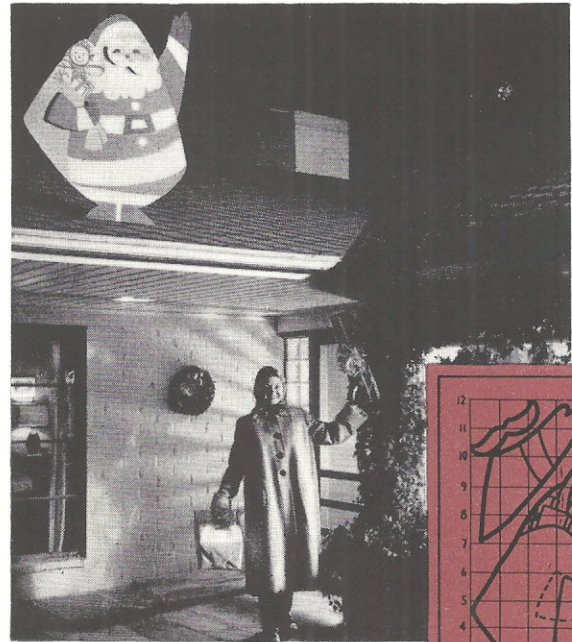
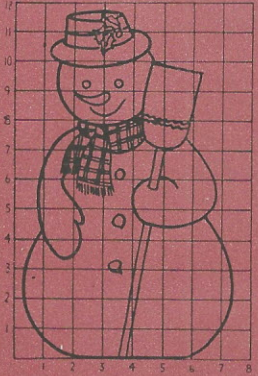






↑ **THIS DESIGN** for a four-foot snow man made with fir plywood will make an unusual and colorful Christmas display for front lawn or roof.

← **OUTLINE SKETCH** for snow man. Face grain in plywood should be vertical.



↑ **THIS JOVIAL** figure of Santa Claus is a keynote Christmas decoration project you can build with exterior type fir plywood in an afternoon or a week-end.



↑ **PLAN DRAWING** for Santa Claus cut-out, simple and easy to make.

## Christmas Cut-Outs

### you can make yourself

WITH CHRISTMAS just a few weeks away, many CTA employees are probably planning holiday displays for the home.

Right in line with the growing "do-it-yourself" trend are these two seasonal cut-out figures that almost anyone can make at very little expense. They will add a cheerful and unique note to the decorative scheme, and can be used either alone or in combination with other display elements.

A Santa Claus on your roof or lawn is just what you need to keep the family right on top of Christmas. Here's one that's simple and economical to make and it requires a minimum of cutting.

Designed for construction from just one panel of 3' x 4' exterior fir plywood and waterproof glue, it's a do-it-yourself Christmas display item you should be able to complete in a week-end.

To make a cut-out like this, simply draw a grid with lines 4" apart as shown in the accompanying sketch. You don't need any special artistic talent to draw the full-size figure on the plywood. Just make the design lines cross the full-size grid at the same points shown in the plan drawing.

When the figure is cut out attach the separate parts where they belong as shown by the dotted lines.

To finish the figure, daub the edges of the plywood with a heavy mixture of white lead and oil. Prime both sides of

the figure and then paint the design with bright contrasting colors. Use a good exterior house or trim paint if you wish to reduce glare from floodlighting.

Here is a design for a snow man that will make an unusual and exciting new Christmas display for your front lawn and it is so simple to produce you should be able to do it in an afternoon except for painting.

The design is planned for construction with exterior type fir plywood so it can be used year after year.

As shown in the picture, this display lends a cheerful note to your Christmas decoration when used all by itself, but it will also work well in a combination.

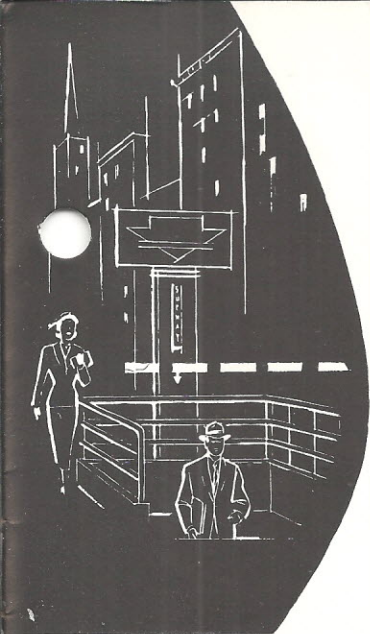
You can cut the whole thing in one piece from a panel of 1/2" fir plywood just 30 inches by four feet.

