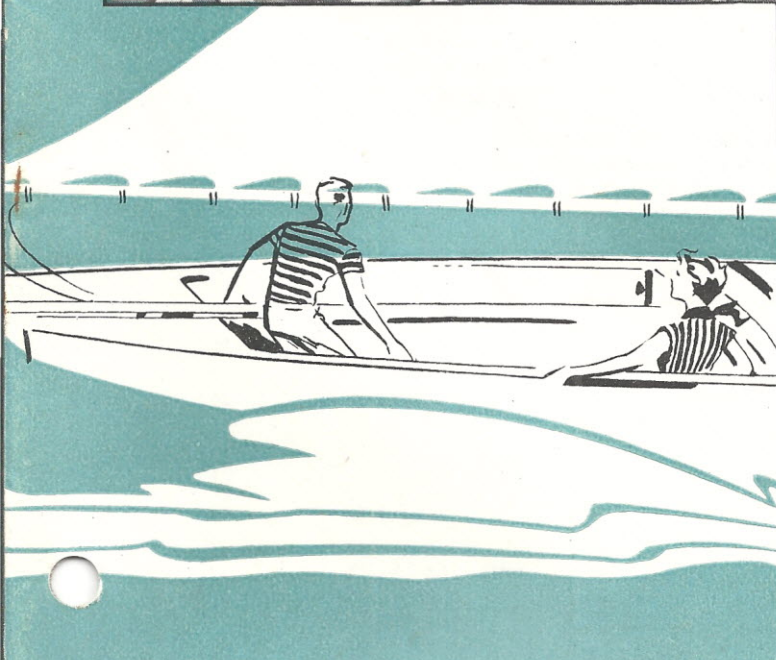




TRANSIT NEWS

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Harbor Scene, east terminal Belmont Avenue Route . . . see Page 3.



LOOP "L" STATION REMODELING PROJECT GETS UNDER WAY

PRELIMINARY work of wrecking the Randolph-Wabash "L" station buildings to make way for construction of a completely new inner loop station building was started by CTA crews on May 9.

The entire project was worked out under a cooperative arrangement between Marshall Field & Company and Chicago Transit Authority, resulting from conferences between *Hughston M. McBain*, chairman of the Board of Marshall Field and Company, *V. E. Gunlock*, chairman of the Chicago Transit Board, and other officials of the two organizations.

The cost of the project is estimated to be about \$75,000, to be financed jointly by Marshall Field and Company and CTA, with Field's contributing \$40,000 of the total amount.

One of the outstanding features of the new inner loop station building will be a new direct connection to Marshall Field's store. At present there are two connections from the station platforms to the store. Under the new arrangement there will be a total of three connections—one from the outer loop platform, one from the inner loop platform and one from the new inner loop station building itself.

The interior of the station structure, which will be about 50 feet by 28 feet, will be pleasingly comfortable and colorful for the convenience of patrons of the store and CTA. The interior design will feature porcelain enameled steel. Settees will be of stainless steel and porcelain enameled steel



WORKMEN are busy dismantling the Randolph-Wabash "L" station preparatory to the construction of a new inner loop station to be built under a cooperative arrangement between Marshall Field & Company and CTA. The new station will be built at a cost of about \$75,000, with Field's contributing \$40,000 of the total amount.

with upholstered seats. Doors will be of glass with aluminum frames, and terrazzo floors will be installed. The glass doors, along with the windows facing the tracks, will enable patrons to wait inside the building from where they will have a full view of approaching trains.

The entire exterior of the new station building will consist of stainless steel panels.

The new arrangement on the outer loop platform at Randolph and Wabash will consist of modern passenger control facilities and agents' booth together with a glass-enclosed windbreak.

It is expected that the job will be completed in approximately four months.

OUR COVER: Chicago's lake front is properly designated as one of the city's most famous attractions. In the summertime it becomes a playground for multitudes seeking relaxation in outdoors activity. Belmont harbor, pictured on the cover, provides ample pier and dock facilities for pleasure craft and is a colorful and picturesque scene during the boating season. It is reached directly by the Belmont avenue route, featured in the "Know Your CTA Routes" story in this issue.

VOLUME VIII

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CTA EMPLOYEES

RECENTLY RETURNED

FROM MILITARY SERVICE

Earl A. Cliff—Shops and Equipment
(Lawndale)

Darrell J. Mercure—Shops and
Equipment (Kimball)

CTA TRANSIT NEWS

To Serve Our Riders Better

KNOW YOUR CTA ROUTES



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

THE LONGEST east-west trolley bus route on the CTA system is the Belmont avenue (No. 77) line, operating between Halsted street (800 W) and Cumberland avenue (8400 W) which is just beyond the city limits on the far northwest side.

By taking its motor bus extension route at the eastern end and transferring to the trolley bus, one can ride from Lincoln Park on the lake front all the way across town to an outer terminal located at the edge of a forest preserve area some 10 $\frac{1}{2}$ miles distant.

As the accompanying map shows, the Belmont avenue route runs in a direct east-west direction between the two terminals for its entire length. The measured round trip mileage between outer terminals of the Belmont avenue (3200 N) trolley bus operation is 19.18, while the extension run is 1.87 miles.

The only deviation in routing from Belmont avenue comes on the extension line (No. 77B), with "loop" operations at

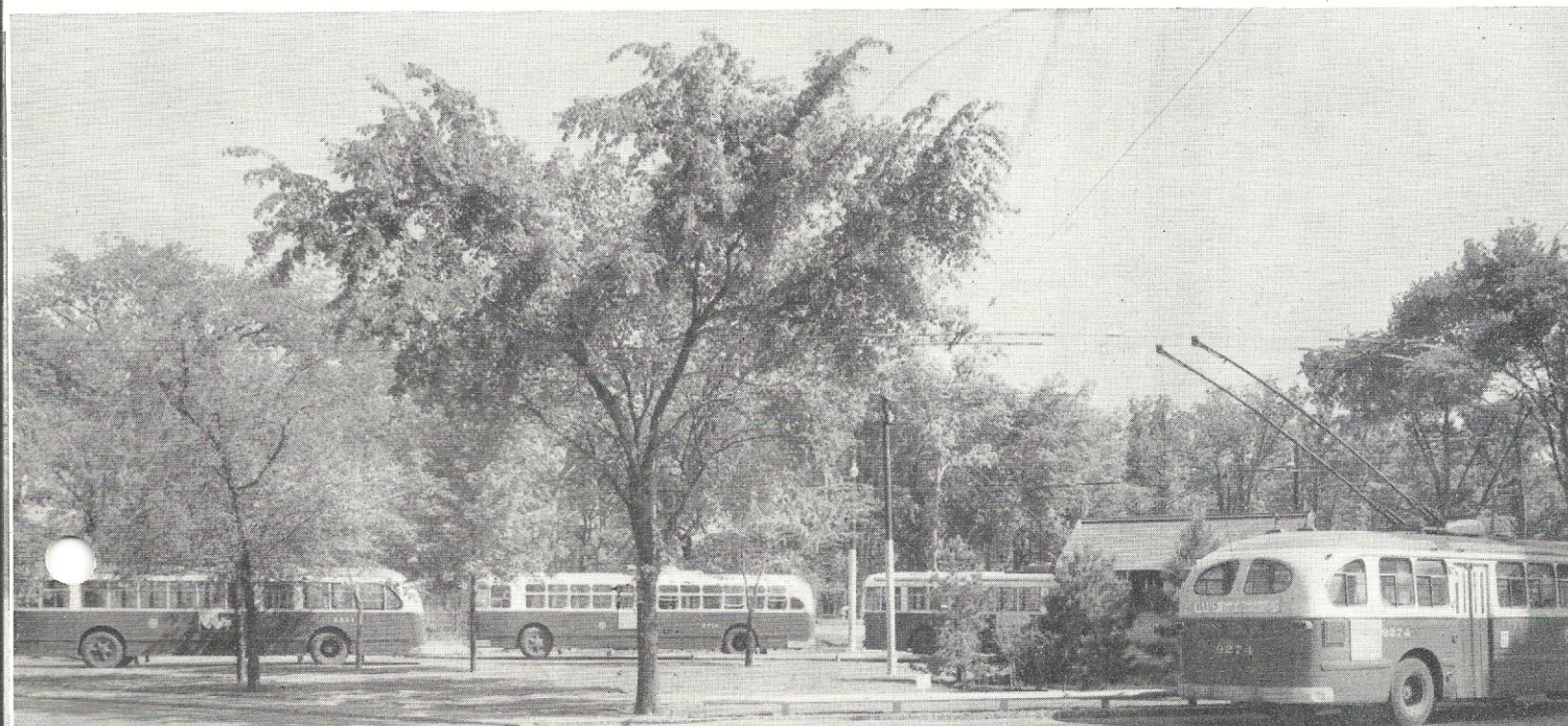
each end. Starting at Wilton street (932 W), just east of the Belmont "L" station, extension buses travel on Belmont to Lake Shore drive, then south to Briar place, west to Sheridan road, north to Belmont, west to Clark, north to School, west to Wilton, and south to Belmont.

A second off-street terminal located on the Belmont route is at Octavia avenue (7300 W). About one-half of the trolley bus runs during rush hours operate to and from this installation.

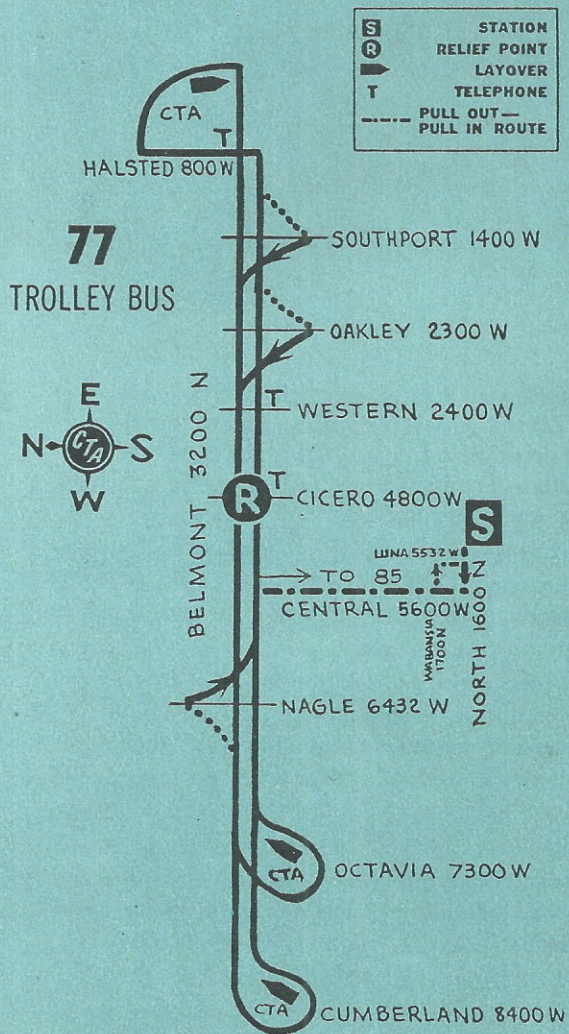
Schedules on the main line call for buses every two and one-half minutes during weekday morning rush hours, and at two and one-half to three-minute intervals during the weekday evening rush period. Midday headways are eight minutes. These lengthen to nine minutes during the evening.

Saturdays, schedules are arranged to provide for intervals of seven and one-half minutes during the morning rush; six and one-half minutes through p.m. rush hours; eight minutes during midday, and 10 minutes evenings. Sundays

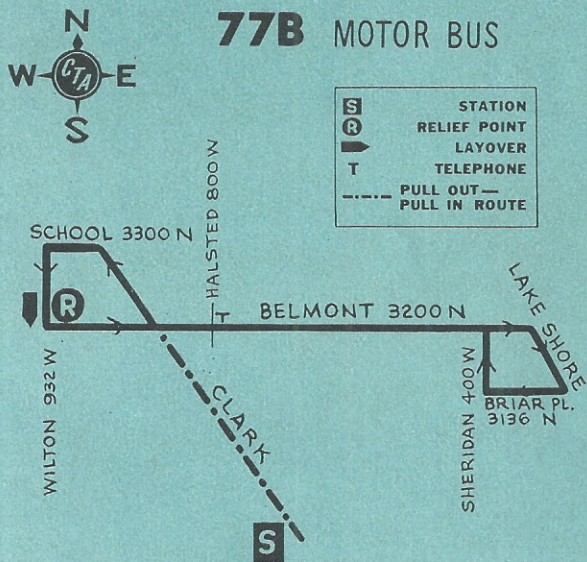
TROLLEY BUSES operating on the Belmont avenue route layover in this off-the-street terminal at Cumberland avenue while waiting between runs to begin eastbound trips. Nearby is Schiller Woods, a forest preserve area, popular spot with summer visitors.



