



TRANSIT NEWS

SEPTEMBER-OCTOBER, 1952

**KEEPING THE
POWER ON!**

(See pages 4, 5, 6, 7)



ATA Safety Awards Won By Seven CTA Units

TWO silver certificates and five bronze certificates were recently awarded to units of Chicago Transit Authority by the American Transit Association for compiling outstanding safety records.

The silver certificates were awarded to the Department of Accident Investigation whose 180 men completed 508 days (523,675 consecutive man-hours) without a lost-time accident, and to Devon station, Transportation department, where 668 men went 125 days (525,735 man-hours) without a lost-time accident.

Bronze certificates, for completing 250,000 or more consecutive man-hours without a lost-time accident were won by Archer station, Transportation department, where 602 men worked 79 days (271,761 man-hours) in safety and to the entire Surface Division Transportation department when 8,453 men worked six days (315,864 man-hours) without serious injury. Other units winning bronze certificates were



Charles J. Mersch, seated, general superintendent of investigations and claims, is inspecting the silver certificate award won by his group. The men standing, from left to right, are **Harry Boness**, **J. G. Nattinger**, **Ed Healy**, **Sam Fisher**, **Roy Swanson** and **Ed Weingartner**.

South Section, Rapid Transit Transportation, 678, men, 74 days (286,697 man-hours); combined Rapid Transit and Surface Transportation department, 12,128 men, five days (393,608 man-hours) from February 5 to 9, 1952. This same group also won another bronze certificate by working safely four days from February 17 to 20, 1952, compiling 303,450 consecutive man-hours during that time.

Another CTA Red Feather Kid!



VIVACIOUS *Joyce Bason*, 11, daughter of *Nora* and *Harold Bason*, North Park bus operator, was one of six children chosen as Red Feather Kids from 43 finalists to be emissaries for the Chicago Community Fund in its 1952 fund campaign.

FOR the second consecutive year, a "CTA child" has been chosen as one of the Red Feather Kids to represent the Community Fund of Chicago in its annual drive for funds.

Joyce Bason, 11, daughter of *Bus Operator Harold Bason*, North Park, was selected this year from 43 finalists as one of the six youngsters to be Red Feather Kids. The judges based their decisions on appearance, personality and poise as well as agency and school achievements. This is the first time in Community Fund history that six have been picked. In previous years only two, a boy and a girl, were chosen. Additional children were selected because of the ever-increasing requests for their appearances at industrial plants, re-

port luncheons and radio and television shows.

Last year *Gene*, son of *George W. McClaghry*, North Park bus operator, was the male half of the one (boy-girl) Red Feather team.

Joyce is a Camp Fire girl and is in seventh grade at Murphy school. This vivacious little Miss, with an infectious smile and dimpled cheeks, won first place in a sand-modeling contest conducted by the Chicago Park District this year. She also takes an active interest in piano playing, dramatics, dancing, swimming and sewing. Others in her family are her mother, *Nora*, and a sister, *Janice*, 9.

Another "CTA child" was in the group of finalists from which the winners were eventually picked. He is *Jack Kane*, 12, son of *Conductor Patrick Kane*, Devon. Jack is a Boy Scout and attends Chappell school, where he is in the seventh grade.

This year the Red Feather drive for funds, which officially starts October 9, hopes to attain a goal of \$9,870,000 in behalf of 188 local health and welfare services and the USO.

As in past years, the CTA will cooperate in the campaign to the extent of seeing that each employee is given the opportunity of making a contribution, either in cash or through the payroll deduction plan, whichever is preferred.

VOLUME V CTA TRANSIT NEWS NUMBER 5

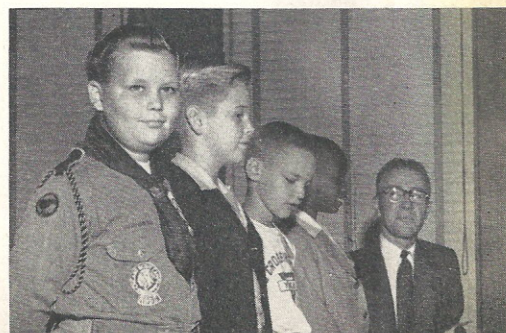
Published bi-monthly by and for employees of the Chicago Transit Authority, under the direction of the Public Information Department.

H. L. Polland, Director of Public Information
W. M. Howlett, Editor

Joan Peacock, Editorial Assistant
John J. Bowen, Production

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.

IN the judging line-up of the 1952 Red Feather Kid contest is *Jack Kane*, extreme left, son of *Conductor Patrick Kane*, Devon. Jack was one of the group of 43 finalists from which the six Red Feather Kids were chosen.



NOW

Let's hear from you!

New System-Wide Suggestion Plan Enables Employees to Win Cash Awards

AN ordinance establishing a system-wide suggestion plan for CTA employees was adopted by Chicago Transit Board on July 2.

A somewhat similar plan, which had been in effect in the shops of Chicago Surface Lines and which had been continued by CTA, produced ideas resulting in increased efficiency and savings in cost of operation.

In view of the favorable experience with the limited operation of the plan in the shops, the Board felt that an employee suggestion plan for all departments of CTA would improve employee relations and benefit the public we serve and in addition would increase efficiency and decrease costs.

According to the provisions of the ordinance, rules and regulations for the operation of the plan are under the supervision of a committee of executives appointed by the general manager to administer the plan. *Walter J. McCarter*, general manager, is chairman of the committee; *Charles E. Keiser*, executive assistant, vice chairman. Other members of the committee are *S. D. Forsythe*, chief engineer, *P. J. Meinardi*, comptroller, *T.B. O'Connor*, general superintendent of transportation, *H. L. Pollard*, director of public information, *R. J. Ruppe*, general superintendent of shops and equipment, *L. M. Traiser*, staff engineer, and *Michael Korosy*, formerly

operations planning engineer for many years. The latter is executive secretary of the committee and will be in direct charge of handling the details pertinent to the operation of the plan.

In general, the ordinance provides for payment of a cash award to any eligible employee whose suggestion is used by CTA. The amount of the award will be determined by the committee, with the minimum amount being \$5.00.

Further provisions of the ordinance are that at the end of each year of operation the general manager shall submit a report to the Board, showing the number of suggestions received, the number accepted, the amount of the awards and the savings in operating costs as a result of the adoption of suggestions.

A booklet, describing the plan in detail, will be mailed to each employee's home. Boxes, containing suggestion forms and prepaid envelopes, will be conveniently located in each department throughout the system.

The committee wants your suggestions—you want the reward and satisfaction of seeing your ideas adopted—so let's work together to make our Suggestion System a success in our organization.

NEW CTA ADDITIONS TO THE ARMED FORCES

J. W. Bosacki—Material and Supplies
P. J. Burke—Shops and Equipment (West Shops)
W. N. Cecich—Way and Structures (Utility and Emergency Service)
D. W. Clifford—Shops and Equipment (77th)
R. J. Furtner—Shops and Equipment (Skokie)
D. P. Gillespie—Shops and Equipment (Lake Street)
O. W. Hartley—Way and Structures (Rapid Transit)
H. G. Hogan—Shops and Equipment (West Shops)
H. L. Hopkins—Transportation (North Ave.)
G. Mallory—Transportation (77th)
B. W. McCormick—Electrical
J. McGing—Shops and Equipment (77th)

A. Oslick—Shops and Equipment (West Shops)
J. A. Vodvarka—Accident Investigation
W. A. Wilson—Transportation (Cottage Grove)

RETURNED FROM SERVICE

J. L. Brodie—Accident Investigation
F. Cacioppo—Transportation (Devon)
W. Collins—Shops and Equipment (West Shops)
A. Hanson—Transportation (69th)
J. S. Kedney—Transportation (Rapid Transit)
J. M. Marren—Shops and Equipment (South Shops)
R. J. McFadden—Transportation (Lawndale)
W. A. Mootz—Transportation (North Ave.)
H. J. Owens—Transportation (Lawrence)

KEEPING THE



ELECTRICAL Engineer Carl W. Wolf, head of the CTA Electrical department, second from left, confers with some of his top assistants. At the extreme left is A. R. Sandberg, design engineer. Harry M. Essington, electrical engineer in charge of power is second from right, and at the extreme right is C. J. Buck, chief testing engineer.

A HUGE appetite for electricity is possessed by CTA's elevated-subway trains, streetcars and trolley buses. The electrical energy they consumed during 1951, combined with that used for miscellaneous power, light and heating purposes, amounted to 571,712,097 d-c kilowatt hours at a cost, together with maintenance and operating charges, of \$8,378,016.72.

The job of seeing that this electrical "food" is available 24 hours a day, seven days a week, is directed by *Electrical Engineer Carl W. Wolf*, head of the CTA Electrical Department, whose offices are temporarily located at 4430 North Broadway.

The Electrical Department is charged with the responsibility of the construction, maintenance and operation of all electrical facilities of the CTA, except car equipment. These facilities include substations, overhead trolley wire systems, trolley rail, building wiring for stations, car houses, shops and garages, communications systems, including telephone and radio, track signals and interlocking, miscellaneous motors, controls and a great many other electrical installations.

To properly coordinate the various functions, the department has been divided into four major groups—Power, Distribution, Engineering and Signal.

Power

ELECTRICAL power used in the CTA System is purchased from Commonwealth Edison Company and the Public Service Company of Northern Illinois. A-C current at 9,000, 12,000, 20,000 and 33,000 volts is channeled by the suppliers into 48 substations where it is converted into d-c current at 600 volts for use by CTA.

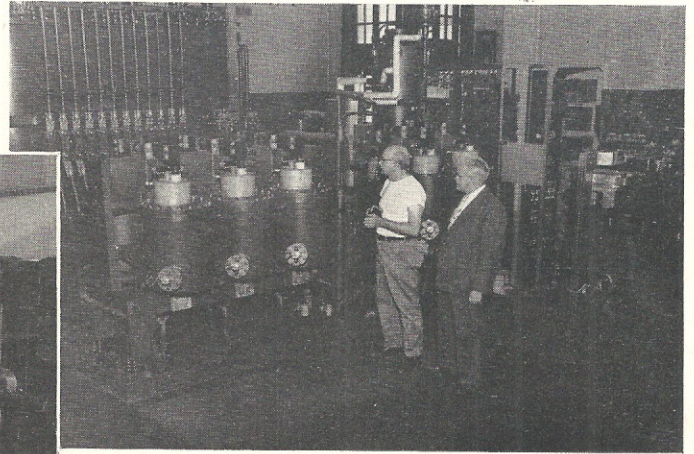
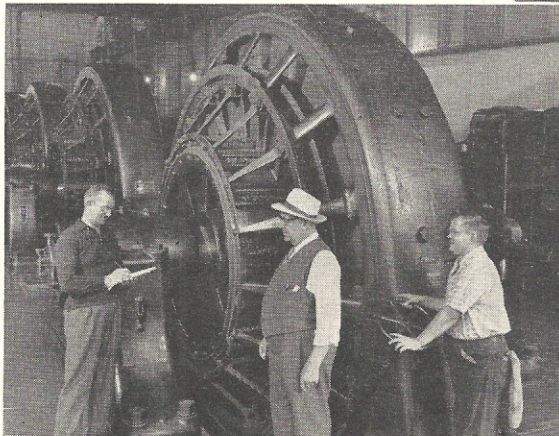
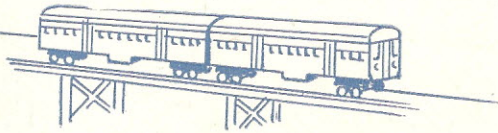
Harry M. Essington, electrical engineer in charge of power, is responsible for the proper functioning of the Power division.

The duties of the Power division are: the maintenance and operation of all substations, the supervision of power supply, the design of feeder sections, the making of all substation and other tests, and the supervision of power purchased.

Two of the four substations outside the city limits are owned and operated by the Public Service Company. The remaining two are owned and operated by CTA. Of the 44

THE nerve center of the power distribution system is located here in the power supervisor's office. All cases of power trouble are reported to this office and the restoration of power failures are directed from this point. *John Chwistek*, power supervisor is using the telephone while *Chief Power Supervisor C. F. Gustason* is standing at the control cabinet.

POWER ON !



THE purpose of substations is to convert electrical energy received from the suppliers at 9,000 to 33,000 a-c into 600-volt d-c current for use on the CTA system. In the photo at the left, *Frank Dorsch*, substation operator; *William Becker*, superintendent of substation maintenance; and *Roy Walsh, Jr.*, apprentice operator, are shown with synchronous converters which were installed at Van Buren and Jefferson in 1906. In spite of their age, through excellent maintenance work, these converters are still performing as good as when new. This station supplies power for the section from the Loop to Ashland and from Roosevelt road to Lake street. The picture at the right shows some of the most modern substation equipment in the city. The mercury arc rectifier, on which *Art Leland*, chief operator at 79th and Western, is checking the gauge, was installed in 1944. The man at the right is *George Nelson*, superintendent of substation operation.

substations within the city limits, 19 are operated by Commonwealth Edison and 25 by CTA personnel.

Other key men in the Power division are *George Nelson*, superintendent of substation operating personnel; *William Becker*, superintendent of substation maintenance and repairs; and *C. J. Buck*, chief testing engineer, who heads up substation testing and all other electrical testing on the system.

The nerve center of the power distribution system is the power supervisor's office, located in Room 7180 of the Merchandise Mart, headed by *C. F. Gustason*, chief power supervisor. All substation operation, feeds to various feeder sections, and all power for the State street and Milwaukee avenue subways is controlled from this office. All cases of power trouble are reported to this office and the restoration of power failures are directed from this point where a con-

MEMBERS of the Electrical Department Distribution division stringing trolley wire on Armitage avenue. The wire is carried on large reels on the lead truck. It is strung under 1,000 pounds of tension. The men on the two trucks following behind tie it in. A double crew such as this can complete about two miles per day. After the wire is up, it is pulled tight to 3,000 pounds. *Raymond Raddatz*, left, and *Russell Brokamp* are using a chain hoist to tighten the trolley wire. The tension is measured by a dynamometer. In the background at the left are *Clarence Malottke*, general foreman; *Bernard Jauman*, line foreman; and *John M. Michnick*, electrical engineer in charge of distribution.





COVER — EXTENDING 250 feet in the air to the top of the antenna, the transmitting and receiving tower of CTA's radio station KSA-977 stands majestically inside the turn-around at Madison and Austin. KSA-977 is one of the busiest commercial radio stations in the world, handling as many as 6,000 transmissions in 24 hours during adverse weather conditions. In order to expedite messages, most of them are handled by code. The operation and maintenance of this installation is under the direction of Paul M.

Murray, communication engineer, Electrical Department.

stant day and night vigil is kept over the power distribution system.