To make the snow man draw a grid with lines 4" apart on the panel. Then reproduce the figure in full size by letting the design contours intersect the grid lines at points shown in the plan sketch.

Then use a band saw, a saber saw or a keyhole saw to cut out the basic shape.

To finish the snow man, paint the edges of the cut-out and both sides with a flat white primer. For color coats, use a good exterior house paint or trim paint tinted to the desired tones. If the display is to be floodlighted, a flat finish will reduce glare.





## Named to ATA Committees

FIVE MEMBERS of the CTA administrative staff were named to important committee posts at the American Transit Association's 73rd annual meeting held in Pittsburgh early in October.

Those named, and the key committee jobs they were elected to fill, are:

*P. J. Meinardi*, comptroller, chairman of the administrative committee, accounting division; *G. S. Graybiel*, general superintendent of purchasing and stores, chairman, administrative committee, purchases and stores division; *C. E. Keiser*, superintendent of transportation, member, administrative committee, operations division; *H. L. Howell*, general superintendent of way and structures, member, administrative committee, plant and engineering division, and *J. T. Harty*, superintendent of stores, member, administrative committee, purchases and stores division.

In recognition of his service to the industry, *Guy A. Richardson*, former vice-chairman of Chicago Transit Board, was presented an inscribed plaque by ATA at the meeting. He was one of 26 living past presidents of the association similarly honored.

## Reroute Shuttle Service

A REVISED routing for the CTA Merchandise Mart-Depots ten-cent shuttle bus line (No. 128), effective October 18, reduced scheduled running time between the terminal at Canal-Jackson and the Merchandise Mart by two to three minutes.

Under the new arrangement, northbound buses in the morning rush period, from about 7:47 a.m. to 9:17 a.m., operate north in Canal from Jackson to Lake, east in Lake to Wacker Drive, northeast in Wacker Drive to the Franklin-Orleans bridge, and north in Orleans to the Merchandise Mart where new loading zones were established at the west entrance of the Mart.

In the evening rush period, from about 4:10 p.m. to 5:20 p.m., southbound buses operate south in Orleans from the Mart to Wacker Drive, southwest and south in Wacker to Randolph, west in Randolph to Clinton, south in Clinton to Jackson and east in Jackson to Canal.

Formerly No. 128 shuttle buses served the Merchandise Mart at the south entrance of the building, via Wells Street and Merchandise Mart Plaza.

## New Legion Officers

NEW OFFICERS of CTA Post No. 1216, American Legion, were installed at a meeting held October 19 in St. Jude's Hall. Shown here with the installing officer *Harrison D. Wilson* (left), past commander of the Post and past commander of the 2nd district, are, left to right, front row, *Joseph Karel*, junior vice commander and adjutant; *George Kimmske*, junior vice commander; *Robert Buerger*, commander, and *Joseph Bolech, Jr.*, senior vice commander. Back row: *Carl Rapisarei*, sergeant-at-arms; *Gene Jankowski*, chaplain; *Walter Jandt*, finance officer; *Charles Gubala*, sergeant-at-arms, and *William Bird*, historian.







## Season's Wind-Up

GOLFERS from the Merchandise Mart offices of CTA held their last outing of the summer at White Pines Golf Club on September 25. Thirty-five participated in the event which was won by *E. L. Coates*, Purchasing Department, with a

low gross score of 77. *P. J. Meinardi*, comptroller, and *Harold F. Brown*, methods and procedures supervisor, tied for the low net score of 72. That a good time was had by all is evident by the smiling faces of the group assembled after the matches.

## New Subway Transfer Point

FOR THE convenience of "L"-subway riders, the Clark and Lake "L" station was designated as a transfer point to and from the Lake Street Transfer station of the Milwaukee-Dearborn subway, effective October 10.