BELMONT NORTH AVE. STATION



77B MOTOR BUS



BELMONT EAST

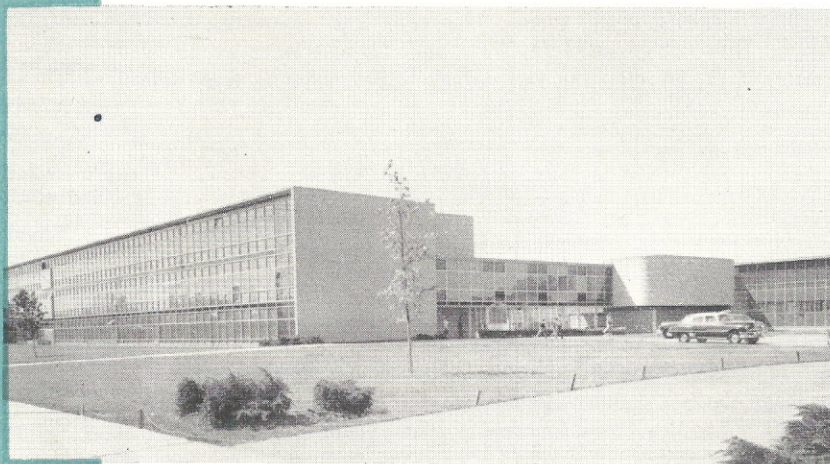
LIMITS STATION

KNOW YOUR CTA ROUTES cont.

and holidays, the intervals are 15 minutes in the early morning and nine minutes midday and evening. Between 1:10 a.m. and 5:00 a.m., "owl" schedules on 30-minute intervals are in effect.

The running time on the Halsted-Cumberland trip varies from 40 to 54 minutes depending on street traffic conditions, and the Halsted-Octavia run from 35 to 49 minutes. Thirty-nine trolley buses operating out of North Avenue station are assigned to Belmont avenue service.

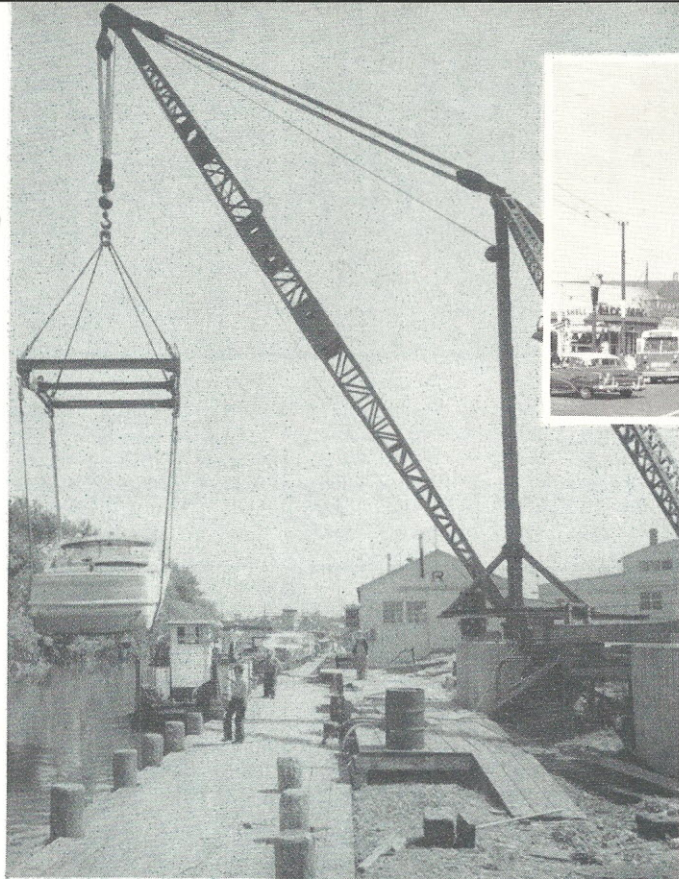
On the extension route, rush hour intervals of 10 minutes are scheduled. These go to 15 minutes during midday,



THIS MODERN, glass-sided building represents the latest architectural design for a school building. It is the striking new St. Patrick's Catholic high school at Marmora and Belmont avenue.

CONNECTIONS at the east end of the trolley bus route are made with an extension motor bus line running from Wilton street to Sheridan road. Riders also may transfer to and from north-south and Ravenswood trains of the rapid transit system at Belmont station, seen in the left background.





AN INTERESTING commercial enterprise located just north of Belmont avenue at the Chicago river is a shipbuilding and repair yard. In the foreground a giant crane is lifting a new Chicago Park District police patrol boat from the dock and placing it in the water for service on the lake front.

evenings, and on Sundays and holidays. The round trip running time, exclusive of layovers, is 14 minutes. The motor buses used come from Limits station.

Neighborhood communities served by the Belmont avenue route include Lake View, Avondale, Mont Clare, Belmont-Cragin, North Austin and Dunning. The route also is conveniently adjacent to the northern sections of suburban Elmwood Park and River Grove.

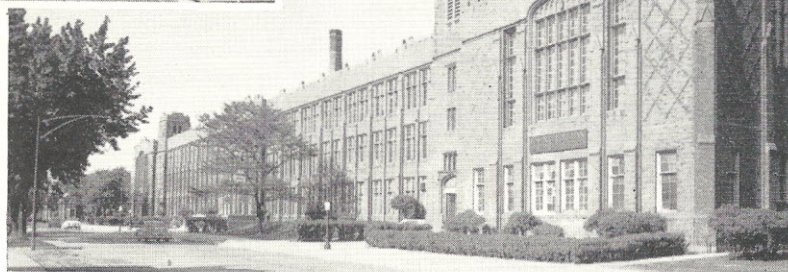
Since the first section of the Belmont route was placed in service—from Southport to Western in 1887—the line has been gradually extended to keep pace with the growth of the city around it. It was extended eastward from Southport to Sheridan road in 1895, and from Western to Kedzie the same year. The next extensions were from Kedzie to Pulaski in 1914; Pulaski to Cicero in 1916; Cicero to Central in 1924; Central to Harlem in 1930, and Central to Pacific in 1931. The present off-street terminal at Cumberland was established in January, 1949.

Belmont avenue station on the north-south "L"-subway route is a main transfer point to and from the surface route. Transfer may be made to southbound Jackson Park and Englewood trains, northbound Howard "A" trains and all Ravenswood trains at this station. It is also a stop for North Shore Line trains, serving communities north to Milwaukee.

Belmont Harbor, one of the largest pleasure-craft harbors on the Chicago lake front, is close to the eastern end of the extension route. Schiller Woods, one of the popular playground areas maintained by the Cook County Forest Pre-



A RETAIL business district of considerable prominence has sprung up on the far northwest side at Belmont and Central avenues. The view is looking east along Belmont towards the intersection.



ANOTHER fine school building located along Belmont avenue is this impressive structure housing Foreman High School. This unit of Chicago's public school system is at LeClaire avenue.

serve District, is situated just across the street from the Cumberland avenue terminal on the western end. Another point of attraction located directly on the route, at Western avenue, is Riverview Park, summer amusement center.

Considerable commercial and industrial activity centers around Belmont avenue. In recent years there have been many new residential construction projects launched, especially on the west end of the line. The convenience of local transit service has been a big factor in the development of this northwest side area and it will continue to be so.

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

ONE OF the busiest corners on the northwest side is this three-way intersection of Lincoln, Ashland and Belmont avenues. The view is looking west along Belmont.



A SUNNY DAY brings out golf enthusiasts to Indian Boundary Golf Course, just a short distance from the Cumberland avenue terminal of the Belmont trolley bus route. The course is operated by the Forest Preserve District of Cook County.



CTA Report

Operating Income	1954	1953	Decrease or Increase
Transit fares, rental of advertising space, charter service, news stands and vending, rental of property, etc.....	\$121,139,515	\$124,103,962	(\$ 2,964,447)

Operating and Maintenance Expenses

Costs of conducting transportation, maintaining equipment, and all other operating expenses, including claims.....	\$103,411,537	\$106,296,905	(\$ 2,885,368)
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Payments to Other Public Agencies

Included in operating and maintenance expense are payments to other public agencies—the City, the Park District and the State.....

\$ 2,904,404	\$ 2,899,472	\$ 687,800
--------------	--------------	------------

Debt Service and Depreciation Requirements

Principal and interest payments on outstanding revenue bonds, and funds for replacing obsolete and outworn equipment

\$ 17,191,773	\$ 16,507,653	\$ 684,120
---------------	---------------	------------

Payments for Other Charges

These charges—revenue bond amortization, operating expense reserve, and city compensation—are paid in full or in part, only if earned.....

*\$ 536,205	**\$ 1,299,404	(\$ 763,199)
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Originating Revenue Rides

Only passengers paying fares at point of origin are included in this category; revenue passengers formerly included riders paying fare differentials. Universal fare is now in effect.....

641,166,501	686,560,076	(45,393,575)
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*Deposited in Revenue Bond Amortization Fund.

**\$1,216,714 Deposited in Revenue Bond Amortization Fund; \$82,690 Deposited in Operating Expense Reserve Fund.

() Figures enclosed by parenthesis indicate decrease.

s . . . for 1954

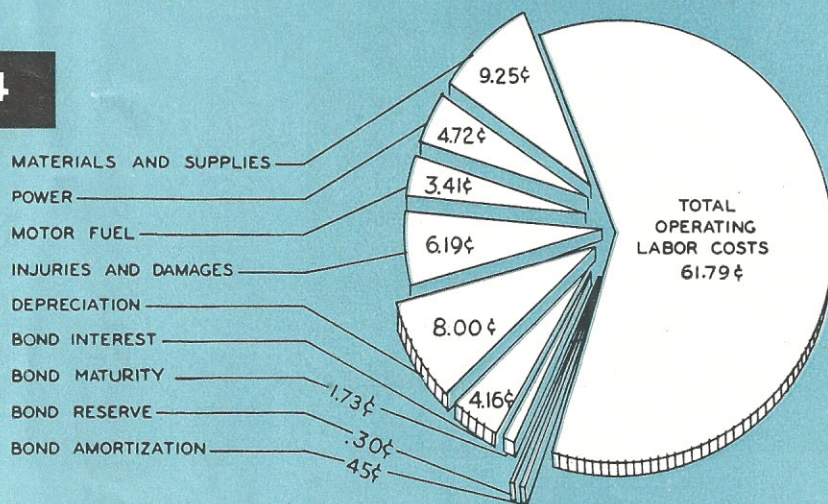
PROGRESS OF MODERNIZATION

During 1954, substantial modernization progress was achieved. Additional new equipment was delivered and placed in service. The last red streetcar was retired, and buses were substituted for streetcars on seven routes. Other new facilities, including more off-street terminals were added.

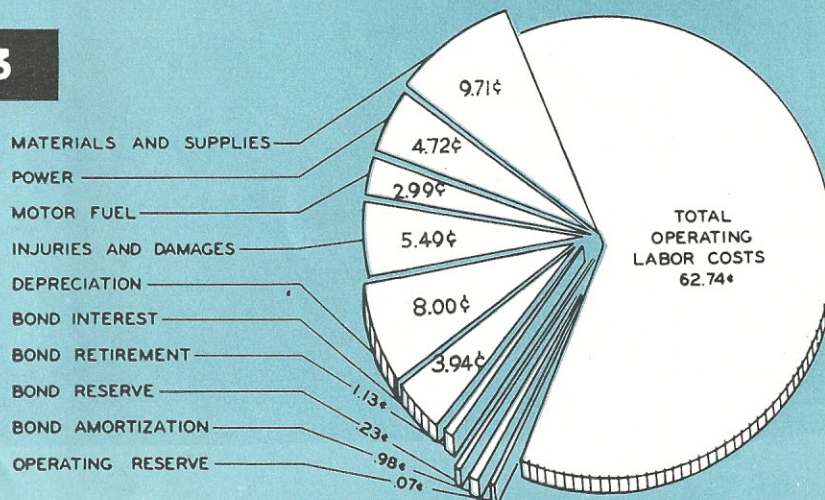
Expenditures		New Units	
To 1-1-54	To 1-1-53	1-1-54 to 12-31-54	1-1-53 to 12-31-53
		Buses	Buses
		300	124
		R. T. Cars	
\$98,502,401	\$80,009,822	176	—

Distribution of CTA'S Revenue Dollar

1954



1953





our public speaks



A NAME that pops up frequently in letters of commendation from CTA riders is that of *Kelly Gilio*, operator, Wilcox, who has won many friends over the years by his consistently pleasant personal service.

"He is courteous, kind and thoughtful to everyone," is the phrase that appears often in the letters received from patrons who have noted his fine spirit of service. His record is one of which he can feel justifiably proud.

Gilio, a former Boulevard System operator, has been in transit work since April 1, 1946. He is presently working on the Monroe street parking lot run—route No. 148.

Passengers appreciate courteous acts performed for them. Proof of this are the many letters received by Chicago Transit Authority praising the courteous and efficient work of our employees. Reprinted below are a few of these letters which show that courtesy costs nothing but is invaluable in winning satisfied customers:

"Most Gratifying"

"The courtesy shown me by Operator No. 3812 (*Cornelius Welborn*, 77th) was most gratifying. This afternoon, while paying my fare, I dropped three pennies and a nickel. Since I have a bad back, I could not stoop to pick the coins up, so this operator immediately

handed me the same amount of coins, saying he would pick up the ones I dropped."

