



TRANSIT NEWS

MARCH, 1953



TRAINS WITH BRAINS
(See Page 3)



THE first to see what was inside the mysterious safe, built inside a vault at 1165 North Clark street, were, left to right, **Harold W. Busch**, superintendent of buildings, Way and Structures Department, and **Charles E. Keiser**, management assistant in charge of personnel. Holding the flashlight is **Adam Hager**, the professional "safecracker" who opened the safe which had been locked for almost 50 years.

WHEN the door was opened, out came cancelled stock certificates, cancelled checks, expired insurance policies and old employment contracts between individual employees and the management of the Chicago and Jefferson Urban Transit Co., which existed in Chicago around the turn of the century.

These documents were found in an old safe, around which a vault had been built, in the building at 1165 North Clark Street which will soon be vacated and sold by Chicago Transit Authority. The building was formerly the headquarters of the early Chicago traction baron, **Charles T. Yerkes**.

It is estimated by old-time Surface employees that the safe had not been opened since about 1905, and its contents were unknown to present personnel, although several "wild" guesses were being aired.

A professional "safe-cracker," **Adam Hager**, an employee of the Mosler Safe Company, removed the aura of mystery by opening the safe in about 15 minutes. First, he drilled a hole and then proceeded to pick the combination through the hole.

OLD DOCUMENTS

Come To Light . . .

IN opening the long-closed safe in the CTA building at 1165 North Clark street, the first step was to drill a hole beside the tumbler mechanism. **Adam Hager**, an employee of the Mosler Safe Company, then proceeded to pick the combination through the hole. The opening job was completed in about 15 minutes.



OLD documents in the safe, which was opened on February 18 for the first time in nearly 50 years, consisted of cancelled stock certificates, cancelled checks, expired insurance policies and employment contracts between individual employees and management of the Chicago and Jefferson Urban Transit Company. Reproduced here is a stock certificate, issued by that concern, for 100 shares of \$100 each to **Chas. T. Yerkes**, the early Chicago traction baron. This particular certificate was dated March 8, 1899, and was signed by **J. Owsley**, secretary and **Le Grand W. Perce**, president. Other stock certificates found carried dates as far back as 1891.

Even though the doors had been tightly closed for almost 50 years, the papers inside the safe were heavily coated with dust and dirt.

Recent CTA Additions To the Armed Forces

Patrick F. Egan — Shops and Equipment (77th)

James A. Martin—Transportation (77th)

Chester F. Nehls—Transportation (North)

James E. Ohse—Transportation (77th)

F. R. Porcaro, Jr.—Shops and Equipment (Limits)

Frederic Stoehrman — Shops and Equipment (Skokie)

Joseph V. Tunzi—Electrical

Returned from Service

Michael J. Fahey — Shops and Equipment (Logan Terminal)

Rutledge H. Fleming, Jr. — Transportation (Westside)

John N. Friedman—Transportation (Westside)

James J. Gallagher, Jr.—Accident Investigation

Patrick I. McCanney—Material and Supplies (South Shops)

Michael McGuinness — Transportation (North)

John P. Meade—Transportation (Beverly)

Albert N. Rakestraw — Transportation (Southside)

VOLUME VI

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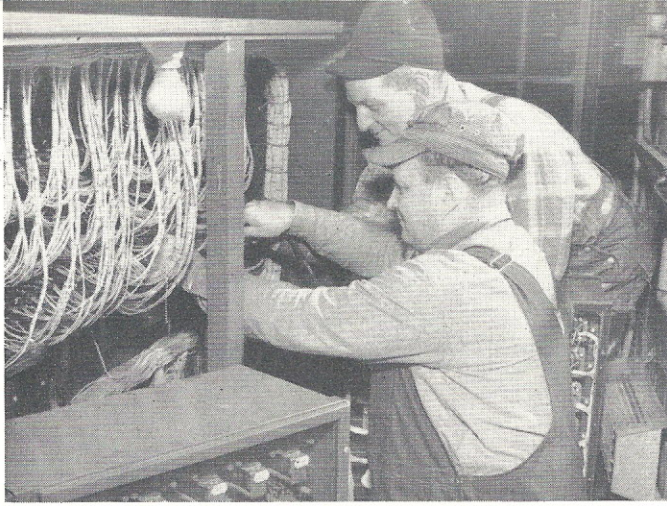
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COVER—AUTOMATIC control of switching and train movement through the "diamond" crossover was recently inaugurated at the Congress Street Terminal of the Dearborn Street Subway. Instrumental figures in the conversion operation, **M. Thomas Nolte**, signal foreman, left, and **Alfred B. Heyes**, assistant engineer of signals, check the master interlocking control machine.



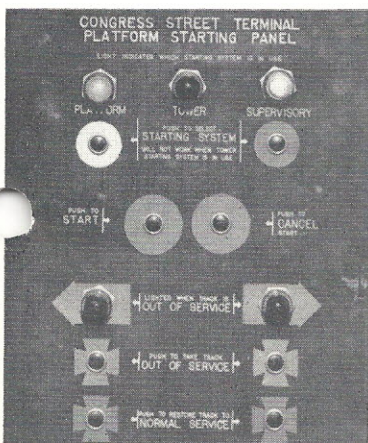
INSTALLATION of a wide variety of relays and other electrical line supervision equipment was necessary to convert the interlocking plant to automatic operation. Two of the seven-man crew which handled the job, *Harold Koeppe*, interlocking maintainer, front, and *John Koepke*, interlocking helper, are shown working on some of the relays in the interior of the master interlocking control machine.

AUTOMATIC control of the switching and movement of subway trains in and out of the Congress Street Terminal of the Dearborn Street subway was inaugurated February 23, 1953. The automatic operation—the first of its kind in this area—is controlled by means of a modern signal and interlocking system.

Installation of a wide variety of relays and other electrical line supervision equipment was necessary to convert the interlocking plant to automatic operation. Major portion of the installation and conversion work was performed by the Signal section of the CTA Electrical Department at an approximate total cost of \$15,000.

Under the new arrangement, movement of subway trains through the “diamond” crossover in and out of the Congress Street Terminal can be controlled on the fully automatic basis by positioning of a single master control lever.

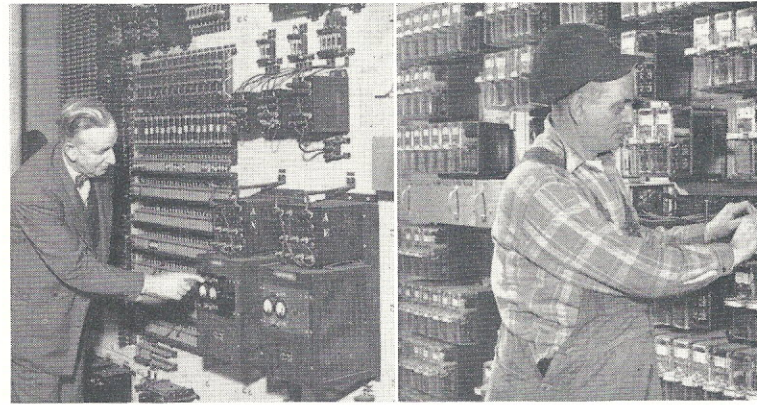
The master interlocking control machine, which houses the control lever, also features a combined track diagram board and control panel. Illuminated indications on the track diagram board show the location and progression of trains, beginning at Jackson Station, through the terminal area. Automatic selection of routes and clearing of switches and signals by the interlocking control machine is accomplished through a “preferred berth” system, which functions through the operation of the trains themselves. Movement of trains is handled on a “first in-first out” basis.



This auxiliary platform panel can be used in an emergency to give train motormen their starting signals.

TRAINS WITH *Brains*

(Or So It Seems)



PICTURED here are portions of the main Relay Room. *M. Thomas Nolte*, signal foreman, in suit, was in charge of the actual installation and conversion of equipment necessary to effect the automatic operation. *John Koepke*, interlocking helper, inspects wiring on some of the vital safety relays which are located here. In addition to the precision-made relays, this room houses such equipment as the electric lines terminating from the outside, power equipment, rectifiers for converting the power, and protective fuses, as well as the track circuit equipment which includes track relays, transformers and resistors.


Automatic train despatching is accomplished under the jurisdiction of the CTA Line Supervisor's office in Room 7189 at the Merchandise Mart by means of a scheduled starting tape. Upon proper signals originating from the starting tape, electrical circuits are activated which cause a green light and bell located in the station area to give motormen their starting signals on the “first in-first out” arrangement.

For passenger convenience, a sign reading “NEXT TRAIN” is equipped with directional arrows pointing to each track. The arrows light automatically, indicating which train will be the first to leave the terminal.

A two-way public address system is in operation which directly connects the Congress Street Terminal to the Line Supervisor's office, providing verbal contact with either CTA personnel or passengers at the terminal.

The automatic interlocking plant is designed to “fail-safe.” In the event of a mechanical failure, all signals at the terminal would immediately show the “danger” or “stop” signal. Train “trips” alongside the tracks would then stop any train disregarding the danger signal in the terminal area. Any failures in the automatic control would become apparent on the Line Supervisor's equipment in the Mart, where personnel is on duty round-the-clock.

An auxiliary control board is located in the station portion of the Congress Terminal at the same point as are the controls for the public address system.



know your

BOULEVARD

TRANSPORTATION

THE February issue of CTA TRANSIT NEWS carried the story of the Surface and Rapid Transit Transportation Department, under the direction of **Thomas B. O'Connor**, general superintendent of transportation. Since that time, supervision of the transportation department of the recently acquired Boulevard System has been consolidated with the other two systems. A department order, dated February 25, issued by Mr. O'Connor and approved by **W. J. McCarter**, general manager, stated that effective February 26 the various functions of the Transportation Department would be supervised as follows: **T. F. Moore**, superintendent of operating stations; **G. A. Roesing**, assistant superintendent of operating stations; **D. M. Flynn**, superintendent of instruction; **J. P. Gaynor**, superintendent of operation, Surface and Boulevard Systems; **R. J. Bailey**, assistant superintendent of operation, Surface and Boulevard Systems; **Arthur Heidecke**, superintendent of operation, Rapid Transit System; and **J. F. Higgins**, assistant superintendent of operation, Rapid Transit System.

A COMPLEMENT of about 1,000 transportation supervisory and operating employes of the Boulevard System utilize 595 Diesel buses to carry approximately 99,000,000 passengers per year. These buses are operated from five garages over 241 miles of streets and boulevards, mostly through parks and along the lake front in Chicago.

From the Rosemont garage at 1124 Rosemont avenue, 70 buses are used to operate routes 151, 154, 155 and part of 156, under the direction of *Garage Superintendent William Hornkohl*.

At Ravenswood garage, 4711 East Ravenswood avenue, *Herman Erickson*, garage superintendent, has 109 coaches at his disposal to operate on routes 128, 151, 152, 153, 156 and part of 158.

Edmond Loughran, garage superintendent at 4221 West Diversey avenue, has under his jurisdiction 109 coaches for operation on routes 134, 152 and parts of 157 and 158.

The South Side garage at 5201 Cottage Grove avenue, in charge of *Ernest Guiles*, garage superintendent, houses 189 buses which operate on routes 1, 2, 3, 5, 110 and parts of 142 and 158.

The West Side garage is located at 4533 West Wilcox street. *Garage Superintendent John Frugo* at this point is responsible for the operation of 146 coaches on routes 126, 127, 131, 33, 136, 140, 142, 148, 149, 157 and 158.

Each of the three north side garages—Rosemont, Ravenswood and Diversey—has about 125 Transportation employes. The South garage has about 335 Transportation men and the West garage 238.

Three parking lots are used to store buses during non-rush periods. On the north side, the lot at Grand avenue and Orleans street accommodates 92 vehicles. The lot on

CONSOLIDATION of supervision of the Transportation Department, combining the Boulevard System with Surface and Rapid Transit Systems, resulted in a re-assignment of duties. With *General Superintendent of Transportation Thomas B. O'Connor* (seated) are, left to right, **D. M. Flynn**, superintendent of instruction; **J. P. Gaynor**, superintendent of operation, Surface and Boulevard Systems; **R. J. Bailey**, assistant superintendent of operation, Surface and Boulevard Systems; **Arthur Heidecke**, superintendent of operation, Rapid Transit System; and **J. F. Higgins**, assistant superintendent of operation, Rapid Transit System.

