



TRANSIT NEWS

AUGUST, 1955



Clean-up Campaign
(See Page 3)

WAGE SETTLEMENT

Agreement

APPROVED

FORMAL APPROVAL of the recently-negotiated wage settlement between CTA and the two unions representing approximately 13,000 operating and office employees was voted on July 14 by Chicago Transit Board.

The employees, members of Division 241 and 308 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America, had approved the settlement in a referendum held July 12 and 13.

Effective as of June 1, 1955, employees received an increase of five cents an hour, followed by an increase of an additional 2½ cents per hour December 1, 1955, and another 5 cents per hour effective June 1, 1956. The new contract term extends through May 31, 1957.

In addition to the hourly wage increases, the new contract provides for the following:

1. A cost-of-living allowance, commencing December 1, 1955, and adjusted quarterly thereafter, based upon the percentage increase, if any, over the cost-of-living index for May, 1955. This percentage change will be applied to one-man operators' basic rate of pay and the increment changes will be calculated to the nearest ½ cent. The basic wage and salary rates shall not be reduced by the application of cost-of-living adjustments.
2. Four weeks paid vacation after 25 years service. Employees will continue to receive three weeks vacation after seven years and up to 25 years service.

3. The addition of New Year's Day to the five paid holidays now received by CTA employees.
4. An increase from \$25 to \$30 in the sick benefit paid weekly for a period of 26 weeks.
5. Spread-time after which penalty is paid was reduced from 10½ hours to 10 hours, effective June, 1956.

In all respects, the settlement was a compromise between the proposals of the union officials, and the counterproposals of CTA.

Negotiators for CTA were *V. E. Gunlock*, chairman of Chicago Transit Board; *John S. Miller*, Board member and CTA arbitrator, and *E. A. Imhoff*, general superintendent of personnel. *Daniel J. McNamara*, president of Division 241; *Edward A. O'Hara*, president of Division 308; *Superior Court Judge James J. McDermott*, arbitrator for the two unions, and *O. David Zimring*, counsel for the two unions, were the union negotiators.

Mayor Richard J. Daley contributed importantly to the settlement by keeping the contract discussions going although it appeared that the negotiators were hopelessly deadlocked.

Wage negotiations are now proceeding with union officials representing members of the craft unions who constitute the majority of the remaining 3,000 employees.

RECENT CTA ADDITIONS TO THE ARMED FORCES

T. W. Banks—Transportation (52nd)

William J. Coyle—Shops and Equipment (77th)

M. J. McCarthy—Shops and Equipment
(General Office)

Frank Riley, Jr.—Transportation (77th)

James H. Stewart—Transportation
(Lawndale)

J. P. Walter—Shops and Equipment
(West Shops)

RETURNED FROM SERVICE

R. E. Pollock—Transportation (Lawndale)

VOLUME VIII

CTA TRANSIT NEWS

NUMBER 8

Published monthly by and for employees of the Chicago Transit Authority, under the direction of the Public Information Department.

David E. Evans, Editor

Ellen Miller, Editorial Assistant

W. M. Howlett, Supervisor of Publications

John J. Bowen, Supervisor of Production

H. L. Pollard, Director of Public Information

Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.

CTA CO-OPERATES IN *Cleaner Chicago* CAMPAIGN

CTA HAS PLEDGED wholehearted co-operation with *Mayor Richard J. Daley's* campaign for a cleaner Chicago and has urged all employees not only to help in efforts to improve good housekeeping practices on the property but to support cleanup activities in their home neighborhoods.

In addition, CTA has assured the Mayor that it will intensify its efforts to keep its buses, cars, stations, platforms, right-of-way, shops and all other buildings clean and presentable and has posted car cards and signs soliciting public co-operation in the campaign.

At the same time CTA announced that it is stepping up its special and routine housekeeping work. Crews are busy painting rapid transit stations and miscellaneous structures. As of the middle of July, interiors of 16 "L" stations and exteriors of 10 "L" stations had been painted, 15 "L" stations had been water-cleaned and some 15 other miscellaneous buildings had been renovated.

Another aspect of CTA's continuing clean-up program was the recent cleaning and painting of "L" column bases along sections of the North-South, Douglas and Lake street routes. Special cleaning crews, working in the State street and Dearborn-Milwaukee subways, have been washing the walls with high-pressure jets of water. Much of this work in the Loop area is now completed.

Station Painting Projects

Painting of subway stations is another phase of CTA's co-operative system-wide effort. Recently the Clybourn-North station on the North-South subway was painted and the tube walls of the Dearborn-Milwaukee subway were washed. Painting of Loop stations is next on the schedule.

One of the most difficult and annoying problems encountered is keeping the areas under the "L" structure clear of unsightly debris. Just recently sections of these areas were given a good cleaning, as were the alleys alongside the private right-of-way. With the co-operation of city ward superintendents and the police department, tons of litter and refuse, hundreds of abandoned junk automobiles and mounds of discarded household appliances and furniture were removed. Generally, however, after an area is cleaned up, it is soon cluttered up again by an assortment of debris.

In an attempt to discourage this practice and urge co-operation with the Mayor in his campaign for a cleaner



ONE PHASE of CTA's extensive clean-up program is painting rapid transit stations and other facilities. Crews are busy applying fresh paint to exteriors and interiors of station buildings as these workmen are doing at the Morse avenue station on the north-south "L"-subway route.

Chicago, signs have been posted on "L" columns in sections of the city where the offenders and offenses are most numerous.

Aside from special clean-up efforts which must be undertaken at regular intervals, passenger equipment in service must be swept and cleaned daily. Buses are washed on an average of two or three times a week; streetcars about twice a week, and rapid transit cars once every 10 days or two weeks. North-south rapid transit cars are washed once a week.

A crew of porters is assigned to rapid transit stations and platforms to clear away the litter left by the 300,000 or more passengers who use rapid transit service each weekday.

These are just a few examples which point up the overall year-round "housekeeping" problems of CTA's extensive operations. They typify a program by which the CTA is lending strong support to the Mayor's efforts to organize all Chicago in a concerted campaign for a cleaner Chicago.

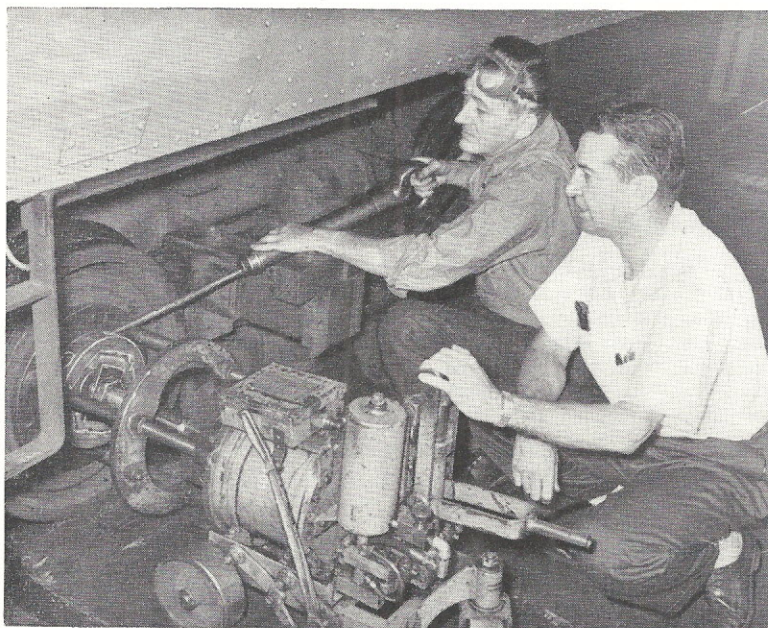
In charge of the clean up of structure and station facilities is *H. L. Howell*, superintendent of the Way and Structures Department. *T. B. O'Connor*, superintendent of transportation and shops and equipment, is in charge of clean up of equipment and porter service.

OUR COVER: In support of the Mayor's campaign for a cleaner Chicago, CTA is intensifying its own clean-up program of special and routine "housekeeping" work. Pictured on our cover are scenes taken around the property depicting clean-up activities underway in subway tubes, yards, garages and stations over the system.

Suggestion Award

Winners Collect

\$ 350⁰⁰



ARTHUR REDLICH, left, assistant foreman, Wilson inspection shop, demonstrates use of wrench which he designed for removing and installing wheel nuts on PCC rapid transit cars to **E. R. Hendrickson**, general foreman, rapid transit terminals. Redlich received \$250 from the Employee Suggestion Plan Committee as an award.

TWO EMPLOYEES of the Shops and Equipment Department were top winners in the most recent announcements of awards by the Employee Suggestion Plan Committee.

They are: *Arthur Redlich*, assistant foreman, inspection shop, Wilson avenue terminal, who was awarded \$250.00, the highest amount paid for a single suggestion since the plan was established system-wide in October, 1952, and *Joseph Baro*, machinist, Skokie Shops, who received \$100.00.

Redlich's suggestion proposed the design and use of a wrench for removing and installing wheel nuts on PCC rapid transit cars. The wrench consists of a circular steel plate which is fitted over and fastened to the wheel nut. Around the outside of the plate are a series of lugs which can be struck by means of an air-operated impact hammer to loosen the wheel nut.

In addition to saving time during the removal and installation of the wheel nuts, the axle-nut wrench makes the

job easier and safer. The previous method of loosening these wheel nuts consisted of placing a collar-like socket over the nut and using long pry bars and sledge hammer to knock the nuts loose.

Use of the wrench will be made at all rapid transit terminal shops where wheels are removed during inspection and repairs.

The award to Baro was for a suggestion that will result in a considerable saving on the purchase of parts for the pinion bearing of truck axles of PCC rapid transit cars.

Baro observed that a part of the bearing did not wear out as much as expected and by careful checking of over 100 of the parts — an oil throw ring or Timken spacer — which he had salvaged from old worn bearings, he found that the part could be used over and over again, making purchase of a new part unnecessary.

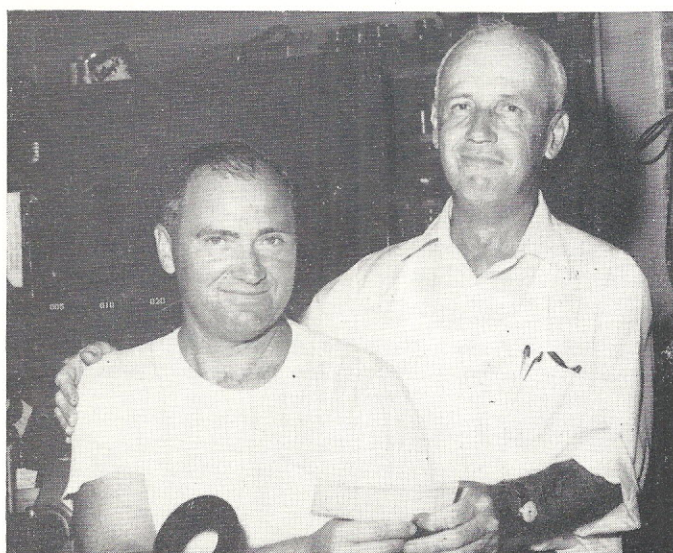
The oil throw rings cost \$3.50 each and this amount can be saved each time an outer pinion bearing is changed in terminal shops, resulting in an estimated saving of \$2,000 per year.

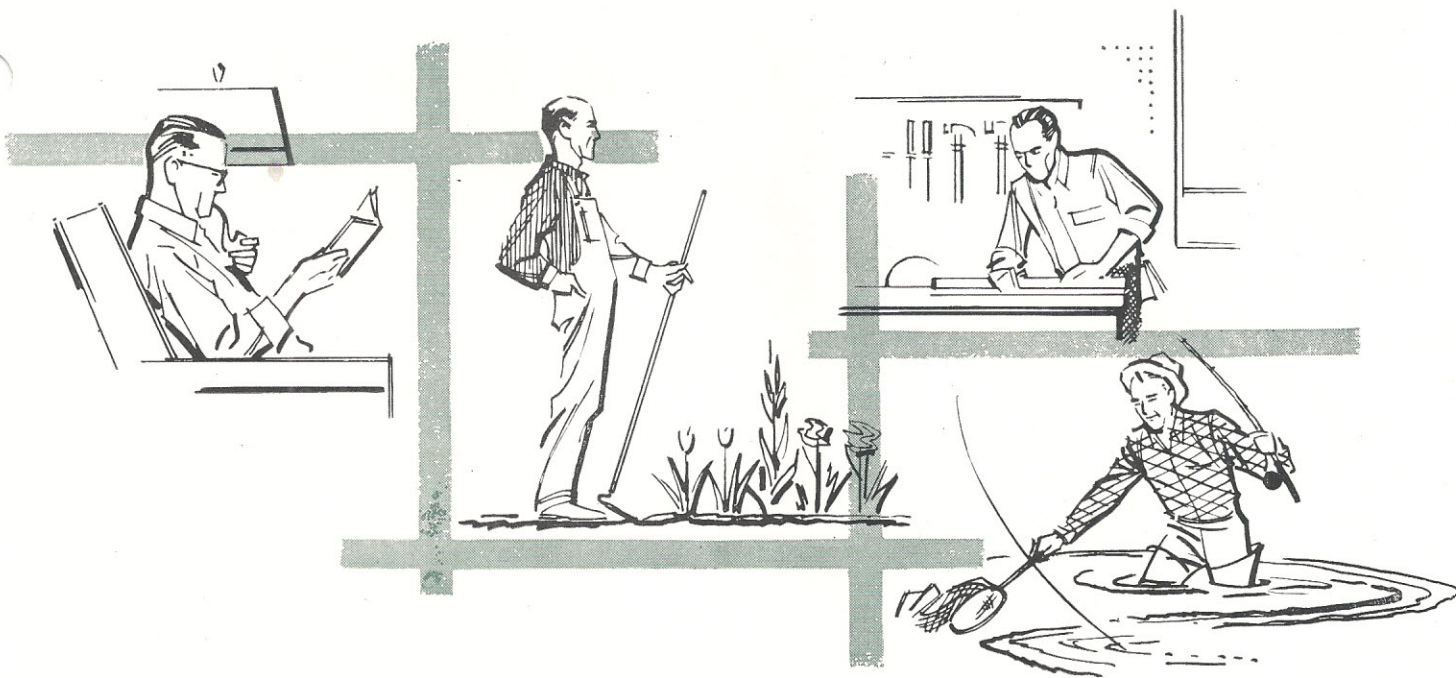
Redlich has been employed by CTA and the former Chicago Rapid Transit Company for 32 years. Baro, originally a Transportation Department employee, became a shops worker in 1945. He has a total of 22 years of service with local transit companies.