"Courteous to All"

"The driver of an Addison bus, No. 3357 (*Joseph Guth*, Keeler) showed qualifications of the ideal operator of a public conveyance. He called streets clearly, drove the bus smoothly and was courteous to all passengers.

"When a blind man boarded the bus, this operator was most helpful to him. Also, when the man was to alight, the driver helped him off the bus, led him to the proper corner for transfer and patiently instructed him about directions. Every passenger on the bus received many courtesies from this operator."

"Always A Pleasure"

"One of your operators, No. 11305 (*Rudy Anderson*, North Park) is indeed a real asset and credit to CTA.

"In my particular case, I have had the necessity to use his bus on many occasions. I could not help but notice his friendliness and efficiency in performing his duty. It has always been a pleasure to ride with this man."

SATISFYING our patrons with courteous and efficient service is the responsibility of all CTA employees. Unfortunately, not all our employees have adhered to this responsibility and letters like these printed below have been received from our patrons:

"The driver of the bus I was on this morning smoked a cigarette while operating his vehicle. At one transfer point, five or six people wanted to board the bus, but this operator very discourte-

ously told them to take another bus. When a gentleman with two small children questioned this, the driver very arrogantly told him to 'read the sign in front of the bus.' His lack of courtesy in handling this situation and smoking while on the job, is certainly no way for a driver to act."

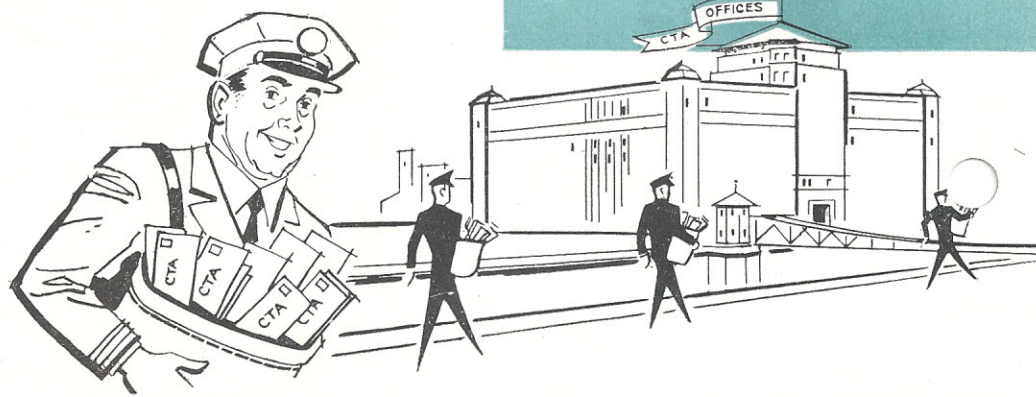
COMMENT: Courtesy and tact in informing our patrons about CTA service and schedules would have avoided this situation. CTA operating rules and regulations forbid operators from smoking while on duty.

"Several people were waiting for an eastbound bus on the corner of Elston and Irving Park. When the bus was approaching, the operator had to stop about a quarter of a block away from the corner. Some people walked over toward the bus and boarded it there, but another woman and I waited at the corner, expecting the driver to stop there, too. As the bus started up, I signalled for it to stop but the operator paid no heed to my signal and passed us by. I had to wait for the next bus and was late for an appointment."

COMMENT: CTA vehicles are operated to provide service for the convenience and accommodation of our patrons. Although a stop was made a quarter of a block away from the designated stopping place, according to CTA rules and regulations, a second stop must be made at the regular loading zone.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for May, 1955, April, 1955, and May, 1954:

	May 1955	April 1955	May 1954
Complaints	729	639	1,081
Commendations ..	93	72	75



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Report Good Times In Sunny Climes

ACCOUNTING—Vacationers make the headlines this month. *Marie Havlik*, Payroll, accompanied by her mother and sister, visited relatives and friends on the west coast. Sightseeing included the old missions in Carmel and Monterey, California; the cities of Pasadena and San Francisco, and Yosemite national park.

Maureen Sheridan, Voucher, renewed her childhood acquaintances and visited relatives in Cleveland, Ohio. . . . *George Triunfol* spent his vacation getting settled in his new, ranch-style house. During the process, he acquired a sun tan in his back yard that pales the Florida variety.

A three-day stay in an ocean front hotel in Miami Beach, and trips to points of interest on both the east and west coasts of Florida, completed a wonderful vacation for *Astrid Platto*, General. . . . *Margaret Walker* motored to Daytona Beach, Florida, where she spent a week. Then she went on to St. Petersburg, Cypress Gardens, Rock City and other attractions. . . . *Lillian Oesterreich* also chose Florida. Miami Beach, Naples and St. Petersburg were included in her itinerary.

The CTA Mixed League bowlers, among whom are many Accounting Department personnel, concluded a successful season with a banquet at the Well restaurant on June 3. The next bowling season begins in September. *Dorothy Klosowski*, Material and Supplies, is secretary and will accept applications for new recruits until the middle of July.

—HELEN A. LOWE

Archer Proud Of '54 Safety Record

ARCHER—We've done it again. The Chicago Safety Council has awarded Archer the Green Cross plaque for 1954. We had the lowest accident rate per 100,000 miles operated of any of the larger stations.

Clerk *Henry Zych*, returned from his vacation recently. Much of his time was spent at Lake Ozark, Missouri. He said the fishing was good.



OLD TIMERS

CELLULOID COLLARS and gas lights were in vogue when this picture was taken in 1907 at the old South Chicago barn. The men shown are, left to right, standing: *C. Anderson*, *C. Best*, *T. Hanson*, and *T. LaMassney*; seated, *F. McCafferty*, unidentified, *S. Haley* and *J. Cunningham*. The original picture is the property of Mr. Best, now retired and living in Crown Point, Indiana.

Reported by *Frank Black*

but he had no proof to show except that he was a little heavier around the beltline.

Supervisor *Roy Alfred* was on his way to California for a vacation, when suddenly the plane he was on developed motor trouble, and made a forced landing in Las Vegas, Nevada.

Operator *Norman Veazey* and his wife announced the marriage of their daughter, *Alice*, to *Richard Dorsiak* on May 7. . . . Repairman *August Wessel* and his wife watched their daughter, *Jeanette*, take the marriage vows with *Matt Wasilowski*, also on May 7.

Operators *W. Jennings*, *H. Hess* and *H. Rumsfeld* were on the sick list at this writing, as were *W. Mikas* and *John Glatzel*.

It was a great shock to all of us who knew Operator *Paul Simons* to learn of his recent sudden death. Paul had been off sick for almost two years, but had recovered enough to come back to work. He was stricken on May 8, and the fire department of Oak Lawn was summoned, but was unable to revive him. One of the volunteer firemen who was on duty at the time was Operator *Jim Contant*. . . . Others who recently passed away were: *Anthony Hyba* and *L. Lanz*, both formerly of Archer; *Eldridge Humphries*, retired; *William E. Miller*, brother of Operators *Harvey*

and *Ralph Miller*, and *Mrs. M. Sobczak*, mother of *Peter Szafranski*, Sr., repairman.

—R. H. FORTIER

200 Witness Award Of Safety Trophy

BEVERLY—The presentation of the quarterly Station Achievement Award to Beverly for the best passenger-type accident record on the system turned out to be quite an event. Some 200 men gathered at the station for the occasion.

Mrs. Clarissa Condon, sister of Operator *Jack Falsey*, received quite a commendation from her employer in the Beverly Review, a community newspaper. *Mrs. Condon* is manager of the bookkeeping department at Beverly state bank, our next door neighbor. She hails from Frugality, Pennsylvania, so it was natural for her to become a bank employee.

Operator *Erick Hassel* recently helped chaperon a group of 100 students on a bus tour to Springfield, Illinois. The students visited the Chamber of the State Senate, House of Representatives, the Governor's mansion, the Lincoln Home, and the Lincoln Tomb. A stop also was made at New Salem, where the log settlement is reproduced exactly as it appeared in Lincoln's day. *Erick's* daughter, *Lois*, a

senior at Calumet high school, was a member of the group.

When Operator *Don Carlo* was discharged from military service he headed for a job with CTA. Don was a sergeant in the military police, and was stationed in France and Germany for five years. His wife, *Edith*, was with him overseas and their one son, *Don, Jr.*, was born in Bordeaux, France. . . . Another new operator, *Willard Taylor*, was a corporal in the army air borne division at Ft. Bragg, North Carolina, until recently.

E/M 3 *Ronald Japenga*, son of *Dick* and *Katherine*, was aboard the largest Coast Guard cutter in service, the S.S. *KuKuie*, on his way to Guam at this writing.

Lomar and *Mrs. Arseneau* recently received a beautiful and useful anniversary present from their son, *Robert*, who is stationed on the island of Luzon. The gift is a 400-day clock.

Lois McGrath, niece of *James* and *Lucille McGrath*, became the bride of *Joseph Murray* in a beautiful ceremony at Our Lady of Peace church on April 30. *Jimmy*, who formerly worked with many of the boys here, is now stationed at 77th.

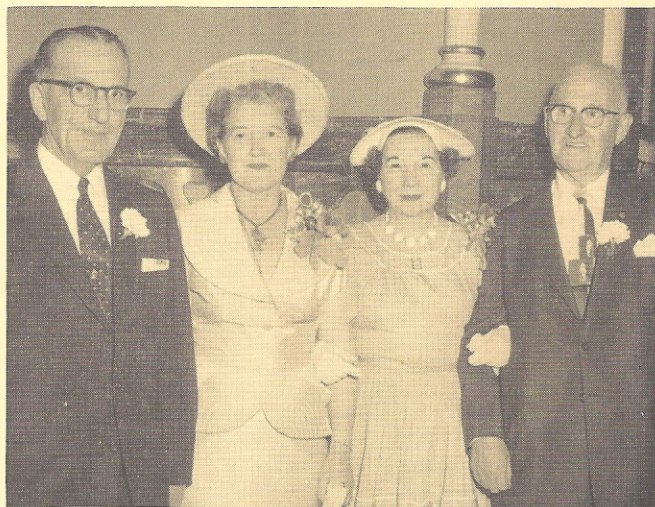
Since the pick there has been some changes in office personnel. *Bill Murphy* left us to become a relief receiver, and *William J. McCarthy* went on days. Our other clerks are *John Cook*, *Harris Swanson*, *Lyman Goss* and *Don Carl*. Chief Clerk *William Franks* remained here, as usual, and is guiding the boys with a steady hand.

—FRANK M. BLACK

Wanderlust Hits With Vacation Time

CLAIM AND LAW—Vacations and the wanderlust have hit a few of our members early this year. Attorney *Arthur Donovan* tried to turn hillbilly after a motor trip through Arkansas on his way to Texas; *Jessie Reed* has returned, many shades darker, from Miami, and *Walter Krull* and his wife returned from tip-toeing through the tulips in Holland, Michigan. . . . *Vince Moore*, adjuster, and his *Genevieve*, spent a week climbing

CTA WEDDING



IT WAS an all-CTA wedding on May 14 when *Kathryn Keegan*, second from left, ticket agent, West Section, exchanged marriage vows with *Robert Conroy*, left, Electrical Department, at Holy Name Cathedral. Assisting in the ceremony as bridesmaid was *Julie Prinderville*, Transportation Department, and *Richard Dwyer*, Electrical Department, as best man. A unique feature was that the members of the wedding party had a combined service record of 154 years with CTA and the former Chicago Rapid Transit Company. Dwyer has 42 years of seniority; Conroy, 40 years; Miss Prinderville, 37 years, and Mrs. Conroy, 35 years. The new Mrs. Conroy and Miss Prinderville are "Inside News" reporters for their respective departments.

hills and walking trails in Turkey Run state park, Indiana.

Kimberly Ann Bonk, daughter of former stenographer *Eleanor Bonk*, was so impressed with CTA friendliness when she visited us recently that she decided to apply for a position, effective May, 1972.

Announcement has been made of the engagement of *Frank Vitale* and *Elaine Conduto*.

Bill Connolly, Jr., is now a full fledged attorney, having been sworn in before the Supreme Court of Illinois at Springfield on May 19.

We hope that by the time this is printed that *Celia Baggs*, Law Department, will have returned to work feeling in the pink again after her operation.

Frank Mullen, attorney, was saddened by the loss of his mother on May 5.

If you have any news about present or former employees, please send it in to *Jeannie* or *Elvera*.

—EL-JE

Reporter's Report On Devon Doings

DEVON—There are many new faces at Devon since the system pick. The same clerks remain, however, so the office shows no change.

The following men retired on pension during May: *G. Waldy*, *T. O'Leary*, *N. Werkmeister*, *L. Homer*, *E. Robinson*, *L. B. Humer*, *R. Wolff*, *E. Early* and *J. Gurch*.

The instructors at Devon ask that everyone who wishes to break in on the buses or one-man cars do so as soon as possible.