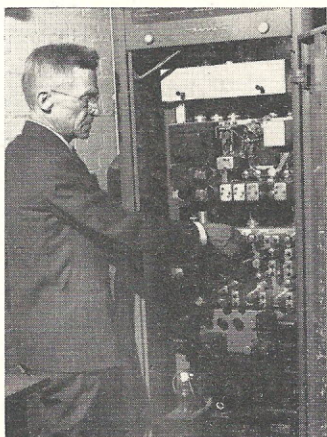
Distribution

THE electrical engineer in charge of Distribution is *John M. Michnick*. This division is responsible for the construction, operation and maintenance of all Electrical facilities, except substations, signals and building wiring. The construction and maintenance forces of this division are subdivided into Rapid Transit, under *Richard M. Dwyer*, superintendent; and Surface, under *Clarence Malottke*, general foreman.

The work done by the men of this division is most varied. It includes the maintenance of transfer validating machines, company telephones, a-c service equipment, line supervision equipment and various other items little known to either CTA employes or the public. Among the latter are electrical drainage pumps in the subways, emergency alarm systems, emergency power cut-off boxes, street lights under the elevated structure, crossing flashers and bells, and annunciator lights and bells at certain Rapid Transit stations which indicate to those waiting that a train is pulling into the station.

The same group of men who maintain all this equipment

THE "core" of CTA's radio station KSA-977 is this transmitter-receiver cabinet with 250 watts radio frequency output at 44.42 megacycles. Located at the base of the 250-foot tower at Madison and Austin, up to 6,000 transmissions pass through this equipment in a 24-hour period. *Paul Murray*, Surface Division communication engineer, is checking tubes. The Chicago Fire Department has a similar transmitter-receiver cabinet installed beside the one shown. Through a working agreement, they are permitted to use the CTA tower to transmit and receive messages.



also do the construction work of the department. During the last few years the distribution division has done a great deal of construction work in converting street facilities from streetcar to trolley bus use and handling the electrical installations for various new terminals which have recently been built.

Engineering

THE engineering and drafting forces are under the supervision of *A. R. Sandberg*, design engineer. This group prepares all plans and drawings for construction work of the department and also prepares the drawings necessary for record purposes. They also prepare plans, and work in conjunction with other utilities and the Department of Subways and Superhighways of the City of Chicago to co-ordinate the work of these organizations with that of CTA.

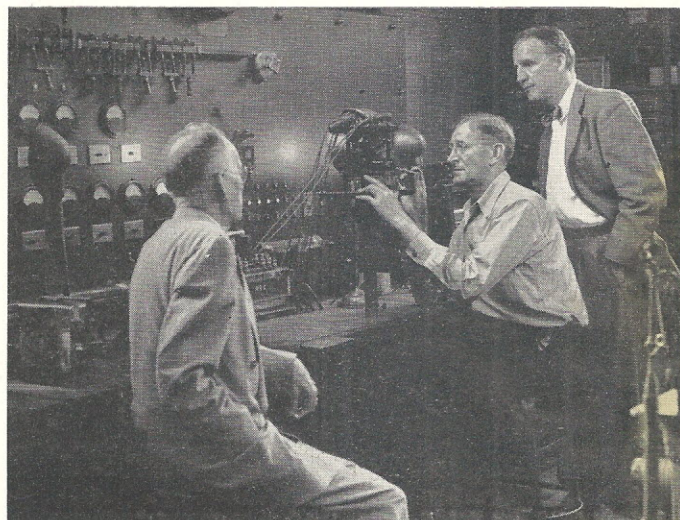
Signal

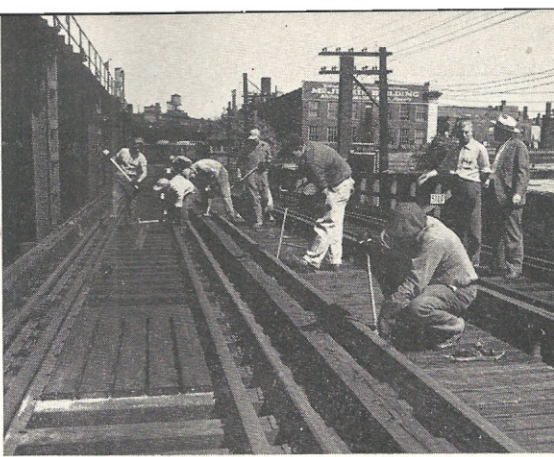
SIGNAL and interlocking installations are found only on the Rapid Transit system. Interlocking installations are mechanically and electrically controlled switches which assure the proper sequence of operation of rolling stock. Under the supervision of *C. A. Butts*, signal engineer, this group prepares plans for new or additional installations and also operates and maintains all signals, track circuits and interlocking installations on the CTA System. The Signal division also acts as consultants for the Department of Subways and Superhighways in the preparation of plans for subway interlocking installations.

Communications

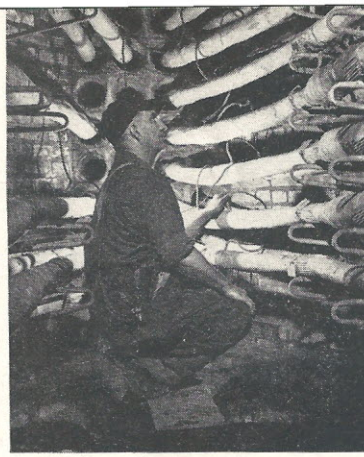
THE communication engineer for the Surface Division is

SIGNAL Engineer C. A. Butts, right, and Foreman Claude Norton, left, watch Repairman Art Dixon make an adjustment to an electrical relay at Montrose avenue shop. At this location about 125 signal and interlocking relays are overhauled, repaired and tested each year. In addition, repair work is done on block signals, switch machines, signal equipment, interlocking control machines, train stops, and switch valves. Construction work such as wiring up relay cabinets for field installations and overhauling circuit controller boxes is also done here. The board in the background is used for testing electrical relays.





THIS Electrical Department crew is removing third rail from the incline in Wilson avenue lower yards. In this case the 600-volt power carried by the rail was turned off. However, mainline third rail is removed and replaced "hot" to prevent service from being interrupted. At the right, background, are *Bill Waters*, third rail construction foreman, and *Dick Dwyer*, superintendent.



UNDERGROUND cables at Montrose avenue bring in the "juice" from the Clifton substation which is operated by Commonwealth Edison Company. Through these cables it is sent to switch boxes where it is distributed to various sections as needed. Inspecting these feeder cables is *Ebon Frank*, cable splicer, who has spent 24 years with the CTA Electrical Department.



ENGINEERS and draftsmen of the Electrical Department prepare all plans and drawings for electrical construction work as well as plans and drawings for record and other purposes. The men, front left and rear left, are *Kenneth Mikota* and *William Jansen*, engineers. Right, from front to rear, are *Martin Imbragoglio*, *Chester Rusakiewicz*, *Albert Ulis*, *Frank Parise* and *Herman Smith*, draftsmen.

Paul E. Murray. *Charles J. Krotz* carries the same title in the Rapid Transit Division. These men engineer the installation of both CTA and Illinois Bell Telephone Company telephones on the CTA System.

On the Rapid Transit there are telephone cables which cover the entire system and there are also four main units located north at Buena, south at 58th Street Junction, west at Marshfield and central in the Merchandise Mart. With our own telephone system, employees can call any other telephone on the property and also connect with the Bell system for outside calls. All such instruments and equipment, as well as cables interconnected with the I.B.T. are maintained by the Electrical department men.

CTA's radio station, KSA-977, one of the busiest in the world, is under the supervision of Mr. Murray. Squad cars, Way and Structures emergency trucks and electrical emergency trucks are equipped with two-way radios. All day and night crews of these mobile units are in communication with the radio dispatchers, located in the Merchandise Mart, regarding service operations. The main transmitting tower is at Madison and Austin. Emergency transmitting and receiving can be handled at 77th Street shops. Two additional receivers are located at Grand and Leavitt on the west side and at Ardmore on the north side.

Other Functions

IN addition to the four major divisions very briefly described in the foregoing, other work of the department is subdivided in the following manner.

Preparation of the department budget, AFE's and AFR's unit costs and statistical data, together with planning of construction and maintenance schedules, is directed by *H. D. Wilson*, planning engineer.

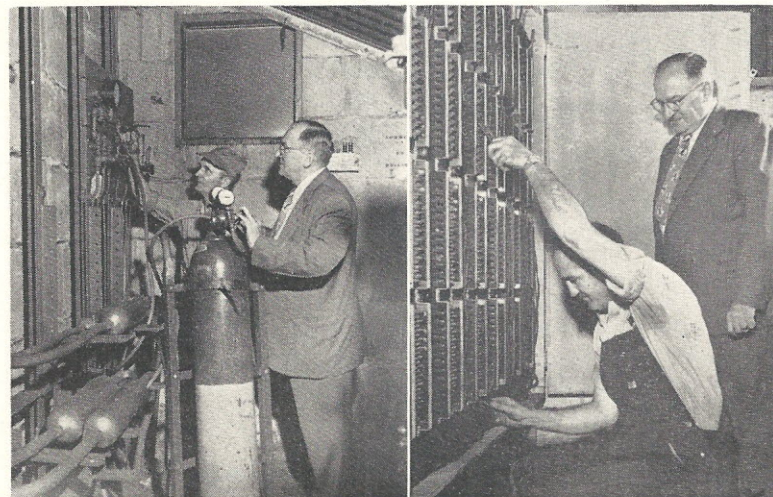
Plans for moving electrical facilities (because of street improvements, sewer construction and work of various other agencies which interfere with or affect CTA electrical installations) are prepared by *C. J. Ernst*, distribution engineer.

Building wiring construction and maintenance on the Surface Division is in charge of *William King*, superin-

tendent of building wiring. The conversion of all shop lighting and power from d-c to a-c is done by this group.

Although lack of space has confined this article to the highlights of the duties and functions of the Electrical Department, it is apparent that the work of the approximately 500 electrical employees is an important factor in the smooth operation of all other departments of our organization.

TELEPHONE cables in the subway are protected from moisture damage by being kept under nine pounds of gas pressure at 60 degrees. *Tom L. Calmelat*, left, telephone splicer, checks the gauge for pressure. As needed, dry nitrogen, oil-pumped gas is added to maintain proper pressure. *Charles Krotz*, communication engineer, Rapid Transit, is at the right. Also located in the subway is this junction for telephone cable which spreads out over the entire Rapid Transit system. *Jerry Peppard*, telephone splicer helper, checks the equipment which Mr. Krotz was inspecting. Should a leak occur in these phone cables, it is indicated by an automatic alarm which places the location of the trouble point, thus facilitating repairs. In the meantime, the outgoing gas, which is under pressure, prevents moisture from entering and causing low insulation and eventually short circuits which would interrupt service.



on the Sports fronts

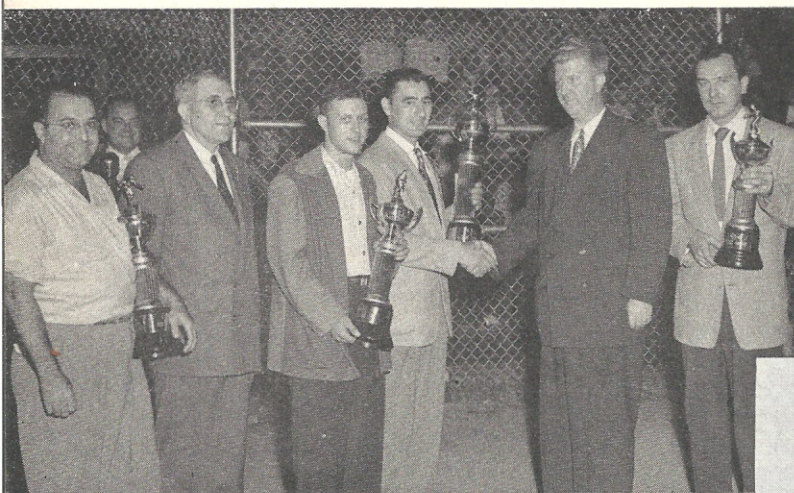


WHITE Pines Country Club was the setting for this group of office employees, above right, who gathered on July 19, to have a little fun and get some exercise by knocking the cover off that little white ball out in the wide open spaces. Although the weatherman did his best to discourage good golfing, *Wallie Gillies*, Transportation, came through the wet course with a score of 81, the best of the day. On the handicap basis, *Frank Micek*, staff engineer's office, took first place prize. Each received a golf club. *Ed Coates*, Purchasing, right foreground, is in the process of checking off other prize winners and awarding the spoils.



CHAMPIONS for the 1952 season in the Transportation golf league was the team of *Art Cooper* and *Larry Foreman*, North, right. The team of *George Ross* and *Ed Schneider*, North, left, placed second. All trophies for the season's team play and the tournament were donated by the CTA Employee Welfare Fund.

OVER 100 CTA golfers took part this year in the annual Transportation golf tournament which was held at White Pines Country Club. *Ed Foreman*, North, right, with a low gross score of 76, happily collected a trophy for his efforts. *Herb Benedict*, Electrical, left, who played the last nine holes in a sizzling 35 (total 80) won the handicap trophy with a low net score of 64.



AT ceremonies held on August 29 at Thillens stadium, *Dave M. Flynn*, superintendent of surface operations, second from right, presented trophies to representatives of the four sectional champion softball teams. From left to right, are *Vic Vitullo*, manager of the North Side "L" team; *Clint Sonders*, station superintendent of Blue Island whose team won the 1952 title; *Art Tonner*, captain of the North Avenue team; and *Joe Kanapczyk*, manager of the Blue Island team. At the extreme right is *Andy Karkoska*, captain of the Beverly team. These trophies, as well as jackets for the champion Blue Island team were donated by the Employees Welfare Fund.

IN the championship playoffs in Thillens stadium on August 17, the Blue Island softball team won the 1952 title by defeating North Avenue by a score of 10 to 5. In the consolation game for third place, Beverly whipped the North Side "L" team, 15 to 9. The new champs, left to right, front, are: *Robert Curran*, *Edward Bunta*, *Joseph Kanapczyk*, *Frank Hartig*, *Frank Partipilo*, *William Baker* and *James Brogan*. Rear row, left to right, *Melvin Burns*, *Irving Belmonte*, *Thomas Fitzgerald*, *Milos Ruzicka*, *Arthur Joe*, *John Reid*, *G. Morsi*, *John Greeley*, and *Douglas Bolling*.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Stop, Look, Live!

ACCIDENT INVESTIGATION — Warning to all motorists, pedestrians, and pet animals: *Jessie Reed*, *Mary Clarke* and *Mary Kay Rowland* are now driving. Even the trees shake as they whiz by.