BOULEVARD SYSTEM

the south side at 18th street and Indiana avenue, where 82 coaches are stored, will be moved to 15th and State streets. The west side lot is located at Lexington and Desplaines where 63 coaches are parked.

As on the Surface System, supervisors in patrol cars, equipped with two-way radio, travel the Boulevard System routes. *Charles Kasper*, general supervisor, has a corps of six supervisors available to help overcome any unusual obstacles which cause service disruptions.

As additional supervision is required at heavy loading points, men on foot are assigned to 111 North Canal street in the morning rush and to the Merchandise Mart in the evening rush; to the Stewart Warner Diversey plant; to Madison and Canal streets; to the North Western railroad station; and to Van Buren street and Michigan boulevard.

Each of the five garages has its own lost property section in the dispatcher's office. Approximately 400 items are turned in on the System each month.

Sand and salt spreaders are housed at Ravenswood, South garage and at the West Side garage. These are called into service for snow removal duty and the spreading of sand and salt when required by existing weather conditions. Inasmuch as a large percentage of Boulevard System operation is conducted over park boulevards, which are under the jurisdiction of the Chicago Park District, snow removal work is handled in conjunction with the Park District's equipment.

In the process of consolidation, the office of *Joseph P.*

MARIE KRAUSMAN, secretary to *Thomas B. O'Connor*, general superintendent of transportation, left, welcomes *Mrs. Augusta Daly*, secretary to *Joseph P. Gaynor*, superintendent of operation, Surface and Boulevard Systems, to her new office location. *Mrs. Daly* recently transferred with Mr. Gaynor from their offices at 4221 West Diversey to Room 7187, Merchandise Mart.

THREE parking lots are used to store buses of the Boulevard System during non-rush periods. This lot at Grand and Orleans has room for 92 coaches. Other storage lots are at Lexington and Desplaines and 18th street and Indiana avenue. The latter will be moved to 15th and State streets.



THE combining of the supervision of the Boulevard System Transportation Department with the Surface and Rapid Transit Systems resulted in the Boulevard System garage superintendents reporting to *Thomas F. Moore*, superintendent of operating stations (front row, left). Next to him is *G. A. Roesing*, assistant superintendent of operating stations. Rear row, left to right, are *John Granahan* (acting superintendent) Rosemont; *John Frugo*, West (Wilcox) Garage; *Ernest Guiles*, South Garage; *Edmond C. Loughran*, Diversey; and *William B. Hornkohl*, Ravenswood. *Herman Erickson* (inset) was on vacation when this picture was taken. On his return, he will resume his usual position at Ravenswood, and Hornkohl will return to his regular station at Rosemont.

Gaynor, Boulevard System general superintendent, was moved from 4221 West Diversey to the general transporta-

ADDITIONAL supervision is required at heavy loading points on the Boulevard System. Here, *Norbert Weishaar* is handling loader-starter duties at the Merchandise Mart during the evening rush period.





AN important department of the Boulevard System is comprised of the mechanical and shop forces. *Andrew Forbes*, superintendent of garages, left, and his assistant, *Christ Oppegard*, head up these functions. They are shown here in their office at 4221 West Diversey looking over the daily summary of coaches which are checked each day by these two men.

tion department offices in Room 7187, Merchandise Mart, where he has assumed his new duties as superintendent of operations, Surface and Boulevard Systems. Other transportation office people who also moved to the Mart are Mr. Gaynor's secretary, *Mrs. Augusta Daly*, *Mrs. Annette Hefter*, stenographer, and *Anthony Calvert* who handled the chief clerk's duties in the Diversey office.

Remaining at the Diversey office is *Edward J. Murray*, in charge of personnel work, who keeps a complete record of each operator from the time he begins his employment. He also records special work such as weekly reports on fare register repairs, reports of transportation employees entering and leaving service and handles requests for credit references and inquiries regarding service records of employees.

James F. Tretton, who reported to the general superintendent of transportation as safety director on the Boulevard System, is now assigned to Accident Prevention and Safety at 1165 North Clark street.

GARAGES AND SHOPS

The office of the Superintendent of Garages, *Andrew Forbes*, is located at 4221 West Diversey. With him in this office are his assistant, *Christ Oppegard*, and *Art Dwyer* who is in charge of all matters pertaining to tires and also handles the clerical duties of the office.

The Central Shops at this location are divided into three sections — Inspection, under *Henry (Hank) Richter*; Body Shop in charge of *Joe (Sarge) Sargent*; and Machine Shop with *Roy Rodger* as foreman.



MECHANICAL crews at each of the five garages are under the jurisdiction of these mechanical foremen. Left to right are *Pete Roback*, Diversey; *John Walsh*, Rosemont; *Bernard Aumann*, West (Wilcox); *Don Wilson*, Ravenswood; and *Lewis Letzow*, South.



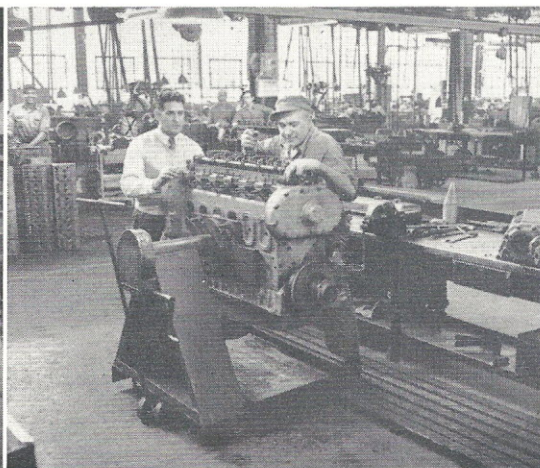
KEY men at the Central Shops, 4221 West Diversey, are, left to right, *Roy L. Rodger*, general machine shop foreman; *Art Dwyer*, in charge of tires; *Henry C. Richter*, inspection foreman; and *Joe Sargent*, general foreman of the body shop.



BUSES from all garages, except South, come in to the inspection section at Diversey on a 4,000-mile basis for complete checking. *Henry C. Richter*, inspection foreman, has a crew of 27 men to handle this work. Working on the bus in the foreground are *Bob McCabe*, standing, and *Bob Young*, stooping.



THESE body shop men are part of a force of 33 who report to Foreman Joe Sargent. In this section are sheet metal men, chassis mechanics, painters, upholsterers, glaziers, electricians, a welder and a porter. These workers, are, left to right, Joe Tompkins, Lawrence Brent, and Jack Jones.



UNDER the watchful eyes of Assistant Machine Shop Foreman Bill Willenius, left, Anton Quilco, motor mechanic, is making the final adjustments on a rebuilt engine. This shop at 4221 West Diversey, in charge of Foreman Roy Rodger, turns out a completely rebuilt engine about every 20 hours.



THE small units section of the machine shop at Diversey is operated under the direction of Dan "Bud" Conley, foreman, right foreground, who is watching Walter Kowicki, Jr., working on an air compressor. In this section fuel injection units, superchargers, governors of all types, converter pumps, air compressors and electrical units are repaired and rebuilt.

Inspection

In this section Richter has a crew of 27 men, including mechanics and cleaners. Buses from Rosemont, Ravenswood, Diversey and Wilcox garages are scheduled to come in for an inspection on a 4,000-mile basis for complete checking. Engines are tuned up and compression readings are taken. Engine oil is changed, injectors tested, brakes and drums are checked and relined when necessary. Front axles are checked for worn king pins and alignment. Electrical equipment is checked, rear axles are inspected for leaks and wear and transmission and drive lines inspected. Front and rear springs are examined and replaced when weak or broken. Minor body work is done and cracked windows replaced.

If some major unit should be changed, the mechanical foreman of the garage whose coach is defective is notified to make the necessary repairs.

Body Shop

Foreman Joe Sargent has a force of 33 men in this section, including body men, chassis mechanics, painters, upholsterers, glaziers, electricians, welder and porter. Their job is to see that overhauled and rebuilt coaches come out of the shop looking as good as new.

Machine Shop

The machine shop force of 36 men, under Foreman Roy Rodger and his assistant, Bill Willenius, is composed of machinists, welders, blacksmith, mechanics, cleaners and firemen. They have the task of keeping the garages supplied with material to keep the buses rolling. In addition to engine rebuilding, they handle front and rear axles,

transmissions, all air equipment, generators and regulators, injectors, water, oil and fuel pumps, governors, steering gears, clutches, starters, sleeves ground and honed, brake drums turned, welding, blacksmith and general machine work.

Garages

Besides the Central Shop at 4221 Diversey, each of the five garages has its own repair facilities. Mechanical Day Foreman at these points are: Ravenswood, Don Wilson; West Garage (Wilcox), Bernard Aumann; Diversey, Pete Roback; Rosemont, John Walsh; and South Garage, Lewis

THE Ravenswood garage at 4711 East Ravenswood avenue is typical of the other four Boulevard System garages in the city. From these garages 595 Diesel buses are operated in transit service over 241 miles of streets and boulevards.





BEFORE the Boulevard System was acquired by CTA, this section handled purchases at 4221 West Diversey, under *Elmer Swanson*, standing. Seated, from left to right, are *Art Sharpe*, *Gudrun Hanssen*, *Fred Loitz* and *Robert Sharp*. Mr. Swanson is now a Buyer in the CTA Purchasing Department at the Mart. Mr. Sharpe was transferred to the Shops Department at Diversey. Miss Hanssen and *Margaret Chapman* (not present when picture was taken) were transferred to the Material and Supplies Department in Room 912 at 111 W. Jackson Boulevard. Messrs. Loitz and Sharp are now assigned to the M & S Accounting Division in the Mart.



ACCOUNTING activities on the Boulevard System were directed by *Clyde North*, left. With him are *Ben Tuery*, his assistant, center, and *Frank Cashman*, head of the payroll section. The entire personnel of this department was recently transferred from 4221 West Diversey to space in Room 716, Merchandise Mart, where the rest of the CTA Accounting Department is located.

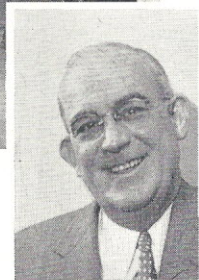
Letzow. Midshift Mechanical Foremen are: Ravenswood, *Frank Roback*; West Garage, *John Kamien*; Diversey, *Elmer Johnson*; Rosemont, *Adam Pijanowski*; and South Garage, *Tom Welsh*. Night Mechanical Foremen are: Ravenswood, *Harold Wilde*; West, *John O'Connor*; Diversey, *Anton Salzar*; Rosemont, *Cecil Clary*; and South, *Joe Kaczmarks*. *John Mulligan* is assistant day mechanical foreman at South Garage.

Their crews are made up of mechanics, washers, cleaners, oilers, gassers, firemen, coach placers and garage hands. Their job is to keep the buses in good, safe operating condition as well as washed and interiors kept clean.

The South Garage handles its own 4,000 mile inspection as well as running repairs.



TEMPORARY office space was provided for the Boulevard System Claim Department in Room 7190 of the Merchandise Mart. In this picture, left to right, are *Norman Whitely*, *Geraldine Poteracki*, *Frank Mullen*, *Marion Klauer*, *Ceile E. Baggs*, *Arnold C. Olson*, and *Florence Gray*. Inset is *James F. Anderson*, claim agent, who recently became chief investigator in the Department of Accident Investigation.



OTHER DEPARTMENTS

In addition to Transportation and Garages and Shops, smaller departments on the Boulevard System were Traffic-Schedule, Accounting, Claim and Purchasing. The personnel structure and functions of the latter four departments are explained briefly in picture captions on these pages.

(Due to space limitation, this articles does not attempt to explain in detail all operations of the Boulevard System, but was written as an informational story to help acquaint all CTA employees with the personnel and departmental structure of the most recently acquired segment of CTA.)