Vacations mean pictures, and pictures are something this column could use. Please send them along.

Your reporter would like to hear from retired men, and those planning to retire soon so he can write them up for a new section starting in this magazine that will be devoted entirely to pensioned men and what they are doing.

The bowling team ended a wonderful season with a heartbreaking loss to the south side transportation bowlers.

—H. C. THELIN

"Just Right Here," Writes Vacationer

ELECTRICAL—A card received from *Florian Czanstkowski*, chief operator at Van Buren substation, while he was vacationing in Florida, said: "Having a grand time in The Sunshine City, St. Petersburg."

William Glassner sustained the loss of his mother on May 7.

Joseph Siegel, testing engineer, who underwent surgery recently, has recovered and is back at his post of duty.

—G. E. ANDREWS

Couple Have Stormy Vacation Trip

GENERAL OFFICE—(Transportation) *Lu Bohlin*, *Floss*, and their pet Schipperke dog, *Ricardo*, recently returned from a vacation at Tucson, Arizona, where they visited with *Ernie* and *Glee Hoskins*. On the going down trip, a dust storm was encountered in New Mexico, and on the return trip, their Mercury had to act like an amphibian in flooded Kansas.

Charles Stephenson, at this writing, was in Holy Cross hospital undergoing a series of tests.

Frank Miller, who formerly worked out of Kedzie station, then in the Accounting and Treasury Departments, is presently assigned to the Transportation Department.

Ed Murray spent his vacation in and around Chicago . . . *Burt*

FRUIT GROWER



PROUDLY displaying the first orange growing on a tree he planted at his retirement residence in Switzerland, Florida, is *John Mullner, Sr.*, former Devon motorman.

Wright and *Jim Blaa* drove to Ottawa recently to visit *George Nelson*. George, a former interviewer in the Employment Department, who resigned to manage a farm, says he's perfectly happy with his cows and chickens. . . . *Paul*, the son of *Dispatcher Ken Williams*, has been home on furlough from the Air Force before leaving for a trip to Alaska, the compliments of Uncle Sam. Just about the same time *Mickey Daly* and *Doris Stahl* will embark on a trip to Alaska, but *Sam Campbell*, who sponsors the annual tour, is not quite so generous. Being in the armed services has its just rewards.

Telephone gals *Joanne Kelly*, *Todd Magnuson* and *Marilyn Neffas*, who were all born on practically the same day of the year, celebrated their triple birthdays by preparing a festive board, then inviting their fellow hello-girls to sit in as guests. The meal was topped off with a birthday cake furnished by the girls and reading, "To Us."

Take to the Air

Menetta Connors and her husband, *Pat*, took to the air on a recent long week-end and landed in St. Petersburg for a visit with Menetta's parents, Mr. and Mrs. *Joe Rabig*. The Rabigs live in Florida since Joe retired from 77th station . . . *Florence Blaa* of North Avenue station, wife of *Dispatcher Joe Blaa* and mother of *Jim*, Training, recently donated her appendix to Anna Memorial hospital. The boys at North are anxious for her return. . . . *Tod* and *Bill Magnuson* have started their week-end treks to their summer home at Silver Lake, Wisconsin.

(Insurance)—On June 15, *Alice Lardner* traveled to West Baden, Indiana, to witness the ordination of her nephew, *John S. Enright*, as a Jesuit, following 14 years of study. His first Mass will be celebrated at Sacred Heart church, Hubbard Woods.

Marjorie Schintz, a new employee, is now one of the Insurance gang, while *Margaret Horan* severed her connection to marry *Bud Hildebrand* at St. Mel church on June 4. They will live in Princeton, Illinois.

Ralph and *Jane Umstot* and their daughters *Marcia*, 13, and *Susan*, 7, recently returned from a trip to Turkey Run, where most of their time was spent riding trusty steeds through white crosses of the dogwood trees lining the bridge paths.

—JULIE PRINDERVILLE

Office Copy From The Mart

GENERAL OFFICE—(Specifications) *George Uding*, engineer, was welcomed back to the office after a six-month stay in Ohio and St. Louis where he had been assigned to inspect new CTA equipment.

(Staff Engineering) — *Frank Scheubert* and his bride, the former *Marie Bigelow*, visited the Smoky Mountains following their wedding which took place on June 4. . . . *Ann Schleiter* had a delightful day, Sunday, June 5 when she attended the graduation exercises at Notre Dame University, South Bend, Indiana. Her nephew, *Richard Schleiter*, a member of the class of over 1,000, was graduated Magna Cum Laude.

(Personnel Services) — *Mary Scanlon*, typist, was married to *Donald Hugh Emerson* on May 14 at St. Justin Martyr Church. Following the ceremony a reception held at the Mount Greenwood American Legion Hall was attended by several CTA co-workers. Mary and Don honeymooned at Miami Beach, Florida.

(Training)—*John Baker*, director, attended the American Transit Association's Regional and Divisional Conference held recently in Buffalo, N. Y. John gave a talk before the public relations and operating group, the topic of which was "Importance of Human Relations in the Operator's Contact with the Public" . . . *William Kurtz*, training assistant and his family spent a vacation visiting relatives in Davenport, Iowa. While there they enjoyed the activities of life on the neighboring farms.

—MARY E. CLARKE

Pick Brings Clerical Changes At Kedzie

KEDZIE—Another system seniority pick went into effect on June 19 and with it we gained several new lines from Wilcox and many new faces. We welcome those who came to Kedzie and hope they will enjoy working at this station. We wish those who left us good luck in their new locations.

With the system pick, a new clerk and receiver pick also went into effect. The office personnel now consists of the following: Clerk No. 1, *C. P. Starr*; Clerk No. 2, *C. P. O'Connor*; Clerk No. 3, *J. P. Dillon*; Clerk No. 3A, *R. Schneider*; Clerk No. 4, *E. O'Keefe*; Clerk No. 4A, *J. Rittenberg*, and Clerk No. 5, *R. Sommers*; Receiver,

LAST RUN



SHAKING HANDS with former *Motorman Vincent Schildt*, left, West Section, just before he completed his last run prior to his retirement on April 1 is *Conductor Harold Parman*, right, while *Conductor B. J. Lewis* stands by. Schildt had 45 years of service.

Reported by *Walter J. Reich*

T. Collopy; Assistant Receiver No. 1, *G. Singer*, Assistant Receiver No. 2, *F. Fournier*, and Combination Clerk-Receiver, *E. Witek*.

Schneider, *Rittenberg*, *Sommers*, *Singer*, *Fournier* and *Witek* joined us this pick.

—C. P. STARR

Visits West, But Misses Bang-up Time

KEELER—Operator *Dave Grafman* and wife, *Harriette*, journeyed westward for their vacation, visiting Albuquerque, New Mexico. From there they went to the Nevada proving grounds, but were unlucky enough to have been there on a day when the atomic tests were postponed. On their return home, Mrs. Grafman received a wonderful Mother's Day gift, a beautiful rotisserie, from their son, *Jack*, who sent it from Germany. Jack is with the 18th F. A. Group Marching Band stationed near Ansbach, Germany.

It's three boys in a row now for Operator *Eddie Koehl* and wife. The latest was *Daniel William*, born May 4.

Operator *Tom Michalczyk* and his wife, *Lucille*, along with their three children, took a holiday and

went fishing. Result: Fish, none; Mosquito bites, sixteen; fish bites, none; Lost, two fishing poles and seven fishhooks; Disgusted parties involved, five.

Operator *Ed Szturman* drove to Bayfield, Wisconsin, a few days ago to pick up and bring back my dog, a dalmatian named *Clancy*. Ed said, "The dog behaved very nicely on the trip back. He kept licking my face and poking his nose against the clean windshield. When we got home I had a dirty windshield and a clean, but rather sticky, face."

—DAN ASCHENBAUER

Welcome Mat Out For New Men At Limits

LIMITS—The new system pick is now in effect, and we extend a welcome to the men who decided to give Limits a try. The new clerks' and receivers' pick brought only a few changes. *E. Nelson* and *Bob Peterson* are our new receivers, and *John Davis* is the new clerk.

A. Vaughn and his wife welcomed a new member into their family, a son born May 22.

Sailor Hamiele and his wife enjoyed a delayed honeymoon, as well as a very enjoyable vacation, in the southern states. Sailor works in the repair department and is one of the reasons our buses are in top condition. Let us have more news from this department.

Clerk *John Wathers* and his wife recently returned from a three weeks' vacation and report a very enjoyable time.

—C. F. GREER

Flying Trip To The Ould Sod

LOOP—*William Donley* flew to Cookstown, Tyrone county, Ireland, to visit his mother, sisters and brothers, whom he had not seen since he left Ireland in 1929. He also visited aunts and uncles in Mayo and Galway counties. Bill was back in time to see his son, *Patrick*, graduate from grammar school on June 10.

George Swanson and *Arlene Glasgow* moved into a new home in Lombard, following their marriage on May 13.

Mary Lyons recently visited Ber-

GOLDEN WEDDING



WAY BACK in 1908, when the bus overhaul building at West Shops was completed, the first man to enter the new building was *Eddie Evans*. Eddie had charge of the fender shop and kept the snow brooms in order. He retired in 1948 after 40 years of service. Although he is now 76 years old, he spends a great deal of his time drawing landscapes in color. On a recent visit to West Shops he showed some of his drawings, which were greatly admired by his former co-workers. On May 27, Eddie and his wife, *Emma*, shown here with him, were guests of their daughters, *Mrs. Jules Brady* and *Mrs. Luella Hemphill*, at a dinner and reception at the Pearson hotel in honor of their 50th wedding anniversary.

Reported by *Ted Shumon*

GOLF SEASON OPENER



A FAIR-SIZED gallery forms around to kibitz as **Joseph C. Margetic**, division engineer at West Shops, gets set to send one down the fairway at the CTA Mart Offices Golf Outing, held April 30 at Midwest country club. Despite the fact that it was the first time out this season for most of the participants, they displayed good form considering the long winter layoff. **E. J. Healy**, chief adjuster, Claim Department, topped the field with an 84 low gross score.

tha Hand in St. Petersburg, Florida. From there Mary went on to Fort Benning, Georgia, where she saw her nephew, who is stationed there.

Anyone wanting pointers on interior decorating should consult **Ann Schneider**, who recently undertook the job of painting her apartment.

Ann Gaughan and **Mildred Le Mieux** spent their recent vacations in Chicago . . . **Kathy Jackson** spent the week which included Mother's Day with her parents in Cairo, Illinois.

Ira Lee put his vacation to good use. He planted a large garden in Robbins . . . **Joseph Simpson** and his family vacationed in Danville, Kentucky, with relatives and friends . . . **O. Brooks** and his family drove to Greenville, Tennessee, to visit his brothers and sisters . . . **Frank Gallagher** and his wife enjoyed the Florida sunshine at their home in Coral Gables while on their recent vacation and also flew to Cuba.

Frank Cosby was saddened recently by the death of his sister.

James Loftus returned to work recently after a serious illness.

—EDITH EDBROOKE

Spotlighting Weddings And Anniversaries

NORTH AVENUE—At a nuptial mass in Our Lady of Angels church on May 28, **Shirley McLellan** and **Donald Ovington** were joined in holy wedlock. She is the daughter of **Operator George McLellan**.

They honeymooned in Florida.

Wedding bells also rang out for **Michael Sullivan**, trolley garage, when he marched down the center aisle in St. Angela church last month.

Wedding anniversaries celebrated during June were: **James Straka**, June 2, his 31st; **Warren Wood**, June 10, his 17th; **Harry Mocorski**, June 15, his 15th; **Walter Wojewoda**, June 17, his 16th; **Richard Scholtens**, June 27, his 23rd; **George McLellan**, June 27, his 24th. On June 28, **Edwin Bensen** celebrated his silver anniversary, and **Harold Hightower** celebrated his 27th on June 30.

Operator Hugh Geary, who recently underwent surgery, is back at work and doing nicely.

Our typist, **Florence Blaa**, who was confined to Anna Memorial hospital, is well on the road to recovery according to our last report.

It's that time of the year when everyone is trying to throw off those attacks of spring fever. The golf clubs and fishing gear are waiting to be tried out, as soon as the little woman can be talked out of doing too much house cleaning. **Operator Jeff Mulvey** had big ideas and found himself on a step-ladder. Jeff is glad now that the old homestead is glistening all over. However, Jeff did make a few short trips.

Operator Bill Miedema managed to sneak off to Lake Bemidji, Minnesota, where he spent a wonderful vacation. Fishing was good in

these parts, Bill reports. Let's keep the vacation news coming, fellows, and don't forget those snapshots of the ones that didn't get away.

June 1 found **John Piegzik**, gas garage, taking his pension. John had 46 years of service, having started in 1909.

A winning softball team is promised us by **Manager Bill Miedema** and **Co-Manager Bill Lindsey**. Our team looks great. Why not come out and cheer for the boys. All home games are played at Hirsch and LaVergne.

—JOE HIEBEL

On The Mark At North Park

NORTH PARK—Take a good look at **Willy Droesser** with that special shine on his shoes and the crease in his uniform pants. The reason? His son is home after having spent four years in military service.