CLOSE-UP of wrench shows how air-operated impact hammer is used to loosen the wheel nut. Use of the wrench saves time and makes the job of removing and installing wheel nuts easier and safer.

CHECK FOR \$100 is presented by *L. H. Reichard*, right, superintendent of rapid transit shops, to *Machinist Joseph Baro*, Skokie Shops, for prize-winning suggestion.





'54 Pension Payments Total More Than \$5,000,000

NET PENSION payments totaling a record \$5,037,221.71 were paid out to retired employees during the sixth year of operation of the Retirement Plan for CTA employees ending December 31, 1954, according to the 1954 annual report of the Retirement Allowance Committee.

The report was issued for the Retirement Allowance Committee by *T. B. O'Connor*, superintendent of transportation and shops and equipment, chairman of the committee. At a meeting held December 20, 1954, Mr. O'Connor was unanimously reelected chairman for the year 1955.

The report disclosed that there were 4,915 pensioners on the retirement rolls at the end of the year—an increase of 335 over December 31, 1953.

Other salient facts brought out in the report were:

At the end of 1954, the book value of the Fund was \$11,655,518.81, a net increase of \$2,334,191.58 over the \$9,321,327.23 reported on December 31, 1953.

During the year, contributions from CTA and employees totaled \$7,496,527.42, net investment income was \$262,155.44, and income from other sources was \$1,249.39. This

made a total income from all sources of \$7,759,932.25.

Of the \$11,655,518.81 book value of the Fund, \$11,327,545.49 is invested in United States Government Securities and \$102,301.21 in Chicago Transit Authority Bonds.

H. B. Storm, secretary of the committee, in an appended report brought out that during the plan year the trustee continued the purchase of long term U. S. Government Securities and that these totaled \$3,000,000 at the end of the year. He also reported that the market value of all the securities held by the Trustee at the end of 1954 was \$380,663.30 in excess of the original cost.

Another interesting statistic contained in the secretary's report was that of the 4,915 retired, 362 were 80 years of age or older and of the 362 eight were over 90. It was also pointed out that early retirements—from age 58 through 64—continued at a lower rate during 1954, accounting for 26.7 per cent of the total retirements. This is 0.8 per cent lower than the Plan Year 1953. Disability retirements for 1954 amounted to 10.8 per cent of the total retirements, 1.2 per cent lower than in 1953.

To Serve Our Riders Better

KNOW YOUR CTA ROUTES

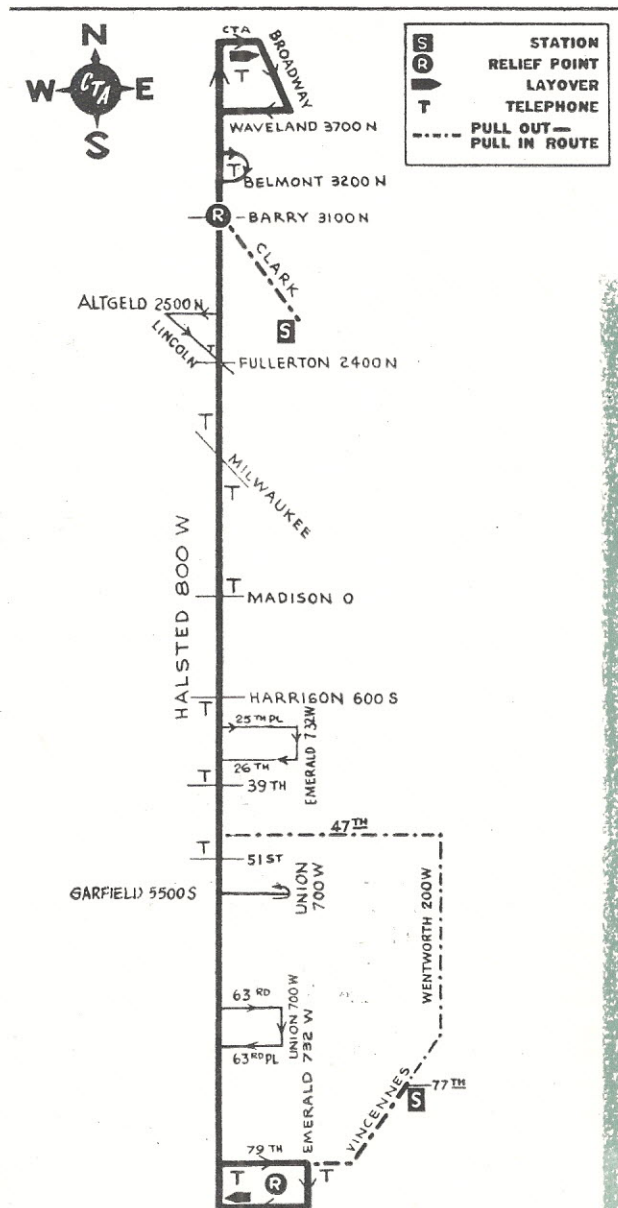


HALSTED

LIMITS, 77th STATIONS

8

GAS BUS



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

ONE OF Chicago's best-known thoroughfares, and one that is steeped in local history of the early days of the city, is Halsted street (800 W) which runs on a straight north-south line from Grace street (3766 N) to 129th street on the south.

CTA buses operate over this street for the entire distance, with service being provided by three separate routes — a main line route (No. 8) from the Waveland avenue loop (3700 N) to 79th street; the Halsted-Downtown route (No. 42) operating between the downtown Loop and 79th street by way of Clark street and Archer avenue over part of the route, and the south Halsted route (No. 42B) from 79th to 127th street.

The main line is the longest and most heavily patronized of the three routes. In distance between outer terminals the measured round-trip mileage is 27.80, making it the second longest bus line operation on the CTA system.

Many intersecting surface lines feed into the Halsted street route, which also has direct transfer connections with three elevated lines and the North-South and the Milwaukee avenue "L"-subways.

Schedules on the main line provide for buses every two minutes during morning and evening rush hours on weekdays; four and one-half minutes through midday hours, and

THREE Halsted street bus routes use this terminal at 79th and Halsted. It serves as the southern terminal for the main line route, No. 8, and the Halsted-Downtown route, No. 42, and as the northern terminal of the South Halsted route, No. 42B.





THERE IS always an air of expectation on summer Sunday afternoons on Maxwell street. Bargain hunters come from far and wide to look over the wares at the open air stalls of the purveyors of various and sundry merchandise and gimeracks. This is a scene looking east to Halsted.



A CROWD gathers around to listen to the spiel of a Maxwell street pitch man lauding the merits of his product. Anyone having anything to sell is assured at least of attracting the attention of curious strollers. Halsted buses give direct service to the open-air market place.

one every five and one-half minutes during evenings. Saturdays, headways range from four to five minutes during rush hours to six and one-half minutes in the evening. Sunday and holiday schedules call for eight-minute intervals in the morning and afternoon and five to six minutes in the evening. An "owl" schedule is in effect from 1:00 a.m. to 4:30 a.m.

The running time between main line terminals varies from 73 to 92 minutes, depending upon time of day and prevailing traffic conditions.

The Halsted-Downtown route provides service along south Halsted street between Archer avenue and 79th street. North of Archer the routing is Archer to Clark, Clark to Polk, Polk to Dearborn, Dearborn to Randolph, Randolph

to Clark, and south on Clark to Archer. This service is operated for 12 hours per day only — from 6:50 a.m. to 6:50 p.m. — six days per week. Halsted-Downtown buses do not operate on Sundays and holidays. The measured round trip between terminals on this route is 19.72 miles.

South Halsted buses serve the area from 79th street to 127th street. These operate seven days a week, affording an auxiliary service to the main line.

A total of 99 buses are assigned to regular service on the three routes. Mainline and downtown buses are from 77th and Limits stations, and South Halsted buses from Beverly.

The extent to which the Halsted street main line serves as an originating route and as a connecting link in the inter-

BELOW, left, the new Halsted street bridge across the Chicago river at Chicago avenue is a recent near west side improvement to facilitate the flow of both street and river traffic. The Goose Island industrial area is nearby. Below, right, more and more CTA riders are using the free transfer privileges between surface and rapid transit routes permitted by the universal fare. One of the five "L"-subway stations on the Halsted street route is Grand-Halsted on the Milwaukee avenue subway. This view is looking across Milwaukee, north along Halsted.

PERHAPS the oldest, and certainly the best known of all the social settlements in Chicago, is Hull House, located at the southwest corner of Polk and Halsted streets. Founded in 1889, the original house, formerly a residence of a prominent Chicagoan, survived the great Chicago fire. The venerable old structure is shown as it looks today.





CHICAGO is a city of many communities, all tied together by local transit lines. Outlying shopping districts present the busy appearance of Loop streets. One of these is the 63rd and Halsted area, shown here bright with lights. The Englewood elevated also serves this area.

related network of CTA service operations is disclosed by a traffic analysis made recently.

On the day the survey was conducted, 58,691 cash fares were collected for rides originating on the line. In addition, 2,733 passengers from 64 non-connecting routes and 30,479 passengers from 64 direct connecting routes transferred and terminated their journeys on the Halsted street route.

Carrying the analysis further, 32,604 riders paid their fares on the line but transferred to 63 direct connecting routes to terminate their rides, and 2,912 passengers paid their fares and made a second transfer to complete their trips. A total of 23,175 riders originating on Halsted buses started and completed their trips without transfer.

CHICAGO'S reputation as an educational center in the arts, sciences and professions is world-known, but it also makes its impact felt in the religious world. McCormick Theological Seminary at Fullerton and Halsted is a typical example of the fine facilities provided for students preparing for the ministry and dedicated service to the church.

DIRECT connections with the North-South "L"-subway route are made at the North-Clybourn station. This permits transfer to rapid transit service for stations north to Wilmette and south to Jackson Park and Englewood.

RIDERS ON Halsted street buses see a vast panorama of live stock pens, acres in area, as they travel along past the Union Stock Yards. Most major packing houses maintain extensive operations and processing plants within the Yards — the world's largest center of the packing industry.

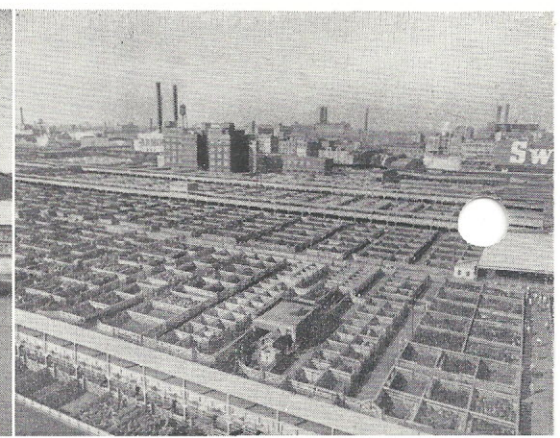
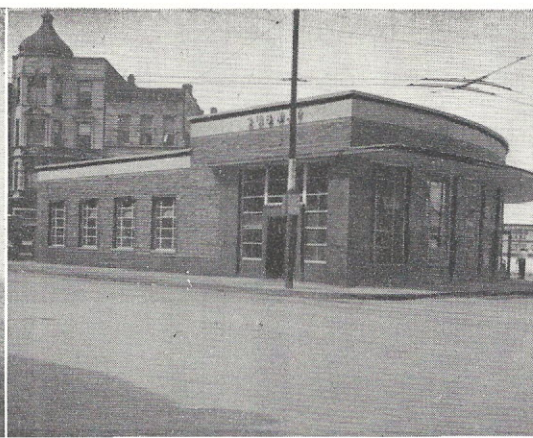
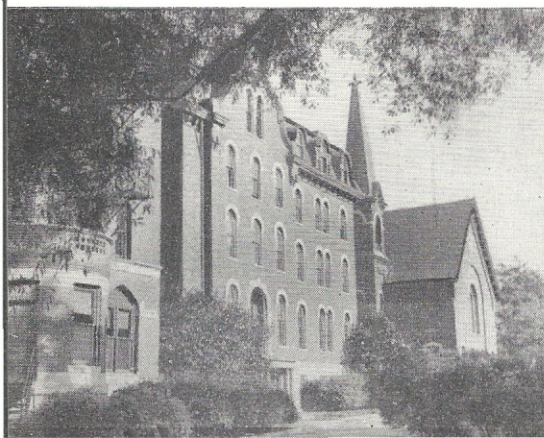
Neighborhood communities served by the main line route include Lakeview, Lincoln Park, Near North Side, Near West Side, Bridgeport, New City, Englewood, Auburn-Gresham, Washington Heights, Roseland and Pullman.