IN the process of consolidation, *Kay Lorentzen*, traffic engineer (seated, rear), who headed the Boulevard System Traffic-Schedule Department, is being assigned to the Staff Engineer's office. *Richard Goldstein*, superintendent of schedules (standing, rear), and his force will be brought into the Surface and Rapid Transit Schedule-Traffic Department. Others in the picture, from left to right, are *John Penny*, *Sam De Salvo*, *Bill Leeper* and *Robert Loughran*.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

This Sounds Better Than the Army

ACCIDENT INVESTIGATION—*Jim Gallagher*, having returned from the Army, is back on his old job. We understand that the baseball team is looking forward to seeing him at 2nd base, and we hope that their expectations will be fulfilled.

Marian Wilson, formerly *Mr. McDermott's* secretary, is now a stenographer in the Skokie Shops.

Mary Flanagan has transferred to the Insurance Department.

Congratulations to *Bob Galente*, *Gerard McSwain*, and *John Naughton*, on their new positions.

John Mahon is recovering nicely from his operation, and we hope that he'll be back on the job soon.

Our sympathy to *Ray Cook* on the loss of his mother, and to the family of *Bill Simpson* who recently passed away.

An Appropriate Day For a Wedding

ACCOUNTING — *Eileen Collins* exchanged nuptial vows with *Michael Duggan* at St. Leo's Church on February 14.

John J. McNeely has returned after fourteen months in Kunsan, Korea, with the 14th Transportation Port Battalion.

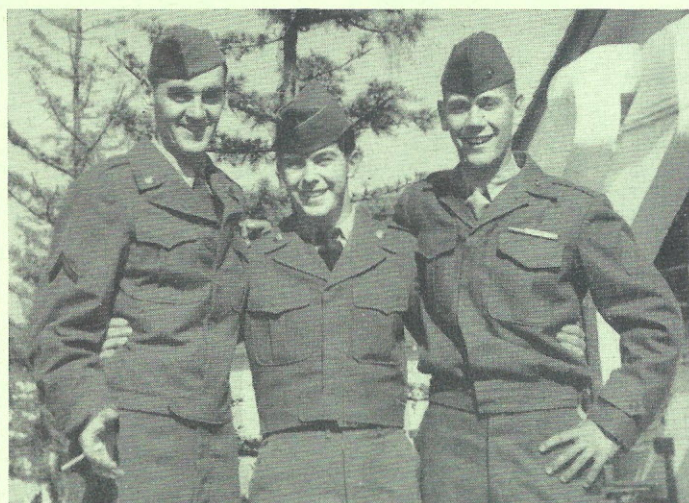
John J. Cushing is back to work after a serious illness.

The *James Barattas* welcomed a second son, *Philip*, on January 27. *James, Jr.*, six years old, is anxiously awaiting the day his brother grows into playmate size.

Irma Krown reports having a delightful vacation visiting Santa Fe, Mexico City, and romantic Acapulco. *Irma* and her many souvenirs came back via airways from Mexico City . . . *Marie Baiyor* enjoyed a motor trip to Florida and also saw the Mardi Gras in New Orleans.

Sympathy is extended to *Ruth Hughes*, whose father passed away on February 13.

The Accounting Department dusted off its welcome mat on February 16 for the Boulevard System employees who joined them on that day. —HELEN A. LOWE



PICTURE OF THE MONTH

PROVING the theory that "It's a small world," *Joe Clark*, left, and *Bob Christian*, right, both on military leaves of absence from the Accident Prevention Department, recently met with a friend, *Don Redmond*, while all three were on leave in Japan, where this photo was taken.

Photo submitted by *Mary E. Clarke*

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

S O S for Blood Donors

DEVON—*Motorman E. Huth*, whose wife was confined to the hospital, now reports that she is coming along fine. Also, he wishes to inform us that he is in need of 18 pints of blood to replace that used from the blood bank by his wife. So if you wish to help please contact him and he will give you more details.

We are also very glad to hear that *Night Clerk Tom Cook* has his wife home from the hospital. She was suffering with a virus infection, but is recovering nicely.

The following men have taken their pension as of February 1: *M. Malone*, *E. Petry*, *P. Burke* and *A. Young*. May they all enjoy their well-earned rest. We hope to receive an occasional note from them to let us know how they are doing.

Do you miss the usual, funny laughter in the morning? It is because *W. "Snuffy" Dressler* left on his vacation. He intends to do quite a bit of traveling.

Mrs. Thelin and I went to the North Park Credit Union dance. We had a swell time and also met a lot of old friends, as did everybody else in attendance. Toward the close of the dance, *E. "Bing" Goettert*, North Park, did a little crooning which could make *Crosby* sit up and take notice. Thanks to *Mr. O'Brien*, everybody had plenty to eat.

All the scribes that I had the pleasure of meeting at the annual reporter's party agreed that a column can be written only with the help of their brother employees. And only with this help can the column be made more interesting for you to read. KINDLY place any bits of news in the care of the clerk.

—HENRY C. THELIN

Sounds Like They're Good Scouts

BEVERLY — Boy Scout Week has gone, but three of our bus operators say it's Boy Scout week every week and here's why — *Bus Operator Charles Dennis* is secretary-treasurer of the Boy Scout Troop No. 452 from the St. John The Baptist Catholic Church, 50th Street and Peoria Street. There are 41 boys in the troop. As for hiking, the boys sure like it, and as for me, says Dennis, "It's something different."

Bus Operator Arthur Beaucamp is explorer adviser of the Harvey's Elks Lodge Boy Scout Troop No. 203 of which his son, *Arthur "Buddy" Beaucamp*, age 12, is a member. He has received his second class pin and two merit badges, one for photography and one for stamp collecting. There are 42 members, 26 of them in the explorer ranks of which *Bus Operator Beaucamp* is in charge. Troop No. 203 is quite proud that within their ranks they have two second class scouts, one star scout and one eagle scout, a rank that is very much sought after by every Boy Scout.

Win Special Awards

Bus Operator Albert Galvanauskas is the Scout Master of Troop No. 726, from the S. S. Peter and Paul Church, 122nd Street and Emerald Avenue in West Pullman. He is in charge of 20 scouts, of which one is his son, *Larry*, age 12. *Galvanauskas* has only had charge of these scouts about one year and in that short time, two other scouts along with his son received the Catholic scouts most coveted award for outstanding work in the Catholic religion. It is the *Ad Altare Dei* award, for which many hours of work and study is required. This year he has three more scouts working for the award.

Supervisor and Mrs. Ernest C. Freel were happy over the return of their son, *Elston*, airman second class with the U. S. Air Force. He is back working for a sheet metal concern which he left about two years ago. He spent his last five months in Korea.

—DANTE F. BRUNOD

RETIRED AGENT



AFTER 32 years of service, **Katherine O'Dill**, loop agent, recently retired. She also had worked on the Lake Street branch before transferring to the Loop. An expert dress-maker, Katherine finds many tasks and social functions which keep her leisure hours well occupied.

Reported by *Edith Edbrooke*

Six Back From Sick List

ELECTRICAL—We are happy to welcome back to our ranks many of our number who have been absent due to illness — *Margaret Kinsey*, Merchandise Mart, who underwent surgery; *Paul Drafz*, chief operator at Lill substation, who also underwent surgery; *Ignatius O'Shaughnessy*, operator at 79th substation, who was ill for some time; *William Hart*, chief operator at Milwaukee substation; *Daniel Kelly*, chief operator at 43th substation; and *Lars Rasmussen*, chief operator at Crawford substation.

Sympathy is extended to *Harry Anderson*, "B" electrician, who sustained the loss of his mother on January 28, and to *Anthony Kovarik*, "B" electrician, in the recent loss of his mother.

William Rappold, 42nd substation operator, was married to *Rena Zelasko* at the Immaculate Conception Church on January 31. They spent their honeymoon in the south.

—GILBERT E. ANDREWS

Be a Bowler — See Lil or June

GENERAL OFFICE (1165)—The new Clark and Division Women's Bowling League is looking for new members. Anyone interested in joining should contact *Lillian Skora* in Specifications or *June*

Hamilton in Accident Prevention. (Employment)—Valentine's Day marked the engagement of *Joan C. Lemieux* to *Thomas Whalen*. Wedding will take place next October.

Donna Burtis was welcomed as a new employee in Employment. Donna is the daughter of *Artist Fred Burtis* in Training Aids.

(Job Classification) — *Iona Schaffer* will become the bride of *Private Fred W. Battke* on March 21 when their marriage ceremony will be celebrated at Bethany Evangelical and Reform Church.

—MARY CLARKE

Henry Goldstein Wins Legion Civic Award

GENERAL OFFICE (4221)—Mr. and Mrs. *Richard Goldstein*, of Traffic and Accounting departments, were thrilled when their son, *Henry*, received the American Legion Civic Award for Honor, Courage, Scholarship, Leadership and Service, from the Behrentz Post, Department of Illinois, American Legion, upon graduation from the Mary Lyon School on January 28.

Sympathy is extended to *Frank J. Cashman*, head of the Payroll department, who sustained the loss of his mother on February 1.

Mrs. Ann Hefter, general superintendent's office, was the proud parent upon the graduation of her daughter from grade school. To top it all, the youngest daughter just skipped a grade for the second time.

Bob Sharp, our "Evergreen King" of Lombard, has just started another acre of cultivation.

Hope Jean Chapman of Purchasing and *Mary McCarthy*, Telephone, are on the mend after flu attacks.

Annette Lichten, formerly secretary of President, left our employment on January 31 to reside in Beverly Hills, California. A farewell party was given her at Marty's.

—HAROLD A. CUNNINGHAM

A One-Man Dynamo

LAWNDALE—Another Credit Union Dance has become history and was just as successful as the previous ones. *Joe Nolan* had everything well organized and with the aid of the tireless *Milo Myers*, the affair ran smoothly. It seemed that everywhere you looked, you saw Myers—as master of ceremonies, as musician, serving sandwiches in the kitchen and working in the checkroom. A couple of times, when he was out of sight, we suspect that he was stoking the furnace in the basement.

DIVISIONS 241 AND 1381 MAKE PLANS FOR MERGER

FOLLOWING actions of the officers and executive boards of Division 241 and Division 1381, representing the CTA surface lines employees and employees of the defunct Chicago Motor Coach Company, a merger of the two divisions is taking place.

The merger became necessary by the acquisition of the Chicago Motor Coach Company by Chicago Transit Authority.

Should any misunderstanding or dispute arise over seniority rights, or any other rights or benefits, the officers of both divisions have assured their members that the matters will be settled promptly and fairly by a joint committee from both divisions.

Both divisions are in the parent organization, the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America.

The officers are: *Daniel J. McNamara*, President and Business Agent; *Patrick J. O'Connor*, Recording Secretary; *William Taber*, Financial Secretary-Treasurer, Division 241; *Robert Lamping*, President, and *William Franz*, Secretary, Division 1381.

Floyd Deets, who doesn't believe in doing things in a small way, has become a grandpa again. This time it's twins.

Vic Le Beau had a close call recently when his car slid off the road and turned over in a ditch. Fortunately, no one was hurt.

Art Halford, the country squire, has blossomed out in a new station wagon, also known as the "Country Squire."

—BILL FEILER

Need a Few Extra Bucks?

LIMITS—I know some of you fellows would like to make some extra cash, so why not put your ideas to work for you just as *Operator James Nesbit* did. His paid off to the tune of fifty dollars. So send in your suggestions to *Mr. McCarter*, fellows, they will pay off much faster than the win-place-show game that is so popular, but so expensive.

A postal card from Tampa, Florida, where *Mel Curtis* is vacationing, tells us the buses sure run slow down there and that the people really live.

Mr. and Mrs. Burnett announce the arrival of another child, their second, born January 26, weighing 8 pounds, 8 ounces.

Our sympathy to *Harry Henry* in the loss of his brother and also his brother-in-law . . . Also our deepest sympathy to the family of *Brother Meows* who passed away suddenly . . . While we are on the sad part of our report, let's all hold some get well thoughts for the boys who are sick. There are many of them. Sickness is no respecter of persons, as most of you know. Just to mention a few, our boss, *Elmer Balfanz*, and *Chief*

Clerk Rog Ward. Space does not permit the numerous ones that have fallen victim to sickness these past few weeks.

So to you who have had these misfortunes, and also to those of us who carry a double load, I pass on to you the words of that great man, *Thomas Paine*, who wrote: "I love a man who can smile in trouble, that can gather strength from distress, and grow brave by reflection. 'Tis the business of little minds to shrink, but he, whose heart is firm and whose conscience approves his conduct, will pursue his principles unto death."