When the Courtesy Caravan bus was at North Park, a total of 800 men attended sessions in the first three days.

Frank Katkus has been wearing a big smile since his car has been fixed. Frank had the misfortune of having the car sideswiped when he was about to alight from it.

Operator Elmer Harwood reports having had a very pleasant vacation. He says fish were few and far between, but the scenery was beautiful in Fremont, Wisconsin.

Paul and **Florence Leidig** celebrated their 31st wedding anniversary on May 14. During Paul's recent vacation, he traveled by train to San Francisco, Oakland, Los Angeles, California.

Four CTA'ers have taken a particular liking to Cog Hill country club's 450-yard, par 5, fourth hole on No. 2 course.

Don Theodione, **John Pater** and **Lowell Bruback** of Lawndale, and **Larry Foreman** of North Park, powered such long drives that each was left with only a nine iron poke to reach the green. All four pitched close. Each tried for an eagle (three strokes) on the putts, but all missed and settled for birdies.

Dale Eggell and his wife have named their new baby daughter **Jacquelin**. **Receiver Walter Jasper** enjoyed his vacation right in good old Chicago. He traveled as far as Cicero and turned back.

The bowling season has come to a close. North Park No. 1 team won 61 games and lost 44; No. 2 won 57 and lost 48; No. 3 team won 33½ and lost 71½ games; No. 4 team, won 53½ and lost 51½ games, and No. 5 team won 49 and

lost 56 games. All five teams had a good season and ended up with their banquet held at Northshore Eagles hall. Dancing, dinner and refreshments topped the evening.

—JACK MOREAU

Family Witnesses Son's Graduation

RAVENSWOOD—Our former chief clerk, **Elmer W. Riddle**, and his family attended the graduation of his son, **Elmer H.**, from Purdue University on June 5. Elmer, Sr. moved over to Keeler station after the last pick.

Co-workers of **Operator Frank Neumann**, Sr. were saddened by his death last month. His son works out of Keeler. . . . Another heart-felt death was that of **Inez Schreiber**, wife of **Operator Emil**. The boys sent a beautiful floral piece.

Operator Sam Klein is an ardent and adept golfer. Be sure of your game before he takes you on at two-bits a hole.

Operator Harry Greske and his wife have opened the old Devon terminal dispatch shack as a dairy freeze ice cream stand. Both of them are taking their pensions together to work the place.

Operator Leonard Walker and his loving wife, **Peg**, will soon be able to enjoy their farm for good.

Receiver Ray Simon finished up at Northwestern University evening division in the School of Finance. It's been a long, hard seven-year struggle.

—AL BECK

Reaches Pinnacle Of Pinochle Perfection

SCHEDULE-TRAFFIC AND BUDGET—The lunch period pinochle club was treated to a thrill recently when **Bernie Kincanon** had the privilege of holding a perfect double run in one suit. Of course, he won the game.

Ed Juric should be about over nursing a sore abdomen since he donated his appendix to the surgeons on May 1.

Pete Mills has his vacation behind him with a trip to Holland, Michigan, for the tulip festival and a follow up visit with relatives in Cleveland.

Gene Jania suffered the loss of his mother recently . . . The death of **Frank Neumann**, traffic checker, occurred on May 16.

Jim Hill, son of **Ed Hill**, has been honored with re-election as vice president of his class at De Paul day School of Commerce. Jim is an active member of Delta Sig-

ma Pi fraternity, the Marketing club and the Society for the Advancement of Management at the school.

Shirley De Stefano, the one and only feminine employe of the Budget Department has another "first and only" to her credit. From a list of nine candidates, Shirley was elected Queen of the annual May Dance of the DePaul University Evening Commerce Council. The affair was held in the Illinois room, LaSalle hotel, on May 7. Queen Shirley was crowned at midnight during appropriate ceremonies which included receipt of an arm full of roses and a beautiful evening bag.

—L. C. DUTTON

Good News For Walsh Family

77TH—*Brian Walsh*, brother of *Ray Walsh* of the bus garage, and son of *Supervisor Ray Walsh*, underwent a serious eye operation at Michael Reese hospital during the first part of May. The operation was said to be successful and Brian is reportedly coming along fine.

Dick and Dorothy Bohlin celebrated their 49th wedding anniversary on May 20.

Bus Operator Charley Giltmier has the shiniest badge in the depot. He uses jeweler's polish to shine it.

Bus Operator Charley Nicodemus has had to go to Buffalo, Missouri, several times in the past few months due to his mother's illness. Charley said she is pretty old and he may have to be on his way again at any time.

—JOE SMITH

Some Big League Ball Clubs Could Use Him

69TH—*Bill Cavanaugh* who played semi-pro baseball in his youth, had a tryout with the neighborhood kids and showed them how to throw a curve ball.

At a recent banquet held by the Greater Chicago Safety Council, 69th station was one of the 13 award winners for outstanding safety performance.

Transfer Instructor John Volkhart is doing detective work. Some day, maybe, he will find out who sent him the post card from Holland, Michigan.

Gus Johnson, supervisor, who was well liked by all the boys, took his pension after 43 years of faithful service.

We regret to record the passing

of *J. McGuire*, *O. Pecht*, *Tracy Calkins*, *A. Poppelreiter* and *But Maloney*. . . . *T. Baxter* and *W. Foster* recently suffered the loss of their fathers.

Wedding bells rang for *Clerk John Kirby* in June.

Clerks *Charlie Derrick* and *Ed Stack*, have made 69th their new home after the system pick. Our chief clerk, *Art Lipphardt*, was again in charge of the system pick, which was conducted at the Union hall.

We're informed that St. Edward's hall, on the campus of the University of Notre Dame, has been reserved for the CTA group of the Notre Dame Retreat League of Chicago for the coming retreat on August 11, 12, 13 and 14. At this writing 200 trainmen had already registered for this event.

We again ask all of you to help us out with interesting news, thereby keeping 69th in the limelight in every issue of CTA TRANSIT NEWS.

—TOM DANIELS

Keep Up The Good Work, Fellows

SKOKIE—*Electricians Joe Perillo, Louis Kariolich* and *Ernest Gaichas* recently received cash awards for suggestions they submitted through the CTA suggestion plan.

The wife of *Specialist Victor Zukowski* passed away May 6 . . . *Seat Mender Gene Jankowski* also lost his wife suddenly. Her death occurred on May 23. The Jankowskis had recently bought and moved into a new home.

Ernie Gaichas and *Roy Nubie*, electrical workers, went to Cincinnati, Ohio, May 6 to bowl in the 713 Union tournament. Ernie bowled a 524 series with two 211 games.

Walter Leonard, armature winder, took a few days off from work while his wife was in the hospital for an operation.

—DAVE GURWICH and
EVERETT ENGLAND

A Natural—Twins Tops In Doubles!

SOUTH SECTION—*Fred Gronemeyer*, motorman, is the father of twin sons, *Robert* and *Richard*, who won the national bowling championships in the American Junior Bowling Congress.

A softball team has been organized on the South Section with *Motorman H. Dillard* as the man-

PICTURE OF THE MONTH



CURIOSITY is written all over the face of *Pamela Sue Focht*, age 1½ years, granddaughter of *Conductor Frank Focht*, *Devon*, and niece of *Terry Focht*, *Purchasing Department*. Little *Pamela Sue* thought no one was looking when she tried on auntie's hat and took mirror from handbag to admire herself.

Reported by *Dagmar McNamara*

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 employes. Any type of picture may be submitted, including scenic, action, portrait and still life. Entries should be given to your departmental reporter or sent direct to the CTA TRANSIT NEWS, Attention: Photo Editor, Room 742, Merchandise Mart, Chicago 54, Illinois. Be sure to include the story relating to the picture and the full names of individuals in the picture.

ager. Those wishing to play should contact him.

Motorman Robert Thompson has taken up golf seriously and has acquired a beautiful set of clubs.

Motorman Frank Ponziano passed out a number of cigars in honor of the arrival of his new son on May 11.

Porter Wiley Steward has been enjoying his day-off recently by taking his granddaughter for a walk and ending it with an ice cream soda.

At heart, *Motorman Paul Schille* is a seafaring man, and his conversation is strictly nautical at this time of the year. He is the man to see for making arrangements for cruises on the great lakes this summer.

Conductor David Lowrey received a letter of commendation for assisting a blind man from a train and leading him to the stairs. This acknowledgment was received from a woman passenger, who also benefited from his act of courtesy. He waited for her when she was running for the train before it left the station.

—LEO J. BIEN

Ring Foretells Wedding Bells

SOUTH SHOPS—The sparkle in her eyes matched the sparkler on the third finger, left hand, of *Mary Ann Yercich*, clerk, when she arrived at work one Monday morning in May. The groom-to-be is *Edward Bohat*. No date has yet been set for the wedding.

May 11 was an important day for *Frank Rothman*, foreman, laborers, and *Pete Doot*, bus over-haul. Being safety supervisors at South Shops, both men received safety award plaques for 1954 on behalf of the men at South Shops. It was the third consecutive plaque for *Doot's* department, and the second for *Rothman's*.

When the big move was on from the Mart to West Shops, a familiar and welcome face appeared at South Shops again. It was *Frances Louward*, who transferred from South Shops to the Mart some time ago.

George Mikota, apprentice machinist, was welcomed recently after transferring from the rapid transit division.

HERE'S A SURPRISE



WHEN as a boy of about seven, **Vernon Howe** (pictured) smilingly donned the transit uniform of his older brother to have his picture taken, little did Verne realize that he, too, would someday become a transit employee. He did, however. Today, Verne is assistant foreman of CTA's paint shop at South Shops and has rolled up 15 years of service. The uniform Verne wears belonged to his brother, **Jack** (deceased),

who formerly worked out of Cottage Grove station.

Another brother, **Elmer A.**, who took the original picture, has compiled 38 years of service in CTA's Property Accounting Department as valuation engineer. Their father, **Jacob Howe**, also was employed at South Shops for several years while the Shops were under the supervision of **Mr. McGill**.

Family ties in the transportation field extend even further. An uncle to the boys, **Albert Meyers**, is now enjoying his CTA pension after completing 53 years of service as a Cottage Grove motorman. Another uncle, **Harry Bahnman**, is presently employed as an agent on the rapid transit system. He has built up 27 ears of seniority. The combined service record of this family group totals approximately 140 years.

An interesting sidelight to the story is that none of the persons mentioned, except **Elmer**, know that the accompanying photo exists. **Elmer** recently uncovered it in the form of an old glass negative and a print was obtained through the cooperation of the CTA Photographic department. Verne will see the long-forgotten photo only when he reads this issue of TRANSIT NEWS.

Reported by **Helen Lowe**

Bus Dispatcher Ray Walsh is now an apprentice machinist in **Dick Bulak's** department.

The stork left a boy at the home of **Richard Naecker**, welder, but because **Dick** was on vacation, we were unable to learn the baby's name.

After 41 years of service, **John Tuveson**, carpenter, retired on May 1. John and his wife are planning a trip to Florida, where Mrs. Tuveson's sister resides. If Florida is to their liking, they also may take up residence there at a later date.

Machinist James Workman also took his pension after compiling 35 years of seniority. Jim had been on the sick list for some time and we hope retirement will speed his recovery so he can enjoy his leisure hours.

It's a boy for the **Jack Laubingers**, bus overhaul. Born on

April 26, he was named **Frank Scott**.

Machinist Art Toerpe suffered the loss of both his wife and brother-in-law recently. Mrs. Toerpe's brother died of a heart attack while packing to come to Chicago after learning of his sister's death.

Frank Rewerts, bus overhaul, tells of the arrival of baby **Jennie Lou** on May 3.

After a hectic two weeks, **Bill Shaughnessy** came to work on May 20 with a broad smile on his face. We knew then that the happy event had taken place. It was a little girl, **Denise Marie**, born on May 19.

Rounding out the vacations for 1954, **Arvid Lindquist**, office, and his family spent their time at their cottage at Hudson Lake, Indiana.

—EVELYN CLARK

Treat's On New Pop; Passes Out Cigars

TERMINAL INSPECTION SHOPS—(Kimball) Repairman **John Seitz** passed out the cigars on April 30. The reason? A baby boy.

Donald Joseph Mercure returned from military service on May 4. His army career was spent at Fort Belvoir, Virginia.

(Wilson)—Foreman **Ernie Jones** has returned from his vacation and **General Foreman Ed Hendrickson**, inspection shops, recently departed on vacation. . . . Another recent vacationer is **Repairman Frank Raktis**, who traveled east to attend the wedding of his wife's cousin.

Tony Salinero, clerk, caught 14 crappies on a recent fishing trip. . . . **Repairman Walt Loewecke** recently was incapacitated for a short period with back trouble. . . . **Foreman Mike Heil** still walks with a limp after an ankle injury.

Repairman Rudy Gucwa and his wife became the parents of a new baby boy on May 5.

(Douglas) **Repairman Tommie Pertee** recently won \$25 for noticing his social security number in one of our local papers. . . . **Cleaner Clarence Jerome** was on the sick list at this writing.