Historically, the Halsted street line dates back to Civil War days. The first tracks were laid from Harrison to Lake in 1863 and operation began with horse cars. The second section, from Lake to Milwaukee, was placed in service in 1865. Cable cars followed. The first section to be electrified was from Root to Milwaukee in 1895. Halsted street was the last line to abandon trailer cars. This was in 1931. The first gas buses to go into operation on the street were on the South Halsted route in 1938. In 1951, motor buses began operating on week-ends on the main line, and on December 14, 1953, came the conversion from streetcars to motor buses on the entire route.

The three Halsted street routes tap an area that has a tremendous rider potential. Residential districts are highly populated and business and commercial enterprises, many of which located along the street with the expansion of local transportation facilities in the early days, together with the hundreds of newer factories and business buildings which have sprung up in more recent years, contribute to the riders using Halsted street service.

Most notable of the areas served by the Halsted street route is the Union Stock Yards with its acres of livestock pens and meat-processing plants. The scale of its operations and facilities are equaled nowhere else in the world.

(The fourteenth in this series of articles on CTA routes will appear in a future issue.)



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

September Wedding In Offing

ACCOUNTING—*Mary Blackmore*, Revenue, will be a fall bride. She received a diamond engagement ring from *Robert Hughes* on July 15. The tentative wedding date is September 3, so Mary is in a whirl of preparation.

Virginia Rebich, Revenue, vacationed at Cooley Lake in Pontiac, Michigan, and visited Windsor, Canada, for a bit of shopping and sightseeing.

Dorothy Heimerdinger, General, crammed in a trip to the Lake of the Ozarks over the long July 4 week-end. *Marie Havlik* chose a Spring Lake, Michigan, resort for her vacation.

Helen McNamara, Revenue, received a shower of little things from her co-workers when she left CTA on July 8 to await a new classification.

Velma Cremieux and *Sarah Reed*, both of Payroll, were on the sick list at this writing.

Irene Wenke, Material and Supplies, became a grandmother on July 18 when seven-month-old *Gary John* arrived from Canada to be adopted by her son, *Alfred*, and his wife. They have waited three years for this precious package.

—HELEN A. LOWE

They Believe In Doing It Yourself

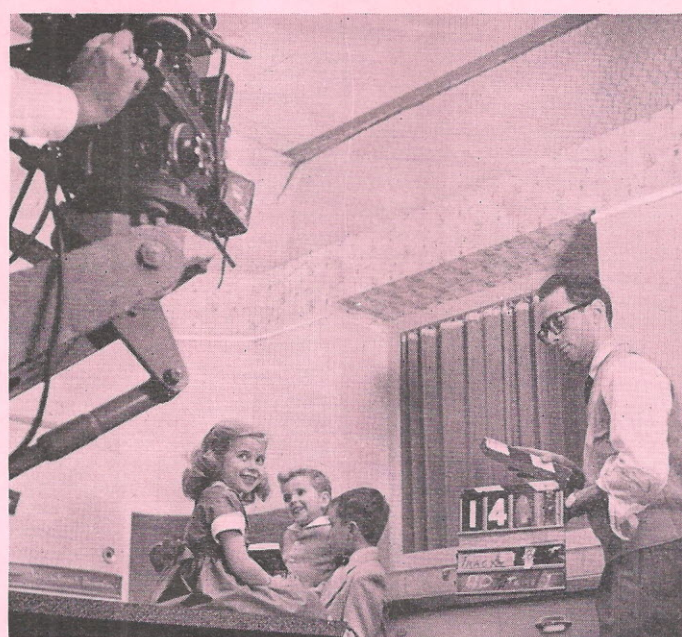
ARCHER—Operator *Jim McVea* is thinking of putting a shingle in front of his house after admiring his carpentry work on his porch.

Operator *Bert Sheehy* also is thinking of hanging a shingle in front of his newly-painted house. Our night janitor, *Jim Nolan*, will act as agent.

Operator *Pat O'Connor* is enjoying a wonderful vacation in County Clare, Ireland at this writing. He went by Pan-American air lines.

Repairman *Stanley Dobrawalskis* enjoyed his vacation in Wisconsin, where he caught plenty of fish. . . . Operator *John Kocher* and his lovely wife toured the East, including Niagara Falls. His fishing was done locally.

Wedding anniversaries celebrated recently include: Operator and



MODEL YOUNGSTERS

AT AN AGE when most youngsters are attending kindergarten or primary school, the three children of Mr. and Mrs. *William Gardiner* are well-advanced on a career of professional modeling. Here, left to right, *Judy*, 5, *Glenn*, 3, and *Billy*, 8, are posing in a kitchen set for a motion picture trailer advertisement. Their grandfather is *James A. Hrubes*, CTA specifications engineer, and their mother, *Virginia*, worked for a short time while she was attending college as a ticket agent for the former Chicago Rapid Transit Company.

Reported by *Mary E. Clarke*

Mrs. Frank Vobornik, their 25th; Operator and *Mrs. Stanley Slowak*, their 25th; Operator and *Mrs. Emil Cairo*, their 15th.

Tom Laskey, Jr., son of Operator *Tom*, won first place on the *Morris B. Sachs* amateur hour show on July 10.

Superintendent *John O'Connor* left for his vacation July 24. Night Superintendent *L. M. Keag* is enjoying his vacation at this writing.

Clerk *Edward Hoffman* is in Chicago Osteopathic hospital for observation. Others on the sick list at this writing are: Operators *William Lytle*, *H. Johnson*, and *W. Mantia*.

Recent deaths include: *Walter Krueger*, *Charles Braza*, *Mike Labandowski*, and *Mrs. Helen Bufka*, wife of Operator *R. Bufka*.

—R. H. FORTIER

Beverly Vacationers Take To The Road

BEVERLY—With vacations in high gear, the following operators and their families took advantage of the long awaited holidays:

The *Frank Piersons* spent most of their time in and around the city and were spotted at Riverview Park, where the old fire-chief bought five rides for the miniature fire truck.

Sam, Helen and the four little *Wilsons* spent the time near Hayward, Wisconsin, where *Sam's* sister has a cottage on Grindstone Lake.

The *Robert Lavin* family stayed close to home, taking several short trips and doing some plain and fancy loafing in good old Lansing, Illinois.

Ed and *Lillian Ricker* put the break-in mileage on their new car

with a visit to *Mrs. Ricker's* mother at DuQuoin, Illinois.

George Payton was a busy man, spending part of his vacation with a daughter in Louisville, Kentucky, and the remainder of the time with his other daughter in Bay City, Michigan. In between time, *George* did a little fishing.

Ray and *Ann Wells* added a new twist to an old story—they went to Niagara Falls on a second honeymoon but this time took their son, *Gene*, who works in Repairs, with them. They returned by way of Canada and enjoyed every mile of the way.

Claude and *Leona Benline*, who usually burn up the road, sat this one out at Saugatuck, Michigan.

George and *Marion Cregar* took advantage of the July 4 three-day holiday to visit the Soo locks in upper Michigan.

Supervisor *Walter Bayer* and his wife, *Jane*, really had a diversified vacation, first driving to Lake Worth, Florida, to visit *Walter's* parents. They then returned to Chicago for one week before boarding an airliner for Riviera, California, to attend the wedding of their son, *GM2/c Robert* of the United States Navy, who was wed to *Marjorie Rumble* of that city.

A card from our night superintendent, *Rudy Miller*, and his wife reported a great time on their western trip. After a two-day stop at Denver, where a visit was made to the U. S. Mint, they went to Colorado Springs and later headed for Pike's Peak.

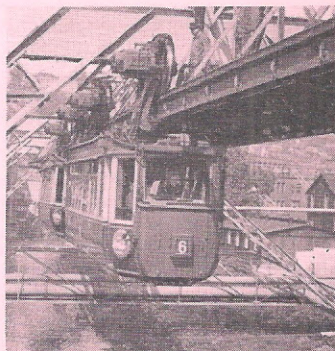
Ronald, son of Mr. and Mrs. *Frank Zellner*, has finished a five-year course at the University of Illinois where he received a B.A. degree in architecture.

—FRANK M. BLACK

Summertime Visitors To Here And There

CLAIM AND LAW—Vacations are in full swing and postal cards from all over the country found their way to this office. *Roy Swanson*, adjuster, wrote from cool, cool Colorado; *Carl Midland*, adjuster, and family moved to Green Lake, Wisconsin, for a month; *Julia* and *Julius Lellinger*, Law Department, enjoyed Wisconsin breezes in the northwoods; Attorney *George Grif-*

MONORAIL LINE



ON A RECENT trip to Europe, **Charles E. Keevil**, equipment engineer, Engineering Department, took many interesting pictures of transit facilities in the various cities he visited. Among them was the monorail line in Wuppertal, Germany, near Dusseldorf. The monorail operates two-car trains over 8.2 miles of line at speeds of approximately 25 M.P.H. Fares are based on the length of the trip. He spent four weeks visiting England, Germany, Switzerland and France.

fin, motored to Florida; **Joyce Hennessy**, typist, and her husband, on a second honeymoon toured Colorado and points West; **Chief Adjuster Ed Healy's** station wagon and trailer, loaded with "camping-out" equipment and little *Healys*, headed for Yellowstone and the Black Hills, while **Lassie Healy** vacationed with her canine friends in Evanston.

Pvt. Joseph Colello, enroute to Ft. Lewis, Washington, phoned to say hello to all, and after much questioning admitted he graduated from the Army's photographic school with top honors.

Ronald Koch, son of **Accident Clerk Joseph Koch**, after graduating from St Mel's High School with high honors, won the **Chick Evans** scholarship for five years at Northwestern University. Ronny, who is studying to be an engineer, will have to live two years on the campus, after which time he will train as a student engineer and continue his schooling.

—EL-JE

Enjoys Scenery On Trip Around Lake

ELECTRICAL—**Richard Dorgan**, chief operator, Lombard substation, motored around Lake Michigan on

his vacation and enjoyed the scenery very much. His trip included a stay on Mackinac Island.

Aiden Kenny, chief operator, Broadway substation, flew to Portland, Oregon. His itinerary included the states of Washington and California. He returned home via train and bus.

Thomas Johnson, chief operator, 20th street substation, vacationed at Bemidji, Minnesota, where he enjoyed some good fishing.

Engineer William Hanley sustained the loss of his wife on July 1, and **Bruno Florian** and **Harry Czanstkowski** the loss of their sister recently.

—GILBERT E. ANDREWS

Law Catches Up With Early A.M. Marauder

GENERAL OFFICE—(Transportation)

—**Burt Wright** unexpectedly played host to an early morning visitor who entered his apartment by removing a screen and unlocking the door. After collecting a wrist watch, wallet, car keys, and other items, the guest finally drove away in Burt's car, only to be apprehended that same day. All property was returned intact.

Mickey Daly has returned from her **Sam Campbell** conducted tour to Alaska. **Doris Stahl** booked passage on the same tour. Mickey fairly bubbles over as she tries to divulge to her interested listeners the highlights of the tour, the delightful trip by special train to Vancouver, then the steamship S.S. "Prince George" which sailed the famous inside passage route to Skagway. Doris visited the famous salmon and halibut packing factories where she talked the manager out of a generous sample. She also visited White Horse in the Canadian Yukon, where daylight is enjoyed 22 hours out of the 24, and made stopovers at such noted vacation spots as Jasper National Park, Banff, Lake Louise. all the while forming pleasant associations with the 170 people who were her fellow travelers.

Even way up at Soo Lake near Phillips, Wisconsin, you may find past or present CTA'ers. The manager of the resort where **Wally** and **Ethel Gillies** stayed while on a recent fishing trip was once a surface lines employee.

Florence Roberts, telephone, took to the air in order to cover as much "ground" as possible on her trip to Texas, Alabama and New Orleans.

The untimely demise of **John Kane** shocked his fellow employees

in the transportation and construction departments. John was well known as an instructor on the rapid transit system.

—JULIE PRINDERVILLE

Majors Should Keep Eye On This Boy

KEDZIE—Playing ball with the Seminoles of the American Baseball Federation League, **Gerald Janicki**, son of **Operator Leonard Janicki**, pitched a 15 to 0 no-hit, no-run game on July 11 at Garfield Park against the Dukes. Father is manager of the Seminoles.

On August 11 to 14 inclusive, a large number of CTA personnel from various depots and departments attended the annual retreat at Notre Dame. The CTA group, which is growing larger each year, is led by **Superintendent Ernest Tocci** of 69th Depot.