—C. F. GREER

HONEYMOONED IN CUBA



THE former *Rita Larmon*, accounting stenographer, became *Mrs. Joseph Hurley* in a ceremony at St. Kilian's Church on January 31. The happy couple journeyed to Cuba to spend their honeymoon.

Reported by *Helen A. Lowe*

A Timely Affair

LOOP—St. Valentine's Day was an ideal choice of days for *Bridget Lahart* to become *Mrs. Anthony O'Donnell* at 11:00 o'clock at St. Mary's Church. The bride wore white tulle and lace and the bridesmaids, one of whom was *Kathleen O'Donnell*, wore two shades of blue. The couple flew to Florida for their honeymoon . . . *Dolores Burns Berro* also picked a very well known day—February 12—as the birthday for *Bernard Joseph*, weighing eight pounds.

Mary Murphy is to spend part of her vacation visiting friends in St. Louis, Missouri . . . *Mary Rezab* is taking short trips visiting friends also in and around the Chicago area.

We gladly welcome back *Julia Curry* and *Margie Wick* after their seige of illness . . . *Al Rumberg*, who has been recuperating in Florida, expected to return to Chicago March 1 . . . *Belle Anderson* has returned to work after months of illness.

Marie Mitchell Cortopassi's friends are anxiously awaiting good news of the recovery of her husband, *Louis*, a northside employe . . . We are also looking for the return of *Andy Nielsen* who has been hospitalized.

—EDITH EDBROOKE

This Is Permanent — Not a Passing Fancy!

MATERIAL AND SUPPLIES—*Michael Griffin*, laborer at West Shops, made *Leona Louise Hilk* his permanent valentine when they were married on February 14, at Hope Evangelical Lutheran Church.

Congratulations to *Steven Dorich*, stock clerk at West Shops, who recently gave his girl-friend a lovely diamond.

Dagmar McNamara, stenographer in general office, acquired a new little niece, *Carol Ann McNamara*, weighing 7 pounds, 9 ounces, born on January 22. The baby was christened on February 22.

Michael John Hickey, born on January 24, weighing 7 pounds, 12 ounces, is the new little nephew of *Madeline Hickey*, addressograph operator in general office.

Elmer Aust, craneman at our 63rd Street Yard, and wife are the proud parents of a little boy, *Michael Patrick*, born on January 30, weighing in at 7 pounds, 13 ounces.

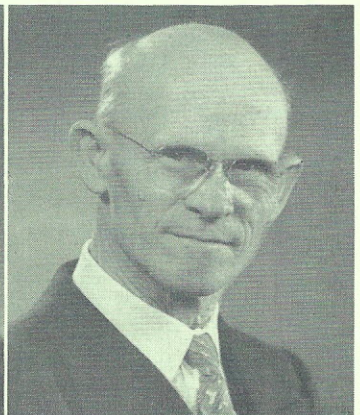
RECENTLY RETIRED CTA MEN WITH 40 OR MORE YEARS OF SERVICE



Nicholas Schubert, motorman, 77th, retired March 1 with 41 years service.



James M. Walsh, conductor, 69th, retired March 1 with 43 years service.



John Brzezinski, motorman, Limits, retired March 1 with 40 years service.

The fellow workers of *Dorothy Anderson*, storeroom clerk at Grand and Leavitt, gave her \$50.00 cash as a going away gift when she resigned on January 9. Lots of luck to her in her new venture . . . We welcome *Dorothy Doljanin*, our new typist at Grand and Leavitt, so we will still have a Dorothy to talk to when calling that storeroom location.

Another one of our boys, *Patrick McCanney*, laborer at South Shops, recently finished his two years in military service and returned to our department on February 11.

We are very happy to have *Jean Chapman* and *Gudrun Hanssen* join our general office group here at 111 West Jackson. Jean and Gudrun were formerly of the Boulevard System.

The girls at South Shops honored *Grace Kurgan*, typist, at a dinner party on February 17, held at the El Bianco restaurant. Grace resigned as of February 27. She was presented with a lovely gift as a remembrance from the girls out South Shops way.—JEAN O'NEILL

Spring Brings Out Ambitious Sportsmen

NORTH—With spring in the air, now is the time to think of baseball. The softball tourney, which has been so popular in the past, is once again upon us. This is the year, fellows, we have shook off the Indian sign, and the city championship is ours. We have team strength and plenty of what it takes to win. So on to victory and the city title.

To those who take their golfing seriously, why not sign up to play in our CTA Golf league? Here is a chance to meet a fine bunch of fellows and enjoy yourself as well. Simply call *Eddie Foreman* at Berkshire 7-4516 for full particulars.

Operator R. O. Babbitt reports a pleasant trip to California, where he visited his 82-year old mother . . . Congratulations to *Operator Jerry Vanek* on his 16th wedding anniversary, celebrated March 27 . . . *Operator Eddie Anderson* was a patient at Suburban hospital where he underwent surgery. We are happy to report he is doing nicely . . . *Supervisor 'Barney' Walsh* was a patient at Hines hospital.

We don't know whether or not this is a lot of double talk, but *Operator Norman Gnad* insists they are expecting twins at their home.

For some time now we have been trying to get some news from the gas garage. They finally came through at *Tony Costa's* expense. Costa had to break a leg to do it. Such loyalty cannot go unheralded. Seriously, Costa was struck by an automobile while crossing the street. His leg was broken in two places and this is no joke as Tony was off from work four months. We are happy to report that Costa is back to work as good as new.

Finally got some news from the trolley garage with an assist from *Mrs. James M. Lynch, Jr.* She presented *Night Clerk James Lynch, Jr.*, with a fine baby boy. The wee one was named *James III* after his

grandpappy, *Operator James "Red" Lynch*.

Supervisor John Leahy joined the cigar-passing brigade, because of a new son at the Leahy domicile. This is nothing new to John, as this is his fourth child. They now have two boys and two girls.

Augie Johnson, our popular board member, was a patient at Columbus hospital where he underwent surgery . . . *Operator Paul Simon* is doing nicely after his recent operation . . . Our congratulations to *Robert Anderson*, who was presented with a baby boy. The youngster was named *George* . . . Another guy with his chin on the crib is *Supervisor Jack Kane*. He was presented with a darling little girl . . . *Susan Lynn Savage* made her appearance January 23. She is the new daughter of *R. Savage*, and is daddy proud.—JOE HIEBEL



"If you don't like the ties
I buy you, just say so!"

NATIONAL SAFETY COUNCIL

Cheering Section Wanted

NORTH PARK—Bowling has reached past the halfway mark and the North Park teams are really battling for the championship. Let's get out there and cheer them on. *Bus Operator Bernard Kerpen* and *Frank Fereat* are really knocking the pins down. They have posted scores of 600 and over.

To you men at North Park: *Mr. Milz* wants you to know that you are always free to come in to the office about any problems you might have.

If you have any snapshots of your vacation or other doings, we will be happy to get them.

Bus Operator Louis Siegel and wife announced the recent marriage of their daughter, *Barbara*, to *Harold Pierce*, son of *Mrs. William Pierce* and the late *William Pierce*. The Orrington Hotel in Evanston was the setting for both wedding and reception on February 8.

Congratulations are in order for *Bus Operator George Ersch* and his wife on the arrival of a six-pound, bouncing girl.

I had the pleasure of meeting *Bus Operator Ray Kennelly's* daughter-in-law who is expecting. His son is in the Armed Forces but hopes to be home in time for the new arrival. This will be the second grandchild for Ray.

—WILLIAM GEHRKE

Their Boating Season Starts in May

NORTH SIDE—*Yard Foreman Dick Lemke, Sr.*, has been commodore of the North Side fleet for some time, but now four of the boys have decided to become Lake sailors. M.



"What do you mean—I burn you up? Keep on smoking in bed and you'll manage it by yourself!"

NATIONAL SAFETY COUNCIL

TRAINROOM CONFAB



SOME of the South Side "L" men were discussing motormen's "picks" at the 63rd and Loomis Streets trainroom when *Motorman Alfred Grabe* caught them in the act with his camera. From left to right are, *Switchmen William "Bill" Hickey, Jr.* and *"Babe" Saunders* conversing with *Motorman Charles Southard*.

LaVelle, V. J. Johnson, R. J. Wierciach and *R. Slingsby* went to the Boat Show and came away the owners of a boat. They won't say what caused them to take the plunge, but we think that maybe seeing *Mary Hartline*, the Show Queen, helped. The boat will be anchored in either Belmont or Diversey harbor about the middle of May and you'll see them cruising up and down the lake front this summer.

Now that we all know what our last year's earnings were and have figured out Uncle Sam's share, we can settle back and wait for Spring . . . Our new "Road Pick" has gone into effect and everyone (we hope) is satisfied with what they picked to work for the next few months.

At the annual meeting of the North Side Credit Union, *Vic Vitullo* was re-elected president and *Mike Cronin* succeeded himself as vice-president. *W. Hamilton, D. C. Cullen, A. Kalvelage* and *W. Cook* were elected to the Board of Directors. *S. Wesley, H. J. Mulvaney* and *E. Selby* are the Supervisory Committee. *G. Stader, M. Joyce* and *H. G. Staats* will be the committee that decides whether or not your credit is good.

Ralph E. Moore and *William J. Welch* have joined our pensioners this month and we wish both of them the best of luck.

George Betterman and *Bernard J. "Barney" Devenny* are both back to work again after lengthy sojourns in the hospital. Serious operations were the reasons they were out of circulation. We're glad to see them back again.

—C. R. BLANEY

His Record Speaks For Itself

RAVENSWOOD—Our Shop Superintendent, *Don Wilson*, served in the Royal Air Force in World War I. He was with a torpedo training squad which was the first to drop naval torpedoes from aircraft. Don also served Uncle Sam in World War II for three years, attached to the second army as an automotive consultant. Don has ten pages of commendation from his former commanding officers.

Operator and *Mrs. L. Smoot* have returned from a two week flying trip to California. They divided the time between Frisco and Los Angeles.

Jack Saxby was born and raised at Litchfield, Illinois, and remembers the great former White Sox catcher, *Ray Schalk*, who also hails from there.

Superintendent and *Mrs. Herman Erickson* are enjoying a vacation in Florida.—GEORGE D. CLARK

Maybe He Should Have Known Better

ROSEMONT—*Tom Moseley*, Fox Lake Legionnaire, hasn't been the same since he bought his son, *Grant*, age 7, a chemical set and B.B. gun for Christmas.

It's a girl, *Suzanne*, for the *Ray Karlings*, born at St. Elizabeth's on January 19 . . . *Kelly Gilio* is an active chief petty officer in U. S. Naval Reserve, instructing on a yearly basis . . . *Harold Dowey's* lovely wife, *Catherine*, fell off *Jim Monaghan's* front porch and broke her ankle in two places.

John Walsh, garage foreman, is sporting a '53 Mercury with all the trimmings . . . *Arthur Higgins* is vacationing in sunny Florida . . . The staggered pay-days have most of the boys really staggering . . . The newest day-card certainly is an improvement over its predecessor. *Frank Detman*, night receiver, nearly went blind. He was seeing small squares in his sleep.

Bernard Nathan, *Eugene Korth* and *William Zematiz* are sporting new blue regalia.

Johnny Lewis answered a blood appeal for *Irene Hornkohl* at St. Francis and is still talking about the nip as a reward . . . *Charles Smith* formerly worked out of Limits for the CTA.

If you're not receiving the CTA TRANSIT NEWS monthly, please sign the bulletin posted by this reporter . . . The fancy wall clock in the Superintendent's office is the handiwork of *Bob Bemiss* . . . *Bonnie Loomis* made a hurried flight to Des Moines, Iowa, to visit his mother who was critically ill . . . *Art Stater's* daughter, *Joyce*, was married at St. Ita's February 7 . . . *Jack Krebs* is the President of the Bryn Mawr-Higgins Community Club of over 200 families this year . . . *Fern Briggs' daughter, Liz*, is president of the Aphrodites, an exclusive girls social club on the south side. —AL BECK



THE
OLDTIMER
SAYS

"When you take responsibility on your shoulders, there's not much room left for chips!"