Repairman Joe Serritella is very happy the way the Cubs are going these days. Incidentally, **Tony Porcaro**, assistant general foreman of the Inspection Shops, saw **Sam Jones** pitch that no hitter while on his vacation.

(Logan)—Foreman **Harold Rose** was on jury duty recently. **Repairman Mike DeRobertis** is still in Arizona recuperating from his recent illness. . . . **Nick Suero** also was off because of sickness at this writing.

Pete Sabadsoa, repairman, and his lovely wife, announce the arrival of a bundle of joy, **Patricia Ann**.

The Inspection Shops softball team has started practice at Mason playground, 19th and Keeler. Anyone interested in trying out for the team should contact **Cliff Burke**, manager, at Logan Shop.

—JOE FEINENDEGEN

One More Makes Four For The O'Reillys

WAY AND STRUCTURES—**John J. O'Reilly**, road clerk, rapid transit division, became a happy father on April 24, when a baby boy was born to his wife, **Eileen**, at St. Bernard hospital. She is the former **Eileen Ryan**, ticket agent on the west side, and this is their fourth child and their first son. John took his vacation at the same time to take care of things around the house.

William Strissel, road clerk—South division, Surface Track, who recently underwent observation at Wesley Memorial hospital, advises that he is feeling very much better and hopes to have a good report in the near future. . . . **Joe Milos**, compressor-mixer operator, was at

REPORTER WEDS



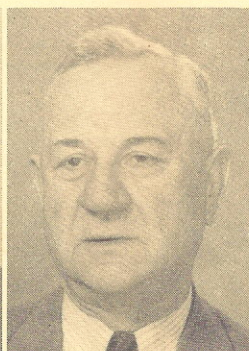
MARRIAGE in May brought an end to the working career of **Toni Tortorello** (center, wearing corsage), Claim, and marked the close of her activities as "Inside News" section reporter for the Claim and Law Departments. Co-workers surprised Toni with a cash gift presented at the Mart office just prior to her marriage on May 23 to **Edward Ciegelski** at St. Francis Borgia church. Many CTA'ers were in attendance at the wedding and reception which followed.

With Toni's departure, the new reporting team of "EL-JE" was created to carry on the Claim and Law column. The combination, pictured immediately behind Toni, consists of **Jeanne Ludmann**, left, and **Elvera Potenza**, right.

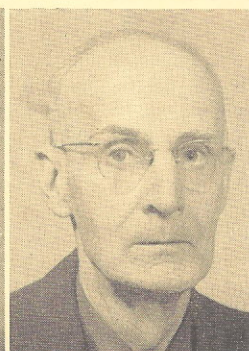
40-YEAR EMPLOYEES RECENTLY RETIRED



Charles F. Frei, conductor, North Section, retired June 1 with 40 years of service.



Tripo Susich, assistant foreman, Way & Structures, retired March 1 with 47 years of service.



Henry O. Carlson, motorman, 77th, retired June 1 with 41 years of service.



John S. Piegzik, repairman, Shops and Equipment, retired June 1 with 45 years of service.

APPROXIMATELY 50 CTA employees retire from service each month. Although the loyal services of this entire group are greatly appreciated by CTA management,

space limitations do not permit the use of individual photos of all these people. The number of CTA men and women now on pension totals approximately 4,950.

For And About Our Pensioners

BEVERLY—In a special effort to round up pensioners, it would be appreciated if anyone knowing the whereabouts of former Burnside employees would contact the undersigned at CO 4-8016 or by card or letter at 10043 S. Indiana avenue.

Recently the following retired men from various depots have been heard from through friends: 69th—**John A. Burgeson**, now residing at Kamp Kozy, Cassopolis, Michigan, and **L. Liden**, 9855 E. Garibaldi avenue, Temple City, California.

BURNSIDE—**Ben Crawford** was spotted on his way to visit **George Bell**, who is now nearing 88 years of age and lives at the Burnside rest home. George would like to hear from or see some of the old-timers. . . . **John O'Connor** and **Carl Anderson** are still in the Burnside area and feeling fit. . . . **Nick Schubert**, **P. H. McNamara** and **Thurman Rodey** are working at the Live Stock National Bank, and are assisted by **Andy Ferguson**, **Pat Gannon** and **Robert Rispinace**, formerly of 77th.

Hugh Holm, formerly of 69th, is now living in Blue Island, and **Morton Baker**, 77th, is now at 6827 S. Morgan street.

—FRANK BLACK.

SCHEDULE-TRAFFIC—**Frank Irvine** has the result of four months of Florida sunshine tanning his brow. He expects to spend the summer months in and around the western suburbs of Chicago. . . . **Bill Leeper** was interviewed recently. Bill spends a lot of time around home on the northwest side and also enjoys his contacts at the Ashland boulevard YMCA. . . . **Fred Excell** was confined to the Hinsdale hospital at this writing. The reports are encouraging and we hope he will soon be able to sit under the old apple tree on his country estate.

—L. C. DUTTON

SKOKIE—The shop was visited during the month by Pensioners **Gus Hyde** and **Casimir Hilkewicz**. Casimir flew in from his home in St. Petersburg, Florida.

We also received a note from **George Hamilton**, former machinist specialist at Wilson Shops. George and his wife are enjoying a trip to Florida, and he wishes to obtain the address of **Harvey Meeder**, who is now living in St. Petersburg, Florida.

—EVERETT ENGLAND and
DAVE GURWICH

SOUTH SECTION—**Pensioned Motorman Frank Kugler** dropped in at 61st station recently after spending the winter in California. . . . Former motorman **Elihu Bozarth** also dropped in at 61st street office to say he spent the winter in Oklahoma and has decided to remain in Chicago during the summer.

—LEO BIEN

TRANSPORTATION—**Chick and Gertrude Thulstrup**, since they have established a home on the banks of the Ohio in Newburgh, Indiana, practically commute between Oakridge, Tennessee, and Glenview, Illinois, visiting their children and grandchildren.

Art Doyle spends most of his spare time with his hobby, homing pigeons.

A welcome visitor in the Transportation Department was **Charles Gylling**.

Rose and Fred Sirr, with **Mrs. Hardin**, have returned to their home in Green Forest, Arkansas, following the demise of **H. G. Hardin**.

—JULIE PRINDERVILLE

home recently recovering from a mishap.

The South division Surface Track, made a fine record in reducing the number of accidents in 1954 as compared with 1953. The plaque, attesting the success of their relentless efforts, together with a congratulatory letter from *General Manager Walter J. McCarter* are on exhibition in the office at 39th and Halsted yard.

The following men from Way and Structures retired on June 1:
Surface Track division—

Jack Grisick, compressor-mixer operator, 33 years of service; **Paul Samardzic**, paver, 19 years, and **Giuseppe Zanghi**, laborer, 30 years.

Rapid Transit division—

S. Ofiara, painter leader, 31 years of service; **W. C. Grossklas**, carpenter, 31 years; **O. E. Toline**, carpenter, 11 years; and **M. Barnas**, trackman, 36 years.

—VIOLET CARNES

Trip To Derby Is Profitable

WEST SECTION (Agents) *Assignment Agent Nancy Fogarty*, *Agent Virginia Cassion* and a few of their friends went to the Kentucky Derby. They left on Friday and returned on Sunday. Their wonderful time was highlighted when they picked the winner of the big race.

Agent Ruby Pierson is back on the job after her long absence caused by a broken leg.

Since June 1, *Agent Robert Leonard* has been footloose and fancy free. Bob took his pension and was looking forward to a real good vacation.

Agent Madeline Hayes recently suffered the loss of her brother. . . . The *Fay family* suffered the loss of their aunt, *Mrs. Delia Lille*, who had lived with them for 30 years.

Agents Mary Tracey and Elizabeth Paysen are back from their vacations. Mary spent hers in Eureka Springs, Arkansas. . . . *Josephine Eilert* visited in California and Portland, Oregon. She has two brothers residing in California.

Agents Ann Walsh, Catherine Daly and Bert Linne also were recent vacationers.

Father Pat Ronayne, brother of *Agent Margaret Sheahan*, celebrated his silver jubilee anniversary at Our Lady of Loretto church recently.

—KITTY CONROY and
RUTH HANSON

SERVICES HELD FOR ROBERT J. McKINNEY



ROBERT J. McKINNEY, 68, 4921 Cortez street, who retired from CTA as general superintendent of transportation on May 1, 1952, after 44 years' service in the industry, was stricken with a heart attack and died at his home on June 5.

Mr. McKinney started his

local transit career as a street-car conductor February 17, 1908, and was made a division assistant superintendent in September of 1923. His first appointment as a division superintendent became effective March 29, 1924. Subsequently Mr. McKinney served as superintendent of various divisions until March 1, 1935, when he became assistant superintendent of transportation. At the time of the Chicago World's Fair of 1933 and 1934, Mr. McKinney temporarily left his position as division superintendent to handle the job as special superintendent of World's Fair service. On January 1, 1950, Mr. McKinney was appointed general superintendent of transportation.

Funeral services were held at the Matz Funeral Home, 3440 N. Central avenue, on June 8, with interment at Rosehill Cemetery.

Surviving Mr. McKinney is his widow, Esther.

Triple-Header Birthday Party

WEST SECTION—The stork paid his third visit to *Towerman Steve Dudasik*, leaving a third son, *Patrick*. All three sons were born on April 29.

The following left for their vacations on May 22: *Clerks James P. Hartigan, Len Kukowski and John Hanning; Motormen T. Schneider, J. C. Hood, C. Nelson, T. J. Culhane, H. Safranek, M. Bellezzo; Conductors William Hefernan, Frank Reuter, R. Davidson, C. Kastler, E. Littlefield, R. Mangan and J. Gaynor; Yard Foreman, G. Kinzie; Switchmen Tom Fennessy, M. A. Smith, L. Haslam and A. Schneider; Towermen W. McHale, and W. Donnelly, and Collector C. Jarman.*

Conductor *John Veltri*, Garfield Park branch, has returned to work after a six-week illness.

Supervisor *Leroy Rourke*, Garfield Park branch, had been confined to a hospital bed, but was back home at this writing. . . . Clerk *Sid Schapiro* also was on the sick list at this writing.

According to latest reports, the wife of *Night Station Superintendent F. W. Till*, home from the hospital, is now on the mend.

—WALTER J. REICH

Pearl Button Mystery Has Simple Solution

WEST SHOPS—The mystery of the pearl buttons on the floor of the brake shop has been solved. They're from the shirt of *Fred Simmons*. It seems that the stork stopped at Fred and Nancy's house on April 23 and delivered a fine baby girl. She has been named *Linda*.

Tony Sciara is back from his late Florida vacation. From the stories he is telling it sounds as though he must have joined up with their chamber of commerce.

At this writing, *Jim Stafford*, Division and Western, was recuperating from a confinement in Mother Cabrini hospital. . . . *Machinist Joe Kenny* also was still on the recuperating list. . . . However, *Electrician Harry Hamilton* and *Machinist Bob Emery* were back on the job after their long illnesses.

Anthony Salkauskas recently transferred from the armature room to the South Shops.

Julian Rapacz, Division and Western, and *Peter Fzafanski*, material handler, Archer, are mourning the passing of their mothers.

—TED SHUMON

RECENT DEATHS AMONG EMPLOYEES

ANTONIO ASARO, 67, retired laborer, Track. Died 4-8-55. Employed 7-16-43.

RUDOLPH BARDELEBEN, 55, conductor, Douglas Park. Died 4-27-55. Employed 2-20-18.

FELIX BERENS, 78, retired carpenter, West Shops. Died 4-28-55. Employed 9-9-19.

STANLEY BLAVASCUNAS, 69, retired armature winder, West Shops. Died 4-25-55. Employed 12-27-22.

THOMAS CHIOVINO, 41, operator, Lawndale. Died 5-3-55. Employed 1-25-46.

W. B. CHODERA, 64, retired conductor, 77th. Died 4-14-55. Employed 2-16-18.

BERNARD CORCORAN, 65, retired trackman, North Section. Died 4-14-55. Employed 5-2-22.

JOSEPH P. COSTELLO, 42, clerk, Wilcox. Died 4-30-55. Employed 9-2-41.

W. T. DAVIS, 76, retired motorman, Lincoln. Died 4-30-55. Employed 10-17-17.

W. C. DOHE, 80, retired carpenter, South Shops. Died 4-29-55. Employed 1-24-20.

O. E. EMBERG, 69, retired motorman, Limits. Died 4-17-55. Employed 4-18-16.

T. F. FOLEY, 76, retired conductor, 69th. Died 4-18-55. Employed 6-19-05.

PATRICK HOARE, 79, retired laborer, Track. Died 4-18-55. Employed 10-1-16.

E. J. HOGER, 69, retired stock clerk, South Shops. Died 4-17-55. Employed 12-15-13.

HERMAN HOLDHUSEN, 91, retired motorman, Kedzie. Died 5-2-55. Employed 6-17-02.