Superintendent W. P. Herbert and family vacationed in Wisconsin.

Your reporter spent his vacation this year making short trips through Illinois and Michigan.

—C. P. STARR

Takes Active Part In Community Work

KEELER—Too much cannot be said for the fine work **Operator Jack Krebs** has been doing for the community he lives in and the youth he has willingly served for the past nine years. Past president of the Bryn Mawr-Higgins Home Owners Association, Jack ran their fourth annual picnic at Oriole Woods this summer and gave a thousand kids a great outing.

Operator Ray Bernard dreams of the day he gets his pension so he and his wife can re-join their grandchildren in a home they have bought in San Diego, California, just for those "happy days at the end of the rainbow."

Operator Walt Nordin went on his pension on August 1 and will be able to spend his time up in the Wisconsin home he's been saving for.

Operator Jimmy Cox is an active member of the Sea-Bee's, WW 2 commandos, and takes his yearly vacation at the time of their national convention.

Have you ever noticed the great likeness of **Operator Oscar Sevon** to the late **W. C. Fields** of movie fame?

Operator Jack Joyce and his wife, **Irene**, are proud of their two daughters, **Catherine**, 16, who graduated from Holy Family Academy and who will enter a local hospital for nurse's training in September, and **Lillian**, 12, a graduate of St. Boniface grade school, and who plans to enter Holy Family Academy this fall.

Chief Clerk Elmer Riedel and his family are mighty proud of their son **Elmer H. Riedel**, age 22, who received his M.E. degree from Purdue University, class of '55, in June. Young Elmer is a graduate of Lane Technical High school, class of '51, and headed out to Los Angeles to take an engineering position with the North American Aviation Corporation in California.

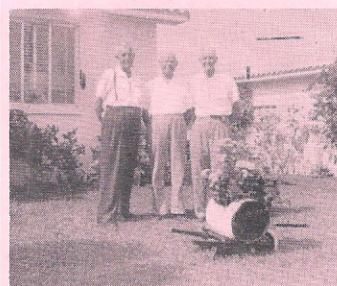
—AL BECK AND
DAN ASCHENBAUER

Visits Europe On Two Months' Tour

LIMITS—We all dream of a trip such as **Mr. and Mrs. Joseph Pelly** took to Europe. They returned after 32 years absence, for a two-months tour, visiting Scotland, England, Holland, Belgium, Switzerland, and France.

By the time this goes to press, **Tom Keane**, who has been on the sick list, will have returned to work.

TAKING IT EASY



THREE transplanted Chicagoans who are basking in the sunshine for which Florida is noted are (left to right) CTA pensioners **Luther Mann**, former lineman, Electrical Department; **A. H. Daus**, former superintendent of shops, rapid transit system, and **Harvey Meeder**, former machine shop foreman, Wilson Shops. The photo was taken in front of Mr. Daus' home in Daytona Beach.

Receiver Ernie Johnson and Operator Andy Wendt fished and rested on their vacations in the land of the sky blue waters.

Mr. and Mrs. E. C. Gebauer celebrated their 25th wedding anniversary on July 23.

Operator George Daubs' son, John, eight years old is a very proud boy these days. Rightly so, for he plays ball on the Green team of the Pal League and the team won the championship for this year. John also took his first communion on Mother's Day.

Fellows, to keep the Limits column alive we must have news to send to the editor. So let's get busy and submit some to your scribe.

—CHARLES F. GREER

Agent Takes Over Role Of Hostess

LOOP—Ann Wastier, agent, received many compliments on a job well done as hostess at the benefit banquet for Our Lady of Sorrows high school for girls. Because of her past experience she was recommended by her cousin, Ann, a member of the Order.

Agnes Sullivan was a baby-sitter for a few weeks for her new granddaughter, Marie Denise, born June 10 to her daughter, Marie.

Agents Viola Bordegan and Elizabeth Diamond took Chicagoland vacations, visiting friends, as did James Loftus, towerman.

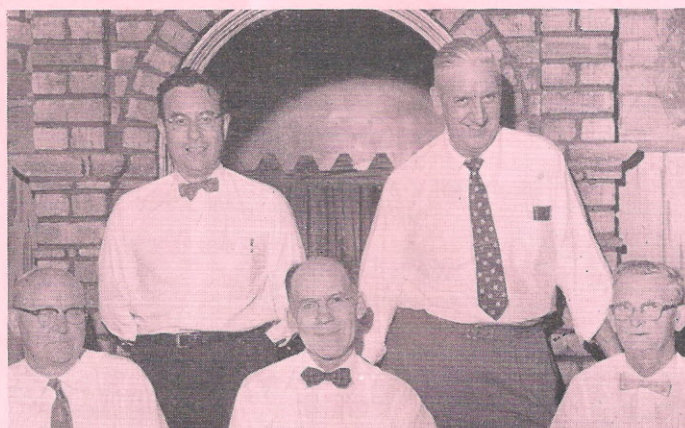
Kathy Jackson and a friend flew to New York city and went sight-seeing to Rockefeller Center and the Statue of Liberty. They also took a boat trip around Manhattan and strolled down Fifth Avenue. The remainder of the vacation was spent in Kathy's home town, Cairo, Illinois.

Curtis Thomas and his family divided their time between Chicago and Winnemac, Indiana.

The wonderful lakes and beautiful scenery of the ideal vacation state, Wisconsin, drew many. Lucille Keeley, agent, and her two nephews visited the Dells and other points. . . . Kathryn Johnson, agent, spent some time in Delafield. . . . Bert Griffith, agent, and his wife were at the Dells for a week and visited a sister at Lake Nokomis at Tomahawk.

Mary Dye's son, Thomas, enlisted in the army and is taking his boot training at Camp Lackland, San Antonio, Texas.

SHOP VETERANS JOIN PENSIONERS



TWO VETERAN West Shops foremen, whose combined service records total 91 years, were guests of honor at a farewell dinner given by their associates on the eve of their retirement on July 1. They are Joseph H. Johnson (left), foreman electrical shop, who had 46 years of service, and Joseph Bolech, Sr., (right), senior foreman, body shop, who had completed 45 years of service. Seated between them is Ralph H. Martz, superintendent, West and South Shops, who was master of ceremonies for the occasion. Standing, left, is Robert J. Ruppe, superintendent of Shops and Equipment, and Thomas B. O'Connor, general superintendent of Shops and Equipment and Transportation, who were among the 100 CTA people, including many department heads, who were in attendance. Mr. Bolech received a 21" television set and Mr. Johnson a cash gift as tokens of appreciation from their fellow employees. Each also received a specially-designed plaque and commemorative pins.

Agent Alice Murphy drove south to Florida with her niece and family, stopping on the return trip in Tennessee and Ohio to see friends.

Kathleen O'Donnell, agent, vacationed with a Major Hogan and his wife at Westover Air Base, Springfield, Massachusetts. They were entertained at the Officers' Club and at numerous functions.

Chester Shaw, maintainer, visited the lakes of Northern Illinois.

Dorothy Parker and her sister, Rose Marie, used their vacation as a get-acquainted tour of Chicago, visiting Riverview Park, the zoo, Field museum, the Aquarium and other points of interest.

The Joseph Vargo family drove to points in Indiana, Northern Illinois and Southern Wisconsin. On their meandering they met the honeymooners, Mr. and Mrs. Robert Conroy.

Charles Muse, porter, suffered the loss of his wife on July 16.

Mary Griffin and her sister, Katherine, accompanied by the latter's grandchildren, Mary Kay and Johnny, vacationed at a friend's home at Fox Lake, Illinois.

—EDITH EDBROOKE

Trials Of A Tourist In Old Mexico

NORTH AVENUE—Received many cards from fellows away on vacations. Seems like every one had a fine time.

Operator Bob Schanzle flew to Los Angeles and also went to Mexico to see the bull fights. Not having any tickets this was a problem as the arena was packed. Over one entrance was a sign which read "shady side." At the other entrance was a sign that said "sunny side." All that Bob wanted was inside, but no tickets were available. Bob showed the ticket-taker a \$20 bill, but this did no good. Bob saw another entrance and thought he would try that one. Schanzle and his party soon disappeared into this entrance only to find themselves surrounded by toreadors. They were quickly chased from there. The result was that Bob never did see the fights.

Operator Walter Wentzel motored down the Fox River. He reports that fishing was good around Algonquin.

Operator Barney Smith reports a wonderful vacation at Pell Lake. Fishing also was good in those parts.

Operator Charles Carlson spent his vacation at Twin Lakes, Wisconsin, enjoying fishing and boating.

Operator Jerry Dubin made a trip to Springfield, Illinois, where his daughter was in a music festival. She is a very talented accordion player.

Rocco Malfese went to Washington to visit his son who is in the armed forces.

Operator Herb Schmutzler celebrated his silver wedding anniversary with a trip to Nebraska.

Operator George Wyers took to the hills of Kentucky.

Operator Herman Neely reports a nice visit to southern Illinois. Herman is the champion hog-caller of North Avenue. Some think Morrie Belastro is, but Morrie is out of practice.

Bill Miedema would sooner fish than eat. We received one card from Minnesota and another from Wisconsin telling of the good fishing.

Switchboard Operator Johnny Stich reports that the old rambler was really rambling on his vacation trip.

Our gas bus foreman, John Cahill, returned from Ireland with a real old sod brogue.

From the instruction department comes word that Eddie Wehmeyer became a grandpappy.

And even later word was received that Instructor Bill Kennedy also became a grandpappy. It was a girl.

—JOE HIEBEL

Transfers Affect Stores Personnel

PURCHASING AND STORES—We are happy to welcome Robert E. Buckley, who transferred from the South Shops to Stores General Office as assistant superintendent of stores.

There were several other transfers in the department during the past month. George Mikota, divisional storekeeper, is now at West Shops; Ray Gavert, divisional storekeeper, has moved to South Shops, and Al Mix, assistant divisional storekeeper, is now located at Grand and Leavitt.

John Boyce, stock clerk, South Shops, and Irene Rotche, file clerk, General Office, are the latest members of our department.

JoAnne Besch, former Stores employee announces the arrival of a

baby daughter, *Jeanine Marie*, born June 30. . . *Tony DiGiovanni*, stock clerk, West Shops, became the proud father of his third daughter, *Deborah Ann*, on July 16. . . *Thomas Skvarla*, stock clerk, South Shops, is boasting of *Thomas, Jr.*, born June 15.

Jean Stocker, typist, Purchasing, flew to Miami, Florida, for eight wonderful days. She returned with the most beautiful tan to prove it.

Phyllis Delaquila, typist, Purchasing, and her husband, spent a week at Grand Hotel, Mackinac Island, Michigan, and has only the nicest things to say of this place.

Carl Waldman, laborer, South Shops, visited Phoenix, Arizona, and then went on to California. The Hollywood studios were a great attraction to Carl.

The beautiful engagement ring being worn by *Marie Sullivan*, stenographer, Stores Department, was given her on July 1 by *Nicky Feller*.

We welcome back *Theresa Barry*, clerk, Stores Department, after her recent illness.

—DAGMAR McNAMARA

News Notes From Way Up North

NORTH SECTION—We are glad to see *Motorman Al Sikora* out of the hospital and hope he will be back to work soon.

RETIREES AUGUST 1



A SERVICE record of 44 years with CTA and local transit companies was behind *Arthur F. Leland* (left), chief operator, 79th street substation, when he retired on August 1. His farewell gift from his associates was a United States Savings Bond and cash being presented to him here by *Gilbert E. Andrews*, Electrical Department reporter for TRANSIT NEWS.

An early recovery is hoped for *Motorman Norman Clark* who was in the hospital at this writing.

We were shocked by the sudden death of *Switchman John J. Grace*.

Clerk *Pat Hallahan's* youngest daughter, *Peggy* was recently hit by an automobile in the street in front of her home. We are glad to report that she is now out of the hospital and convalescing at home.

We are glad to see the smiling face of *Conductor E. Folz*, who recently returned to work after a long illness.

As we go to press we have just received the news that *Chief Clerk Lawson C. Delvin* is ill in the Illinois Masonic Hospital. We all hope for a speedy recovery.

Clerk *Mike Dumont* had to leave us for a few days to go to Minnesota to attend the funeral of his brother.

Conductor A. Gisinier and his wife have just returned from a trip by air to Miami, Havana, and Nassau. They report having a wonderful time—and all for free. This comes from being nice people. They won the trip in a television contest, "Good Neighbors."

This column goes to press every month, wishing for more news to report. We'll be glad to get any news you have. Send items to

—CHUCK RATTRAY

The House Should Be Finished On Schedule

SCHEDULE—TRAFFIC AND BUDGET—*Joe Karel's* new suburban residence is being constructed with a lot of advice from the desk-side supervisors of the Schedule Department.