Art Phillips became the proud father of *Kimberly Ann*; while *Pauline Roberts* and *Rosalind Watkins* each had boys. *Pauline* and *Rosalind* are former employes of this department.

Norma Gossage terminated her employment recently when she became a bride. Having received a card from *Bud Burke*, who is vacationing in Acapulco, Mexico, it appears as if he is having a miserable trip water skiing, swimming, dancing, etc. He claims he'd rather be back at work. However, we'd like to dispute that.

It seems as if Colorado has a special attraction as *Mr. Strachan* flew there; *Marion Wilson* went by train; and *Ed Reichard* drove there.

The adjusting department would like to welcome *Joe Lubway* and *John Hennessy*.

—G & M

Marriages, Babies and Vacations

ACCOUNTING — *Lenore Burns* acquired the prefix "Mrs." when she said "I do" to *Edwin Burns* on July 4 at St. Bride's Church . . . *Sarah Coffman* surprised all by flashing a wedding band one Monday morning and announced her marriage to *Joseph Wm. O'Rourke* on the previous Saturday, July 12, at Wheaton, Illinois.

There's a new 6-lb. Cannon in Park Forest and the population is increased by one as of August 19, when *John Edward* arrived at the home of the *John Emmet Cannons* . . . *June Weinstock*, formerly of stenographic, is the mother of a boy, *Stephen*, born August 9.

August 1 was quite a day! Here's what happened. *Millie Ehrlich* was guest of honor at a dinner and received an appropriate farewell gift upon her retirement. *Marie Cortopassi* received a shower of little things from her friends, among which was a fancy polka-dotted, three-cornered affair, a real conversation piece, when she bid CTA



GARDEN SPOT AT WEST SHOPS

IT doesn't look much like a material yard now, does it? But that's what it was before this area at West Shops was cleaned up and made into a gardenlike spot, providing a place for the office girls to eat their lunches outside on pleasant days.

farewell. *Mary Keigher* received a camera as a parting gift.

June Hukill spent her vacation in Casper, Wyoming, making the acquaintance of her "in-laws" whom she had not met previously. *Sidney Underwood* visited New York, Washington, D. C., Omaha, Nebraska, and spent some time in his home town of Galesburg, Illinois, on his "three weeks with." *R. L. Hill* enjoyed digging potatoes and picking tomatoes on a farm, with a little golfing on the side. *Edward McEldowny* packed his little family in the car and headed for Wessington Springs, South Dakota, his home town, where all had a wonderful time on an honest-to-goodness ranch. *Marie Baiyor* reports the highlight of her trip to the Black Hills was the Passion Play produced in Spearfish, S. D. Mount Rushmore Memorial, too, was a memorable spot.

The department has been following avidly the newspaper accounts of the progress of polio victim *Mrs. John Martin* and her baby, *Mathew*, born while she was in an iron lung. A check was sent her as concrete evidence of the good wishes of her former co-workers. *Marge* was in the CTA payroll department.

—HELEN A. LOWE

Dog Feeds His Master

BEVERLY—*Bus Operator Jim Donovan* and his daughter and son-in-law, *Mr. and Mrs. Ted Filo*, made a trip to a farm near Green Bay, Wisconsin. Two weeks previous to their arrival, the farm dog was banished because of killing too many chickens. *Jim's* dog, *Sandy*, had the same mania. After killing three chickens, *Jim* finally had to tie the dog up and *Jim* was tied to the kitchen eating chicken for a couple of days. He says this was the best part of the trip!

Bus Operator Willard and *Mrs. Beaman* and his two daughters, *Shelby* and *Judy*, and their dog *Queenie*, made a trip to the farm of *Mr. Beaman's* sister in Quincy, Indiana, where *Judy* became an expert tractor operator.

Fred Rapp, Jr., whose father is one of our bus operators, won an honorable mention certificate and a set of drawing instruments in the city-wide public high school competition among first-year mechanical drawing class students.

Bus Operator and Mrs. Henry Bockwoldt toured the eastern seaboard while vacationing, en route to see their son, *Kenneth*, who is in the Navy and stationed at Charleston, South Carolina.

Bus Operator Stephen and *Mrs. Bagrowski* had a farewell party for their daughter, *Dolores*, and two grandsons, *Mike*, two years, and *Stephen*, age one. They are going to accompany the husband and father, who is a 1st Lieutenant in the Medical Corps, to his new headquarters at San Juan, Puerto Rico.

Bus Operator and Mrs. Frank Black went on a fishing trip to northern Wisconsin and Minnesota. After trying various kinds of baits with no luck, he went to the little village store and picked up a fly for ten cents, called the dipsy doodle. The next day he got the limit. Now the dipsy doodle is under lock and key, ready for next season. Sorry, dipsy doodle is not for sale or rent!

—DANTE F. BRUNOD

Hard Work is the Formula

DEVON—*Tony Gies* at this time of the year is busy harvesting his crop of tomatoes, corn, cucumbers, etc., from his garden. From this once-vacant lot, *Tony's* yield of vegetables is large in size, good in taste and abundant in yield. His secret is that he works his soil over with a good fertilizer and hard work. So, if you have any garden problems, see *Tony*. He has the answer for you.

Mr. and Mrs. Henry Redman celebrated their 40th wedding anniversary on July 27. Their house party consisted of their family and a few friends. *Hank* is looking forward to their golden wedding day.

August 23, was also the 25th wedding anniversary of our relief night clerk.

Jim Talent took his 25-year girl friend and their family to the Spinning Wheel in Milwaukee for a dinner.

John Laing and his wife took a motoring trip to and through Florida for their vacation.

The city is large and the country is even larger, but there is only one place that *John Stanton* wants to spend his vacation. That is at Comiskey Park to watch the White Sox play ball. So *John* arranged his vacation to fall on the longest home stand for the Sox. During this time he attended all of the games whether they were days or nights.

Ralph Wolff and his wife, with another couple, took a 3,700 mile trip to the Bad Lands, Black Hills, Yellowstone Park, etc.

Bill Washau and his wife took a flying trip to (this is correct) Truth or Consequences, New Mexico. He visited his friend (formerly from Devon and now retired) Walter Naumann, at present a farmer, with the help of irrigation. Bill found it can cost \$15.00 for a month's supply of water in restricted areas.

Now that Haddon Phillips is happily married, he is looking forward to his grand-children.

Some time ago a stray fox terrier pup strayed into the train room. And when Lou Lesko spotted him, he instructed John Chapp to keep his eye on the dog until he finished work. John kept the pup safe for Lou who now has an offer from John of a case of dog food if he can be the sponsor of the pup. The dog's name is Lulu-Bell.

—JOE KLEIN

TRANSITAD

FOR SALE—Gas space heater, 65,000 B. T. U. 1952 Model. Call Frank Martello, EVerglade 4-2068.

TRANSITAD

FOR SALE—Summer uniform, size 37. Winter uniform and overcoat, size 38. Also ten new blue shirts, size 14½-4. Very reasonable. Call Natalie Phillips at JU 8-5499 after 7 P.M.

CHIEF MORF



WHILE spending his vacation at Wisconsin Dells, Alfred G. Morf, chief estimator, Electrical, attended an Indian powwow ceremonial and had this picture taken with the Indian headgear.

Reported by Gilbert Andrews

Mounted Fish Belies All Doubt

ELECTRICAL—Operator Norbert Rolnicki, of Lill substation, vacationed at Lake Lac Court Orielles near Hayward, Wisconsin. Caught a lot of fish, but his biggest thrill came when he caught a small mouth bass, 22 inches long and a girth of 15½ inches. It is now in the process of being mounted.

Arthur E. Sandberg, design engineer, is a proud daddy of little Beth Christine who recently arrived. Kenneth Mikota, testing engineer, is happy over the arrival of Karen Lee, their first child. Joseph Siegal, testing engineer, was presented a baby girl on July 2. Her name is Renee Adelle. Chester Cudek, operator at 40th street, is rejoicing over the arrival of a little girl on July 30, which makes it two boys and one girl in their home. Herman Smith, draftsman, announced the arrival of little William Otto on July 25. The climax at this writing is the arrival of little Cheryl Ann who arrived at the home of Edward Meres, sub-station utility man, on July 17.

Sympathy is extended to Bruno, Florian and Harry Czanstkowski who sustained the loss of their father on July 10. Also condolence is extended to operator John O'Donnell in the recent loss of his father.

Denis Shannon, chief operator of 63rd, motored to Florida. He spent some time in Miami and then traveled via plane to Cuba, where he hired a car and did considerable sight-seeing.

Hard to Believe

A card was received from Gilbert Vachet, chief operator of Van Buren, postmarked "Los Angeles." Quote: "Having a terrible time out here. Wish I were back to work. These beautiful women just won't let one alone." Clyde McMakin, chief operator of Robey, advises that he traveled some 6,000 miles via train and automobile. Toured the west coast from Seattle to Catalina Island and then down into Mexico. He also felt the tremor of the recent earthquakes. Chief Operator Harry Geier, of Homer, enjoyed his stay at Pelican Lake, Wisconsin. Machinist David Van Dreese motored to the sunny south and spent sometime at Miami Beach. He came back with a good coat of tan. Max Drafz, chief operator of Calvary, enjoyed his rest and fishing at Three Lakes, Wisconsin.—GILBERT E. ANDREWS

Bait Must Have Been Substandard

GENERAL OFFICE (1165)—(Specifications)—Charles Ricker, telling about the 'big ones' that got away while he was fishing at Woodruff, Wis., had this to say, "I believe my bait just wasn't up to specifications."

Our sincere sympathy to Jack Larkin whose brother and sister-in-law Dr. and Mrs. Leo Larkin, were fatally injured in an automobile accident on August 24 when returning from Wisconsin.

Real Thrift

A 1933 World's Fair post-card was sent to co-workers by George Adams who spent his vacation at home in Glen Ellyn. "There's a thrifty guy for you," said Lee De Sutter as she took off for Sisters Lake, Michigan. An eye-witness—Helen Doherty by name—who spent a week-end at the DeSutter cottage, reported that Lee had been taught the art of preserving fruit and had become so enthusiastic about it that she just about canned every peach, apple and tomato in the whole State of Michigan.

JoAnn Kennebec will be Mrs. Nick Spanos when we read this issue of "Transit News." The ceremony was September 6 at Our Lady of Lourdes Church.

Lillian Skora enjoyed vacationing in the Smoky Mountains while Colleen Dunne travelled to California.

Virginia Baldwin motored to North Carolina with Colonel and Mrs. Edward Blair and then left for a trip to Cape Cod, Mass.

(Employment) Marilyn Christian and Frank Krautsak (former CTA man) have completed arrangements for their wedding which will take place at 11:00 A.M., October 18, at St. Bartholomew's Church—Addison and LaVergne. Peggy McIntyre of John Blare's office will be the maid of honor. Emily Krautsak, M. & S., with Virginia Pucetti, who recently resigned from Classification, will be bridesmaids.

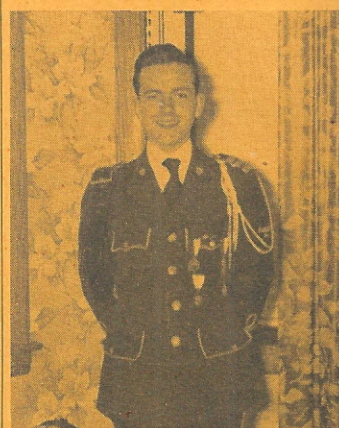
Newcomers in Employment are Marie Kearns and Bill Kurtz.

Art Stahl spent his vacation fishing in Minnesota while L. B. Herrin motored through Pennsylvania and New York.

(Job Classification) Anne O'Zahumansky visited the Shrine of St. Anne, in Quebec, and other interesting places in Canada.

Jim Carney attended the American Legion Convention in New York after which he planned a tour to Mexico.

YOUNG MUSICIAN



"THE Spirit of Farragut" is a march composed and arranged for a full concert band by Ronald Vanek, 15-year-old son of Operator Joseph Vanek, Blue Island. The young man is a student at Farragut high school where he has been drummer with the school band the last two years. In addition, he is also drummer for the Jolly Fellows dance band.

Ronald had studied music theory and harmony less than a year under Marcel Ackermann, director of the Farragut high school band, when he wrote the march which is said to be superior to many of the published marches being played by high school bands. The feat required gift of composition and melody writing and a knowledge of the various transpositions and range of all wind instruments.

"The Spirit of Farragut" was dedicated to the school faculty and student body by Ronald who conducted the march at a recent school festival.

(Accident Prevention) June Hamilton spent a week in South Dakota, where it is said 8,000 airmen are stationed at the Rapid City Air Force Base.

John Donovan, armed with a shillelagh, spent the last day of his vacation at the annual outing of the Ancient Order of Hibernians.

(Training) Fred Burtis, Jr., travelled through Big Thompson Canyon, Colorado, where he got a tip on a good horse—to ride that is. Then, being unable to sit down, he finished up his vacation with a little trout stream fishing at Turtle Creek, Pennsylvania.

John McNamara is another student engineer welcomed to 1165.

—MARY E. CLARKE

Famous Quotations Tell the Story!

LAWNDALE—"Go west, young man, go west," said Horace Greeley. "You may expect nothing but blood, sweat, and tears," said Winston Churchill. If you do what Greeley advises and start to build a house out west you will wind up with what Churchill promises. We have this on authority from *Mike Sorrentino*, who is building in Elmhurst, *Carl Zoellner*, ditto in Villa Park, and *Emil Cairo*, who will in the future be of Riverdale.

Larry and Mrs. Fricot celebrated twenty-two years of marriage on September 4.

Do you want to know what a bus driver does on his vacation? Why he goes for a nice long drive, of course. *Joe Riha* put 3,900 miles on his Ford during a trip south, which included circling the coast of Florida and stop-overs in Louisiana.

Florida has quite an attraction for the boys this year. *Ben (Broncho) Bruhnke* and *Dink Hantson* are both heading that way, though Dink intends to spend most of his time in Louisiana where his wife's kinfolks reside.

Pete Schellenberg, an independent soul, took off in exactly the opposite direction from the rest of the boys and visited his folks in the old home town near Winnipeg, Canada. Pete says his Chevy, though old, is as game as they come, and didn't give him a bit of trouble for the whole 2,500 mile round trip.

BILL FEILER

When in Florida See Jim Bennett

LIMITS—One of our retired members from Limits who now has a home at 14th and Massachusetts, St. Cloud, Florida, sends an invitation to any of you fellows who may be vacationing in that vicinity to visit with him. So, if any of you boys are going that way, drop in on *Jim W. Bennett*. I am sure you won't forget a visit with this old timer.