FLYING HIGH



LORETTA CLARA, the pretty daughter of **John J. Healy, Sr.**, bus operator at 77th, recently won her wings when she graduated from the Stewardess School of the American Air Lines. The wide-eyed beauty is also a graduate of St. Mary's College in South Bend, Indiana.

It's Easy If You Have To Do It!

SCHEDULE-TRAFFIC—If you want to see will-power in action, take a look at **George Bryan**, inveterate smoker, now on the straight and narrow. George says he is absolutely through with smoking.

Bill Hodges has returned to work after an extended illness and he asks that we pass on his appreciation for all the kind thoughts and acts which everyone expressed during his illness . . . **Edward Feinberg** has been released from the hospital, and after a few weeks of post operative convalescence he hopes to have a digestive system second to none.

We express our sympathies to **Ray Primeau** in the death of his mother, and to **Bill Worcester**, in the death of his grandmother.

15 Years Ago

George Fisher was showing a great interest in the Golden Gloves bouts and he could be found following these fights regularly. Ten years ago, we find George in the news, streamlined down to fit one of Uncle Sam's uniforms . . . We also note that **George Spray** started his career with us ten years ago and you should note the added weight he has acquired.

—L. C. DUTTON

Silver Anniversaries In the Spotlight

77TH—**Frank and Mrs. Krause** recently celebrated the finish of 25 years of marriage and are looking forward to many more happy years of the same. The festivities occurred at the Krause residence in Evergreen Park, Illinois . . . On February 1, **Joe Shanley** and **Mrs. Shanley** put out the welcome mat for all who came to wish them well for another twenty-five years . . . **Bus Operator M. McHugh** and his wife marked their twenty-fifth anniversary recently with a gathering in their home.

In the recent election of officers for the St. Patrick's Chapter of the Ancient Order of Hibernians, **Owen T. Duncan** was unanimously named president for the year 1953.

—WILBUR JENSEN
and JOE SMITH

You Can't Believe Everything You Hear

SKOKIE—**Electrician Frank Kramer** reportedly had an inside tip on the **Kid Gavilan-Chuck Davey** fight. He was quite surprised at the outcome!

Congratulations and best wishes to **Anna and Stanley Kolodziej**, painter, to whom on January 26, the stork delivered a nine pound baby boy, named **Stanley John**.

Best wishes to **Welder Lawrence Drew**, who recently bought and moved into his new home in Morton Grove.

Welcome back to **Truckman Michael Mucha**, who has completely recovered from his long illness and is back on the job.

Congratulations and best wishes to **Carpenter Ted Komperda** and **Marlene Warberg**, who were married at St. Marks Church on February 14. The newlyweds received more than \$1,500 in cash and gifts. . . A warm welcome is extended to **Marian F. Wilson**, a newcomer in the Skokie Shops office.

—DAVE GURWICH

Rufus C. Wright Passes Away

SOUTH GARAGE—Sympathy is extended to **Mrs. Rufus C. Wright** upon the death of her husband, who was one of our bus operators. A collection at the garage amounted to \$135 in addition to what was spent for flowers. This money was

given to the widow. Her acknowledgment reads as follows:

"Words are inadequate to express my appreciation to such a fine group of fellows. Your thoughtful kindness and cooperation during the passing of your co-worker and my dear husband, **Rufus C. Wright, Jr.**, shall always be remembered. I shall miss Rufus, but when I shall ride one of your buses, you will be a living tribute to one of the things he loved so well. My sincere thanks to all of you and best wishes for your continued success."

Operators **James Boyle** and **Ben Newman**, after 30 years of service, decided to take their pensions, effective in January.

Welcome back to **Operator Earl Provis** after a leg injury and to **Operator Henry Hanratty**, whose back had been injured.

Operators **Maurice Kent** and **Leonard Gail** have been on the sick list with heart ailments.

Bus Operator Mike Wilson and his wife are the proud parents of a new baby—their fourth girl!

Bus Operator Charles Burns and his wife became the proud parents of a boy last December.

The stork also dropped a package at the home of **Bus Operator Joseph Granata**. The baby girl arrived in January.

Bus Operator Lorenza Christman was still home, at this writing, nursing a leg injury.

—WILLIAM J. PROKOP

VALENTINE WEDDING



ON St. Valentine's Day, February 14, **Albin Osliek**, West Shops, recently returned from military service, was united in marriage to **Joan Peskluski**. The event took place at the Blessed Sacrament Church, located at 22nd Street and Central Park Avenue. The groom is a brother-in-law of **Joe Karel**, Schedule, who photographed the couple.

Reported by **Ted Shumon**

A Ring on Her Finger

SOUTH SHOPS—On December 24, **Dan Scanlon**, miscellaneous, put a ring on that certain finger of **Mary Ann Sawicky**.

Congratulations are in order for **A. H. Williams**, who was appointed Supervisor of the Printing Department.

On February 14, wedding bells rang out for **Frank Brady**, clerk-blacksmith, and **Catherine Smith**.

Our deepest sympathy is extended to the families of **Joseph Wagner**, miscellaneous, who passed away February 14; **William McIlroy**, retired machinist. Also to **Howard West**, pipefitter, upon the loss of his step-father.

—FRANCES LOUWARD and
MARY ANN YERICICH

TRANSITAD

FOR SALE—'51 Nash Rambler, hardtop, radio, heater, over-drive. Low mileage, like new. Best offer. Phone **Al Ekelmann** at INdependence 3-9140.



The National Society for
Crippled Children & Adults, Inc.
11 S. LaSalle, St., Chicago 3, Ill.

Darrell Worker Thanks His Many Friends

SOUTHSIDE — *Switchman Darrell Worker* would like to thank his many friends who responded when he made a request for blood which was urgently needed for his baby daughter.

It was a pleasant surprise to have *Albert Rakestraw* walk into the 61st Street Office and state that he was ready to go back to work. Albert was away twenty-two months, having served with the U. S. Armed Forces in Europe.

Towerman Charles Rummel is back in the groove, having returned to the old homestead at Roosevelt Road, after being away on an extended vacation in the west.

It is with deep regret that we witnessed the passing away of *Agent Fanny O'Donnell*, who had almost fifty years of service when going on pension; *Frank McKay*, midnight agent, and *Agent Juanita (Tex) Riley*. May they rest in peace.

The best of luck to *Gordon Soule*, former Loomis Street clerk, who resigned to accept a promising position with an accounting firm on La Salle Street.

Ralph F. Wenstrom, station superintendent, wishes to express his gratitude to those who sent get-well cards during his recent illness.

It was a thrill of a lifetime for *Motorman Vincent Prinski*, who fashioned games of 200, 203, and 204 for a towering 607 series while bowling. He received a bronze medal for his accomplishment.

Clerk Jim Martinek is home, having left the hospital and also, he hopes, his miseries. He has expectations of returning to work in the near future. —LEO J. BIEN



HER TAXES PAID—WITH CTA AID!



A VERY grateful widow was able to pay her taxes recently—thanks to the honesty of two CTA bus operators.

The widow, *Mrs. Waderz Nisezejewski*, who lives at 1647 N. Luna Avenue, boarded a westbound North Avenue bus on the afternoon of February 11, carrying with her a purse which contained \$1,024. Of that total, \$500 was money which she had borrowed in order to pay her taxes. Somehow, *Mrs. Nisezejewski* left her purse behind as she alighted from the bus.

However, as fortune would have it, one of the passengers on the bus was CTA Operator *Robert Miller*, North. He noticed the lost purse on an empty seat as he moved to alight from the bus at Austin Avenue. Miller picked it up and turned it over to Operator *Harold Hightower*, North, who was driving the bus.

Upon returning to North Avenue Station at the end of his run, Hightower turned the purse in to the CTA lost and found office there. Identification within the purse disclosed the owner, who received prompt notification that her purse had been found.

That evening the extremely grateful widow again had her tax funds and her purse in her possession. To express her gratitude, *Mrs. Nisezejewski* offered a \$100 reward which was refused by the two honest CTA operators. However, at her insistence, each man did accept \$10.

Elmer Brookman, station superintendent at North Avenue, right, is shown congratulating *Miller*, left, and *Hightower* on their honesty.

Blaz Zekich Retires After 25 Years

WAY AND STRUCTURES—*Blaz Zekich*, compressor mixer operator in the Surface Track division—south, who has been with the company for over 25 years, retired March 1. All of his co-workers wish him the best of luck, and many happy years ahead.

Miss Nevis Bradicich, stenographer in the Track division, left the CTA employ on January 30. Her friends gave her a surprise dinner at which she was presented with a farewell gift.

An occasion for celebration was experienced by *Sylvester Smith*, whose wife presented him with a baby girl (weighing about 7 lbs.) on February 9.

—VIOLET CARNES

Why Keep It a Secret?

WEST SHOPS — For many years, *Henry Brazington*, of *John Burke's* department, has tried everything under the sun to add a few pounds to his youthful figure. At last he has discovered the secret, and has taken on about 14 pounds. Even his wife calls in the neighbors to show-off Henry's manly form.

We welcome an old friend back. *Tommy Gibson*, formerly of your scribe's department, has returned to take charge. Tommy is filling the vacancy left by *John Devine*, who is now associated with the Illinois Auto. —TED SHUMON

A Golden Wedding Deserves Publicity

TRANSPORTATION AND INSURANCE—Several newspapers published pictures and again told the story of the beautiful romance and marriage fifty years ago of *Martin* and *Anna May*, parents of *George May*. To honor their Golden Anniversary, a large pre-lenten party was arranged.

It is always a happy occasion when *R. J. McKinney* pays a social call on his former co-workers . . . Transportation also welcomed a recent visit from *Charles Gylling*, looking fit as a fiddle and enjoying pension one hundred percent . . . *Dick Meisner*, North Side, has been breaking in as Line Supervisor . . . *John Krause*, Radio, taking advantage of a long week end, paid a flying visit to his son, *John J.*, who lives and is in business in New York.

Whether the ground hog saw his shadow or not meant nothing to *Joe Blaa*, who entered the radio room attired in a shirt that really spoke for itself—out loud.

Donna Ramsdell has joined the ranks of pension and insurance. Besides being a member of the choir, Donna accompanies on the piano in the Church where she acts as assistant leader of the Youth Group. Insurance Department has also "claimed" from the Claim department, the services of *Mary Flanagan*. *Helen Corcoran*, who recently returned after a bout with Virus X, has introduced us to her cousin, *Kay Corcoran*, a new member of CTA, who assists *Mr. Korosy* in the Suggestion Department . . . Footsore and weary *Mary Berry* recently returned from a walking marathon, proving to some dubious friends she can cover

eight miles in less than four hours . . . *Nancy Eustace* and *Kay Fahey*, bowlers in the CTA league, report their team is still leading the league—and they trust this advertising will not prove an ill-omen or just—amen.

—JULIE PRINDERVILLE

Room for Eleven More With That System

WESTSIDE—*Motorman Art Shire* informs us that his ninth grandchild was born December 24, 1952. After the tenth he may have to take off his shoes in order to keep count.

One of our good men, *C. B. Smith*, who worked as a switchman at Lake Street, left us to take over the duties of a policeman in Western Springs, Illinois.

Corporal John P. McGrail, 23, son of *Collector John E. McGrail*, who formerly worked at the West Shops as a carpenter's apprentice, returned to our United States from Korea after 20 months of service. He is at Camp Carson, Colorado, waiting for his release.

Sorry to hear about the mishap that *Switchman Roland Nagel* had. He suffered a broken jaw and other bruises recently, and was taken to St. Anne's Hospital for an operation . . . *Brothers Cimmerer, Coleman, Fitzgerald* and *Sora* donated blood to the blood bank at St. Anne's Hospital to help replace the amount given to *Conductor McDermott* during his recent illness . . . *Conductor John Kennedy* was taken to Holy Cross Hospital February 12, after a sudden illness . . . *Conductor John Consiglieri* woke up in the hospital after 3 days of unconsciousness and a very severe case of pneumonia . . . *Motorman Philip Bonelli* and *Receiver Harry Haslam* are back on the job . . .



The sick list at this writing includes *Roland, Forbes, Consiglieri, Arnold, Heidtman, Hawkins, Burgess, Tilley* and *Mattox*.