The vacationers will be scattered far and wide if all the plans we overhear materialize. The reports so far are that *Andy DeGrazia* searched for the big fish in Big Horn Lake near Townsend, Wisconsin, while *Ray Primeau* tried for his big ones at Chetek, Wisconsin. *Art Langohr* expects to be doing some high powered loafing in and near Chicago and *Pete Mills* says his wife has an endless list of things to be done around home. *M. B. O'Neill* made an inspection of the bumper crops of the southern Illinois farms which are operated by some of his relatives. *Mike Dore* and family will be viewing the Wisconsin Dells and *Frank Corbett* plans to enjoy the climate of Paw Paw, Michigan. *Joe Sabol* is the only vacationer in

WAY BACK WHEN AT NORTH AVENUE



TRANSPORTATION Department old-timers will remember many of the members of the supervisory force at North Avenue in the days it was a Chicago Surface Lines station. Included in the group picture are, left to right, standing: Supervisors *Gorski, Bane, *Jauman, *Solburg, *Jansen, Joyce, *O'Shaughnessy*, and **Fennema*. Front row: Supervisors **Heidenrick, Dillon*, Station Superintendent **O'Connell*, Assistant Superintendent *Brookman*, Supervisors **Hill* and **Eggert*. *Asterisk indicates members of group who are now deceased. The photo was furnished by *W. G. Echols* of North Avenue station.

Reported by *Joe Hiebel*

a groove and he spent his time at the fire house.

We welcome to the department *John Melody* and *Lovance Ashley* who are now with us.

W. S. Comstock enjoyed the fresh air and sunshine in Stone Lake, Wisconsin, along with doing a bit of fishing. We hope to see a few snapshots of the walleye and pike real soon.

A trip to the Pacific Northwest was taken by *Bob Baxter*. The highlights of the vacation included Mt. Rainier, Olympic National Park, Victoria, and Vancouver, B. C.

Bill Folta spent a quiet, restful two weeks with his family. A few short trips to Wisconsin and Michigan were part of his itinerary.

—L. C. DUTTON

He Gave The South A Real Going-Over

77TH—The first we heard from *John Blais*, who went south instead of north, as he originally planned, was from Nashville, Tennessee. Next, he was at the Riviera Gardens at Miami, Florida, where he walked along the beach viewing the ocean front hotels in the nation's playground at Miami.

Then he went to Melbourne, Florida, and after that he carded us from Key West. Next thing we knew he was back at St. Petersburg and Fort Myers viewing the estates of *Thomas Edison* and *Henry Ford* where, besides the exhibits of their inventions, fruit trees from all over the world have been planted on a 13-acre tract. From there, he went to Mobile, Alabama, and New Orleans. His next stops were Biloxi, Mississippi, and Galveston, and Houston, Texas. The last leg of the trip back was through Durant, Oklahoma, and Kansas City, Missouri, where he stopped long enough in front of *Harry Truman's* gate to have his picture taken.

John is already looking forward to next year when he will probably put pontoons on his auto and sail for Singapore or Bagdad.

Roscoe Wakefield spent his vacation with his brother in Urbana and visited his late father's farm. *Roscoe* says he stood the heat very well but *Mrs. Wakefield* would have gladly settled for cooler weather.

John Thurow, No. 2 clerk at 77th, and his wife, *Millie*, welcomed their little daughter, *Melissa Susan*, on July 15. *Millie* and little *Melissa Susan* are doing

fine but John is still on the shaky side.

Paul Shefcik, third class petty officer in the Coast Guard, entered the Coast Guard electronics school two years ago and was home for a few weeks in June. On July 1 Paul went to the Coast Guard station in Greenland where he will be stationed one year. His father, *Conductor Ed Shefcik*, thinks that is long enough for anyone to be in the deep freeze.

On June 10, *James Thomas Culich*, son of *Operator James Culich*, arrived at the San Diego Base and stayed until June 28 when his four-year enlistment terminated and he was honorably discharged from the Sea Bee's. During that time he served on a destroyer and an engineer's ship which was stationed in the South Pacific, in and out of the islands and in Japan and Korea waters.

Chief Clerk Percy Atkinson spent a week at his summer home the first part of July getting it ready for his vacation. Percy says the temperature there rises to near a 100 degrees in the day time but at night goes down to 35 or forty. It's good sunburn and sleeping country.

Bus Operator R. J. Rice and *Jean* added a fourth member to the family when *Steven* was born on July 6 at St. Margaret's Hospital in Hammond, Indiana. Steven was preceded by his sister, *Karen*, who is one year old.

—JOE SMITH

NEW BRIDE



THE DATE chosen for their wedding by *Rita DeJulius* and *Carl May* was June 18; the place, St. Andrew's Church. The bride is a typist in the general office of the Stores Department.

Reported by *Dagmar McNamara*

Skokieites Take En Masse Vacation

SKOKIE—During the first vacation period at Skokie, 110 employees took their annual leaves. We hope they and their families enjoyed the time.

Dave Gurwich, material clerk, our co-reporter, is home resting after a hernia operation at Wesley Memorial Hospital at this writing.

Anthony Kowalski, machinist, was taken ill during the July heat spell, but was back at work after one day's rest.

Bill Herrmann, carpenter, is living in his summer home at McHenry, Illinois, during the summer months.

Paul R. Glimke, Jr., son of *Paul R. Glimke*, machinist at Skokie Shops, recently was graduated from Northwestern University, where he received his Bachelor of Science degree in the School of Commerce, majoring in transportation. Future plans include a well-earned vacation in Florida with his parents.

—DAVE GURWICH and
EVERETT ENGLAND

Meets Old Pal In Sunny Cal.

SOUTH SECTION—*Switchman Maurice O'Brien* was very enthusiastic as he described his trip to the west coast in his new car. While in Pasadena, Maurice visited with *Sam Stockton*, who was one of the first to benefit from being on pension, having gone on retirement October 1, 1941.

Motorman Bob Thompson, who recently came into possession of a beautiful set of golf clubs, said he is ready for all comers. It appears that Bob broke 100 at Jackson Park and feels that he has qualified for the big time.

The annual retreat to Mayslake sponsored by Division 308 President *Edward O'Hara* was attended by 32 retreatants who each year plan and look forward to making this trip.

The Ozarks beckoned to *Station Superintendent Ralph Wenstrom*, who, with his wife, decided to make it a restful vacation. About ten days were spent at Excelsior Springs where Ralph said he would enjoy remaining the year 'round.

Mliford Stephens, who is a lieutenant in the army reserves, reported that he was getting into good shape as a result of taking part in maneuvers near Sparta, Wisconsin.

Conductor Paul Downey had an eventful trip while on vacation,

making a round trip by air to Ireland. Paul related how he departed from across the sea at 3:00 a.m. and arrived home at 3:00 p.m. the same day.

The brevity of this column is alibied by yours truly with the excuse that he is on vacation and sufficient material was not available.

—LEO J. BIEN

Family Style Picnics Are Always Fun

SOUTH SHOPS—The annual bus overhaul picnic held in Wicker Park on June 25 was a huge success. There were free rides, balloons, ice cream, milk and pop for the kiddies and a prize for each adult attending. Prizes included a lamp, set of tires, power brake unit, electric saw, steam iron, cases of oil and a Hollywood broiler.

Ed Bartkus, tin shop, passed the cigars announcing the arrival of baby *Janice Mary* on July 14.

Justine Janasek, office, has resigned to take up full time duties as homemaker and also get the nursery in order for the big event to come. Justine was presented with a bathinette from the clerks and a cash gift from the supervisory force and men in the shop.

The population of Tinley Park is really growing with CTA'ers. The newest resident there is *Max Hamilton*, bus overhaul, who moved to his new ranch type home recently.

Bill Mayer, industrial engineering, is the proud owner of a Braun Paxette camera that was made in Germany. It was a present from his son, *Sgt. Donald Mayer*, who is stationed there. Bill has been busy buying all of the necessary equipment to go with the camera, including a projector and screen.

John Neylon, paint shop, has been off work for some time due to an accident.

Ed Jennings, miscellaneous, and family visited relatives in Cleveland and Youngstown, Ohio, while on vacation. They were disappointed because it was too early for the luscious corn and tomatoes that grow there.

Roy Beahan, industrial engineering, his wife, *Rita*, and daughter, *Mary*, spent their vacation cruising the Great Lakes.

Howard West, pipe fitter, and *Leroy Goering*, both suffered the loss of their wives recently.

We welcomed *Jean Panek* to South Shops recently. Jean formerly worked in the Mart.

BANTAM BOWLERS



PROUDLY displaying their trophies for prowess as bantam bowlers are *Robert* (left), and *Richard*, 11-year old twin sons of *Motorman Fred Grone-meyer* (center), 61st, members of the championship team in the national American Junior Bowling Congress mailographic tourney. *Richard*, who is left-handed, had the highest individual score in the meet, a neat 171.

Reported by *Leo J. Bien*

Every one at South Shops was grieved at the sudden passing of *Jim Lezatte*, foreman in bus overhaul. Jim passed away at his desk on June 30. He was a favorite of everyone and will long be remembered for his wonderful sense of humor.

Joe Hecht, general foreman, his wife, *Betty*, and their daughters vacationed at Boulder Junction, Wisconsin.

The newest addition to the *Roy Chrisman*, utility department, family is *Mark Christopher*, born on June 17.

Bob Kurtz, clerk, is back to work after spending two weeks with the National Guard at Camp Ripley, Minnesota.

"Wow! What a catch!" said *Faulkner McCrea*, paint shop, as he hauled in a 39½-pound muskie, 52 inches long and 18 inches in girth. *Bill Shaughnessy* caught a 22-pound Northern Pike on the same fishing trip. *Faulkner* and *Bill* went up to Manika, Canada, for a week of fishing and came home blistered from the sun, but happy about the big catch.

Carl Carlson, retired carpenter at South Shops, passed away on July 17.

—EVELYN CLARK

For And About Our Pensioners

BEVERLY—A recent visitor to Beverly was *Carl J. Swanson*, who has claimed Orlando and Miami, Florida, as his home since leaving CTA. . . . Another report from down Florida way has it that *Joe Rabig*, formerly of 77th, has settled down in St. Petersburg. . . . *John Downey* of 38th has been dividing his time between Chicago and Florida. Let's hear from some more of you boys who have taken over in sunny Florida.

Frank J. Glynn, who spent 30 years at Burnside, was a recent passenger on 111th and wished to say "hello" to all his old friends. . . . *Robert Wilson*, who retired ten years ago from 77th, is living at 9318 Aberdeen street and spends his spare time playing pinocle. He reports that *Dick Shine*, of 77th and Burnside, is still very active.

Our old friend and counsellor, *George Grassel*, former board member of 77th, takes life easy on the veranda of the Florence hotel at 111th and Cottage Grove and looks very natural, especially when puffing on the old stogie.

—FRANK M. BLACK

CLAIM AND LAW—*Fred Payne*, formerly general superintendent of

accident investigation, who retired on October 1, 1946, is now living in Palm Beach, Florida. His address is 217 Mocking Bird Trail.

—EL-JE

LOOP—*Herman Ockenga*, retired trainmaster of the rapid transit system's Loop Division, has been elected president of the Golden Age Club of Arlington, Massachusetts, where he now resides. Address of the club offices is 33 Ryder street, Arlington 74. The club has over 300 members, 65 years of age or older, and has the full support of city and state officials. The governor of the state has set aside a date in the near future for a "Golden Age" day and has appointed a committee to promote the program throughout the state.

—EDITH EDBROOKE

KEDZIE—Retired Motorman *Morris Taylor* paid us a visit recently while attending a wedding in Chicago. He resides at 4324 Lockwood avenue, Los Angeles, California, and would like to hear from some of the old timers, or, if they are in California, invites them to pay him a visit.

Retired Motorman *Tom Taylor* is enjoying a chicken farm west of Chicago and comes in regularly with some fresh eggs to sell.

Retired Operator *Joseph Zarat*, formerly of Blue Island, is living in Phoenix, Arizona, and reports that he is feeling fine and enjoying the climate.

—C. P. STARR

NORTH AVENUE—*Pat O'Neill* and *Ted Borucki* were welcome visitors to our station recently. Both look and feel fine.

"Scotty" *Thompson* and *Dan Kelly* are working at the Drake hotel. Kelly was a very sick man for a while, but you can't keep a good man down.

Last month we promised you some addresses of your old teammates. Here they are in case you want to contact them. All the addresses are in Florida:

In St. Petersburg: *Charles Dreckman*, 145 N. 29th avenue; *William Ollenquist*, 4100 N. 46th street; *Anthony Stiglich*, 3900 N. 56th avenue; *W. H. Enright*, 375 N. 14th street; *Jim Fallon*, 5047 N. 16th avenue.

In Lutz: *Bill Wilson*, c/o General Delivery; *Bill Pretzel*, Box 232; *George Ritter*, Box 232; "Snookie" *Anderson*, General Delivery; *Victor Valense*, General Delivery.

Others are: *William Thoms*, 2000 S. Fern Creek avenue, Orlando; *Al Berndt*, 26th street, Orlando; *William Beyer*, Tulane Circle, Avon Park; *J. W. Bennett*, 1403 Massachusetts avenue, St. Cloud; *Frank Zummer*, Box 286, Fruitland Park; *Andy Linklater*, 308 W. Buffalo avenue, Tampa, and *C. D. Wilson*, 1220 Osborne avenue, East Tampa.

—JOE HIEBEL

SCHEDULE - TRAFFIC—*Bill Leeper* says he is taking extra vacation time now that he is retired. He is planning on two months this year. . . . *Charles Pfaus* reports his release after a three and one-half-month stay in the Veterans Hospital at Madison, Wisconsin.