With Clark-Lake "L" station becoming a transfer point between elevated and the Milwaukee-Dearborn subway, riders have the choice of making transfers at that station or at Randolph-Wells "L" station which has been and will remain a transfer point to and from the Lake Street Transfer station of the Milwaukee-Dearborn subway.

During the hours agents are not on duty, passengers will be directed by informational signs to make "L"-subway transfers, or vice versa, between State and Van Buren "L" station and Jackson-Van Buren subway station of the Milwaukee-Dearborn Subway.

## North Section Office Moved

A NEW North section rapid transit transportation and station superintendent's office, located at 1653 W. Howard street, was opened October 4. At the same time, the offices at 4430 N. Broadway were officially closed.

All of the business normally transacted at the latter office will be conducted at the new location. For the convenience of employees wishing to telephone the new office, the numbers are as follows: (North Unit) 401—station superintendent; 407—chief clerk; 424—clerk and lost property. The new office can also be reached by calling AMbassador 2-4163.

## CHICAGO TRANSIT AUTHORITY

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

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

	Month of September		Period Ended September 30, 1954	
	1954	1953	9 Months	12 Months
Revenues .....	\$10,120,340	\$ 9,946,362	\$89,864,405	\$120,889,208
Operation and Maintenance Expenses .....	8,140,976	8,419,266	77,004,307	104,302,625
Available for Debt Service .....	1,979,364	1,527,096	12,860,098	16,586,583
Debt Service Requirements:				
Interest Charges .....	417,595	397,814	3,788,765	5,058,816
Deposit to Series of 1947 Serial Bond				
Maturity Fund (Note 1) .....	200,000	150,000	1,500,000	1,950,000
Revenue Bond Reserves (Note 2) .....	30,000	23,000	270,000	353,000
	647,593	570,814	5,558,765	7,361,816
Balance Available for Depreciation .....	1,331,771	956,282	7,301,333	9,224,767
Provision for Depreciation—Current Period .....	809,627	795,709	7,189,152	9,671,137
Balance Available for Other Charges (Note 3) .....	\$ 522,144	\$ 160,573	\$ 112,181	\$ 446,370 r

r - Denotes red figure

### PASSENGER STATISTICS

Originating Revenue Passengers .....	51,999,822	54,694,180	479,217,315	653,482,189
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### STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as at September 30, 1954

1952-53-54 Orders:	Delivered to date	Remaining to be Delivered	Total
Propane Buses .....	397	103	500
El-Subway Cars .....	150	120	270
	547	223	770
Delivered under previous orders .....	2,814		
Less—P.C.C. Streetcars to be converted to El-Subway Cars .....	250		2,564
			3,334

### 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. 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.



# What was your most enjoyable or unusual hunting or fishing trip?

## INQUIRING REPORTERS:

Joe Smith and Wilbur Jensen

## LOCATION:

77th Street



Wilbur Jensen

← **JOHN E. THEIS**, Clerk (with *Inquiring Reporter Joe Smith*): "My most unusual hunting trip was the time I got the limit of pheasant after being out in the field for only 10 minutes."

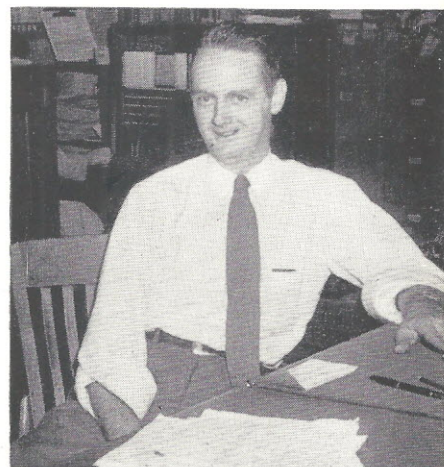
**JOHN KUGLER**, Operator: "Two years ago I took my dog, *Tippy*, along on a hunting trip. *Tippy* is a springer and strictly a bird dog. Out

in the field I shot at a bunny and thought I had missed, but a few minutes later we saw *Tippy* coming toward us with the rabbit. It was a great thrill for me to know that he would retrieve animals as well as birds." →

← **GUS MELANDER**, Operator: "On the pier at Little Traverse Bay in Petoskey, Michigan, I was the only fisherman using a trolley line. It was a real thrill to pull in two jumbo perch at a time while others, with fancy equipment, watched me and got nothing on their lines. They called me the lazy trolley man waiting for the bell to ring." →

→ **RICHARD W. BOHLIN**, Clerk: "The most unusual experience I had on a hunting trip was the time I walked into a posted area and was arrested for trespassing. And I did not get one rabbit for the day's hunting. However, I'll try again this year—and be more careful."