—WALTER J. REICH

Vacations Are Varied

WESTSIDE (MET.)—*Agent Margaret Allen* and her sister enjoyed a three-week cruise on the Caribbean Sea . . . *Agent Ann Schneider* spent one week of her vacation with her children in Michigan and the other week in New York visiting her sister. Ann is quite thrilled over the trip . . . *Agents Anne Marie McNichols* and *Genevieve Rusin* vacationed in good old Chicago.

Our sympathy is extended to the family of *Pensioner Henry Kapa*, who passed away recently, and to *Porter Clarence Williams*, whose sister passed away . . . Sorry to hear *Agent Laura Sullivan's* mother is ill.

Pensioner Margaret Verschure has moved to Marionette Park with her daughter and family.

We are sorry to hear *Agent Elizabeth Paysen* is on the sick list, but we are glad to see so many other girls back from the sick list.

—KITTY KEEGAN and
RUTH HANSON

Jerry Golf Helps Save Baby's Life

WILCOX—Not long ago, while driving his bus south on Independence Boulevard, *Operator Jerry Golf* noticed a lady, with a child in her arms, run into the street screaming and waving her arm. Jerry stopped his coach to see what she wanted. The lady told him that something had happened to her baby and that it could not breathe. So Golf took the mother and her baby in the bus to Mt. Sinai Hospital. After leaving the thankful mother and child at the hospital, Jerry returned to the boulevard and continued on his route downtown. All the passengers aboard the bus were as happy about the incident as was the mother.

The Wilcox Social and Athletic organization will hold its 5th annual spring dance, Saturday, April 25, at the Keyman's Club. The president of the organization, *Bus Operator Louis Ranallo*, and the members of the board are making their arrangements now.

The transition from weekly to bi-weekly pay days has all the boys checking and double checking when the next payday will arrive

and for what period they are being paid.

Bus Operator Walter Ford will not have to "safari" to Elgin every night now that he has found an apartment for his family in the vicinity of the garage.

Between all the germs around town and non-occupational accidents, some of the boys could not miss being laid up. We wish to welcome back to the job *Mechanic Foreman Bernie Auman* and *Bus Operators Marty Mulvihill, William Thompson, Peter Vanda, John King* and *James McPhee* . . . *James Rittenberg*, receiver, and *Harold Fowler*, bus operator, have returned to work after serious operations and long recovery periods.

Cupid's arrow has struck *Operator John O'Shea*. John is going to take *Miss Josephine Cimo* to the altar April 11 . . . Not to be outdone, *Operator Louis Eilers* has asked *Miss Pat Allison* to join him at the altar come the 11th of April.

Operators Ray Jablecki and *John Callahan* are to be congratulated for the sons their respective wives recently brought into this world.

—THOMAS MOONEY

RECENT BRIDE



PRETTY Jo Anne Kennebec, Specifications, became the bride of Nick Spanos when their marriage ceremony took place recently at Our Lady of Lourdes Church.

Reported by *Mary E. Clarke*



NUPTIAL SMILES



THE smiling cake cutters are **William F. Di Gioia**, Revenue Accounting, and his bride, the former **Esther May Jakes**. The couple wed January 31, in a ceremony at Our Lady of Lourdes Church. The groom's father, **William**, is a bus operator at North Avenue.

Reported by *Helen A. Lowe*

How Did Frank Get in Here?

WILSON SHOPS—*Joseph Czaja* was welcomed back to work after three days of sickness . . . It was nice to see *Angelo Bagnole's* smiling face again after twelve days of sickness.

Bill Herrmann came back after a week of flu and was quite grouchy due to being held in the household by his nurse, *Louise Herrmann* . . . We're happy to see *Frank Stefanik* back on the job after six long days of sickness . . . *Ernie Zorn*, a new truckman at Wilson, was confined to his home with the flu.

Frank Detuno is very thrilled with a new 1953 Plymouth.

Charles Qualiardi had to take his wife to Hollywood, Florida, due to sickness of her mother . . . *Edwin Knaiz* was forced to leave his work for one week due to the flu . . . *William Jacobson* was a two day patient at home with the flu. Bill says even with a beautiful nurse, his wife, of course, two days is too much . . . *Peter Nelson* was forced to stay home with the flu for one week.

Send in some news, boys. I'll be happy to receive any, short or long.

—EVERETT ENGLAND

SCIENCE & HEALTH SHORTS

The roar of jet-propelled airplanes can be more than just an annoyance according to a report stating the sound can actually break down body tissue. The problem does not arise when the plane is in flight because the plane moves so fast persons on the ground do not hear the sound for long, nor is it a pilot problem since he sits well in front of the sound. It may have a serious effect on ground crews, however, who must operate close to planes warming up, a problem that is particularly acute on aircraft carriers. The jet engine roar, the report states, has reached a point which doctors term the "threshold of pain," a point where long exposure to the sound not only can cause fatigue and nervous strain, but may break down certain body tissue. The tissue of the lung, for example, has been found adversely affected by the engine noise.

Any emotional disturbance you allow to "get under your skin" may come through in the form of blisters or rashes, reports a skin specialist, and the form of skin disease can be linked pretty closely to a particular emotional problem. The desire for love and affection, for example, may start a person scratching. Emotion, says the doctor, may contract the openings of the sweat glands, building up the pressure within the glands to a point twice as high as blood pressure. These persons "sweat internally," a condition that feels like stinging needles, and therefore scratch. Tracing the psychological basis of particular skin diseases, the specialist ties acne to serious-minded, reserved and bashful patients who become sullen, repressing guilt feelings, and fever blisters label the patients independent, hostile, and immature, which conflict with their desire to please others. Hives patients, he says, are hard-driving, keyed-up persons who may feel wronged or injured.

Women keep their teeth longer than men, according to the American Dental Assn., and that's because they see their dentists more often. One out of every 10 men has lost all his teeth, but the loss rate of women is only one in 15. Only one of every 12 patients examined could report perfect dental health, according to the survey, which covered 40,000 patients. Male dental neglect was further pointed up by the fact that 50% more men than women were found in need of extractions due to diseased gums. Teen-agers, between 15 and 19 years, each with an average of five decayed teeth, were most in need of fillings, and about 25% of children between 10 and 14 needed teeth alignment.

A medical "one-two punch," combining for the first time in a single drug an antibiotic and a hormone, has been developed for treating a wide range of eye injuries and infections, such as "pink eye," chemical burns, and others. The hormone in the new ointment suppresses the inflammation usually accompanying eye diseases, but does not hit the cause of the infection—a job done by the bacteria-destroying antibiotic. The antibiotic is neomycin and the hormone is cortisone, and the new drug is called, logically enough, neosone.

The human heart, which can do a day's work without equal, pumps about 4,000 gallons of blood in a 24-hour period, while beating more than 10,000 times. The heart generates, during this time, enough energy to lift 780 tons a foot in the air, and actually sends blood through 100,000 miles of blood vessels. To keep this machine going (about 865 billion red blood cells are destroyed and replaced each day) the adult human absorbs 20 cubic feet of oxygen during the 24 hours, or about enough to fill five large rooms, and the blood releases a similar amount of carbon dioxide. To do this the adult breathes some 24,000 times in a day.

We Need MEN

. . . for Surface Transportation Work
If you know of someone interested in a transportation job with CTA's surface division, send him to the Employment Department, 1165 North Clark Street.

Hiring Requirements:

Good Physical Condition

Ability to pass simple qualifying tests

RECENT DEATHS AMONG EMPLOYEES

EDWARD BURIAN, 59, retired conductor, 69th. Died 12-7-52. Employed 10-12-18.

JOHN CHADA, 66, retired watchman, Westside. Died 2-4-53. Employed 7-30-45.

PATRICK GARRITY, 66, motorman, Limits. Died 1-19-53. Employed 6-11-18.

PATRICK J. HART, 53, car repairman, 69th. Died 1-26-53. Employed 4-25-42.

JOSEPH KARL, 56, conductor, Devon. Died 1-30-53. Employed 2-20-17.

JOHN KENNEDY, 45, clerk, Auditing. Died 12-23-52. Employed 4-6-23.

HENRY F. KOSTKA, 49, bus operator, Archer. Died 1-5-53. Employed 4-1-28.

STANLEY KRAWZAK, 59, motorman, Devon. Died 1-29-53. Employed 4-28-20.

FRANK J. LOVELL, 48, agent, Southside. Died 1-22-53. Employed 3-23-26.

MICHAEL MAHONEY, 53, repairman, West Shops. Died 12-17-52. Employed 1-11-29.

SIGFRED L. MALM, 60, conductor, Northside. Died 1-14-53. Employed 10-13-19.

FRANK MARICH, 57, laborer, Way and Structures. Died 1-2-53. Employed 6-23-27.

FRANK J. McKAY, 54, agent, Southside. Died 1-19-53. Employed 7-12-46.

GEORGE J. MODRICH, 63, motorman, Lawndale. Died 12-30-52. Employed 9-6-23.

WALTER MOEWS, 54, conductor, Limits. Died 2-1-53. Employed 2-1-26.

JOHN J. OLEKSY, 52, conductor, Westside. Died 2-2-53. Employed 10-11-43.

MAURICE REIDY, 46, conductor, Northside. Died 1-31-53. Employed 1-6-30.

FLOYD W. RICEY, 56, conductor, Devon. Died 1-30-53. Employed 4-25-23.

JUANITA RILEY, 51, agent, Southside. Died 1-26-53. Employed 3-4-38.

EUGENE SANFORD, 56, retired laborer, Way and Structures. Died 1-10-53. Employed 9-25-30.

RAYMOND SCHIMEK, 39, conductor, 77th. Died 12-23-52. Employed 4-10-42.

JOHN J. SHARKEY, 57, retired motorman, Limits. Died 2-1-53. Employed 11-13-20.

WILLIAM E. SIMPSON, 55, claim department. Died 1-26-53. Employed 1-3-19.

FRANK C. SMITH, 54, supervisor, Transportation. Died 1-6-53. Employed 10-24-23.

ALEXANDER STRATHDEE, 52, motorman, Northside. Died 1-13-53. Employed 5-27-24.

JOSEPH WAGNER, 65, repairman, South Shops. Died 2-4-53. Employed 7-3-34.

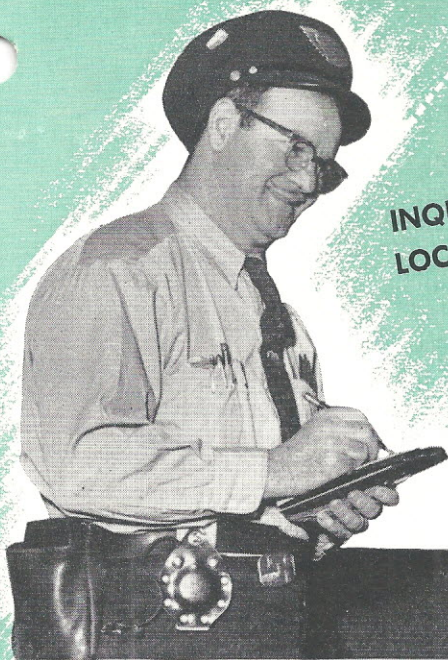
TIMOTHY H. WALL, 35, motorman, North Park. Died 12-13-52. Employed 4-11-46.

DELVIN WERDERMAN, 36, bus operator, Blue Island. Died 1-5-53. Employed 2-1-51.

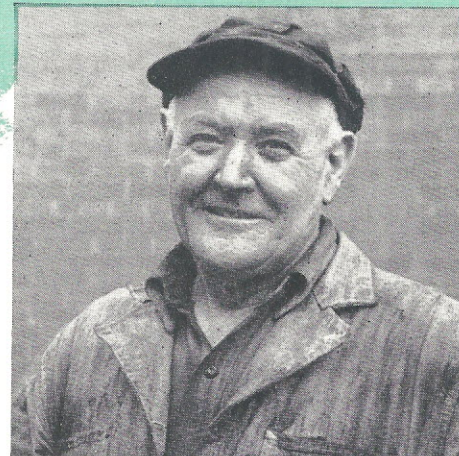
MICHAEL WIELCUS, 63, conductor, Devon. Died 12-30-52. Employed 2-19-13.

Do you believe in hunches?