—L. C. DUTTON

A letter received in the editorial offices from *Joseph L. McBride*, who retired October 1, 1950, as an air-brakeman at the old Metropolitan Shops of the rapid transit system, reports that he now owns and operates Point View Resort on

SERVES 38 YEARS



JOINING the steadily growing group of CTA pensioners was *Mike Libner*, second from left, blacksmith, Wilson terminal, who retired June 1 after 38 years of service. He was presented with a wallet and cash gift on behalf of his fellow workers by *L. H. Reichard* (left), superintendent of rapid transit shops. *Anthony Antonucci*, general foreman at Wilson is at the extreme right.

Reported by *Joe Feinendegen*

the Lake of the Ozarks in Missouri. Anyone interested in a good fishing and vacation spot may write him at Lake Road 19, Star Route, Versailles, Missouri.

WEST SIDE—*Millie Brice* recently returned from the hospital after a bout with virus pneumonia. She is feeling fine and able to have visitors. . . . *Mollie McGuire* was still at the Oaks Nursing home at 91st and Route 83, Hinsdale, at this writing. A card or a visit would be appreciated. A card from *Ann Keane Fitzgerald* from Miami, Florida, tells us that she and *John* are having a wonderful time. . . . *Porter Ernest Caldwell* and his wife have been on a delayed honeymoon. They have visited Seattle and Tacoma, Washington; Portland, Oregon; and the Black Hills, Yosemite Valley, San Francisco, Los Angeles and Mexico. They expect to be gone two or three months. They are people who are enjoying their pension.

—KITTY CONROY and RUTH HANSON

YARD FOREMAN RETIRES



A GROUP of his fellow employees gather around *Mike Dolan*, (second from right, front row), yard foreman at Howard street for the past 18 years, to wish him well on his retirement on July 1. Many of the men were broken in by Mr. Dolan, including *Ken Manaugh* (third from left, second row), now night station superintendent, north section, who helped present the gifts. Mr. Dolan had completed 38 years of service. Photo is by *Bill Limanowski*, switchman, Howard street.

If you've moved recently,

please notify

CTA TRANSIT NEWS

50TH ANNIVERSARY



MICHAEL H. RYAN, an employee of the Claim Department for over 50 years, and his wife, **Nellie**, marked their golden wedding anniversary on June 21 with a Solemn High Mass at Christ the King Church, Beverly Hills, at which their son, the Rev. Father Thomas Ryan, was the celebrant. A breakfast for the family and an evening reception, attended by a large number of the couple's friends, followed.

Reported by *El-je*

Better Stay With The Rocking Chairs, Boys

TERMINAL INSPECTION SHOPS—Some of the old timers at Logan and Laramie Shops are still using liniment after a softball game played recently in which Laramie eked out a 21 to 20 win over Logan. The losers however, claim there was a little cheating because Laramie had the support of Douglas Shop. Maybe the results would

have been different if your reporter, who formerly worked at Logan, had played. The Met Shops softball team is doing fine. At this writing they are in second place even though they lost two heart-breakers. Let's give the boys our moral support.

(*Wilson Shop*) — **Repairman Warner Yenni** is driving a new car. He says it was a Father's day present. Drove to Cleveland over the July 4th week-end.

Foreman Ernest Jones and **Clerks Tony Salinero** and **Pete Lemperis** were recent vacationers.

(*Logan*) — **Cleaner Joe Balice** was in the hospital with a wrenched back at this writing.

Repairman Louis DeMarco suffered an injury recently. Luckily, it was nothing serious.

(*Douglas Shop*) — **Walter Hovald** spent his vacation in Minnesota fishing. . . . **Repairman John La-Peruto** is quite a camerabug. He shows movies he has taken during the noon hour luncheon period.

(*Laramie Shop*) — **John Cannella**, repairman, and his family spent their vacation in St. Augustine, Florida. They came back by way of New York.

Cleaner Tony Laperuto and **Repairman Casimir Wiechowski** have returned from their vacations. **Repairman Al Long** recently moved to Logan Shop and **Repairman Clarence Williams** came to Laramie Shop.

When you read this your reporter will be on his vacation.

—**JOE FEINENDEGEN**

Moves To New Home In West Suburb

WEST SECTION (Agents) — **Agent Josephine Eilert** returned from her vacation and set about moving. She is now commuting between Chicago and Villa Park and she is thrilled over her new home.

Our agents really go in for traveling. **James Morrow** is visiting his mother in Ireland. . . . **Sadie Row** and **Rose Stritesky** motored through the western part of Canada. . . . **Kitty** and **Bob Conroy** spent their vacation at the Dells, Wisconsin. . . . **Pearl Waite** and her granddaughter went to St. Petersburg by train and returned by plane. . . . **Madeline Hayes** headed for Wisconsin to visit her sister in the convent and then departed for Pittsburgh to visit her niece.

Returned from their vacations are the following agents: **Nellie McCann**, **Mildred Leppla**, **Helen Kiniry**, **Nora Coughlin**, **Marguerite McMahon**, **Laura Sullivan**, **Mame**

Hanley, **Joseph Mirabell**, **Walter Gerz**, **William Walsh** and **Justin McCarthy**.

Elizabeth West is now eligible to join the grandmother's club as her daughter is the mother of a beautiful baby girl.

Mary O'Grady Dorian was congratulating herself because her father, a retired CTA employe, was coming home from the hospital after quite a siege. But the day he came home, her husband, **James**, was in a serious auto accident and was confined to the hospital with a broken leg and other injuries. His condition is good, but recovery will take time.

—**KITTY CONROY** and **RUTH HANSON**

Enjoys Lazy Days At Camp Rocking Chair

WEST SHOPS—This month's column was written at Camp Rocking Chair, Back Porch, Illinois.

Speaking of camps, **Danny Consolvo**, **Fred Simmons** and **T. Tracy** did their annual squads east and north at Camp Ripley, Minnesota, at Uncle Sam's expense.

A big deal between **Tom Gibson, Jr.**, and **Tony Lullo** enabled Tommy to sport a much later model car and Tony to take over Tom's old one.

Mary Gibbons, bus overhaul officer, spent part of her vacation at

Niagara Falls and actually saw the falls. On her return we find she is still single.

Frank Tomborino, manager of the West Shops softball team, says they play every Wednesday evening at Mason school yard, 19th and Keeler Avenue. Frank invites West Shoppers to come out and support their team. They need it. We hear that the boys took on a practice game with a group of 12-year olds and just barely beat them by two runs.

Pat Porcelius is preparing to move into his new brick, ranch-type home in Bellwood.

Charles Dougherty, machine shop booth clerk, has been transferred to North Avenue garage.

Painter's Helper Anthony Burzak retired the first of August.

—**TED SHUMON**

TRANSITAD

FOR SALE—87th and Normal — by Owner — 6-room brick, 3-bedroom, full basement, gas heat, aluminum awnings and doors, combination storm and screen windows, wall to wall carpeting, venetian blinds, electric and gas ranges, 66' x 144' corner lot, nicely landscaped, excellent transportation, one block to school, three minutes to CTA location at 77th and Vincennes. Phone STewart 3-1720.

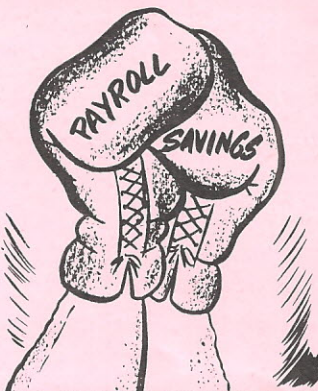
FAREWELL GATHERING



WHEN Walter Krull (front row, standing behind table) audit clerk, Internal Auditing Department, who was on assignment to the Claim Department, retired after nearly 40 years of service, his associates in the two departments presented him with farewell gifts. The group shown with him in this picture are Claim Department employees who gathered to wish him well shortly before he became a pensioner on July 1.

Reported by *El-Je*

STILL THE CHAMPION!



Buy U.S. Savings Bonds REGULARLY

Parents Have Homework, Too

MOST YOUNGSTERS would gladly settle for two months of school and 10 months of vacation—instead of just the opposite. Vacations end all too quickly and in no time at all, or so it seems, there's homework again!

Your children's homework is important, of course. But don't forget *you* have homework, also! For example, even if their school has a good school health program, you'll want to emphasize health and safety at home, too.

Here are some health and safety hints you might well pass along to the young people at your house.

Health

Make sure that your children understand why they should:
Get sufficient sleep.

Eat enough of the right foods daily.

Tell you when they are not feeling well.

Brush their teeth after each meal (if possible).

Bathe frequently.

Take time out daily from playtime activities to nap or relax.

Dress for the weather.

Have proper light for reading.

Safety

Make sure, also, that your children practice these safety precautions:

Put toys and belongings away.

Hold on to the railing when climbing or descending stairs.

Don't play with matches or fire.

Don't tamper with electrical appliances.

Stay out of the garage when its doors are closed.

Stay out of the medicine cabinet.

Don't play in the streets.

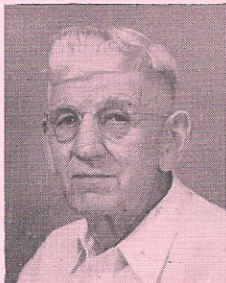
Don't jaywalk; cross at crossings.

Don't cross the street against the light.

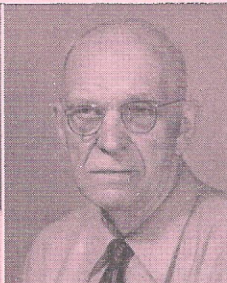
Be careful when riding bicycles.

These and many more health and safety hints should be passed along to the youngsters frequently. In their enthusiasm children are sometimes apt to forget these good habits. That's why it's important for you to remind them.

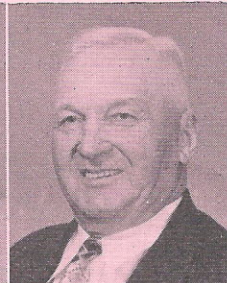
40-YEAR EMPLOYEES RECENTLY RETIRED



Carl A. Olsen, motorman, 77th, retired August 1 after 41 years of service.



Earl L. Berg, motorman, Devon, retired August 1 after 41 years of service.



Otto E. Falk, conductor, Devon, retired August 1 after 43 years of service.

RECENT DEATHS AMONG EMPLOYEES

JOSEPH S. ALBERTSON, 64, conductor, West Section. Died 6-21-55. Employed 6-1-07.

J. J. BRACKEN, 59, retired conductor, South Section. Died 7-7-55. Employed 10-9-43.

M. F. BRICE, 77, retired motorman, 69th. Died 6-25-55. Employed 3-31-11.

JOHANNA CHRISTENSEN, 56, ticket agent, West Section. Died 6-22-55. Employed 4-19-47.

CLIFFORD CONNORS, 52, operator, North Park. Died 7-11-55. Employed 10-18-33.

J. A. CUSIC, 67, retired flagman, Beverly. Died 6-23-55. Employed 2-3-20.

CHARLES DELLASSO, 62, retired watchman, Track. Died 6-21-55. Employed 10-1-21.

KOSTANTY FEDUKOWICZ, 66, retired car cleaner, Devon. Died 6-25-55. Employed 7-16-13.

JOSEPH FISHER, 65, retired conductor, Kedzie. Died 7-4-55. Employed 10-13-09.

JOHN GRACE, 67, switchman, North Section. Died 7-14-55. Employed 1915.

MIKE GRAZIANO, 74, retired laborer, Track. Died 5-29-55. Employed 5-8-27.

JAMES GREANEY, 52, gateman, West Section. Died 6-28-55. Employed 1-24-28.

KASIMER HILKEWICZ, 68, retired shopman, Skokie. Died 6-23-55. Employed 7-21-19.

G. H. HUNTER, 67, retired motorman, 69th. Died 6-18-55. Employed 6-4-14.

EDWARD JOHNSON, 82, retired motorman, North Avenue. Died 6-18-55. Employed 11-7-06.

V. E. JOHNSON, 73, retired blacksmith, North Section. Died 6-25-55. Employed 9-10-07.

JOHN KANE, 38, instructor, South Section. Died 6-26-55. Employed 7-17-36.

W. W. KRUEGER, 64, retired motorman, 69th. Died 7-6-55. Employed 3-11-19.

WILLIAM J. LEDDIN, 49, laborer, Track. Died 7-17-55. Employed 11-17-41.

FRANK LEONI, 69, retired gateman, Douglas Park. Died 7-1-55. Employed 7-1-16.

JAMES LEZATTE, 56, foreman, South Shops. Died 6-30-55. Employed 8-3-42.

JOSEPH MARKBY, 76, retired motorman, Cottage Grove. Died 6-21-55. Employed 5-5-20.

G. D. McINERNEY, 62, retired gateman, West Section. Died 7-4-55. Employed 11-22-26.

L. A. NICHOLAS, 66, retired conductor, 69th. Died 6-2-55. Employed 12-5-18.

W. C. OCKERBY, 80, retired motorman, North Avenue. Died 6-18-55. Employed 3-18-02.

H. T. OTTITSCH, 65, retired motorman, Lawndale. Died 6-12-55. Employed 6-25-20.

FRANK PALASZ, 40, painter, Road Department. Died 7-17-55. Employed 4-7-48.