← **STEPHEN D. KERI**, Operator: "We had gone hunting for squirrel and pheasant. After bagging our limit of both, we decided to go to a fishing hole and shoot at garfish. Not expecting to get any, we were crossing a bridge over the creek when a flash of green flew up in the air. We shot at one after another and finally bagged a twelve pounder." →







# our public speaks



Russel Collins

**COMMENDABLE ACTS** are being performed daily by CTA employees throughout the entire system. Many such acts are noted by appreciative passengers, but probably most of them go unrecorded.

However, this was not the case recently for the thoughtfulness displayed by *Operator Russel Collins*, Kedzie station. Resulting from an act of courtesy rendered a passenger on his Kedzie avenue bus, Collins was the first to be commended in a weekly series carried in a west side community newspaper. He received a luggage bag and wearing apparel from a west side department store following the newspaper citation. In part, the news story read:

"The bus driver assisted an elderly woman on the bus and seated her comfortably before starting on his way."

Collins, a west side resident, has been a transit employe for 13 years.

While Mr. Collins' good deed resulted in newspaper publicity and winning awards, other operators are doing equally good jobs as evidenced by the fact

that letters of commendation are received daily by CTA. Following are excerpts from a few:

## "An Excellent Job"

"Recently I left a valuable package on a northbound Ravenswood elevated train. Realizing the loss at the Irving Park station, I reported the matter to a *Mr. Porter Scale*. He referred me to the station agent, No. 33 (*A. Narrance*), who made several phone calls to see if the package had been recovered.

"Within three hours after the loss was reported, my package had been recovered. I called for it and was shown every courtesy by CTA employes."

## "Genuine Pleasure"



"This letter is written to commend Bus Operator No. 30713 (*K. Gilio*, Wilcox) for his extraordinary courtesy, kindness, efficiency and care in operating his bus. He not only was considerate

and good humored with his passengers, but on two separate occasions extended road courtesy to drivers of other vehicles who showed appreciation by their smiles of thanks. It was a genuine pleasure to ride with this man."

★ ★ ★

**CONTRARY** to letters of commendation are letters like these:

"On Thursday, I was on the southwest corner of Stony Island and 79th street waiting for a 79th bus to go east. After I had waited awhile, a bus finally came, but passed right by me. Because the operator did not stop, I was late for work."

**COMMENT:** Failing to stop in designated zones for passengers to board or alight is a direct violation of CTA operating rules and regulations. Besides inconveniencing patrons, such actions are detrimental to the entire CTA organization.

"I waited for some time for a northbound Jeffery bus. When it arrived I asked the driver how often the buses ran. He did not answer. When I repeated my question he said in a surly tone of voice, 'Put your fare in the box and move along, I don't know how often they run.'"

**COMMENT:** Basic information concerning CTA routes and schedules should be common knowledge to all CTA employes. Inquiries from passengers ought to be answered thoroughly and in a courteous manner.



SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for October, 1954, September, 1954, and October, 1953:

	October, 1954	September, 1954	October, 1953
Complaints	956	945	1128
Commendations	86	101	139



to the ladies from Ellen

## An Extra Treat

THANKSGIVING is a wonderful holiday and the thought of a roasted, golden brown turkey, deep red cranberries, colorful tones of fresh vegetables, the rich brown of a pumpkin pie and over them all, the flushed faces of a happy family gives a particular sense of pride to the mothers of the families.

Certainly the decorated table with its fine delicacies will be looked upon with great appreciation, but a special cranberry-apricot coffee cake for breakfast would tease the family just enough to make them really anticipate your fine dinner.