INQUIRING REPORTER: Dante F. Brunod
LOCATION: Beverly Bus



FRED E. RIECKE, Bus Operator: "Twenty-five years ago I went to a dance and noticed a nice looking girl. Right there and then I had a hunch that she and I would become better acquainted. Well, we did. The next thing I knew, I was carrying her over the threshold."



WILLIAM MOORE, Bus Repair: "I am through believing in hunches. If you let it, a hunch can sure get the best of a fellow. I once bought some raffle tickets on a strong hunch, first prize being a 1946 Chrysler. The hunch was so real, I imagined myself driving the car around long before the day of the raffle. That's right, someone else won it. In order to satisfy my hunch, I had to buy a car. From now on I'll forget the hunches."



JAMES E. MAHER, Bus Operator: "It was the last race and my last \$2.00 bill. I just couldn't decide what to do, but I had a hunch to play the next horse which changed odds on the tote board. Either I'd go home broke or with a smile. I played the hunch. The result was a winner, a big pocket full of money and a bigger smile. A very good hunch!"



JAMES H. WALSH, Bus Operator: "I just don't believe in hunches. I have always tried to look ahead and to do the necessary planning before going into a situation. Jumping at something on a hunch is to jump at it with your eyes closed, and that has never appealed to my better judgment."



ALBERT CERMAK, Bus Operator: "Up to a certain limit, the thing known as a hunch is all right. However, when an important decision is to be made, I would rather think, plan, and reason things out, instead of depending just on a mere hunch."

TRANSIT IN THE

News



SPECIAL SERVICE SIGNS

NEW 10c signs are displayed on all Boulevard System buses operating under the recently expanded Shopper-Depot-Parking Lot service. The special 10c service is provided on a total of five routes, 148, 149, 142, 158 and 128, which operate within the central business district (TRANSIT NEWS, February, 1953).

FANS FROM LANSING

STOUT backers of *Chuck Davey*, 230 strong, arrived in Chicago at the Dearborn station at 7:00 P.M. on February 11, to witness their favorite mix with *Kid Gavilan* that night for the welterweight title of the world.

Although they were disappointed with the outcome of the fight, all were pleased with the efficient charter service provided by CTA to transport them from the station to the Stadium and return. Five special buses were used for the movement of the boxing fans.



RECENT SERVICE CHANGES

THROUGH bus service was established on Austin Avenue and an inconvenient double transfer was eliminated. The through service operates between terminals at Milwaukee-Devon on the north and Roosevelt Road on the south.

Before the new plan of operation became effective, CTA had two bus services on Austin. A Surface System line operated between Milwaukee-Devon and North Avenue, and a Boulevard System route operated between North Avenue and Roosevelt Road. Under the new plan of operation, the Surface System route was extended south to Roosevelt road, making possible direct transfer connections with intersecting surface routes and the Lake Street and Garfield Park "L" routes.

THE Narragansett Avenue and North Avenue Extension lines were consolidated into a single route, providing through service between terminals at Narragansett-Irving Park Road and North-Harlem Avenues.

Previously, trolley buses operated in Narragansett Avenue between Irving Park Road and North Avenue, and shuttle motor buses were operated in West North Avenue between Narragansett and Harlem Avenues. Motor buses replaced the trolley buses when the through routing was established. TROLLEY coaches replaced propane-fueled motor buses on the Armitage Avenue route. Terminals of the line are the same, with through trolley buses operating daily between Grand-Latrobe and Armitage-Clark. During rush hours only, Mondays through Fridays, supplementary trolley buses operate on Armitage Avenue between Grand-Latrobe and the Western Avenue "L" station, Logan Square branch, for the convenience of rapid transit riders.

ALL of these changes were effected February 1, 1953.

A SCULPTOR'S "STREETCAR"

SHOWN at International Exhibit of Sculpture of the Twentieth Century, which recently closed at the Art Institute, this mobile unit was *Alexander Calder's* version of a modern streetcar. The delicately balanced work is constantly in motion. It is so constructed that a gong sounds at irregular intervals as it goes through various phases of formations. Loop Supervisor *Henry Wilson*, standing at right, was inspecting the exhibit when seventh grade pupils of Hawthorne School, Oak Park, who were touring the exhibit, arrived with their teacher and an Institute guide.

Calder, an American artist, won first prize with a similar piece of sculpture at the Venice Biennale exhibition in 1952.

The Art Institute, which is easily reached by CTA Surface, Boulevard System and elevated-subway routes, will feature from April 2 to May 17 the great temporary painting exhibit of the French artist, *Fernand Léger*.





SCRIBES ATTEND GET-TOGETHER

YOUR "Inside News" reporters and members of the photographic and editorial staff of CTA TRANSIT NEWS held their annual get-together on January 28. The gathering of about 45 persons began their pleasant evening out with dinner at the Chicago Bar Association, where this photo was taken. Afterwards, the group moved to the Great Northern Theatre, where they enjoyed the popular comedy, "Top Banana."

"TOO OLD" For Rolling Home



Chicago Daily News Photo

"I'VE slept in streetcars at night for the past seven years," said Mrs. Anna Cox, 73, from her bed at County hospital where she was recuperating from a fractured leg.

However, the doctor decided that Mrs. Cox was too old to continue spending her nights in streetcars, even though she insisted, "I like sleeping on streetcars. They are an improvement over the average room in Chicago."

Mrs. Cox had accumulated a bank balance of \$8,326 through the sale of hairnets and other notions.

Arrangements were made to place her in a convalescent home for at least a month upon leaving the hospital. According to the medical superintendent, her savings were sufficient to keep her "very nicely" in a nursing home after that. However, on leaving County hospital, Anna disclosed that she plans to return spending her nights on streetcars as soon as her broken leg is healed.

CHICAGO TRANSIT AUTHORITY CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF JANUARY 1953 AND 1952 AND TWELVE MONTHS ENDED JANUARY 31, 1953

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

	1953	1952	12 Months Ended Jan. 31, 1953 *
Revenues	\$10,536,312	\$ 9,818,746	\$117,840,134
Operation and Maintenance Expenses.....	9,474,942	9,046,248	101,144,834
Available for Debt Service.....	1,061,370	772,498	16,695,300
Debt Service Requirements:			
Interest Charges	404,241	318,038	4,161,203
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1).....	83,333	—	583,333
Revenue Bond Reserve (Note 2)	23,000	107,000	729,314
	510,574	425,038	5,473,850
Balance Available for Depreciation.....	550,796	347,460	11,221,450
Provision for Depreciation—Current Period.....	842,905	785,500	9,427,211
Balance (Deficit) (Note 3)	292,109r	438,040r	1,794,239
Accumulated Deficit: To end of previous period....	—	61,778r	499,818r
Balance Available for Revenue Bond Amortization Fund	292,109r	499,818r	1,294,421
Revenue Bond Amortization Fund.....	—	—	300,000
Balance Available for Other Charges (Note 3)	\$ 292,109r	\$ 499,818r	\$ 994,421

NOTES:

- (1) Equal monthly installments to retire \$1,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1953.
- (2) Available to pay interest or principal on any interest or principal payment dates of Series of 1947 Revenue Bonds or interest on any interest payment dates of Series of 1952 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 and 1952 Bonds, respectively.
- (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. The Supplemental Trust Agreement covering Series of 1952 Revenue Bonds issued October 1, 1952 provides for quarterly deposits of \$300,000 (cumulative within any one year) to the "Revenue Bond Amortization Fund" to the extent that monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve Fund, Revenue Bond Amortization and Operating Expense Reserve Fund.

PASSENGER STATISTICS**

Originating Revenue Passengers.....	58,144,929	63,928,927	715,348,922
Transfer Revenue Passengers.....	2,389,459	3,931,583	32,485,559
Total Revenue Passengers.....	60,534,388	67,860,510	747,834,481

r - red figures STATUS OF EQUIPMENT MODERNIZATION PROGRAM
as at January 31, 1953

Purchased and placed in service under Modernization Program:	
Diesel Buses	100
Gas Buses	800
Propane Buses	551
Trolley Buses	559
El-Subway Cars	204
P.C.C. Streetcars	600***
	2,814

1952-53 Orders:	
Propane Buses	200
Conversion of P.C.C. Streetcars to El-Subway Cars (Memo only) ..	200
	3,014

* Includes October 1, 1952 to January 31, 1953 operations of the Boulevard System.

** Includes Boulevard System passengers.

*** 100 to be converted to El-Subway Cars.

"KER-CHOO"

AND YOU"

DURING the past winter, which is only now drawing to a close, the nation experienced a widespread siege of influenza which reached such large proportions that it was termed an epidemic. In fact, the President of the Chicago Board of Health warned of a second wave of the disease continuing unabated through the month of March.

In practically all cases, the attacks are preceded by the nation's real No. 1 enemy—the *common cold*. Shown on this page, in cartoon fashion, but by no means meant to be a joke, are some pertinent facts about the common cold which it might be well to heed.

a cold is no joke!

ENTRANCE TO SERIOUS ILLNESS

THE COMMON COLD

A 3 DAY COLD COSTS THE AVERAGE PERSON **\$25.**
COLDS CAUSE 50-60% OF ALL ABSENCES FROM WORK.
COLDS CAUSE 5 TIMES AS MUCH LOSS OF PRODUCTION MAN-HOURS AS DO STRIKES.

how you catch cold

AN AIR-BORNE DISEASE.
MOST SCIENTISTS THINK THAT COLDS ARE TRANSMITTED THROUGH THE AIR BY VIRUSES SO TINY THEY PASS RIGHT THROUGH THE FINEST FILTERS.

ONE GOOD SNEEZE CAN SEND 20,000 INFECTION-LADEN DROPS SHOOTING AS FAR AS 12 FT. AT A SPEED OF 150 FT. PER SECOND. AFTER HALF AN HOUR, 4,000 OF THEM WILL STILL BE IN THE AIR.

YOU CAN CATCH IT BEFORE THE OTHER FELLOW KNOWS HE'S GOT IT. A PERSON CAN BE PASSING A COLD ON TO OTHERS TWO DAYS BEFORE HE KNOWS HE HAS IT.

RAPID CHANGE OF TEMPERATURE SETS STAGE FOR COLDS. YOU DON'T ACTUALLY CATCH COLD BY BEING CHILLED OR WET.... BUT YOUR RESISTANCE TO THE COLD BUG IS LOWERED.

how to avoid catching cold..



AVOID PEOPLE WITH COLDS AS MUCH AS POSSIBLE



BEWARE OF FATIGUE...
AVOID OVERWORK AND GET PLENTY OF REST, EAT THE RIGHT FOODS AND GET YOUR SHARE OF EXERCISE, FRESH AIR AND SUNSHINE



KEEP FEET WARM AND DRY BY WEARING YOUR RUBBERS AND OVERSHOES



KEEP OUT OF DRAFTS
RAPID CHANGE OF TEMPERATURE SETS STAGE FOR COLDS BY LOWERING YOUR RESISTANCE TO COLD BUG.

so what... you've got a cold!



GO TO BED AND REST



EAT LIGHT MEALS WITH NOURISHING FOODS.... DRINK PLENTY OF WATER, FRUIT DRINKS, SOUPS, ETC.



BE SURE TO USE YOUR HANDKERCHIEF TO STIFLE COUGHS AND SNEEZES TO PREVENT OTHERS FROM CATCHING YOUR COLD.



CALL THE DOCTOR...
IF YOU HAVE A FEVER, ACHES, OR A RACKING COUGH FOR MORE THAN 24 HOURS, DANGER! CALL DOCTOR AT ONCE IF YOU HAVE CHILLS OR RUST COLORED SPUTUM.

Our Public Speaks...

Based on Actual Letters Received Recently by CTA

COURTESY and friendliness are a winning combination for creating good will for the Chicago Transit Authority. We speak here of two CTA bus operators who have hit upon that combination, judging from the many comments received from well-satisfied passengers. Friendly, courteous, pleasant — these are just a few of the words that have been used to describe these two operators who work in widely separated sections of the city.