J. A. PAUL, 80, retired collector, Metropolitan. Died 6-17-55. Employed 10-4-97.

THOMAS PETERS, 56, janitor, 69th. Died 6-26-55. Employed 6-18-25.

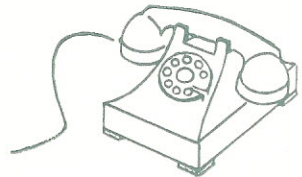
EDWARD F. QUINN, 51, chief clerk, Way and Structures. Died 7-2-55. Employed 4-8-20.

C. P. RIGGS, 87, retired conductor, Armitage. Died 6-10-55. Employed 9-3-08.

T. M. STIGLICH, 69, retired laborer, Track. Died 6-20-55. Employed 2-1-05.

L. F. STOLDT, 83, retired motorman, 69th. Died 6-14-55. Employed 10-19-97.

THOMAS P. SULLIVAN, 55, clerk, Material and Supplies Accounting. Died 7-1-55. Employed 6-25-24.



our public speaks

GOOD personal service is the keystone of good public relations. Employees can make friends for CTA or lose customers by their actions as expressed by their attitude in day-to-day dealings with riders. A letter emphasizing this point tells the re-actions of one group served by CTA charter service:

"Recently St. Carthage church, 7315 Yale avenue, chartered four buses for operation of a shuttle service in connection with its annual picnic held at 119th and Archer. The four operators from 77th street station should be commended for their exceptional cooperation and willingness in doing this charter job efficiently. They are: William J. O'Brien, No. 1802; John Lenihan, No. 12010; Raymond Feltz, No. 808, and Leonard Borrmann, No. 9960.

"These men exhibited exceptional patience in dealing with the 882 riders to and from the picnic grove. I feel that these men made many friends for CTA by their conduct and cooperative spirit."

ALSO, reprinted below are a few more letters of commendation about other employees who have made friends for CTA:

"Always Smiling"

"In my humble opinion, Motorman No. 9821 (William Hendry, 77th) is one

of the most courteous men I have ever seen. He is always smiling. This man never stops his car too suddenly, is very patient when passengers are a bit slow in leaving the streetcar and always cautions older people to be careful when they leave the car."

"Every Effort to Help"

"Bus Operator No. 5042 (John A. Fiesterman, North Park) is the most pleasant and courteous driver I have ever met. He announces every transfer corner and makes every effort to help people toward their destinations. It is always a pleasure to ride with this man."

SOMETIMES, however, patrons do not receive proper and courteous service and letters like these are written:

"When I boarded a bus, the operator refused my transfer because he said it had expired. I tried to explain that in all probability the driver who issued me the transfer had mispunched the time, but he would not listen. He was most discourteous and told me to either pay my fare or get off the bus."

COMMENT: Although invalid transfers should not be accepted, the refusal should

be courteous, and with adequate explanation of the reasons for rejection. If the patron is not satisfied, he should be advised to send the disputed transfer, together with pertinent facts, to the Public Information Service Section in the Merchandise Mart.

"My husband, our two small sons and myself boarded a bus. The operator deliberately kept us waiting before accepting our transfers and complained that my husband did not know how to board the bus.

"Farther down the line our boy became ill and the driver became more unpleasant. He ordered us to get off the bus because wherever we stood we were in his way. Also, he was ill-mannered to other people on the bus, too."

COMMENT: Operators who behave in this manner are harming themselves and the CTA. We must be continually mindful of the fact our wages are paid by our patrons, and act accordingly. Curt and discourteous service leads our patrons towards other means of transportation.

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

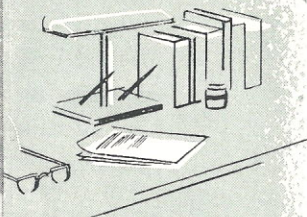
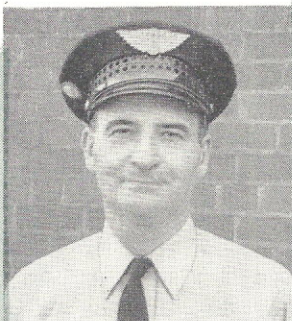
	July 1955	June 1955	July 1954
Complaints	747	816	876
Commendations	106	134	79



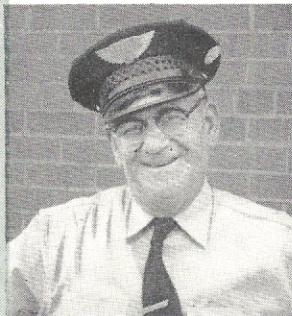
INQUIRING REPORTER: Frank Black
LOCATION: Beverly

***Of all the talents in the world,
which one would you take if
you had a choice?***

EMIL L. BECK, Operator: "If given my choice of all the talents in the world, I'd like to be a good speaker. Not necessarily an after-dinner speaker, but one well able to present my case. I've often thought that people pay large sums of money to have someone else speak for them."



THOMAS L. VALIQUET, Operator: "Being an avid reader, I have always admired the talent of the authors. I think I would like to be a writer if I had my choice of all the talents in the world."



WILLIAM H. BOWEN, Operator: "I've always had an urge to play the piano, but circumstances never seemed right to permit the urge to develop. Consequently, if given a choice of the world's many talents, I'd like to be an outstanding pianist."



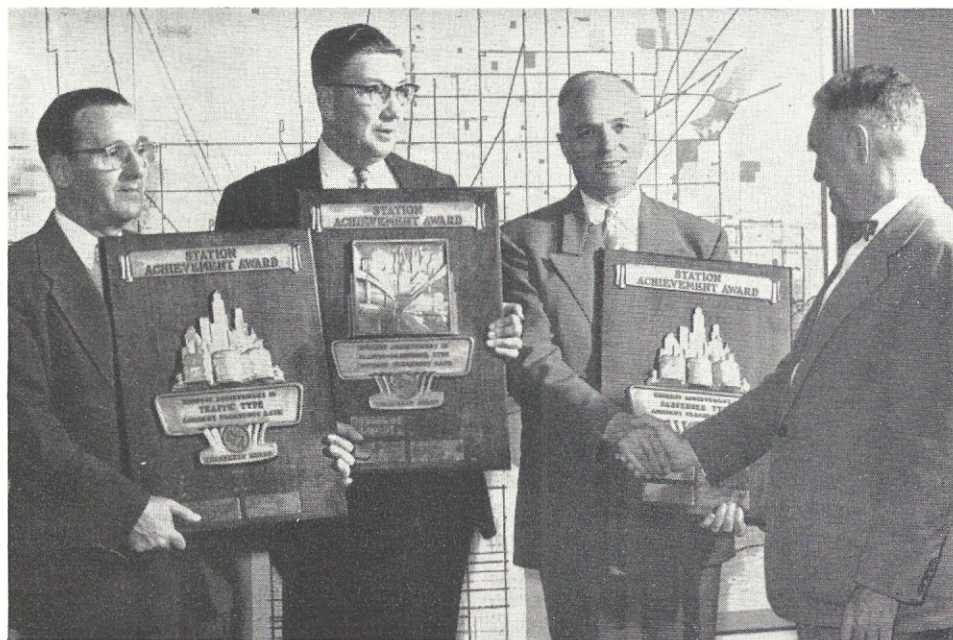
BURNETT MURRELL, Operator: "My choice of talents, if I were able to choose one, would be the ability to write jokes that are very funny, but carry a distinctive moral. They would have to be so clever that every time someone thought of me, they would immediately chuckle."



JOSEPH R. O'SULLIVAN, Operator: "Above all others, I would like to possess a musical talent. Music is the common denominator; the universal language through which all men communicate. I feel it transports one from a world of care to a land of peace, and that it truly is a medicine and tonic for man."

BIG 5 IN SAFETY

PRESENTATION of Station Achievement Awards for the second quarter of 1955 is made by General Manager Walter J. McCarter to, left to right, Superintendents W. P. Herbert, Kedzie, R. F. Wenstrom, Loomis, and E. C. Tocci, 69th.



FIVE CTA operating stations were named as winners of safety awards in recent announcements by the Accident Prevention Department and the American Transit Association.

Three of the stations qualified as the second quarterly winners of Station Achievement Awards in the Transporta-

tion Department competition. The other two received ATA bronze certificate awards for outstanding safety records rated on a national basis.

The Station Achievement Awards went to Kedzie station for the best record in reduction of traffic type accidents on the surface system; to 69th station for its percentage decrease in passenger type accidents during the second quarter, and to Loomis station for its declining rate in combined traffic and passenger type accidents on the rapid transit system.

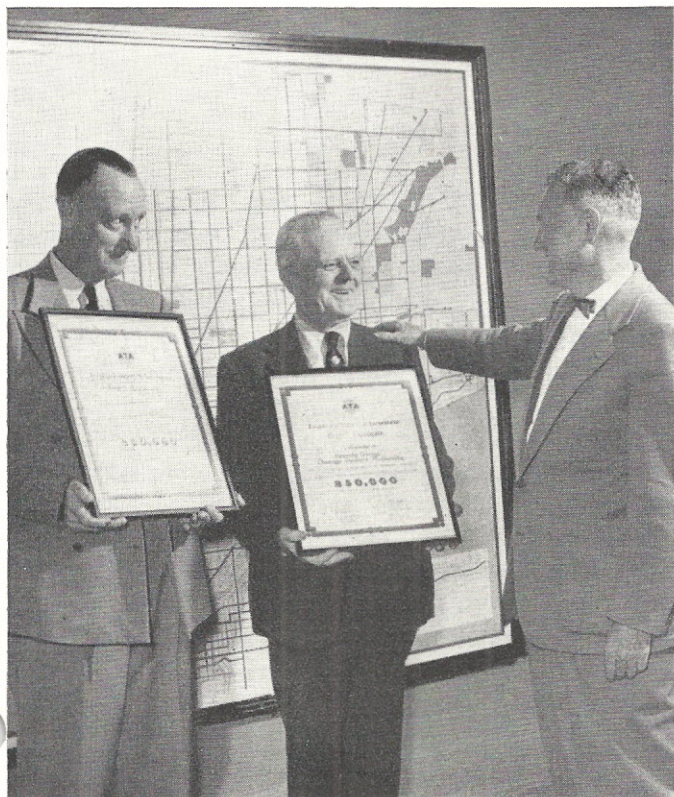
Kedzie scored a reduction of 8.71 accidents per 100,000 miles operated to top all other stations in cutting down traffic type accidents. The award to 69th was made on the basis of a 2.57 reduction per million passengers carried in passenger type accidents over a similar period in 1954, and Loomis recorded a 0.82 decrease in the combined passenger-traffic category to qualify for the award for the rapid transit system.

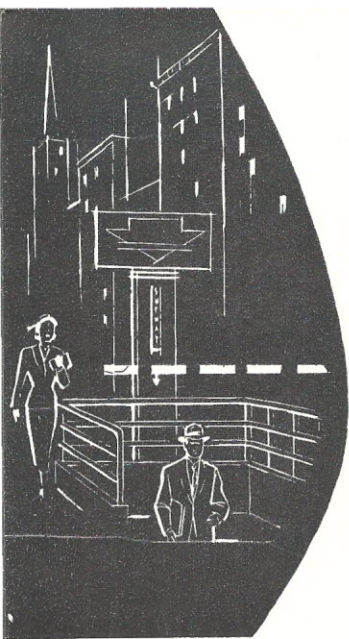
The ATA awards were for employee safety. These were won by Beverly and 77th stations. To qualify, the winners must have a record of 250,000 operating man-hours or more without a lost-time accident.

Beverly surpassed this with a total of 292,896 hours as of April 4, 1955, and 77th street with a total of 306,850 hours as of February 5, 1955. Both stations were similarly honored last year.

This also was the second win in a row in the quarterly Station Achievement Award contest for 69th station.

SUPERINTENDENTS of the two CTA stations which received American Transit Association Bronze Certificate Awards for outstanding employee safety records are congratulated by General Manager W. J. McCarter. They are, left, G. E. Evans, 77th, and R. T. Duffy, Beverly.





CHARTER BUSES SERVE SHRINERS

SHRINERS used approximately 1,000 CTA charter bus trips for their transportation needs during their convention in Chicago the week of July 12 to 18.

The fleet of CTA charter buses began their tour of duty on Sunday by meeting the nobles of the various Temples at the city's railroad stations, and conveying them to their hotels.

On Tuesday the charter bus fleet went into action again to transport the drill teams of the various Temples to and from the parade that marched down Michigan avenue to Soldier Field.

Wednesday evening, when the spectacular Shriners was staged in Soldier Field, the charter bus fleet carried the drill units to and from the stadium.

On Thursday, the day of the daylight and evening parade down Michigan avenue, charter buses again provided transportation to and from the parade area for the drill teams.

Friday and Saturday the charter buses sped the Shriners on their homeward journey by taking them from their hotels to the railroad stations and their special trains.

Syria Temple of Pittsburgh, Pennsylvania, with its delegation of 1,000, was the largest of the Shrine groups using CTA charter service. For its transportation needs alone, 50 buses were used.

In addition, special shuttle bus service was operated between Jackson-Franklin and Soldier Field for the Shriners' parades on July 12 and July 14 and for the Shriners activities in Soldier Field on July 13.