JOHN HURLEY, 74, retired motorman, Lawndale. Died 5-4-55. Employed 9-7-06.

MILUTIN ILICH, 70, retired watchman, Track. Died 4-13-55. Employed 4-18-24.

J. J. KELLETT, 74, retired motorman, 69th. Died 4-13-55. Employed 8-15-22.

JAMES KELLY, 81, retired motorman, Burnside. Died 4-14-55. Employed 11-26-18.

C. J. KIEFER, 67, retired conductor, 69th. Died 4-21-55. Employed 2-17-26.

CHARLES KUNDROTH, 73, retired carpenter, South Shops. Died 4-18-55. Employed 10-3-23.

JOHN LAMB, 71, retired conductor, South Section. Died 4-14-55. Employed 2-18-05.

S. K. LINCOLN, 83, retired inspector, Metropolitan. Died 5-3-55. Employed 4-24-96.

WILLIAM MADIGAN, 71, retired motorman, 77th. Died 4-20-55. Employed 1-4-07.

J. E. McGUIRE, 75, retired conductor, 69th. Died 5-5-55. Employed 3-9-18.

EDWARD McKEE, 86, retired watchman, North Avenue. Died 4-27-55. Employed 10-30-19.

JOSEPH NEMEROVICZ, 62, retired crane operator, Throop. Died 4-2-55. Employed 6-29-17.

FRANK W. NEUMANN, 57, traffic checker, Schedule Department. Died 5-16-55. Employed 9-10-42.

FRED OELSCHLEGEL, 85, retired motorman, 69th. Died 4-16-55. Employed 12-21-18.

W. B. OLLENQUIST, 71, retired conductor, North Avenue. Died 4-30-55. Employed 11-5-07.

C. J. PISKAC, 63, retired motorman, Lawndale. Died 4-23-55. Employed 10-24-17.

ANTHONY P. POPPELREITER, 49, operator, 69th. Died 4-25-55. Employed 11-25-42.

J. T. RENO, 73, retired tinner, Loop. Died 4-29-55. Employed 7-15-06.

S. W. RILEA, 78, retired motorman, Lawndale. Died 5-2-55. Employed 10-17-01.

J. L. SCHULTZ, 77, retired conductor, Armitage. Died 4-22-55. Employed 7-8-05.

PAUL J. SIMONS, 51, operator, Archer. Died 5-8-55. Employed 9-2-27.

G. W. TROUT, 72, retired conductor, West Section. Died 4-15-55. Employed 11-12-04.

R. J. VISNEVAC, 65, retired switch cleaner, Track. Died 5-7-55. Employed 6-22-29.

A. M. WHEATON, 65, retired conductor, Kedzie. Died 4-27-55. Employed 2-9-15.

EDWARD W. WITT, 54, steamfitter, Building Department. Died 5-3-55. Employed 8-20-45.

AL KURTH, Operator: "Woodworking consumes most of my leisure hours. I just love to work out new ideas for coffee tables, magazine racks, and the like. Right now my problem is to renovate an old chest to match a new bedroom set. Believe me, it poses quite a problem."



QUESTION:

WHAT DO YOU DO IN YOUR LEISURE TIME?

TEDDY LECHOWICZ, Operator: "I don't find too much leisure time—my little daughter sees to that. Still, I do find time to occasionally kick off my shoes and watch a ball game on television."



INQUIRING REPORTER:

Dan Aschenbauer

LOCATION:

Keeler

EARL SCHUMACHER, Operator: "My leisure time is equally devoted to two activities. One is learning to fly. I get a big kick out of the way my instructor tries to get me mixed up in directions, but I'm like a homing pigeon; I can always find my way back. The other is my love for fishing, especially with the wonderful equipment my wife bought me last year."



JACK BENTER, Operator: "Playing with my kids, not that I can do this as often as I like, is the way I spend my leisure time. I get real pleasure out of taking them out in the country. Sometimes I load up the car with some of the neighbors' children as well as my own and take them fishing or out to the park."

OTTO DREWKE, Operator: "That car of mine, with its 'cherry pink and apple blossom white' color, sure keeps me busy keeping it clean in my leisure time. Also, since the income tax people have classified me as 'head of household,' my mother and sister make sure I live up to my title."



SAFETY SUM-UP



RECEIVING one of the eight plaques awarded in the commercial vehicle classification from *Mayor Richard J. Daley*, left, who made the presentations, is *George A. Roesing*, assistant superintendent of operating stations.



A CONGRATULATORY handshake is offered by *Mayor Daley* to *Peter Doot*, left, safety supervisor, bus overhaul, South Shops, who has just been presented with one of the five plaques awarded CTA in the industrial division.

BEVERLY recorded a declining accident rate to win the surface system passenger-type Station Achievement Award for the first quarter of the year. In the picture, left to right, are: *George Riley*, supervising instructor, south side; *Joseph J. Hemczak*, superintendent of instruction; *R. T. Duffy*, day station superintendent; *Mr. McCarter*; *Rudolph Miller*, night station superintendent, and *Joseph Carney*, instructor, Beverly.



THIRTEEN plaques for safety in operation were awarded to CTA stations, shops and garages by the Greater Chicago Safety Council at the banquet session of the 32nd Annual Midwest Safety and Fire Conference held May 3 at the Sherman Hotel.

Eight of the awards were in the commercial vehicle (fleet) division and the remaining five in the industrial classification.

Winners in the fleet division were 52nd, Devon, Keeler, Beverly, 69th, Archer and Lawndale stations and the Utility Department. Awards in the industrial category went to South Shops, South bus overhaul, rapid transit terminals, Wilson Shops and the Way and Structures south surface division.

The awards were based on a comparison of the frequency and severity of their accident prevention experience in 1954 over 1953 experience. Several hundred Chicago industries reported to the Council in the contest.

Safe operation also was emphasized in the presentation of Station Achievement Awards for the first quarter of 1955 to three stations. These are the awards set up by CTA to recognize the stations that have achieved the greatest improvement in lowering the frequency rates of traffic and passenger accidents during quarterly periods.

The traffic-type award went to 69th station, which showed a 4.27 percent decrease in street accidents over a comparable first quarter period in the three previous years.

The passenger-type award was won by Beverly station with a 1.48 percent decline in accidents for the period. These two are surface system awards.

The award for the rapid transit system combines both

THE COMBINED traffic-passenger-type achievement award for the rapid transit system was won by Lake street. Grouped around the plaque in the center foreground are *S. R. Smith*, left, day superintendent; *F. W. Till*, night superintendent, and *Mr. McCarter* (right).



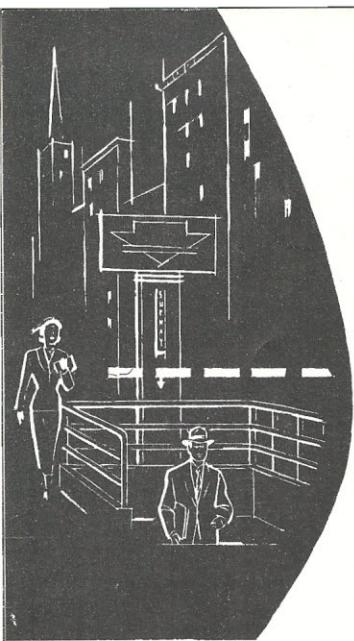
traffic and passenger-type accidents. This was won by Lake street station whose achievement score was a 1.62 percent-age decrease in accidents for the same quarterly period over the past three years.

Presentation of the CTA awards was made at the winning stations by *General Manager Walter J. McCarter*.

OPERATORS who helped 69th station win the first 1955 quarterly traffic-type Station Achievement Award gather around to smile their approval at the presentation ceremony. Holding the plaque in the center foreground is *E. C. Tocci*, left, day superintendent; *C. W. Zieher*, night superintendent, and *W. J. McCarter*, right, CTA general manager.



AT THE annual presentation of plaques by the Greater Chicago Safety Council recently, 13 CTA installations received awards for safety of operation during 1954. Holding one of the plaques, with the others displayed in the background, is *Charles M. Smith*, superintendent of accident prevention.



Lower Rate at Park 'N' Ride Lot

NEW, LOW parking rates at CTA's first experimental fee parking lot, located at the Kimball-Lawrence terminal of the Ravenswood "L," were established effective May 9.

V. E. Gunlock, chairman of Chicago Transit Board, said that the Board's action was taken because patronage of the lot, which was opened March 7, is considerably short of advance estimates.

The new rates are as follows: For Park 'N' Shop patrons, 10 cents "in" and 25 cents "out," a total of 35 cents for all day parking; for Park 'N' Ride patrons, 10 cents "in" and a coded Park 'N' Ride card "out." Park 'N' Ride cards are available from the station agent at 15 cents each to motorists who park in the lot and use the "L" for part of

their trips. The total fee for Park 'N' Ride patrons is 25 cents for all day parking.

A part of the Ravenswood "L" terminal facilities, the new lot enables motorists to park and transfer conveniently to and from the "L," and also enables shoppers to park at a nominal rate in the Albany Park shopping center.

A self-service lot, the entrance and exit are controlled by automatic gates. The entrance gate is operated by coins, and the exit gate by coins or a coded Park 'N' Ride card.

This experimental fee lot was installed to determine whether such lots, adjacent to CTA's rapid transit stations and terminals where space is available, will increase rapid transit riding, and thereby also reduce the number of private automobiles using the city streets in congested areas.

Rail Fans Tour "L" System

APPROXIMATELY 100 railfans from several middle western states chartered special "L" trains for an eight-hour tour of CTA's rapid transit system on May 1 for the purpose of viewing and photographing various types of equipment and shop facilities.

The tour, sponsored by the Central Electric Railfans Association in co-operation with the Louisville (Kentucky)

Chapter of the National Railway Historical Society, covered all major elevated routes. The group transferred five times to different types of equipment in two-car units.

Starting from Howard street "L" station, the special proceeded to the Loop, and from there to Desplaines avenue terminal of the Garfield Park line. The train then returned to the Loop where a switchover was made to the Lake street "L" branch for a trip to Marion avenue station in Oak Park.

From Marion avenue station, the group again returned to the Loop, where, at Roosevelt Road station, the special was switched to the North-South main line for a trip to Howard street. After a lunch stop, the group changed trains and went to Skokie Shops. After a tour of the shops, the special returned to Howard street and proceeded south over the "L" structure to 61st street. The tour ended with a return trip to Howard street.

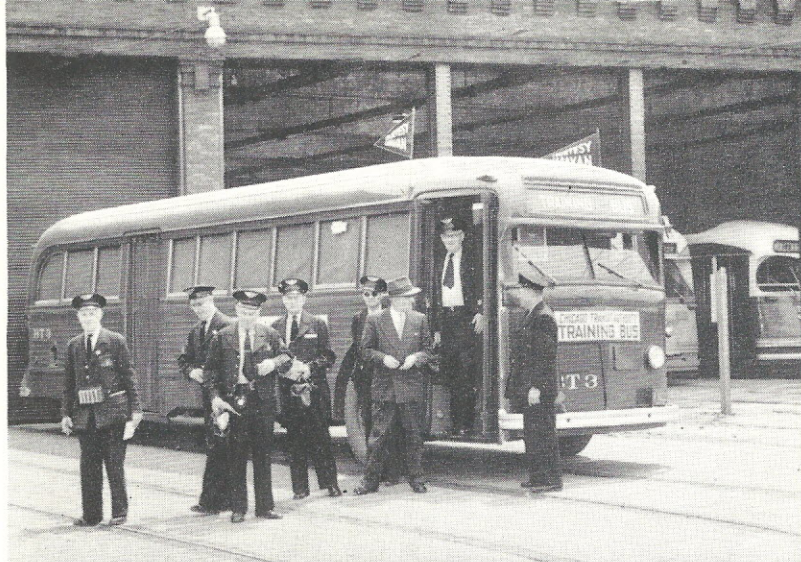
The accompanying photo shows the group witnessing the burning of an old wooden car during their visit at Skokie Shops.