Well, fellows, the stork flies again at Limits, bringing the *Marshall Turnquists* a boy, named Robert, born June 25. En route, the old bird left *Mr. and Mrs. John Connolly* a baby girl, weighing 10 lbs., 13 oz.

Felix Bronke, from Lake Minocqua, Wisconsin, said he's doing plenty of good fishing and game hunting. . . . *Elmer Milz* sent word from a dude ranch that it's plenty

rough on the saddle, but that fishing is good up near Boulder, Colorado. . . . *Sam Balog* said the Canadian wilds are a good place to get away from it all. . . . *Earl Bosworth* and wife spent three grand weeks in California.

A speedy recovery is hoped for the wife of our chief clerk, *Rog Ward*. . . . Happy retirement to *John O'Mally*, *Chuck Ritter* and *Mat Morran*.

Remember this is your column and it is up to all of you to keep it going. So let's keep the wheels rolling with those news items. Give them to one of the clerks for me or give it to me in person. Should you have any that you would like to mail to me, the address is 745 Briar Place, Chicago 14, Illinois.

—C. F. GREER

Son and Daughter Join Religious Orders

LOOP — The family of *Wilbur Holmes*, platformman is decreased by two as his daughter, *Rita*, joins the service of the Holy Ghost Mission Order at Techny, Illinois, and his son, *Wilbur*, the Franciscan Order of St. Joseph at Wilmot, Illinois.

Porter William Reynold's family became just the Mr. and Mrs. when his second daughter, *LaNore*, was married to *James McMillan* on July 13.

Eileen Shea had an enjoyable time visiting her old friend in Cranston, Pennsylvania. She also took a tour of historical Boston, then topped off the trip with an air flight back home.

Genevieve Harding vacationed in Denver and what intrigued her most was the traffic rules—no jay walking there. The picnics in the mountains and visit to the Garden of Gods rounded out her stay nicely.

Mary Jo and *George Ohensorg* took an extensive auto trip of scenic northern Wisconsin and stopped off at Madison to visit relatives on their homeward journey. . . . *Henry Hoffmeister* and family picked Wisconsin also as an ideal spot for fishing and summer sports.

Lola Meyer's ambition—to take life in a slow and easy manner—has finally been realized as she retired September 14. The best of luck is certainly wished for her by all her friends and co-workers that she has come in contact with in the twenty-four years of service.

Julia Curry and *Anita Shreiber* are getting out their old chariot and will let it take them where it will.

—EDTH EDBROOKE

Luck Was With Them!

MATERIALS AND SUPPLIES — *Anthony DiGiovanni*, stock clerk at

CONTEST LEADER



AN afternoon's catch at Pelican Lake, Wisconsin—10 walleyes and eight crappies. A five and one-half pound walleye pike caught by *Joe Nagrodski*, right, Blue Island substation, was leading in a local contest for that species when this picture was taken.

Reported by *Gilbert Andreus*

DR. A. A. SMALL DIES

DR. ARTHUR A. Small, retired medical director of the Chicago Surface Lines, passed away August 18 in Wesley Memorial Hospital.

Dr. Small was born in Toronto, Ontario, Canada, and came to Chicago in 1902. He joined the Surface Lines in 1922 and six years later was named medical director. He retired from his post in 1947. Dr. Small was 79 years old.

West Shops, and family took a 2,000 mile trip around Lake Michigan and through the Wisconsin Dells and Canada Locks. Their most exciting moment was when they had a blowout while traveling 70 miles an hour.

Those wedding bells were ringing for *Peter Duffy*, trolley tender at South Shops, and *Kathleen Lynch*, who were married on June 21, at St. Philip Neri Church. The couple honeymooned in New York. Those bells were also ringing for *George Loiacano*, stock clerk at Montrose Avenue, and *Marie Bella*, who were married at Immaculate Conception Church on September 20.

The sparkle in her eyes was as big as the sparkle on her finger when *Madeline Hickey*, addressograph operator in general office, received a beautiful diamond on July 18 from *Sam J. Finlay, Jr.*, who is employed in the Electrical department.

This year, *Larry Steffens*, stock clerk at our Skokie storeroom, vacationed in Back Porch, U.S.A.

August was the month for babies in our department and the girls predominated with *Bill Govedarica*, stock clerk at West Shops, presenting *Mary Ann*, born on August 10, weighing 8 lbs., 8 ozs.; *John Janakus*, stock clerk at South Shops presenting *Debra*, born on August 8, weighing 7 lbs., 4½ ozs.; *Eugene Kane*, laborer at 63rd Street Yard, presents *Noreen June* born on August 25, weighing 6 lbs., 15 ozs.; and *Michael Alebich*, laborer at 63rd Street Yard, became the proud father of a boy, *Michael George, Jr.*, born on August 23, weighing 7 lbs., 4¾ ozs.

A twenty-fifth wedding anniversary was celebrated by *E. Bruckner*, stock clerk at West Shops, and wife on August 31. Seven couples helped them celebrate at "Old Prague" in Cicero where they dined and danced on Saturday night. On

Sunday Mr. Bruckner surprised his wife by having the church decorated with flowers, and he presented her with a silver set service for twelve.

We are hoping that *Mrs. Charlene Davis*, typist at West Shops, isn't the first to get a scratch on the new, 1952, blue, 4-door Deluxe Dodge that she and her husband are sporting these days.

So far our fishermen aren't having much luck on their vacations. We have had complaints from *Otto Hoyer*, assistant divisional storekeeper at South Shops, and *Frank and Harold Friedl*, stock clerks at South Shops, who found no fish in Wisconsin. But *George Deuter*, stock clerk at South Shops, says he had better luck at Lake Superior.

Earl Wilcox, stock clerk at South Shops, and family visited their daughter and grandson in Trenton, New Jersey, while on their vacation.

Carl Waldmann, laborer at South Shops, vacationed in Quebec, Montreal and Ottawa, Canada. He was on a French steamer for two days and nights and couldn't understand a word of French.

Bert Long, stock clerk at South Shops, visited his daughter in Dowagiac, Michigan, and then spent the rest of his vacation painting his home. *Michael Korzeniowski*, stock clerk at South Shops, also painted his home during his vacation.

John Powell, stock clerk at South Shops, was the golfer again this year. He attended a golf tournament in Denver, Colorado, and was lucky with the winnings.

James Bittourn, stock clerk at Grand and Leavitt, and family vacationed at Spooner, Wisconsin.

The welcome mat is out to *Roy Croon*, *Joseph Newell*, and *Edward Coman*, who have transferred to our department from other departments, and our newest employees, *Kathleen McCarthy*, *Emily Krautsak* and *Kenneth Felten*. We also welcome *Henry Price*, who was transferred from revenue accounting.

Our *Mr. Guinter*, material clerk in general office, took another unusual trip for his 1952 vacation by taking an air-rail journey to several places in Europe, including England, Eire and France.

—JEAN O'NEILL

Irish Queen Takes New Title

NORTH AVENUE—Speaking of titles, *Joanne Mary Naughton* has added a new title to her list when she became *Mrs. John Neylon*. Joanne, who was Irish Queen of 1950 and

TONY JASINOWICZ RETIRES AT 70



SEPTEMBER 1 was retirement day for *Anthony Jasinowicz*, 70, after 28 years of service. His co-workers from the South Shops blacksmith shop presented him with a gift in honor of the occasion.

Reported by *Justine Janasek*

1951, is the daughter of *Operator John Naughton* and was married in St. Angela Church. They honeymooned at Mackinac Island.

Congratulations to *Operator Tom Kay* on his silver wedding anniversary. "Wonderful 25 years," says Tommy.

Instructor Bill Kennedy reports a pleasant vacation at Lake Delavan where he and his friends took over.

Operator Joe McVey drove his puddle jumper all through Minnesota and Wisconsin, making 2,500 miles without any trouble. "We had the grandest time," says Joe.

Operator Frank Braman drove to New York to see his son, who is in service, sail to Germany. He then continued to New Jersey where he visited with friends.

Congratulations to *Bill Mediema* on his 15th wedding anniversary which was celebrated last month.

Operator John Fitzgerald was a patient at Billings hospital. John has transferred to the Mart where he is working as a clerk.

Congratulations to *Instructor Eddie Wehmeyer* on his 28th wedding anniversary which was celebrated last month.

September 15 is always a big day at the home of *Joe Bork* for on this day Joe said, "I do." "Best thing I ever did," says Joe. Congratulations to the Borks on their 16th wedding anniversary.

Would like some news from the repair department. What's new, fellows? Let's hear from you.

—JOE HIEBEL

Bowling Season Gets Underway

NORTH PARK—By the time this goes to press, our bowling teams will be well on their way and will give a very good account of themselves. Let's all support our teams and have lots of fun doing it.

Bus Operator Red Lasky is on his vacation. No wonder it is so quiet in the depot in the mornings. We sure miss his hearty laugh.

Our chief clerk, *Nick Grimaldi*, came back from his vacation and the next week he had a general pick to handle.

At the time of this writing our day superintendent is on his vacation in northern Michigan. We will have more on him when he gets back.

You men that are going on vacation please drop us a card or let us know something about your vacation.

—BLL GEHRKE

The Fish Were Posted in Advance

NORTH SIDE—The shortest weeks of the year are over and, like everyone else, I'm looking forward to next year. Some of the boys covered quite a bit of territory as our "League of Nations" went north fishing. Someone must have told the fish that they were coming as no one saw any fish being brought back. *Motorman A. Bialk* went down to the Ozarks and visited *Fred Sirr* and *Harry Hardin*. He says that they are leading the life

they love and really enjoying their retirement. Mr. Sirr says that he milks their cow which is something that we all would like to see. *Vic Vitullo* got up into Wisconsin and saw *Arthur "Doc" Washo* who also is taking it easy. Congratulations to our new Night Station Superintendent, *K. L. Manaugh*, who got promoted the beginning of August. *Ray Sanford* is somewhere in the "wilds" of Florida and *A. P. "Andy" Andersen* went out to the west coast. *Angelo "Honest Andy" Bianchini* is leaving to rest up after a strenuous campaign and will be gone for a few weeks recuperating. Our softball team didn't do as well this year and finished fourth in the finals. Now that the season is all over, all you hear is, "Are you going to bowl in the Morning Glory League this year?" If you want to bowl with them get in touch with *Towerman Bill Lemke*. —C. R. BLANEY

Death Takes Roy Drysdale

SCHEDULE-TRAFFIC—We regret to announce the death of a member of this department, *Roy Drysdale*, on July 30. Roy made his start with the old CSL in February, 1925, and up until a few months ago had carried on the duties of statistician. To *John Franzen* we express the sympathies of the entire department on the death of his father on August 26. The Navy has decided to return *Tom Rice*, and the Army

GETS DIPLOMA



AT the left is *Edward Stack*, clerk and receiver, (Kedzie) receiving his diploma at a radio school in Korea. Eddie has been there since January 1 of this year. He is attached to the Second Engineers and is due for discharge sometime this November.

NO. 1 AGENT RETIRES



SEPTEMBER 1 ended a career as ticket agent that began 45 years ago for *Mary Jane Murtaugh*. She retired on pension on that date. The No. 1 ticket agent ever since identification tag numbers were assigned to agents, Miss Murtaugh worked almost the entire time on the Englewood Branch of the rapid transit.

Reported by *Julie Prinderville*

has given *Pat McStay* his discharge. So these two young men will now resume duties with this department.

Belatedly, we wish to congratulate *Mr. and Mrs. Frank Salato* on the arrival of 8½-pound *Leopold* on June 17.

VACATION NOTES: Wisconsin seems to be a favorite spot for spending vacations as we find *Bob Hengl* at Cable, *John Bennis* at Crescent Lake, and *Sol Indes* at Oakton Manor. *Andy Degrazia* has a favorite fishing spot, but he hasn't told us just where. *Ralph Tracy* inspected the farm life in Wisconsin and also did a little tour of Canada. Two others who like the looks of Canada are *Warren Littrel* and *Peter Hart*. *George Spray* tells us that Denver and Pike's Peak was his goal. *Norman Johnson* and *Phil Leahy* both went to California. *Joe DeGrazia* and *Frank Irvine* decided it was time to see the sunny south, especially Florida. *George Fisher*, *Glenn Crump* and *Bill Hodges* seem to have some attractions to interest them in Pennsylvania. We are wondering if *Al Pisors* tent leaked in the Ozarks. Points close at hand were the main interests of *George Bryan*, *Kathryn Batina*, *Laura*

Schrecke, *John Franzen*, *Al Pfeiffer*, *Michael Shanahan*, *Bill Deveaux* and *Art Langohr*. *Robert Sedlack* looked over the oil wells in South Dakota and, of course, *Ted Cowgill* went out to Oregon to count up the cattle on his ranch.

—L. C. DUTTON

It's a Tough Job!

77TH — The most difficult task known to man is writing a column without any news items.

Bill Jensen and *Joe Smith*, your reporters, are fortunate in this case because *John Edward Theis, Jr.*, "little Jet," made his initial flight into the home of *John and Catherine Theis*.

We're happy to report the return of Receiver *Bill Henderson* after a short absence and glad to see *Roscoe Wakefield*, that dynamic P.M. switchboard operator, with his earphone in place after a journey to the hospital and convalescence at home.

On the first of September, one of the finest men that ever set foot on this earth took his pension. *Bus Superintendent Terry McMahon* is now a man of leisure. We'll really miss him. —WILBUR JENSEN and JOE SMITH

Transfer from Wilson to Skokie

SHOPS & EQUIPMENT (WILSON)—Farewell to *Les Reichard* who left Wilson avenue and moved to Skokie with *George Rateike*, *August Nimtz* and *Regenia Kollis*.

B. McArthur's wife gave birth to a baby girl on August 27, weighing seven pounds, two ounces.

Foreman Patrick Halloran returned to work after a long siege of illness. . . . Congratulations to *R. Smith* and his wife on the birth of a baby boy on June 26, weighing eleven pounds, ten ounces.

He returned to work with a lot of pep—we mean *W. Ford*, foreman, who spent his three weeks' vacation in Wisconsin. . . . *Karl Raab*, *Walter Loweweke*, and *Frank Little* all met up in Wisconsin during their vacations. They really had a wonderful time together.

We see that *Bill Moser* was active in baseball again. He pitched for an Evanston team all summer long.

A welcome is extended to the new employes at Wilson avenue. They are: *D. Jenison*, *D. Akers*, *J. Garner*, *H. Curkan*, *R. Lopez*, *R. Mitchell*, *H. Skuca*, *H. Jones*, *M. Russin* and *C. McCall*.

—JERRY SCANNELL

A NICE STRING



THESE northern pike and wall-eyes were taken in Birch Lake, Minnesota, with minnows and a spinner by *Joseph Homann*, Devon.