William D. Washington, a boulevard system employee since August, 1947, has an unusual number of commendations to his credit. Washington has made many friends on his Sheridan Road bus by his patience, consideration and pleasant manner. Reprinted here in part is a grateful letter from one of his riders:

"I have been a rider on the Sheridan Road bus, driven by William D. Washington,

for several months. He has become a friend, not just the "guy who drives the bus" to all of us who ride with him. He is kind, considerate and courteous and always has a smile or a kind word. He is very helpful to those who are unfamiliar with the local transportation system, and has, in many cases, reminded his riders of their stops when they have forgotten them. And always he is a careful driver."

Bus Operator *Joseph Cabay* has also found that being courteous and helpful results in a happy relationship between riders and the CTA. If the number of letters received commending him are any indication, he is doing a good job of winning new friends for the CTA. Cabay has been working for the CTA since May, 1936, and is now operating

a trolley bus on the Belmont avenue line. Here is what one of the many letter writers said about him:

"Your bus operator No. 3906 is one of your most courteous and friendly contacts with the public. He never forgets to say 'Thank You' for a fare. He also calls all stops and places of interest and is especially courteous to older people, seeing that they are safely on or off his bus before starting. It's a pleasure to ride with him."



THE CTA does receive complaints, too. A polite answer to a question instead of a rude one makes the difference between a satisfied passenger and a dissatisfied one. The CTA is doing everything possible to make its service more attractive to passengers, and the best way to accomplish this is through courtesy and efficiency. Reprinted here are two letters received recently:

"Upon boarding a southbound Cottage Grove streetcar at Wabash and Van Buren streets not earlier than 2:20 I was given a transfer with the time punched at 1:30. When I transferred to an eastbound bus at 61st Street, the operator refused to accept it as being outdated. Please advise me as to the allowable lapse of time between the time punched and the time when it is given a passenger."

COMMENT: All conductors and bus operators should issue accurately punched transfers at all times as well as check the validity of each and every transfer received.

* * *

"The 63rd streetcar I was waiting for this morning came to almost a complete stop and then without opening the doors pulled away. There was plenty of room for more than the three of us waiting. We were able to get on the following car which was far more crowded."

COMMENT: CTA regulations require that our cars and buses make a complete stop to permit our patrons to board or alight.

Artistry in Clay

"ORIGINALITY is what Bill strives for most," according to Alice, the pretty wife of Receiver Bill Leahy of Lawndale Depot, "and it's not unusual for him to stay up half the night to get something 'just right'."

Alice was talking about the enthusiasm, energy, and patience her versatile husband devotes to his hobby—ceramic sculpturing.

Bill, who has been a transit employe for 13 years, first became interested in ceramics as a hobby about three years ago. "We were over at a cousin's house one evening," said Bill, "who happens to be an instructor at the Art Institute. I noticed some of the ceramic pieces he had done and decided I'd like to give it a try." And so, with no previous experience or instruction of any kind, Bill embarked on his present hobby.



BILL exhibits his own cleverly devised "armature," which is the basic structure over which the clay is formed. The armature is so designed by Bill that it is readily removable when desired. It is constructed of a water glass, rope, rubber bands and strips of cloth.

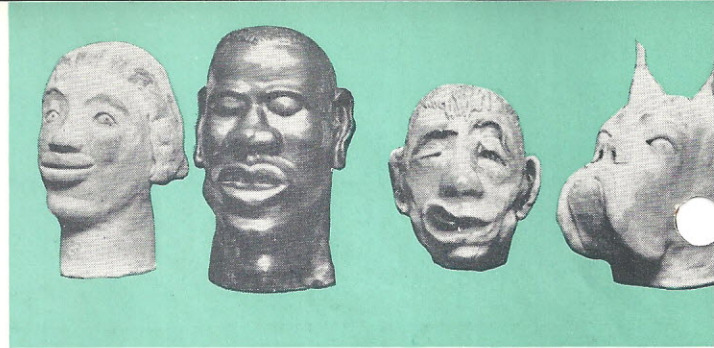
the problem by fashioning his own. They include a plastic spoon, a cocktail mixer, a bent hairpin and a wood splinter, used as a cutting stick.

However, the next obstacle proved to be much more difficult. One of the most important requirements in ceramics is that the piece be of a uniform thickness throughout, usually, between one-half to three-quarters of an inch. The inside of a ceramic piece is hollow. Professionals usually use a wire "armature" as the basic structure. After this "armature" is removed, they scrape the interior to the desired uniform thickness.

But Bill, not having the necessary tools and equipment, devised a system of his own for accomplishing this objective. This involves the ingenious use of a water glass with a rope coiled around it, the loose end of the rope being held in place by a rubber band which can be easily reached at the bottom. The top portion of the "armature" consists of a length of cloth strips so wound and placed that the end

The novice's first successful work was the "Houssa Merchant," which is finished in "gun metal black" glaze. (Glazing is the term applied to the final painting and hardening of a ceramic piece, leaving the outer surface with a glasslike, shiny effect.)

Possessing none of a sculptor's standard tools or equipment, save modeling clay, Bill soon found it necessary to devise his own ways and means of overcoming certain difficulties. The first obstacle to hurdle was the lack of tools. Bill jumped right over



SOME of Bill's finished and semi-finished work is shown here. The two center pieces, the "Houssa Merchant" and "The Drunk" are completed. On the extreme left end, the flirtatious mate to the "Houssa Merchant," and the Boxer dog on the extreme right, have yet to be glazed and baked, or "bisque fired." When completed, the "Houssa Merchant's" mate will also be finished in gun metal black glaze.

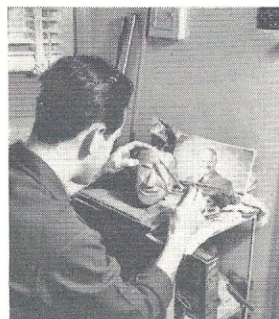
rests on top of the water glass. This complicated sounding arrangement is easily removed, leaving the sculptured piece the proper thickness.

The mechanics of sculpturing, however, are mere incidentals to obtaining realism. Aside from the natural artistic qualities, it requires a good deal of painstaking effort. To illustrate, roughly 1000 individual little balls of clay went into the making of the hair on the "Houssa Merchant."

Bill has also completed a piece called "The Drunk" and has in production a mate for the "Houssa Merchant" and a model of the head of a Boxer dog, owned by a fellow CTA employe. Presently, he is working on a head of President Eisenhower from a colored photograph which appeared in a Chicago newspaper.

However, Bill is not the only Leahy in the family with artistic talent. His eleven-year old son, Billy, is following in his father's footsteps. The youngster recently completed a ceramic statue of the famed painting, "Whistler's Mother." Billy has an unusual talent for expressing ideas and conveying realism in his drawings.

With the advent of Billy's recent interest in his father's hobby, it appears as though an artistically-inclined father and son combination is very much in the making at the Leahys.



WHEN not on the job for CTA as receiver at Lawndale, **Bill Leahy** indulges in ceramic sculpturing as a hobby. Here he is shown working on a clay reproduction of the head of President Eisenhower.

THE Leahy household includes **Bill** receiver at Lawndale, his pretty wife, **Alice**, and their eleven-year old son **Billy**. Receiver Leahy displays one of the items resulting from his hobby, ceramic sculpturing, which is appropriately titled "The Drunk."



TO THE Ladies

... from JOAN



MAKE an Easter Egg Tree this year. Hang your beautifully decorated eggs to the branch of a tree with cellophane tape. Fasten the tape firmly to each side of the egg leaving a loop long enough to hang free from the branches. This small branch is firmly embedded in a flower pot with plaster filler. This prevents the tree from becoming top heavy if the eggs you hang are hardboiled.

EASTER is a time for decorating eggs. There's something irresistible about creating a work of art out of the lowly egg. Everyone in the family can join in the fun, especially the children.

Eggs are plentiful and inexpensive around Eastertime, so it's not extravagant to decorate two or three dozens of them. Besides they can always be eaten when they're freshly hardboiled.

Try your hand at making the eggs a little different this year. With a few odds and ends, such as tiny artificial flowers, sequins, bits of ribbon or velvet, confetti, crepe paper, feathers, pipe-cleaners and a roll of cellophane tape, you can get unusual effects.

An Easter bunny, for instance, can be made in a jiffy. Attach a fluffy tail of absorbent cotton to one end of the egg with a little circlet made of cellophane tape with the sticky side out. Shape the ears out of pink or blue stiff paper and attach with clear tape. Draw in the eyes, nose and mouth and whiskers with colored crayons. Make a number of these little bunnies with different colored ears and set in a nest of Easter grass sprin-

kled with tiny artificial flowers such as forget-me-nots or rosebuds. This makes an attractive centerpiece for an Easter party.

A small cluster of flowers taped on top of an egg can be extremely decorative. A "penny panorama" egg is made by criss-crossing a brand new penny with clear tape right over the nose of the egg and bordering with forget-me-nots. Children love this one.

All sorts of exotic effects can be achieved by using cellophane tape, sticky side out, on the eggs. Confetti, sequins, dried parsley, red sugar, bluing granules adhere to the sticky side of the tape. The best way to apply it is to dip the tape through whatever material you want to stick to it, then run it down the length and across the egg and fasten underneath with a piece of tape.

A bird, too, is simple to make. Use cellophane tape to attach small feathers for wings and a tail, and then tape on a piece of folded paper for the beak. Draw in the eyes. For his legs, bend short lengths of pipecleaners under the egg and fasten with tape. Substitute pleated colored tissue or crepe paper for wings and tail, if you have no feathers.

YOU CAN WORK ALL DAY AND STILL SERVE DINNER AT SEVEN . . .

WITH these tips . . . Dinner for four at seven—in your own home. Quite a job, you say, for someone who leaves the house at eight and never returns till past six.

To the contrary, preparing an evening meal for several friends and yourself can be fun and easy to do if you're careful to select a menu that takes little last minute preparation.

Here, for example, is a meal that's certain to impress your guests with its originality and downright deliciousness and, at the same time, win *your* heart by being ready for the table in short of 45 minutes:

HERE is lobster newburg made from a new easy-to-make recipe. In place of the difficult cream sauce, condensed cream of mushroom soup is used.



Party Salad Platter
Jiffy Lobster Newburg
Broccoli Tomato Slices
Tasty French Bread
Mint Parfaits Angel Cake
Coffee

For your special dinner-at-home, arrange a lettuce leaf. On it put a celery stick stuffed with your favorite cheese spread, several carrot curls, olives—black and green, and a radish rose. Some of those appetizing crackers—the kinds flavored with sesame seeds, cheese or onion—go well with this type of salad.

Lobster is always luxurious eating, but one of the most exciting ways of serving this seafood is a la Newburg. Tender bits of pink-tinged lobster are blanketed in a rich cream sauce enlivened with sherry and flecked with slivers of golden mushrooms.

Lobster Newburg, however, has always been a temperamental dish to prepare. It was, that is, until the following recipe for Jiffy Lobster Newburg was developed. In place of the difficult cream sauce, condensed cream of mushroom soup is used.

Jiffy Lobster Newburg

1 $\frac{1}{4}$ cups canned or cooked cubed lobster (1 lobster tail)
1 10 $\frac{3}{4}$ ounce can condensed cream of mushroom soup, undiluted 2 tablespoons sherry
 $\frac{1}{2}$ cup soft bread crumbs, moistened with 1 tablespoon melted butter
Heat oven to 325°F. (moderate). Combine first 3 ingredients. Spoon mixture into 3 shallow individual baking dishes or custard cups. Top with bread crumbs. Bake at 325°F. for 15-20 minutes. Makes 3 servings.

Jade green broccoli—the frozen kind—arranged picture-pretty on a platter with red-ripe fresh tomato slices adds a colorful note to your table.

And for that "gourmet" touch, serve crisp-crustured French bread cut in hearty slices, spread with zesty mustard butter, and baked till the full flavor of the spread penetrates the loaf.

For a gala finish to your meal-at-home, serve mint parfaits and angel cake. A half glass of mint flavored apple jelly whipped till of spooning consistency and a pint-and-a-half of ice cream are all you need. Arrange alternate layers of emerald jelly and ice cream; top with a maraschino cherry. The cake poses no problem either. Buy it at your local bakery, or make it up the night before from one of those new angel food cake mixes.

MARCH 1953

1 SUN	2 MON	3 TUE	4 WED	5 THU	6 FRI	7 SAT
8	9	10	11	12	13	14
15	16	17	18	19	20	21
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