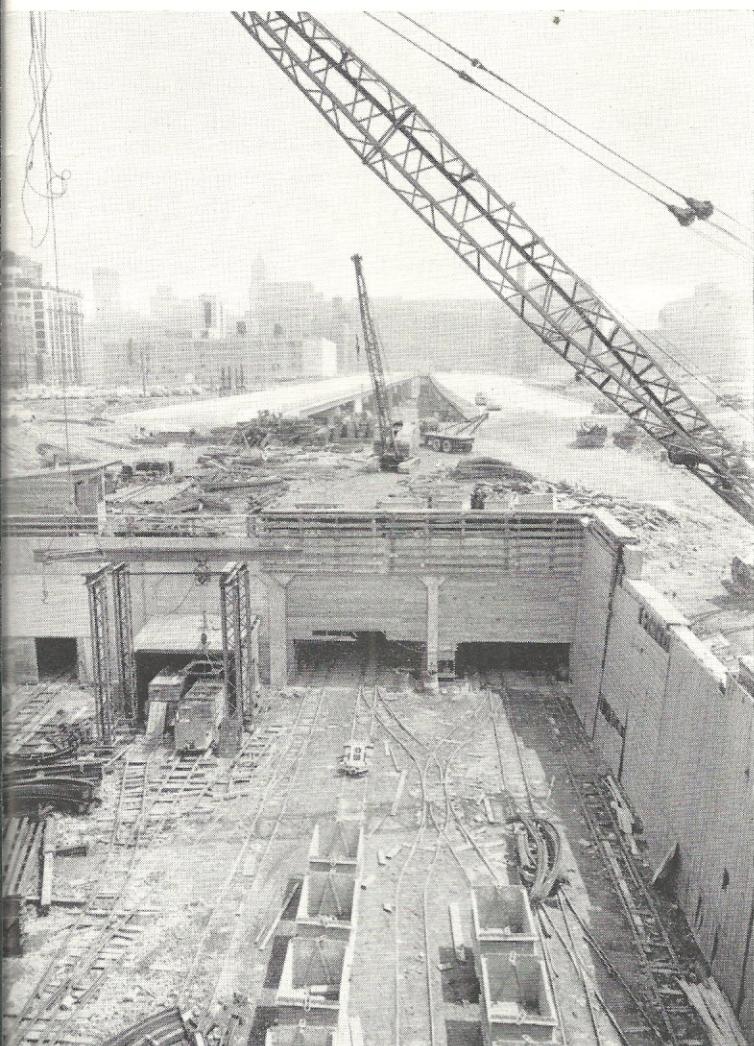
Shops Offices Re-Locate

MAY 16 was moving day for the general office of the Shops and Equipment Department which vacated quarters in the Merchandise Mart and took over space at West Shops.

All functions of the office of the Superintendent of Shops and Equipment now are performed at West Shops and the personnel assigned to the West Shops switchboard, VAn Buren 6-6000, or the Merchandise Mart tie lines to the West Shops.



CTA's Courtesy Caravan was scheduled to complete a series of visits to all surface system Transportation Department operating stations on June 15, after a five and one-half week campaign to promote improved personal service. A group of operators at 77th station had just completed a briefing session in the south side training bus when this photograph was taken. Follow-up phases of the campaign are now being put into effect.



WORK IS steadily progressing on the new Congress super-highway as this view of the subway portal shows. The scene is looking east from Halsted street. When the subway is completed, Garfield Park trains will operate in a depressed median strip in the center of the highway and will connect with the Milwaukee-Dearborn avenue "L"-subway at this point.

JUNE, 1955

CHICAGO TRANSIT AUTHORITY CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF APRIL 1955 AND 1954, FOUR MONTHS ENDED APRIL 30, 1955 AND 1954 AND TWELVE MONTHS ENDED APRIL 30, 1955

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

	Month of April 1955	Month of April 1954	Four Months Ended April 30, 1955	Four Months Ended April 30, 1954	Twelve Months Ended Apr. 30, 1955
Revenues	\$10,142,200	\$10,101,358	\$40,186,560	\$39,064,726	\$122,261,348
Operation and Maintenance Expenses	8,489,850	8,693,110	34,987,808	35,593,338	102,806,007
Available for Debt Service	1,652,350	1,408,248	5,198,752	3,471,388	19,455,341
Debt Service Requirements:					
Interest Charges	415,734	422,468	1,664,403	1,691,052	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	200,000(1)	150,000	800,000	600,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	120,000	120,000	
	645,734	602,468	2,584,403	2,411,052	
Balance Available for Depreciation	1,006,616	805,780	2,614,349	1,060,336	
Provision for Depreciation - Current Period	811,376	808,109	3,214,925	3,125,178	
Balance Available for Other Charges or Deficit in Depreciation Provision (Note 3)	\$ 195,240	\$ 2,329	\$ 600,576 r	\$ 2,064,842 r	

r - Denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	52,798,390	55,878,283	209,293,202	220,133,634	630,326,069
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at April 30, 1955

	Delivered to date	Remaining to be Delivered	Total
1952-53-54 Orders:			
Propane Buses	499	1	500
El-Subway Cars	250	20	270
	749	21	770
Delivered under previous orders		2,814	
Less - P.C.C. Streetcars to be converted to El-Subway Cars		270	2,544
			3,314

NOTES:

- (1) Equal monthly installments to retire \$2,400,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1955.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively (cumulative within any one year) to the "Revenue Bond Amortization Fund" 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.



TROPHIES and rosettes (ribbons) won by *Brandy* and his trainer, *Operator George F. Wallace*, Archer station, are proudly displayed here.



PERFECTLY clearing a six-foot broad jump is just one of several specific requirements for judging. After completing the jump, Brandy must return to and heel (sit) at George's side.

HE MADE it with ease! Topping a 36-inch high jump and returning is an obedience requirement perfected in the back yard of the Wallaces' south-west side home.



BRANDY'S A DANDY

BEING a bus operator had a lot to do with the fact that *George F. Wallace*, Archer, is now the master of a champion German shepherd that scooped top honors in its class at the International Kennel club show held at the Amphitheatre early in April. Nicknamed "*Brandy*" by the Wallace family, the black and brown shepherd piled up a total of 198½ points out of a possible 200 in competition against dogs of all breeds to win the obedience trials and capture the 1st prize International Kennel club trophy as well as the coveted Chicago Tribune trophy.

It all began about two years ago when, while operating a bus on Western avenue, George was asked by a potential passenger if she could get on the bus with her small, lap dog. He said "sure," and the resultant conversation revealed that she was *Mrs. Anne Klein*, the director of training for the Gage Park All-Breed Dog Training Club which conducted free instruction weekly at the Gage Park fieldhouse. George was interested because just a few weeks before, his two children, *George* and *Michaelene*, had received Brandy as a gift from their grandfather.

As soon as Brandy, whose formal, registered name is *Count Brando Rummel*, was three months old, George started him in a 13-week course at the Gage Park fieldhouse and the obedience

training began. Despite being injured by an automobile and losing three weeks of training, Brandy still completed the course with second honors. He competed in his first show on July 6, 1954, at Joliet, Illinois.

Victory at the Amphitheatre event, which is recognized as the biggest dog show held in the mid-west, marked Brandy's ninth obedience trial performance. His trophies total an even dozen, and are accompanied by a number of ribbons, or rosettes, as they are properly termed, and two certificates from the American Kennel Club. Becoming a champion eliminates Brandy from further obedience class competition.

The two-year-old champion, now rated as a companion dog excellent, has come a long way in a short time. Many dogs compete for years and never realize success in the obedience classification. Judging is based on the dog's ability to properly perform specific requirements upon verbal command from their trainer. Included is a retrieve over a three-foot high jump and a six-foot broad jump.

Of course, George, who has been an operator at Archer since November of 1945, is merely the key member of the Wallace training team. He's well supported by his pretty wife, *Catherine*, in addition to the two proud, young owners of Brandy.

POSING between *Operator Wallace* and his wife, *Catherine*, is their prize-winning German shepherd. Although the dog's registered name is *Count Brando Rummel*, he's just "*Brandy*" to his real owners, the Wallace children. *George, Jr.* is eight years old, and his sister, *Michaelene*, is seven.



to the ladies from Ellen

Little Princess' PARTY DRESS

A PARTY! Is your little girl going to one or better still having one? If it's a birthday party, the excitement of wearing a pretty new dress will set the little princess' eyes a-dancin' this summer.

Party dresses for the ice cream 'n' cake crowd haven't been so beruffled and bedecked with lace and bows in years. And the sub-sub-debs love them. Fabrics have much to do with the party air of the new dresses. Sheers, nylons and organdies are filmy and delicate and pale in color. Dainty touches of lace and eyelet embroidery typify little girl prettiness. Some of the new dresses feature lace across the bodice, such as trim for ruffles, apron effects, collar and cuffs, pockets, and cut-out effects on the neckline. Nylon sheers sprinkled with tiny polka dots or with floral patterns are pretty party ideas. Underneath it all are slips and petticoats lavishly trimmed with lace or fragile eyelet embroidery.

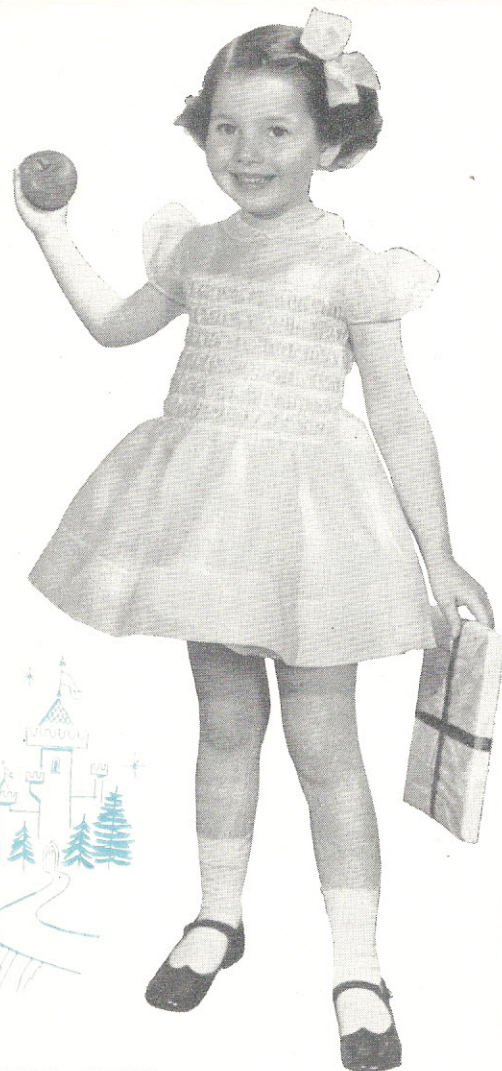
Pink does things for little misses. Makes them look adorable and doll-like no matter how big they are. And pink it is for the party dress line from the palest pink tones to deep rose shades. Another flattering new color for little girls is heliotrope, a direct descendant

of the purple family. In the same category are soft violets, lilacs, and lavender.

A fabric new to party dress wear is Crystal Sheer or Crystalette, a blend of silk, acetate and crystal yarn. First used for older sister's dressy clothes, it eventually crept into her younger sister's wardrobe. Crystalette is opaque, lightweight and has a frosted glistening appearance and when blended or trimmed with a metallic thread, it makes an even dressier party frock.

Every mother appreciates party dresses that she can wash time and time again. Newest to the cotton line is cotton satin. It glows with the luxurious gleam of satin and has the advantage of washability. It is popular in floral and geometric designs and in unusual variations of prints such as harlequin figures, houses and animals.

Oh-so-grown-up is the long torso silhouette that is appearing slowly but surely in children's wear. Low waistlines are emphasized by banding and cuffing just like mother's. Skirts are flared, gathered or pleated below the long torso. But the can-can bouffant and princess silhouettes with demure neckline and baby doll puffed sleeves are



PARTY FAVORITE . . . Pink organdy with a permanent finish is used for a little girl's party dress. Favorite for mothers, too, because it can be sewn easily and inexpensively.

perennial party dress favorites. Circular skirts fascinate little girls.

Maybe all these styles seemed out of reach for most mothers, but all the fabrics and styles can be sewn very easily and inexpensively. These pretty little party dress patterns are available at most sewing counters.

CIRCUS OF DESSERTS

CIRCUS LOVERS, here's a scoop! We have obtained a brand new leaflet called "Circus of Desserts," a whole tentful of wholesome desserts mothers and their children can make with instant pudding.

THIS LITTLE lad is making a Coconut Clown Puddin', one of the many recipes included in the "Circus of Desserts" leaflet.

With summer parties soon coming up, this leaflet will prove invaluable for suggestions as to what to serve the kiddies. There is the Jumbo Milk Shake, a Crazy Mixed-up Pudding and half a dozen other recipes given in the gay little leaflet.

For a free copy of "Circus of Desserts" write Women's Page Editor, P. O. Box 3555, Chicago 54, Illinois.



9 WAYS TO STAY ABOARD THE COURTESY CARAVAN

THE CHICAGO TRANSIT AUTHORITY
P. O. Box 3555, Chicago 54, Illinois
Form 3547 Requested



1 APPEARANCE

Be careful about your personal appearance . . . Have your shoes shined, uniform pressed and be cleanly shaven.



2 CURB LOADING

Bring your bus close to the curb so passengers can easily board and alight.



3 PASS UPS

Avoid pass-ups . . . Pick up riders on pull-out and pull-in trips.



4 OPERATION

Operate smoothly . . . Avoid fast turns, jerky rides, stonewall stops.



5 TRANSFERS and FARES

Handle the problem of invalid transfers courteously . . . Be tactful in reminding people who forget to pay their fares.



6 SCHEDULE ADHERENCE

Avoid running ahead of time . . . Do your fair share of the work.



7 LOAD DISTRIBUTION

Courteously encourage passengers to move back and make room for others.



8 INFORMATION

Give information courteously . . . Announce streets and transfer points distinctly.



9 COURTESY

In the offices, in the shops—wherever you are—it always pays to be courteous!



LET'S **ALL** GET ABOARD-
AND STAY ABOARD
THE COURTESY CARAVAN

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