Reported by *Joe Klein*

Skokie Stork A Busy Bird

SKOKIE—Lots of news from "Mr. Stork" lately — Congratulations to *Mr. and Mrs. Daniel Cook* on the birth of their son, *Danny Louis*, on June 30 . . . to *Mr. and Mrs. Michael Connolly* on the birth of their son, *Kevin John*, on June 28 . . . to *Mr. and Mrs. John Joyce* on the birth of twin sons. (This now makes the score in the Joyce household seven boys and one girl) . . . to *Mr. and Mrs. Chuck Hartung* on the birth of their granddaughter, *Paula Reinwold*.

Congratulations, too, to *Mr. and Mrs. Ted Wolski*, who helped deliver 8-lb. *Edw. James* to *Mrs. James Wolski*, in July.

Our best wishes for a speedy recovery to *Fred West*, who is ill in Mercy Hospital.

We have heard from *Jimmie Paolicchi* of the "big-ones" he caught up in the north woods, but to date have only seen an empty box. —DAVE GURWICH

Five Shop Men Retire

SOUTH SHOPS — No more alarm clock or time clock worries for *John Koch* (machine shop), *Frank Abramic* (machine shop), *Anthony Jasinowicz* (blacksmith), *Lee LaBarge* (car repair), and *Matt Dechon* (power house). These men recently retired.

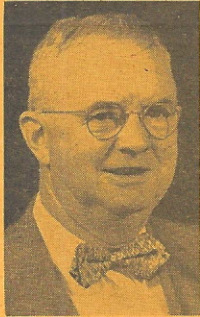
RECENT BRIDE



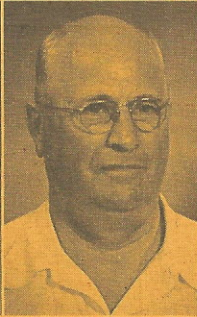
SHORTLY before her marriage to *Walter Huston* on June 21 at Vincent Methodist Church, *Doris Kutzer*, front center, was honored at a surprise shower by her co-workers in Accident Investigation. Front row, left, is *Lorraine McCarthy*, and front, right, is *Eleanor Bonk*. Standing, left to right, are *Mary Kay Rowland*, *Grace Sheahan*, *Antoinette Tortorelli*, *Marian Wilson*, *Grace Johnson*, *Julia Tullinger*, and *Mary Welsh*.

Reported by *G & M*

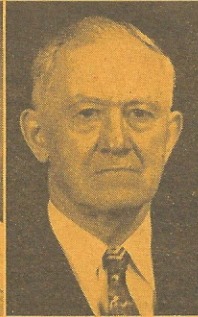
RECENTLY RETIRED CTA MEN WITH 40 OR MORE YEARS OF SERVICE



Thomas Brennan, motorman, 69th, retired August 1 with 40 years service.



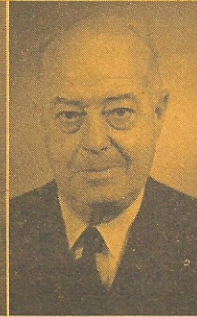
Elihu Bozarth, motorman, Southside, retired September 1 with 41 years service.



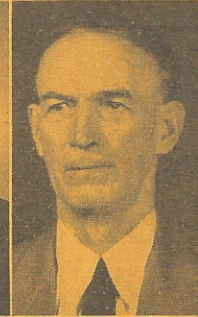
John T. Regan, motorman, 77th, retired August 1 with 41 years service.



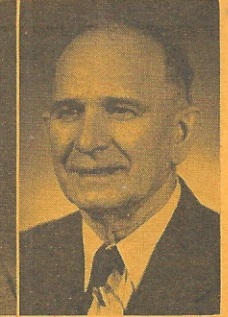
William Quinn, motorman, 77th, retired September 1 with 47 years service.



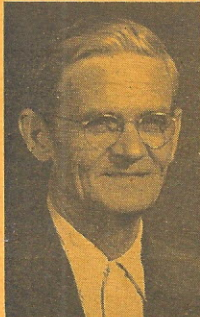
Fred Haussmann, conductor, Westside, retired September 1 with 40 years service.



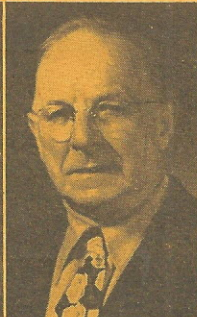
Michael E. Barnes, conductor, Northside, retired September 1 with 43 years service.



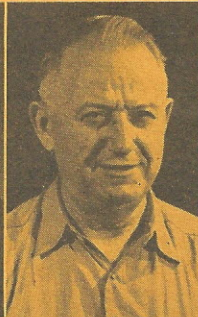
Louis C. Berndt, motorman, Westside, retired July 1 with 44 years service.



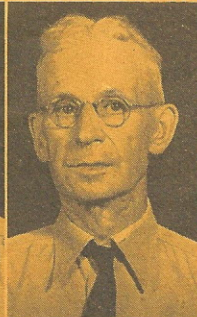
George McPheeters, conductor, 77th, retired August 1 with 42 years service.



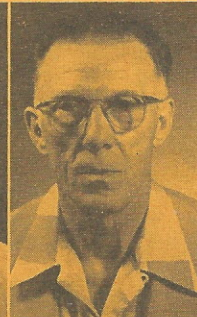
William J. Eagan, motorman, 77th, retired July 1 with 45 years service.



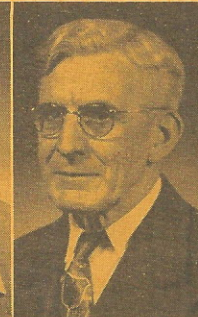
Ferdinand Troike, towerman, Westside, retired August 1 with 46 years service.



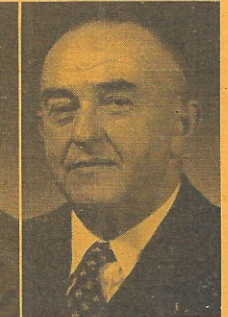
James Drinan, conductor, Devon, retired September 1 with 40 years service.



Bartley F. Page, motorman, Southside, retired July 1 with 40 years service.



William Waldron, towerman, Southside, retired July 1 with 46 years service.



John E. Hedman, motorman, Northside, retired July 1 with 46 years service.

Bill Loeser (blacksmith) and *Max Kuchan* (woodmill) took extended leaves to cross the Atlantic and visit with friends and relatives. *Bill* went to Germany and *Max* to Yugoslavia.

Wedding bells rang out on August 9 at Visitation Church for *Ed Thacker* (woodmill) and *Joan O'Brien*.

Returned from military service and back on the job are *Harold Fabricius* (bus overhaul) and *James Marren* (machine shop).

Ralph Roter (office) is getting to see the world with Uncle Sam's Army. He was stationed in Germany and now in Italy.

Mr. and Mrs. J. Moriarty became the proud parents of *Mary Kathleen*, and *Mr. and Mrs. George Drey* welcomed *Mary Ellen* into their family on June 26.

July 23 will remain a memorable day for the *Mike Rubays* (machine) for on that day their first grandchild, *Janice Ruth*, was born.

Bob Kurtz (clerk) popped a few buttons July 30 when he became an uncle for the first time.

On sick leave are *Earl Sheppard* (bus overhaul), *Ed Heinze* (bus overhaul), and *Larry Hill* (bus overhaul). Hope it isn't too long

before they are up and around again.

By the time this goes to press, the South Ship bowling league will be in full swing. The new officers for this year are *Dick Bulak*, president; *Joe Kehoe*, vice president; and *Frank May*, secretary.

—JUSTINE JANASEK and
MARY ANN YERICICH

Employees Win Safety Award

SOUTHSIDE—It is only fitting to open this column with congratulations to the employees of the South section who won a "Bronze Certificate" for Employee Safety Achievement. This is the second such award for having worked 250,000 consecutive manhours without a disabling injury.

Supervisor Hugh Kelley surely enjoys the swimming pool which he constructed on the grounds of his Flossmoor estate; it's like being on vacation all the time.

We all wish many years of happiness and wedded bliss to *Ticket Agents Edna Cottin* (Heyne) and *Ella Moran* (Rexford) who walked down the aisle and said, "I do."

Our deepest sympathy to *Towerman Charles Rummel* on the loss

of his son, and to *Clerk Charles Sasso* whose sister passed away.

A surprise party was given for *C. A. Gylling* by members of his instructing and training staff. *Mr. Gylling*, who retired June 15, was presented a beautiful television set.

A tiny bundle of joy arrived at the home of *Switchman Darrell Worker* when his wife presented him with a two pound, five ounce baby girl.

Assistant Station Superintendent Arthur G. Anderson could hardly wait until he tried out his new Nash. On the trip to the north woods and the Messabi Range his sons collected quite an assortment of stones and minerals.

A new addition arrived at the home of *Instructor John Kane*—a baby daughter.

Yours truly and family experienced a pleasant surprise when on vacation in Indiana. What could be nicer than to meet *Julie Prinderville*, Transportation reporter, who was spending her vacation at a nearby lake.

Beautiful Mayslake in Hinsdale was visited by 25 rapid transit employees, who made a retreat sponsored by Edward A. O'Hara, president of Division 308.

—LEO J. BIEN

Now, It's Even More Confusing!

TRANSPORTATION AND INSURANCE—*Mary Catherine Fahey* has become a member of the *Kay* and *Cae Fahey* clan in Pension-Insurance department. The third degree now awaits the timid soul who dares to phone and ask for "Miss Fahey." Another newcomer is *Marilyn Wargin* who still peeks around corners due to past training as a steno for the FBI. These new employees are *McClory* who transferred to replacing *Mary Miller* and *Marie* tions in other departments.

The itinerary of the vacations carried out by Pension-Insurance would put *Burton Holmes* to shame. *Mary Miller* cavorted over the hills and dales of Colorado, aboard a noble steed, surrounded with cowboys. *Nancy Eustace* and *Wilma Stancich* climbed aboard a plane for Florida, then on to Cuba to finish their vacation—and to the air once more for their trip home.

Cae Fahey, who still cannot be pried out of her new car, packed her mother and father (69th Street) in the back seat, visiting Canada and all points east. "Now, on to

"ON THE HOUSE"



WHEN John and Mary Stich dined at the Chez Parce recently it was because of Mary's alertness. She was watching the Chez Parce Supper Club Quiz television show one night and heard the question, "What movie actor's name suggests an angry insect?" She immediately called the number given and answered, "Crosby, a cross bee, Bing Crosby." In addition to the evening at the night spot with John, she was awarded several valuable prizes.

Reported by Joe Smith

the stock car races," sez Cae. Another Canadian visitor was Adene Brask, who recently returned from a visit with relatives. Terry Focht didn't have to go beyond the Wisconsin Dells to develop a bronze tan, nor Kay Fahey, who vacationed in Saugatuck. Jean Mocarski visited her folks in Mauston, Wisconsin.

Evelyn Mocerino, with her husband, tried out the trout streams in Stephenson, Michigan. Ralph Umstot and family toured the Smokies in a brand new Dodge, reporting that traffic in Chattanooga and Lookout Mountain was like State and Madison the Friday following Thanksgiving. His trip culminated in an old family reunion at Decatur.

Mary Berry's first trip to California was shrouded in tragedy. Mary's girl friend, whom she had traveled west to visit and with whom she was going to stay, was fatally injured on her way to the depot. When the confusion and grief had somewhat subsided, Mary was a victim of the chaos resulting from four different earthquakes. "Like the old lady who swallowed the spoon," said Mary, "I haven't stirred since."

Ruth Soutter, who flew to California to visit relatives, spent her

vacation on the ocean at Laguna Beach.

Willis Murbach of Training, recently center-aisled it a second time. On this occasion, when reaching the altar, he gave the hand of his only daughter, Mardelle, to James Harrison in holy wedlock.

Welcome into Transportation Carol Walsh, fresh from Good Counsel High, whose chief form of relaxation is tripping the light fantastic, mostly back at her alma mater. Wm. F. DiGioia, roller skater and baseball enthusiast, whose father has operated a bus for several years out of North Avenue station, has taken over the duties of file clerk in Transportation —JULIE PRINDERVILLE

Combine Surprise Shower With House Warming

WAY AND STRUCTURES—On August 2, quite a get-together took place at the home of Alyce Friedl, attended by all the girls in the Specification department and a few girls from Way & Structures, where a surprise personal shower was held for JoAnn Kennebec, specifications, in addition to a housewarming for Alyce to celebrate her new home in the country. The shower was a complete surprise to JoAnn.

Robert Prosser, Utility division, and his wife are going to spend their vacation in beautiful Miami, Florida.

We are sorry to hear that Nevis Bradecich, steno, is ill at home, and here's hoping that she will soon be back to work.

—VIOLET CARNES

Bill and George are Glad to be Back

WEST SHOPS—William Collins, laborer in bus overhaul shipping department, is back on the job after serving twenty-one months in the Army, eleven of which were in Korea. Bill says, "It's really rugged over there."

George Huizenga is also back on the job, in the armature room, after serving a hitch in the Navy. George says he is glad to be back home.

Tom Gibson, bus overhaul foreman, is now a grandfather. The new arrival at the home of Tom, Jr., has been named Tom III. The three Toms and mama are all doing fine.

Horace Regnier, bus overhaul shop, also has a new grandchild. This is his third, but the first girl.

Frank Irwin, jeep operator in bus overhaul, was married on Saturday, June 20, to Nina Holmes. They spent their honeymoon driving thru Indiana, Ohio and Kentucky, then back northwest to Minnesota.

Stanley Kaminski, former booth clerk in the machine shop, wrote us from Korea. Stanley says he expects a rotation leave soon and will visit Japan.

50 YEARS TOGETHER



WEDDING vows that were exchanged 50 years ago by Frank and Pauline Bochat were repeated at a mass recently at St. Constance church. Friends and relatives helped the couple celebrate their golden wedding anniversary held in their honor. Frank, who retired on pension in 1948, worked for the rapid transit for 43 years. The couple has five children and nine grandchildren.

Betty Smith, former booth clerk in the paint shop, informs us that she is now the proud mama of a big baby boy, born on July 25. The boy has been named Herman and both are doing fine.

The CTA West Shops bowling league opened the season at the G&L Alleys, 3957 Chicago Avenue, on September 2.

Received a letter from Pvt. Harry Hogan, former clerk in Mr. Hickey's office. Harry is doing squads east in Ft. Sill, Okla., and sends his best regards to all.

Since the last issue of "Transit News" the following men have taken their pensions: Carpenter Joseph Sliepk, 31 years; Carpenter John Harper, 39 years; Carpenter Anton Sitar, 39 years; Carpenter Peter DeHoog, 23 years; Painter Arthur Pistohl, 31 years; Painter Stephen Ralinovsky, 25 years; Hammersmith Thomas Bogle, 18 years; and Wireman Adolph Pflug, 39 years.