AUGMENT EVANSTON SERVICE

FIVE additional car trips were added to CTA's Evanston rush hour express service beginning July 25 to accommodate former patrons of the Chicago, North Shore and Milwaukee Railway Company which ceased operation of its Shore Line route effective that date.

The added service facilities were as follows: A sixth car to Loop-bound Evanston express leaving Linden avenue, Wilmette at 7:23 a.m. Mondays through Fridays; a seventh car to the express train leaving Linden at 7:37 a.m.; a sixth car to Evanston express leaving Clark-Lake, Loop, at 4:55 p.m.; a seventh car to train leaving Clark-Lake, Loop, at 5:08 p.m., and a sixth car to train leaving Clark-Lake, Loop, at 5:22 p.m.

Preliminary traffic checks indicated that the added cars would be sufficient to accommodate the expected new business coming to the CTA as the result of termination of service on the Shore Line. However, if more cars are needed, CTA service is flexible enough to add them on short notice inasmuch as equipment is stored in the yard adjacent to the terminal at Linden avenue in Wilmette.

Mondays through Fridays, holidays excepted, CTA operates 20 Evanston express trains from Linden avenue to the Loop during the morning rush period, and 17 Evanston express trains from the Loop to Linden avenue in the afternoon rush period.

During the periods between rush hours on weekdays, in the evenings and nights, and round the clock on Saturdays, Sundays and holidays, Evanston service is provided by shuttle trains operating between Linden avenue and Howard street. At Howard street, these trains connect with the subway service to and from the Loop and Jackson Park and Englewood. These shuttle trains also connect at Davis street and at Main street, Evanston, with the shuttle service being added by the Chicago and North Western railroad on weekdays and Saturdays.

For the fall and winter season, when the volume of riding increases, schedules of Evanston trains will be revised, effective right after Labor Day.

CARAVAN CARRIES ON

CTA'S COURTESY CARAVAN began a tour of rapid transit system stations on July 18 when morning and afternoon sessions were held at Howard street for ticket agents and train service employees. The specially-equipped bus used in the campaign was at the north side "L" terminal for three days.

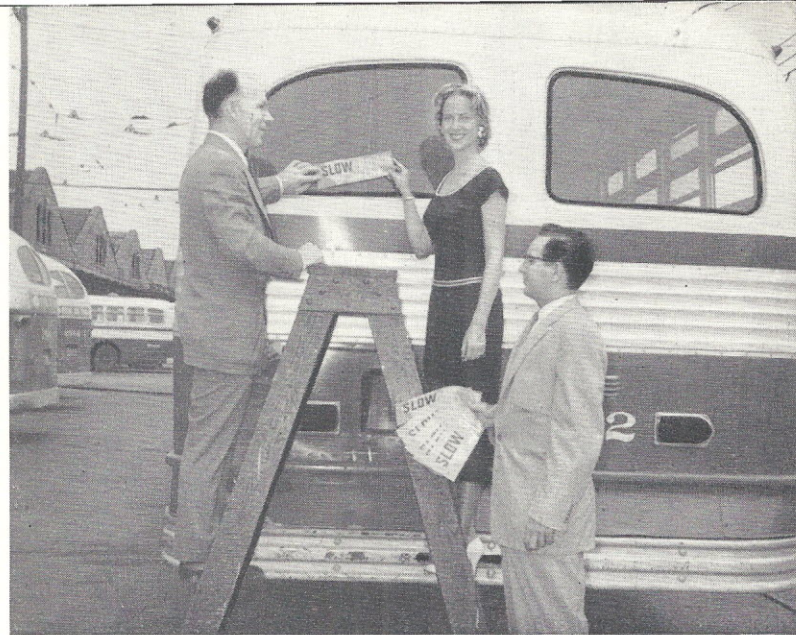
After leaving Howard street, the schedule of the Caravan was as follows: Kimball — July 21-22; Belmont — July 25; Logan Square — July 26-27; Hamlin — July 28-29; Laramie — August 1-2; 54th — August 3-4; Congress-LaSalle — August 5 and 8-9; 61st—August 10-11; Loomis—August 12 and 15; Indiana — August 16.

Office employees of CTA in the Merchandise Mart also were enlisted in the campaign in a series of meetings held July 18 and 19, with department heads leading the sessions.

The Caravan completed its visits to 15 surface system operating stations on June 15, after a six-week campaign which started May 9. The campaign was outlined in detail in the April and May issues of CTA TRANSIT NEWS.

During this campaign, approximately 6,500 members of the surface system operating personnel attended meetings designed to emphasize improved personal service to the public.

A SERIES of Courtesy Caravan meetings for ticket agents and train service employees of the rapid transit system was inaugurated July 18 at Howard street. After a three-day stay at that terminal the Caravan bus moved on to 10 other locations on the "L"-subway system to complete the campaign among Transportation Department employees. One of the first groups of rapid transit employees in attendance at the sessions at Howard street is pictured here. In the center background are Ed Isaacson, superintendent of agents and porters, north section, John Brucker, center, and Don Murphy, instructors, who conducted the meetings.



COOPERATING with the Chicago Junior Chamber of Commerce in a traffic safety campaign, stickers bearing the slogan "Slow Down and Live" have been placed on the rear windows of all CTA buses as a reminder to drive safely. Ralph H. Martz, left, superintendent of West and South Shops, and Solvej Eklund, honorary Jaycee, are placing the first sticker on a CTA bus, while Ralph J. Jackson, traffic safety chairman of the Chicago Jaycees, stands by.

NEW OFF-STREET TERMINAL

A NEW off-street facility established by Chicago Transit Authority was placed in operation July 8, in Columbus Park, adjacent to the southeast corner of Jackson and Austin, the west terminal of the Jackson (No. 126) bus route.

Under the new arrangement, westbound passengers are able to make a more convenient transfer connection with Austin avenue buses as the Jackson buses will operate west in Jackson to the new terminal at Austin, through the terminal in a counter-clockwise manner and then eastbound in Jackson.

Westbound Jackson buses previously made their turnaround via Jackson, Central, Madison, Austin and Jackson, with a layover point at the refectory building in Columbus Park.

ELECTRICAL DEPARTMENT APPOINTMENTS

IN A BULLETIN issued July 18 by C. W. Wolf, electrical engineer, and approved by S. D. Forsythe, general superintendent of engineering, the following Electrical Department appointments were announced effective that date:

C. J. Buck, power engineer in charge of all matters pertaining to power conversion, distribution and accounting.

C. A. Butts, signal engineer in charge of all signal and interlocking design, construction and maintenance.

A. R. Sandberg, design engineer in charge of all engineering of fixed electrical property, estimating, and assembling of unit cost data. He also has the supervision of substation operating personnel.



SIX-YEAR SEARCH ENDS

Happily

A HAPPY REUNION between a CTA bus operator and a sister whom he never remembered seeing occurred recently in a Michigan town following a search which started six years ago while he was in the armed forces.

Operator Max Gunsallus, 77th, didn't even know he had a sister until informed of the fact just before he enlisted in the Air Force in 1948. However, he was told that following a family separation when she was five years old her whereabouts became unknown. Max was only two or three years old at that time.

The family was living in Fort Wayne, Indiana, at the time, and Max's mother later went to Chicago, leaving him with an aunt and uncle in Fort Wayne. He was later sent to Ohio to live with other relatives.

Several years later, Max returned to Fort Wayne and took up residence again with his aunt and uncle. At the age of 17, he joined the Air Force and was sent overseas for duty in the Pacific area. This was just a month before the United States entered the Korean campaign. Max was based in Japan and he served six years before being returned to America and discharged.

While in the service he solicited the aid of the Red Cross, but so meagre was the information he had about his sister that the Red Cross was unable to help him.

Following his return to civilian life, Max discussed the case with a friend who is an investigator for the state's attorney's office. The investigator offered his help and finally found the sister, Ardith Olive Gunsallus Pooley, the hap-



A LONG SEARCH for a sister from whom he had been separated since early childhood ended recently for Operator Max Gunsallus, (center), 77th, shown here with the sister, Ardith Olive Gunsallus Pooley, and her husband after the happy reunion.

pily-married mother of three children in Palmyra, Michigan.

Now, every chance he gets, Max drives up to Palmyra to get better acquainted with the sister he never knew he had and her fine family.

OPERATION EDEN

MANY CTA RIDERS, boarding trains at the Kimball terminal of the Ravenswood "L", have admired the garden plot located at the south end of the yards, but few of them know how it came into being.



A spare-time project of three veteran employees, it grew out of their idea that a little touch of nature would improve the appearance and add a small bit of summer charm to the surrounding area of storage tracks and yard facilities.

It all started 10 years ago when Switchmen Howard Johnson and Thomas Gavin, and Supervisor Edward G. Stray, then a switchman, decided an oak tree at the northern end of the yards was what they were looking for to shade them from the warm summer sun during their lunch hour. They started putting in 10 to 15 minutes a day on developing

A NATURE corner has been developed at the south end of the Ravenswood terminal yards, with a birdhouse and rock garden as the central features. It is the project of Switchmen Howard Johnson, left, and Thomas Gavin, right, assisted by Supervisor Edward G. Stray, who was not present for the picture. When the garden was started 10 years ago, it was located at the north end of the terminal.

the garden project around the tree. They named it "Operation Eden."

In three years they assembled the rock garden, complete with goldfish pond, from rocks gathered during weekend trips along the Fox river. Before long the garden was completed.

Then they learned that the north end of the yards was to become a parking lot, and the job of moving the garden to the south end started. There was a drainage ditch around which they built the garden and using some old pipe connections they made a running stream.

Other employees donated flower bushes and seeds. The project included a bridge over the stream and a birdhouse for Purple Martins. Each year the birds come in the springtime to the garden spot.

Many riders have noted and commented how much they enjoy looking at the garden as their trains pull out of the terminal.

to the ladies from Ellen

Back to the Corral

ROUND-UP time for the back-to-school crowd will soon be here. Many young colts will have to go back into harness and give up their sun and swim suits until next summer, and stand still to be fitted for Fall clothing.

Cottons continue to be a top favorite for the young filly and are more practical-minded than ever. The new cotton fabrics look so much like wool or jersey that they have to be lassoed to make sure they really are cottons. Tweeds, twills and herringbones are tops among fashions. They are all washable cottons and many are non-shrinkable, an extra assurance that they won't shrink out of fit in the first washing.

Denims with a tweedy look are an outstanding success for the school girl. They are featured in dark colors with touches of white to enliven them. Tweeds, too, tend towards these darker colors. Popular are companion schemes in denims such as stripes coordinated with plain shades, or even stripes with plaids.



FOR THAT bouffant look, this three-yard wide skirt is the answer. Look to your favorite department store to obtain the pattern for this fashionable little number.

Twills are growing in popularity with the corral set, too. Lighter weight versions are in the market and these are done in costume colors that lend themselves to "separates."

Brushed cottons will almost be as popular with the little fillies as the 'coon-skin cap is with the Davy Crocketts. Whether they are called flannelettes or suede cloths, these brushed cottons are all over the fashion picture. Many back-to-school dresses are styled in them. Blouses and man-tailored shirts are another use. They are especially popular in coveralls for the after-school hours of study and frolicking.

One outstandingly popular brushed cotton looks like knit jersey. Several feature small broken check designs. Plaids and geometrics range from the small quiet patterns to large shouting ones.

Now that we know what the corral set will be wearing, here are a few suggestions for precautions to follow when buying these ready-made clothes or fabrics and patterns for sewing them:

1. Be sure the garments are styled for action. A too tight waist, or a binding sleeve can be uncomfortable for everyday wear.
2. Preferably choose a fabric of firm, even weave so it can take the hard knocks and yet be flexible enough for rough and tumble action. A harsh stiff fabric can irritate sensitive skin.
3. Keep in mind the upkeep cost. It will be to your budget's advantage if the clothing can go in with the rest of

PICKLING — THE EASY WAY

IN OUR August, 1954, issue we offered a free booklet entitled "Pickling — the Easy Way."

This booklet gave a complete description of quickie methods plus 30 recipes for taste-tempting pickles, relishes and spiced fruits.

Thrifty, imaginative homemakers will welcome the shortcut process with its

limited cooking time, its few preliminaries and its ease of handling in restricted space.

Because there was so much enthusiasm shown for this booklet, we are again making it available, free of charge. Write Women's Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois, for your copy.



A HANDY frock for any back-to-school wardrobe is this beige-colored flannelette dress, brightened with vertical, inch-wide stripes of red and green in regimental fashion.

the family laundry. 4. Examine the type of cotton to see if it will iron easily. Also, keep in mind that a very detailed dress may demand extra time for ironing it, and if collars and cuffs are detachable, a sewing chore may be required after the washing.

Since the latest fashions for the back-to-school crowd will be in these new fabrics, most department stores and children's shops will have just the dress or fabric and pattern you'll want for your little "book-browser."

**BE A GOOD SALESMAN FOR CTA
PUT YOUR KNOWLEDGE TO WORK !!**

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



**YOU KNOW THE "Why and the Wherefore"
OF THE *COURTESY* CAMPAIGN**

**NOW LET'S KEEP
THE *COURTESY* CARAVAN
ROLLING IN HIGH GEAR
THROUGHOUT THE YEAR !**

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