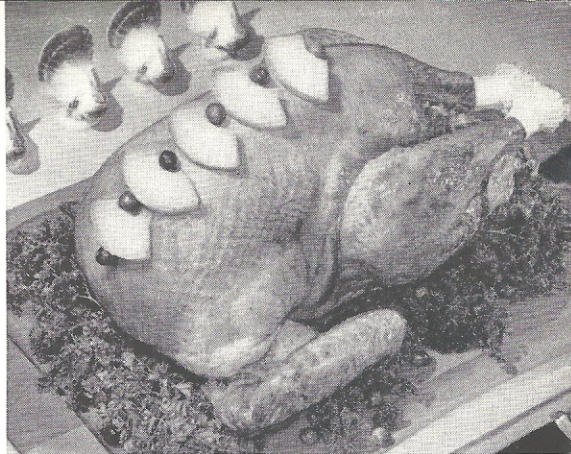
Here is the recipe for a wonderful Thanksgiving breakfast.

### Cranberry-Apricot Coffee Cake

2 tablespoons butter or margarine  
9 cooked apricot halves  
 $\frac{3}{4}$  cup chopped raw cranberries  
 $\frac{1}{2}$  cup sugar  
Melt butter or margarine in bottom of 8 x 8 x 2 inch pan. Arrange apricot halves in pan and place chopped cranberries around apricots. Sprinkle sugar over fruit. Pour batter over all.

#### Batter

$1\frac{1}{2}$  cups sifted enriched flour  
2 teaspoons baking powder  
1 teaspoon salt  
 $\frac{1}{2}$  cup sugar  
1 egg  
 $\frac{2}{3}$  to  $\frac{3}{4}$  cup milk  
3 tablespoons melted shortening



PINEAPPLE "fans" and whole cranberries decorate this tempting turkey for the holiday occasion. This attractively garnished and perfectly roasted bird will give you fame with family and guests. Slices of pineapple, fastened with toothpicks and studded with cranberry, are arranged on the turkey just before bringing it to the table. Paper frills are added to the drumsticks for decoration and to aid the carver.

Sift together flour, baking powder, salt and sugar. Combine egg, milk and shortening. Add to flour mixture, stirring until mixture is smooth. Pour batter into prepared pan. Bake in moderately hot oven (425 F.) 25 minutes. Makes 1 coffee cake.



### The Return of the "Femme Fatale"

THERE'S A new way to look this winter. Last year everybody was a gamin. This year, the "look" is quietly elegant, frankly, fascinatingly female—the look of the "femme fatale" of the 1950's.

It will be marked by short but smooth

A BEAUTY ideal that's all-woman and all-wonderful, appealing at age twenty or forty.

hair, darker lips and nails, more sultry eye make-up, a feeling of poise and a "grown-up" approach to fashion.

The most startling change to come with the new "femme fatale" look will be in hair style. Hair will remain short, ear-lobe length, but smooth and unbroken in line, shaped but unchopped, with ends turned crisply outward. The secret of success: You look as though you've run your hands over your hair . . . not through it.

For more sultry eyes, eyeshadows and mascaras in smoky tones like smudgy-greens and muted browns. Medium-wide eyebrows, straighter and less arched, go with the "look" as does shadow used lightly over the whole lid.

Lips should be more generous and straighter in outline as well as darker in color. Matching nails will make hands look whiter, jewelry more dramatic.

The "femme fatale" of the 50's ushers in a timely era of good grooming that's appealing at age twenty or forty."

### Freddie the Fire Chief

"FIREMAN, save my child," is a familiar cry to a spunky little monkey called Freddie the Fire Chief. Freddie is dressed and ready for action in his black slicker and red fire-chief's hat. His body is crocheted in yellow cotton with pink trim on the ears, hands and face. Black buttons make the shiny eyes.

Freddie would make a wonderful Christmas gift for some child, and he's very inexpensive and easy to make.

For free direction leaflets, write Women's Editor, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.

THERE IS still time to make Freddie the Fire Chief before Christmas.





# The "I WILL" SPIRIT STILL WINS!

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