Noah Moss, old time conductor on Madison Street and later machine shop clerk at Armitage depot, paid us a visit in July. Noah is now living in New Smyrna, Florida.

When you read this, your scribe will probably be enjoying his vacation in his back yard, digging up Polish Petunias.

—TED SHUMON

JUST MARRIED



NORMA Gossage, stenographer, was married on August 9 to William Mezar at Marquette Baptist Church. She is shown here, front center, with some of her co-workers in the Claim department shortly before her marriage. The couple honeymooned in Wisconsin. Norma has resigned her position with CTA to be with her husband who is serving in the armed forces of his country

Reported by G & M

Becomes Cowgirl in Six Easy Lessons

WESTSIDE (MET) — Another lucky girl, *Beulah Fields*, went to a banquet given by the Happiness Tours and won the door prize—one week at Paradise Ranch, Colorado Springs. It is a wonderful dude ranch and Beulah became a real cowgirl. She stayed a second week.

Each summer a romance ends in marriage with the streetcar men in the lead. *A. Baxter*, a former surface line employee, now a ticket agent, and *Agent Frieda Lambert* are the happy couple. Frieda has the ring and, if you know of an apartment, just let the above know.

Wisconsin held its lure for a lot of our agents—*Kate Smith*, *Kittie Keegan* and *Leona Nelson*. *Bess Grogan* took a motor trip west. *Margaret Leighton Jurgens* is on her way to Denver with husband, son and grandson.

Sickness and accidents have hit the Met. The following agents are on the sick list: *A. Glasgow*, *M. Coyne Shiel*, *Grace LaBel*, *Goldie Gunderson*, *Laura Sullivan* and *Betty Reid*. An auto accident put *Agents Mary O'Grady*, her sister and *Agent Marguerite McMahon* in St. Francis Hospital in Evanston. Marguerite is at home, but the O'Grady girls are still there. They are all improving, but would like to hear from their co-workers.

Agents *Albert Altera* and *Kathryn Prinderville* are now both on pensions. Kathryn has taken a disability pension.

Minnie Woods, pensioner, entertained with a lucheon at Marshall Fields. Her guests were *Florence Todd*, pensioner, *Rose Woods* and *Ruth Hanson*.

Sympathy is extended to the family of *Agent Augusta (Dolly) Standard* in her death.

—KITTY KEEGAN and RUTH HANSON



"CATCH ON TO A GOOD IDEA"
YOGI BERRA

**BUY BONDS
THROUGH THE PAYROLL SAVINGS PLAN**

RECENT DEATHS AMONG EMPLOYEES

WALTER ABRAHAM, 51, retired gateman, Westside. Died 7-16-52. Employed 5-26-26.

JOHN K. ANDERSON, 81, retired flagman, Burnside. Died 7-27-52. Employed 2-1-04.

JOHN F. BENNING, 75, retired motorman, Archer. Died 5-24-52. Employed 4-2-02.

NICHOLAS BERNARD, 65, retired conductor, Kedzie. Died 7-11-52. Employed 1-18-08.

WILFRED A. BESSETTE, 30, retired station superintendent, 77th. Died 7-18-52. Employed 5-5-93.

JOHN F. BEYER, 80, retired signal maintainer, Road. Died 7-27-52. Employed 4-3-08.

ROBERT H. BINNIE, 65, retired dispatcher. Died 5-18-52. Employed 7-16-09.

ELIZABETH BONNER, 76, retired ticket agent, Northside. Died 8-9-52. Employed 9-9-18.

ADOLPH BRENER, 80, retired guard, Westside. Died 6-5-52. Employed 1-1-07.

JAMES E. BROWN, 66, retired laborer, Track. Died 6-25-52. Employed 9-11-30.

MARCO BRITCEVICH, 57, laborer, Track. Died 7-17-52. Employed 11-9-25.

JOHN BURAS, 58, West Shops. Died 7-10-52. Employed 12-14-42.

JOHN C. BUSCH, 68, retired motorman, Cottage Grove. Died 8-14-52. Employed 3-18-11.

PETER B. CONTI, 65, retired conductor, Limits. Died 8-3-52. Employed 2-10-20.

WILLIAM H. COPITHORN, 71, retired conductor, Archer. Died 7-6-52. Employed 1-14-02.

OTTO CORY, 76, retired car repairman, Blue Island. Died 7-29-52. Employed 2-5-10.

ANTHONY CRIBARI, 63, laborer, West Shops. Died 6-2-52. Employed 4-20-43.

JOHN CUNNINGHAM, 77, retired lubricator, Shops & Equipment. Died 6-4-52. Employed 9-5-06.

JAMES F. DAILEY, 61, retired conductor, Kedzie. Died 5-15-52. Employed 5-2-27.

STEPHEN P. DERENSKI, 69, retired conductor, Kedzie. Died 6-23-52. Employed 7-25-05.

THOMAS M. DILLON, 83, retired conductor, Lincoln. Died 8-8-52. Employed 4-3-00.

THOMAS DIVER, 70, retired motorman, Devon. Died 5-26-52. Employed 6-26-07.

JOHN DOLANSKY, 67, retired gateman, Westside. Died 7-23-52. Employed 7-3-28.

CLINTON A. DOWNEY, 75, retired conductor, Burnside. Died 7-1-52. Employed 5-25-99.

ROBERT DRYSDALE, 56, Schedule Traffic. Died 7-30-52. Employed 9-23-25.

BRYAN J. DUFFY, 69, retired motorman, North Ave. Died 7-24-52. Employed 2-5-24.

JOSEPH P. DURKIN, 52, clerk, Blue Island. Died 7-26-52. Employed 11-5-24.

SAM EARULLO, 65, watchman, Track. Died 7-18-52. Employed 3-9-25.

JOHN F. ERLHOFF, 78, retired motorman, 69th. Died 6-2-52. Employed 1-2-01.

BERNARD FARRELL, 69, retired motorman, 77th. Died 6-9-52. Employed 3-14-10.

CARLO FILIPPELLI, 63, watchman, Track. Died 6-3-52. Employed 7-9-43.

HENRY J. FRANTZ, 68, retired motorman, Lincoln. Died 6-23-52. Employed 9-19-13.

JOSEPH H. GALLOWITCH, 51, foreman, Archer Shops. Died 6-19-52. Employed 7-24-24.

ADDISON L. GARDNER, 86, retired attorney, Legal Department. Died 6-26-52. Employed 11-1-91.

JOHN GREENE, 57, conductor, 69th. Died 6-16-52. Employed 5-20-24.

PAUL HAUSERMAN, 62, conductor, Devon. Died 6-29-52. Employed 3-24-20.

CHARLY HEDIN, 75, retired conductor, Burnside. Died 7-3-52. Employed 7-22-01.

JOHN G. HEIM, 85, retired conductor, Southside. Died 8-13-52. Employed 8-20-08.

FRANK HENSLEY, 45, trainman, Northside. Died 7-4-52. Employed 8-25-44.

JOHN HETT, 82, retired car cleaner, Archer. Died 7-20-52. Employed 9-30-27.

EDWARD HOLAN, 52, watchman, Westside. Died 6-5-52. Employed 10-6-39.

JOHN HYLAND, 56, retired conductor, 69th. Died 7-5-52. Employed 6-3-20.

PHILLIP JOEFFREY, 56, laborer, Building. Died 6-20-52. Employed 3-22-24.

JOHN C. KAMKE, JR., 66, retired motorman, Armitage. Died 5-20-52. Employed 5-7-13.

CLEMENT KELLEY, 61, motorman, Westside. Died 7-28-52. Employed 9-25-10.

THOMAS KING, 69, retired motorman, Elston. Died 7-19-52. Employed 6-6-18.

HARRY F. KLINGENHAGEN, 67, retired conductor, Cottage Grove. Died 7-8-52. Employed 4-6-18.

CHARLES H. KNIERIM, 68, retired conductor, Elston. Died 5-25-52. Employed 7-7-11.

JOHN KNUDSEN, 71, retired motorman, Cottage Grove. Died 7-27-52. Employed 3-16-16.

FLORAIN KOZELSKI, 59, inspector, South Side Shops. Died 6-9-52. Employed 6-7-20.

WILLIAM KROSS, 55, motorman, 69th. Died 6-15-52. Employed 1-26-21.

AUGUST W. LANGE, 66, retired motorman, Armitage. Died 7-19-52. Employed 5-5-15.

JOSEPH LAURUTAN, 56, carpenter, South Shops. Died 5-30-52. Employed 3-13-28.

BELLA S. LEE, 80, retired ticket agent, Westside. Died 6-18-52. Employed 9-15-26.

FRANK J. LEONHARDT, 71, retired car cleaner, Archer. Died 5-28-52. Employed 5-7-21.

GEORGE W. LINDBERG, 47, retired flagman, Beverly. Died 7-31-52. Employed 10-30-33.

NATALE LIPUMA, 65, laborer, Track. Died 8-5-52. Employed 5-3-21.

JOHN J. LYNCH, 67, retired assistant inquiry clerk, Legal. Died 7-16-52. Employed 12-20-20.

LOUIS MATICH, 58, Limits carhouse. Died 6-28-52. Employed 10-3-10.

WILLIAM McNAMARA, 68, retired motorman, 69th. Died 8-5-52. Employed 12-30-19.

HENRY D. McQUINN, 62, retired car repairman, Devon. Died 7-12-52. Employed 11-11-21.

CARL W. MEIER, 60, motorman, 69th. Died 8-16-52. Employed 10-13-15.

JOSEPH M. MORRES, 80, retired gateman, Westside. Died 7-17-52. Employed 12-2-19.

ROSS NASELLO, 62, laborer, Track. Died 6-2-52. Employed 10-20-30.

WILLIAM F. NEURAUTER, 41, motorman, Limits. Died 6-12-52. Employed 4-3-34.

DANIEL O'CONNOR, 57, supervisor, 69th. Died 7-29-52. Employed 1-3-24.

JOSEPH J. ONIONES, 66, retired inspector, Electrical. Died 7-11-52. Employed 10-20-27.

EDWARD F. PADDEN, 77, retired conductor, North. Died 6-8-52. Employed 12-7-07.

HARRY G. PAUL, 62, janitor, Beverly. Died 8-9-52. Employed 4-6-23.

ANTON PESEK, 69, retired gateman, Westside. Died 6-20-52. Employed 12-13-27.

ALVA PIATT, 79, retired conductor, 77th. Died 7-11-52. Employed 11-26-10.

WILLIAM J. QUINN, 70, retired motorman, 69th. Died 8-12-52. Employed 1-14-25.

MATTHEW REID, 72, retired motorman, Archer. Died 7-15-52. Employed 5-23-16.

HARRY A. ROBINSON, 64, retired agent, Westside. Died 7-7-52. Employed 6-5-19.

THOMAS ROMANO, 74, retired agent, Westside. Died 6-11-52. Employed 3-12-23.

ALBERT J. ROOK, 64, watchman, Westside. Died 6-19-52. Employed 7-16-45.

CHARLES G. ROSS, 70, retired conductor, Armitage. Died 8-11-52. Employed 5-8-24.

JOHN J. RUBEY, 51, retired bus operator, Lawrence. Died 5-24-52. Employed 3-1-34.

JOHN SANDMARK, 79, retired carpenter, West Shops. Died 6-16-52. Employed 11-3-08.

JOHN C. SCHOEN, 76, retired trainmaster, Westside. Died 6-12-52. Employed 1-18-01.

WILLIAM SHAW, 54, retired supervisor, District "B." Died 7-6-52. Employed 5-1-29.

GEORGE SHEPUTIS, 74, retired car repairman, 69th. Died 7-17-52. Employed 7-10-20.

MORRIS SHURE, 78, retired motorman, Lawndale. Died 6-20-52. Employed 12-21-18.

WILLIAM SMITH, 61, watchman, Westside. Died 6-12-52. Employed 12-21-26.

DONATO STALLONE, 66, retired repairman, Laramie Shops. Died 6-21-52. Employed 2-8-15.

WILLIAM STEECE, 86, retired motorman, Kedzie. Died 8-3-52. Employed 4-1-01.

ANTON TADEJEVICH, 74, retired paver, Track. Died 7-11-52. Employed 1-16-18.

JOSEPH TANCIBEL, 74, retired laborer, Track. Died 7-5-52. Employed 11-20-22.

JAMES TOALE, 85, retired conductor, Lincoln. Died 6-8-52. Employed 8-25-97.

FLOYD B. TRIMBLE, 63, retired conductor, North. Died 7-4-52. Employed 2-17-26.

PROSPER VAN CAMPALAERE, 72, retired watchman, Westside. Died 6-16-52. Employed 10-9-13.

FRED VONDERBERG, 84, retired motorman, Lawndale. Died 8-6-52. Employed 12-4-05.

MELVIN WALKER, 58, artist, Training. Died 6-25-52. Employed 8-3-28.

MICHAEL WALSH, 81, retired motorman, North. Died 5-27-52. Employed 1-13-12.

HENRY WALTER, 65, retired watchman, Lawndale. Died 8-12-52. Employed 9-16-21.

CORNELIUS WARD, 67, retired conductor, Limits. Died 7-19-52. Employed 1-16-20.

BARNABAS J. WEITZEL, 77, retired conductor, Westside. Died 8-13-52. Employed 12-2-01.

FRED W. YAEGER, 61, conductor, 69th. Died 6-17-52. Employed 5-16-12.

JOHN E. YOUNGDAHL, 85, retired motorman, Devon. Died 6-26-52. Employed 12-31-07.

PAUL F. ZOCH, 75, retired conductor, Lincoln. Died 6-27-52. Employed 6-14-09.

OUR PUBLIC SPEAKS

Based on Actual Letters Received Recently by CTA

THE difference between a happy and satisfied rider and an unhappy one can be nothing more than a smile and a pleasant manner. And just think—it doesn't take any more time, doesn't cost a cent and it may make a regular patron out of an occasional rider. The public appreciates good, courteous service—so much that they take time out to put their thanks in writing. Reprinted here are a few letters received recently.

A school teacher who has been riding the Armitage bus for some time writes:

"Your driver No. 3045 (*Ernst Stechel, North*) is one of the nicest drivers I have ever seen. He always has a friendly, cheerful word for everyone, answers any questions in a pleasant manner and is extremely courteous in all respects. Many people actually look for his bus, since it is such a pleasure to have a cheerful, even-tempered driver. He is a credit to the CTA."

THE substitution of buses for streetcars on Chicago avenue brought this grateful letter from Miss Clara Winter, manager of the Hotel Pearson on the near north side:

"For many years the tenants of this building suffered from the screech and noise of the Chicago avenue streetcars, and for just as many years we pleaded to have a quieter means of transportation on Chicago avenue. Now we have it, and I feel that we owe the Transit Authority our thanks.

"The tenants of the Pearson Hotel are grateful for the trolley buses. They are clean and quiet and much faster than the old streetcars.

"We were so vociferous in our criticism of the outmoded streetcars that I feel now that we ought to be just as vociferous in our praise. I express to you the appreciation of us all."

A visitor to Chicago has this to say about Conductor Thomas Rice, 69th:

"A blind man who had boarded the car at the airport was asked his destination by the conductor. At the correct street your man not only tapped the blind passenger on the arm and told him it was his stop, he took him by the arm, helped him alight, and then walked him to the curb to be sure he

reached the sidewalk in safety. He hurried back to the car and the ride resumed. He also very carefully called the many streets in a clear voice as we approached them. His manner with everyone was courteous and obliging. This man made a deep impression on one who daily uses public transit lines in other large cities."

AN interesting phase of CTA's service is the chartering of buses for group convenience. Here is a letter of appreciation from the Peoples Gas Club of the Peoples Gas Light and Coke Company which used our charter service recently:

"We sincerely wish to express our appreciation and thanks for the manner in which the CTA chartered bus service performed in carrying approximately 350 of our employees to and from the Furniture Club. The buses were immaculately clean, and the supervisors and drivers were most solicitous and courteous. The CTA scored a big hit."

The drivers of these buses were: *Hartwell Johnson, Cottage Grove; Julius Szavzyk, 77th; Harold Cantrell, James Glour, Howard Barell, Arthur Maas, Roland Breus and James Lalley, Limits.*

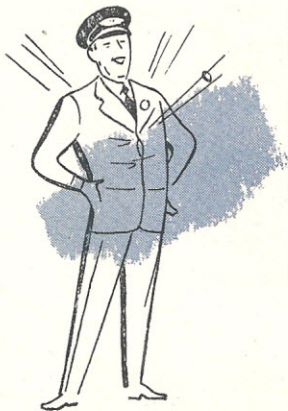
THE kindness of Operator Walter Jensky, North Park, prompted a passenger to write this letter:

"While traveling west on the Milwaukee Avenue bus, a man and his little boy crossed Milwaukee at Central. The little boy was pulling a small wagon with a toy animal in it. The toy animal fell out of the wagon in the process of crossing the street and the little boy began crying. The traffic had started, so the man was hurrying with boy and wagon, but the bus driver called to the man and motioned to him to pick up the toy so that it would not be destroyed by the oncoming traffic. To an adult person this may seem unimportant and soon forgotten, but to this small boy it was as important as though the animal were alive, and its life saved by the kindness of the driver."

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for August, 1952, and August, 1951, as well as a summary of the first eight months of 1952, compared with the same period for 1951:

	August, 1952	August, 1951
Complaints	863	949
Commendations	44	61
	Eight Months, 1952	Eight Months, 1951
Complaints	6,561	7,033
Commendations	435	456

32 CTA MEN ESTABLISH



Miles Coleman,
Lawrence



Floyd E. Murray,
69th



Edward Miller, North



Emil Vlach, Kedzie



Garrett Powers, 77th

Safety

Is Their Slogan!

FOR 25 consecutive years, the 29 CTA men shown on these pages and three whose photos could not be obtained have operated streetcars or buses through the heavy Chicago traffic without an avoidable accident involving another vehicle or a passenger. Some of them may have even operated without an accident over a longer period of time, but records have been kept only since 1927 when a safety contest was started. The men whose pictures do not appear here are *Michael Hanley*, Lawndale, and *Frank I. Smith*, Devon, both now retired, and *Anthony Granahan*, Devon.

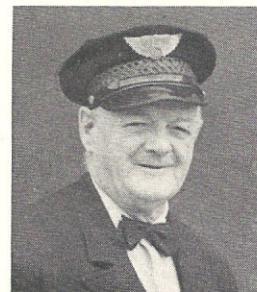
In recognition of their achievements, each of these men was recently awarded his 25th consecutive yearly honor roll card.

There were 4,303 motormen, conductors and bus operators on the Surface Division (including the above-mentioned 32) who operated the entire year of 1951 without an avoidable accident. This represented 54.5 per cent of the 7,889 men eligible for the contest by operating the full year. These men also received honor roll cards, indicating the number of consecutive accident-free years each has accumulated, ranging from one to 24.

THE 1951 ACCIDENT EXPERIENCE REPORT

DURING 1951 the total number of all types of accidents on the entire CTA system showed an increase of 0.4 per cent as compared with the year of 1950. In 1951 a total of 39,989 accident reports were received as against 39,805 in 1950.

Following is a breakdown of the various departments within the CTA system and their accident experience which indicates the degree of responsibility for the slight increase during the year of 1951.



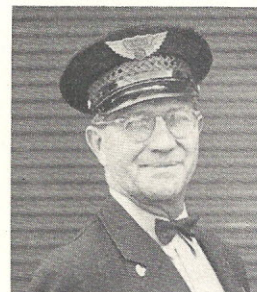
William Lawler, 77th



Frank J. Madock,
North Park



David Sax, Kedzie



Paul Burandt, 69th



August Johnson,
North



Kasper Hannema,
Lawrence

Transportation

Total accidents for the combined operations of the Surface and Rapid Transit systems in this department increased 0.8 per cent during 1951 over 1950.

The Rapid Transit system had a decrease of 12.7 per cent. The Surface System's increase of 1.9 per cent occurred for the most part during the months in which bad weather was experienced, resulting in a final figure of 686 more operating accidents in 1951. Although there was a decrease of 4.1 per cent in miles operated and 5.8 per cent in passengers carried, there was also an increase in exposure due to a 1.0 per cent rise in traffic volume on the city's streets.

A decrease of 3.5 per cent in employe injuries for the combined Surface and Rapid Transit systems was an excellent record, considering that during the previous year of 1950 there was also a decrease of 14.6 per cent over 1949.

25-YEAR SAFETY RECORDS



William Balling,
77th



Harry Hewitt, 77th



Thomas Galvin,
Kedzie



Adam Jacobs, 77th



Herbert Schomer,
North



Peter Sitkiewitz,
Kedzie



John J. Maloney,
69th



John Eckmann,
Devon



Patrick J. Conlon,
69th



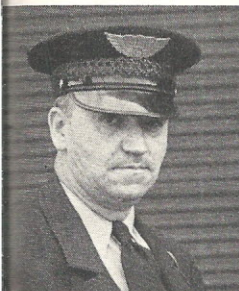
Herman Wirth,
Devon



Maurice Fitzgerald,
Cottage Grove



John P. McCune,
77th



Charles Powers, 69th



Nicholas Schubert,
77th



William J. Walsh,
77th



John Holly, Kedzie



John McGrail, Kedzie



John J. Durkin, 77th

Shops and Equipment

During the year 1951 there was a total of 720 employees injured, compared with 721 for 1950. The lost-time injuries numbered 232, which was a decrease of 8 over 1950. The days lost due to these injuries, however, increased 10.8 per cent.

Way and Structures

Injuries to men in both the Surface and Rapid Transit divisions of this department during 1951 totaled 293 as compared to 323 for 1950, a decrease of 9.3 per cent. The days lost also decreased 43.2 per cent. There were no fatalities in 1951 as compared to two in 1950. The number of men struck by CTA equipment and by private vehicles decreased from 19 in 1950 to 13 in 1951.

Electrical

A reduction of 9.5 per cent was shown in the number of lost-time injuries and a decrease of 32.5 per cent in days lost due to these injuries.

Very satisfying decreases were made in injuries due to electric shocks and flashes. Although eye injuries were not too severe in 1951, the increase in number of injuries indicates that emphasis should be placed on the importance of wearing goggles.

Material and Supplies

Employee accidents decreased from 35 in 1950 to 32 in 1951. An excellent improvement was shown by a 93 per cent decrease in the number of days lost.

There were less accidents due to loading and unloading as well as cuts and bruises while handling material. This better record very likely was the result of instruction given to men on the proper handling and lifting of material.

TRANSIT IN THE NEWS

Financing Set for More New Equipment

FINANCING of the purchase of 300 additional modern, all-metal elevated-subway cars and 100 motor buses was arranged during July by Chicago Transit Board. These additions to the CTA's fleet of 2,815 recently purchased modern cars and buses will cost an estimated \$15,000,000.

The 300 new elevated-subway cars will be used to operate the rapid transit subway extension now being built by the City of Chicago in the median strip of the Congress Street superhighway. Both the Douglas Park and Garfield Park rapid transit routes, which will operate in the superhighway median strip extension of the Milwaukee Avenue subway, are to be completely equipped with these new units.

Financing of the purchase of this new equipment was accomplished by the Board's acceptance of a proposal by John Nuveen and Co., investment bankers. This concern already has had a leading part in the CTA's equipment modernization program. It provided the major part of the financing for 1,099 modern cars and buses, costing approximately \$23,000,000, by purchasing equipment trust certificates issued by the Authority and re-selling them to private investors. The forthcoming purchase of 300 elevated-subway

cars and 100 motor buses will be financed in the same way.

Plans and specifications for the new cars and buses have been prepared, and bids will be sought during October. The delivery schedule will be subject to the nation's commitments for defense, but it seems reasonable to expect that deliveries of the new equipment will begin within a year after placing the order.

With the delivery of these 300 elevated-subway cars, only 200 more units will be required to give the Authority a rapid transit system completely equipped with all-metal cars. Modernization of surface equipment has moved at a faster pace. Only 250 additional modern buses are now required to enable the Authority to retire the last of its old red streetcars. Methods of financing the purchase of these additional cars and buses are being considered.

Already CTA has spent about \$70,000,000 for new equipment and other modern facilities essential to improved local transit service. This total will now be advanced to more than \$85,000,000, which puts the CTA's 10-year, \$150,000,000 modernization program on schedule.

RECENT APPOINTMENTS

IN a bulletin issued by *T. B. O'Connor*, general superintendent of transportation, and approved by *W. J. McCarter*, general manager, *R. W. Sanford* was named assistant station superintendent and *K. L. Manaugh* was named night station superintendent of the North Side "L" section. Both appointments became effective August 1.

Supervisor Gagler Doffs Uniform "With Regret"

EACH CTA employee, on retirement, receives a letter from *Walter J. McCarter*, general manager, thanking him for his loyal service and wishing him health and happiness in the years ahead.

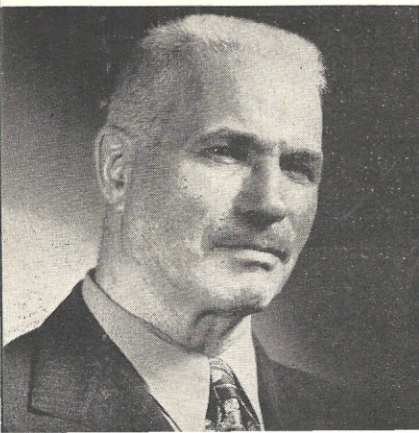
In acknowledgment of such a letter, *Emil Gagler*, who retired July 1 as a District "C" supervisor, wrote the following to Mr. McCarter:

"Thank you for your thoughtfulness in writing me relative to my recent retirement.

"I have always been grateful for the opportunity to serve such a fine organization, have been grateful to the management which over the years has improved and simplified the transportation network. In my small way I have tried to cooperate, tie in loose ends that arose in the sector in which I was working, keep things moving. It has been a privilege, and a fascinating picture, to watch the changes over the years, and a good deal could be said and written about this.

"The uniform which I wore proudly for forty-five years has been laid aside with a good deal of regret. Nevertheless, I am happy to receive the recognition of service that has been accorded me and hope to spend the "going out" years in ways that are profitable to the heart and mind.

"I salute the men who are gone, whose friendships I have enjoyed. I salute the men who are still here and giving of their best.



"The CTA can always count on my complete loyalty, and for you, personally, I wish every success your gallant and unstinting effort deserves."

PENSION PLAN CHANGES

BASED on negotiations with employee representatives, Chicago Transit Board, on June 18, revised and extended the Authority's employee pension plan, which was approved by the employees at referendums.

The present pension plan, which resulted from arbitration proceedings in 1949, was extended from June 1, 1952, to and including December 31, 1955.

Under the revisions approved, the present contributions by the Authority and employees, at five per cent and two and a half per cent of employee earnings, respectively, are to be continued through 1952. Beginning January 1, 1953, the Authority's contribution advances to six per cent, and employee contribution to three per cent; and for 1954 and 1955, to seven per cent and three and a half per cent, respectively.

The revised plan is continuous for three-year periods, beginning January 1, 1956, unless revised by agreement or arbitration. Authority contributions to the pension plan, now approximating \$3,325,000 a year, will advance to approximately \$4,000,000 for 1953 and to approximately \$4,650,000 for 1954 and 1955.

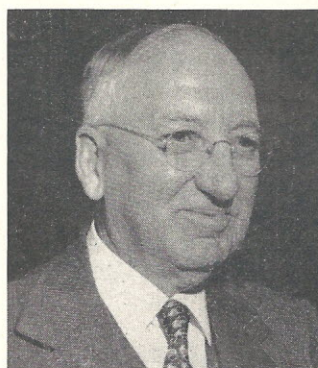
The minimum age for voluntary retirement, formerly age 55, was raised to age 58, but the age for regular retirement remains at 65. Those who retire at age 65, after 20 years of service, receive pensions, based on earnings, of a minimum of \$75.00 per month.

The pension plan applies to all employees of the Authority, most of whom are represented by Divisions 241 and 308 of the Amalgamated Association of Street Electric Railway and Motor Coach Employees of America.

QUICK ACTION SAVES A LIFE

ON July 16 *Stanley Lukaszewicz*, right, third helper, Electrical department, was working near Ridge avenue in Skokie with *Sam Gaffin*, also a third rail helper. Gaffin was "shimming up a rail chair," a support under the highly charged power rail, when the center embankment gave way, causing him to lose his balance. His body fell across the power rail with his left hand touching the running rail. Stanley quickly grabbed a four foot wooden two-by-four and pried Gaffin off the rail. Seeing the victim was still breathing, Stanley picked him up, carried him to a nearby telephone and called an ambulance. Within 12 minutes after the accident happened, Gaffin was in St. Francis hospital, Evanston, where he recovered from shock and severe burns.

RE-ELECTED CHAIRMAN

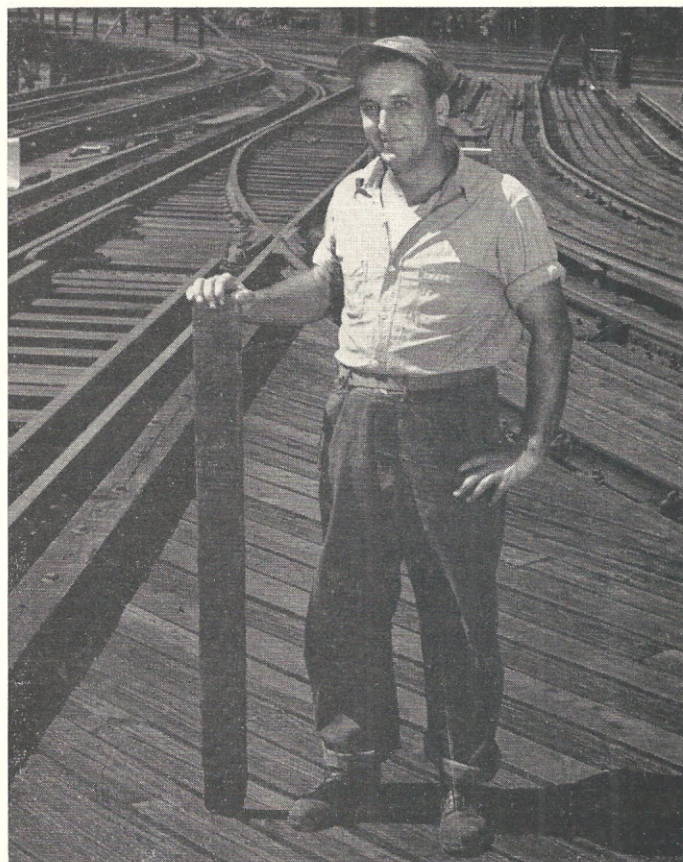


RALPH BUDD was re-elected chairman of Chicago Transit Board on his 73rd birthday, August 20.

He was appointed a member of the Board by *Mayor Martin H. Kennelly* on May 25, 1949, and elected chairman effective September 1 of that year.

During his term of office, Chicago has witnessed the greatest era of transit equipment and service modernization in the city's history. Largely through his efforts, financing was arranged for the purchase of a big portion of the 2,815 new vehicles now in service and 400 additional units soon to be bought as well as other modern facilities installed by CTA in its modernization program.

Under Mr. Budd's guidance, Chicago Transit Authority is making arrangements to purchase the Chicago Motor Coach Co. to complete unification of Chicago's major local transit facilities. (See page 22).



CTA to Buy Chicago Motor Coach Company

RALPH BUDD, chairman of Chicago Transit Board, announced on August 20 that an agreement had been reached for the purchase of the Chicago Motor Coach Co. at a basic price of \$16,500,000. The price is subject to adjustments which have principally to do with changes in assets between June 30, 1952, and the date of transfer of the motor coach property.

The Board has retained five financial firms, Harris Hall & Co., First Boston Corporation, Blyth & Co., A. C. Allyn & Co., and John Nuveen & Co., to advise and assist in marketing a \$23,000,000 bond issue to pay for the bus company and for other improvements. Each of these firms will receive a \$20,000 fee.

In addition to taking over the motor coach service routes, 595 buses and other property, the agreement provides that employees of the Motor Coach company will also be taken into the CTA organization with present working conditions and pension benefits. The latter provision is a requirement of the state law, and the approximately 1,200 employees will be needed by CTA.

The date of actual purchase depends upon when CTA obtains the necessary funds. The completion of the sale must await marketing of the bonds at competitive bidding. Bids will be opened at 10:00 A.M., Tuesday, September 30.

When the transaction is completed, Chicago will have its first fully unified transit system, a goal which has been many years in the making.

Unification has these advantages for every local transit rider, every Chicagoan, and every business enterprise:

Every neighborhood, every community will be linked by a single, modernized local transit system. The universal transfer system will actually become universal in operation. Speedy completion of the remainder of the current equip-

ment modernization program will be assured. There will be equitable distribution of the cost of local transit among ALL local transit riders.

Transfers Now Carry Facts About Chicago

TO help promote a better understanding of Chicago's leadership in the cities of the nation and the world, information has been obtained from the Chicago Association of Commerce and Industry which is appearing in a series on the reverse side of CTA transfers.

These statistical data bring out such facts as Chicago being the marketing capital of the nation, the transportation heart of America, the air hub of the nation, leader in farm machinery production, world leader in meat processing, America's number one convention city, a great inland port, a leading retail center and the wholesale center for 21 mid-western states.

These items are all written in brief, understandable form to help make Chicagoans and visitors conscious of the greatness of our city.

New CTA Map Issued

A NEW CTA System map folder was recently prepared by the Public Information department. The folder, attractively printed in blue and black on white paper stock, carries an up-to-date map of all CTA routes, a condensed directory of Chicago streets, lists bus and streetcar routes by name and number and rapid transit routes by name. It also lists headway intervals on lines operating "owl" service and contains general data about charter service, lost and found and telephone information service.

This folder was made available to all operating employees by distribution through the Transportation department. Copies of the folder were also supplied to hotels, libraries, railroad, bus and airline depots and travel agencies. In addition, all CTA elevated and subway agents were given a supply to handle requests from patrons.

Any employee who desires a copy of this new folder can secure it by telephoning or writing the Public Information department, Room 742, Merchandise Mart.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JULY 1952 AND 1951, SEVEN MONTHS AND TWELVE MONTHS ENDED
JULY 31, 1952

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

	1952	1951	Period Ended July 31, 1952 7 Months	12 Months
Revenues	\$9,132,698	\$ 8,557,441	\$66,003,868	\$114,054,619
Operation and Maintenance Expenses	7,833,897	7,671,100	57,475,166	99,285,777
Available for Debt Service	1,298,801	886,341	8,528,702	14,768,842
Debt Service Requirements:				
Interest Charges	318,003	318,003	2,226,233	3,816,250
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1)	83,333	—	83,333	83,333
Deposit to Series of 1947 Bond Reserve (Note 2)	107,000	107,000	749,000	1,284,000
	508,336	425,003	3,058,566	5,183,583
Balance Available for Depreciation	790,465	461,338	5,470,136	9,585,259
Provision for Depreciation—Current Period	730,616	625,000	5,280,309	8,405,310
Balance (Note 3)	59,849	163,662 *	189,827	\$ 1,179,949
Accumulated Deficit in Depreciation:				
To End of Previous Month	—	888,238 *	61,778 *	
Balance available (A) for Reserves for Operating Expense and Municipal Compensation; and (B) for Modernization (Note 3)	\$ 59,849	\$1,051,900 *	\$ 128,049	

NOTES:

- (1) Equal monthly installments to retire \$1,000,000 principal amount of Series of 1947 Revenue Bonds on July 1, 1953.
- (2) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purpose are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and \$1,051,900 of the \$1,179,949 balance available for the twelve months ended July 31, 1952 was applied to cover prior period deficiencies in deposits to the Depreciation Reserve Fund. Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve Fund and Operating Expense Reserve Fund.

* Red Figures

PASSENGER STATISTICS

Total Revenue Passengers	51,560,915	57,565,185	399,369,278	695,414,510
--------------------------------	------------	------------	-------------	-------------

STATUS OF EQUIPMENT MODERNIZATION PROGRAM As at July 31, 1952

Purchased and placed in service under Modernization Program:

Diesel Buses	169
Gas Buses	731
Propane Buses	551
Trolley Buses	559
El-Subway Cars	204
P.C.C. Streetcars	600
	2,814

Purchases under Consideration:

El-Subway Cars	300
Motor Buses	400
	3,214

TO THE Ladies

... from JOAN

IT'S an unpleasant thought but not unlikely that you have the makings of a fire right in your home. And you can so easily eliminate the chance of one starting by just a few precautions.

Many conflagrations in homes start in closets, attics and storerooms, so, when you're storing clothes away for the winter months, pay particular attention to those areas; it might just save the fire department a trip out to your house. Your attic should be free from rubbish which would feed a fire starting around the chimney or on the roof. Any rags saturated with oil, turpentine or alcohol

may ignite spontaneously, so destroy them after use.

Here are some other tips that will eliminate any fire hazards: Heads of oil mops should be removed from the handles and stored in individual metal cans. Electric cords hung over thick pegs will not chafe or kink the insulations on the wires; be sure to replace the worn cords. Home dry cleaning is an economy trick, but should be undertaken only under proper conditions. Keep cleaning fluids away from open flame, avoid friction in rubbing materials and keep the room in which cleaning is done well ventilated so that fumes will not cause an explosion. And, as a final word of caution, please have your heating equipment—furnaces, etc.—checked.

Ten Baby Gifts to Knit and Crochet

WHAT you want to make for the new baby depends on how much time you have—baby things are all so much fun to make. Here you have ten ideas to choose from; dainty edgings to add to a tiny dress and slip, a crocheted bib decorated with laughing bunnies, a colorful clown to crochet, filet crochet animal insertions for crib sheet and pillow slip, a knitted bottle warmer with floral trim and knitted



soakers, an afghan in crocheted blocks, a crocheted bunting, crocheted three-piece baby set and a diagonally striped knit cardigan.



Colonial Afghan

THIS afghan looks like a big undertaking but actually it is fine for pick-up work since it's made in separate pieces. All the colors of the rainbow glow in this lovely old afghan, crocheted in easy-to-make pattern which has been a favorite with afghan-fanciers for many years. Each row in the colorful blocks is worked in a different color of lightweight yarn, then each block and the entire afghan are bordered in black.

Direction leaflets for crocheting the colonial afghan and the baby gifts are available to you without charge. Write Women's Editor, CTA TRANSIT NEWS, Box 3555, Chicago 54, Ill.

Easy Bran Bread

1/4 cup shortening 1 1/2 cups milk
1/2 cup sugar 2 cups sifted flour
2 eggs 5 teaspoons baking powder
2 cups all-bran 1 teaspoon salt

Blend shortening and sugar thoroughly; add eggs and beat well. Stir in bran and milk. Let soak until most of moisture is taken up. Sift flour with baking powder and salt; add to first mixture and stir only until combined. Spread in greased loaf pan (9 1/2 x 5 1/2 inches) and bake in moderate oven (375°F.) about 45 minutes.

Yield: 1 loaf (9 1/2 x 5 1/2 inches).

Quick Recipe Makes Bread Baking Easy

TIME was when Grandma baked bread just once a week because it was such a long and difficult job. But with our modern recipes... and modern ingredients... you can now bake bread while the potatoes are boiling.

For instance, in the easy bran bread recipe below, a moist, wholesome bread can be made in a few simple steps. The flavor-giving ingredient is bran cereal. Bake in just 45 minutes and bring to the table steaming hot. If there's any left for breakfast, toast and spread with butter—or jam.

The time has come to get **FIGHTING MAD** about TRAFFIC ACCIDENTS in Chicago!

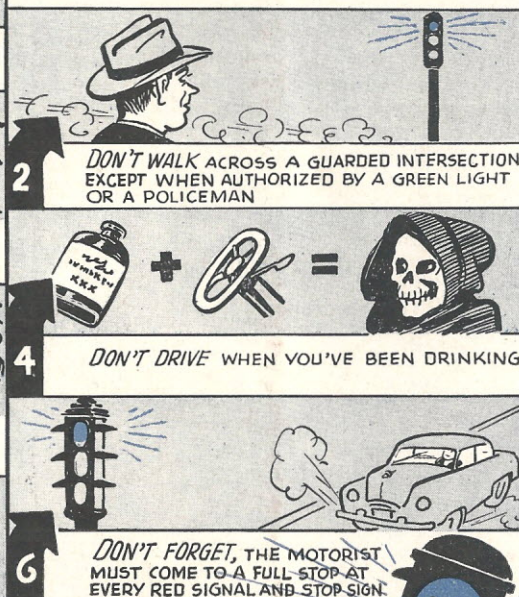
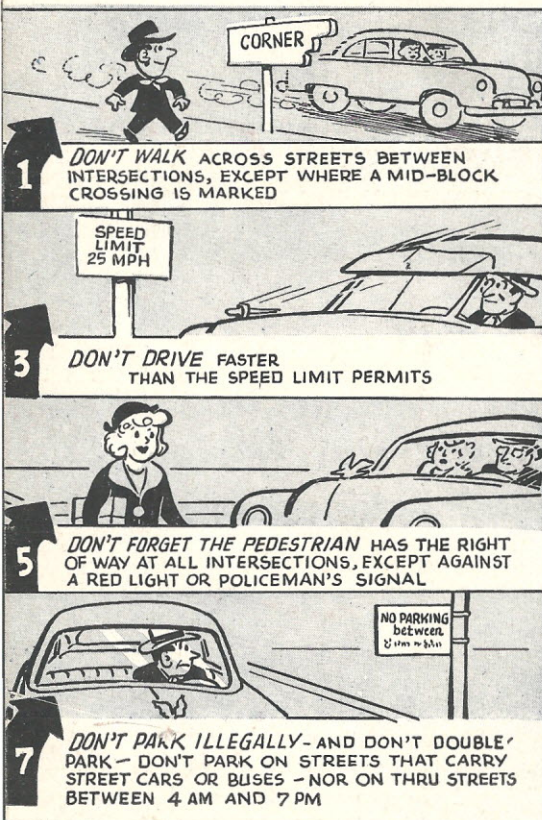


Let's face it! We are working . . . living . . . raising our families . . . in one of America's most dangerous cities! It's time to band together—for our own good! It's time to do something to make Chicago streets safe—for walking and for driving!

ON this theme a "Crusade for Traffic Safety in Chicago" was launched in August by the Citizens Traffic Safety Board in a continuation of its educational efforts to reduce the terrific toll of 27,702 persons killed or injured in traffic accidents during 1951. The cost of all this death and destruction was approximately \$100,000,000, built up by hospital bills, property damage, higher insurance premiums, lost time and lost business.

The CTSB, a non-profit, non-political group of citizens of Chicago, of which Howard L. Willett, Sr., is chairman and Franklin D. Sturdy is director, is using newspapers, radio, television, billboards, posters, "L" girder banners, car cards, leaflets, pledges for school children, blotters, pay envelope stuffers, commuter train seat leaflets, screen door stickers, taxi bumper cards, lapel buttons; building, lobby, store window and plant bulletin board displays; and truck, automobile, blue jean, school book and bicycle decals to make Chicagoans conscious of the traffic problem and teaching ways of combatting it.

The city's laws for the protection of drivers and pedestrians have been reduced by the CTSB to seven simple traffic rules:



JOIN ... YOUR FELLOW CITIZENS
IN THIS VITAL SAFETY CRUSADE!

IT COSTS YOU NEITHER TIME NOR MONEY
TO DO YOUR PART. ALL IT CALLS FOR IS YOUR
COOPERATION IN LEARNING AND OBEYING THE
ABOVE SIMPLE TRAFFIC LAWS!

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

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

