



# TRANSIT NEWS

JUNE, 1953



WAIT  
FOR  
GREEN



# Pedestrian . . . PROTECTION PROGRAM



A PROGRAM to protect the lives of pedestrians in Chicago, spearheaded by the Citizens Traffic Safety Board and receiving full support from Chicago Transit Authority, is well underway and will continue through the year.

City officials and departments charged with responsibility for public safety and traffic supervision are cooperating with Chicago's industries, civic and fraternal clubs, churches and community organizations in this city-wide effort to reduce Chicago's high traffic toll.

Last year Chicago was named as the most dangerous big city, traffic-wise, in the country, with 454 persons being killed and 29,167 injured.

As most of the fatally injured people were crossing some street on foot when struck, the first phase of the program corrective action is focused on drivers who flagrantly violate the law which gives pedestrians the right of way at intersections. Police have increased their arrests of drivers who endanger pedestrians' lives. This program of strong enforcement is continuing.

To help people stay alive and uninjured in traffic, the following Chicago traffic laws are being given widespread publicity:

## LAWS FOR DRIVERS

1. All motorists must stop or slow down to allow pedestrians to cross streets at intersections unguarded by a policeman or by a traffic signal when the pedestrian has started to cross.
2. A motorist must yield the right of way to a pedestrian crossing between intersections where a mid-block crosswalk is marked.
3. If a driver has stopped to let a pedestrian cross at a

corner or marked mid-block crosswalk, any driver approaching from the rear must not pass the stopped car.

4. Motorists must give right of way to pedestrians who are crossing streets with a "Walk" signal in their favor.

5. At signalized intersections motorists turning on the green light "Go" signal must yield right of way to pedestrians crossing with the signal if pedestrians are legally within the crosswalk.

6. Every driver must exercise due care to avoid hitting any pedestrian anywhere on any roadway and must give warning by sounding the horn when necessary.



## LAWS FOR PEDESTRIANS

1. Pedestrians must not cross streets against a red traffic light at any intersection when there is danger of being struck or when they might interfere with vehicular traffic.
2. Pedestrians must not cross streets against a "Wait" or "Don't Walk" signal.
3. Pedestrians must yield right of way to approaching vehicles when crossing a street in mid-block where no crosswalk is marked.
4. Pedestrians must not cross streets between intersections where appropriate signs prohibit such crossing.
5. No pedestrian shall suddenly step off a curb, safety island or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for a driver to stop or slow down in time to avoid collision.
6. All pedestrians must exercise due care in traffic.

COVER—COOPERATING with the Citizens Traffic Safety Board in its program to promote pedestrian safety in Chicago, members of the Junior Chamber of Commerce neatly stenciled intersection pedestrian safety slogans on Loop corners. *Harry Kunberger*, a chemical engineer, is wielding the brush for this JC crew with *Howard Moore*, an office manager, center, and *William Marshall*, a patent attorney, handling the stencil.

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### Recent CTA Additions To the Armed Forces

*Thomas R. Eischen* — Electrical

*John P. Harnett*—Shops and Equipment (Skokie)

*John A. Naughton*—Accident Investigation (Claims)

### Returned from Service

*John A. Shanahan* — Shops and Equipment (61st Street)

*Carl R. Stenzel*—Transportation (Devon)

CTA TRANSIT NEWS



# Arbitration Award Increases Employees' Pay

ON FRIDAY, May 29, 1953, the two-man arbitration panel consisting of Attorney Werner W. Schroeder, representing CTA management, and Superior Court Judge James J. McDermott, representing Divisions 241 and 308, agreed upon new wages to be effective from June 1, 1953, through December 31, 1955. Their award is binding upon both the CTA and the union organizations.

Step-by-step increases in basic wage rates totaling 16 cents per hour were granted by the arbitrators, the first step, an increase of eight cents per hour, becoming effective Monday, June 1, 1953. This initial increase of eight cents per hour includes the cost-of-living increase of four cents per hour in effect when the award was made. The award eliminated the cost-of-living formula.

Consequently, the new wage for one-man operators, compared with \$1.88 per hour the men were receiving, is \$1.92 per hour. On January 1, 1954, the one-man basic wage rate will advance to \$1.94 per hour; on June 1, 1954, it will advance to \$1.98, and on January 1, 1955, it will advance to \$2.00 per hour. This rate will remain in effect through 1955.

It is estimated that these yearly increases will be \$1,050,000 in 1953; \$2,700,000 in 1954; and \$1,650,000 in 1955; based on today's number of employees.

Ralph Budd, Chairman of the Chicago Transit Board, stated: "I am pleased an agreement was reached prior to June 1. I consider it a very generous award. The CTA, however, with full cooperation of all its employees, should be able to take care of this raise in wages without increasing fares now or so far as we can see in the future. There is no fare increase contemplated."

It is expected that operating economies through modernization of operating procedures will enable the CTA to offset the increased wage costs. By the end of this year CTA hopes to receive delivery of 300 propane buses that will enable it to replace a substantial number of two-man streetcars. Beginning next December, it is expected that deliveries of new Rapid Transit equipment (150 cars) will further enable the Authority to reduce operating costs and thus help to meet the raise in wages.

## Other Provisions

The award also corrected an inequity which had existed in vacation allowance for employees with more than two years and less than seven years of service. Under the old contract such employees received vacation pay for 92 hours.

Under the present contract the vacation allowance for these hourly rated employees shall be fourteen consecutive days with pay for 80 hours. The vacation allowance for hourly rated employees with less than two years of service, and those with more than seven years of service remains the same as under the old contract.

The former provision in the agreements with Division 241 and Division 308 as to sick and accident pay was amended so as to provide a weekly allowance of \$25.00. The former allowance was \$20.00 per week. All other provisions with respect to sick and accident pay remain the same as under the former contract.

A provision in the former agreement as to group life insurance was amended by providing for life insurance in the amount of \$1,500 after three months of service. There were no other changes in the group life insurance coverage.

## Statement By Arbitrators

In considering the case in which the Unions had asked for a 26 cent per hour increase in pay and the CTA had countered by offering no increase and asking for the elimination of certain working conditions, the arbitrators stated:

"In the course of our consideration, we have studied the situation of Chicago Transit Authority, having in mind the inadvisability of any increase in the rates of fare. It is our opinion that with the further improvement of equipment and the savings that can be made by the operation of the new equipment, and with the continued cooperation of the Union in making use of such new equipment as fast as it can be received, and with other economies, savings can be effected in operation which will make possible the payment of the wage increases which we find proper, and hereby award, without an increase in fare.

"One of the constant difficulties that Chicago Transit Authority has faced, has been the falling off of traffic due to the vastly increased use of the private automobile and in part to new working habits and conditions of the people of the metropolitan area. We recommend to the citizens of Chicago an increased use of the facilities of Chicago Transit Authority. For the good of the City of Chicago, as well as of the Chicago Transit Authority and its thousands of employees, it is important that good service be continued without any increase in fare. An increased patronage of the Chicago Transit Authority vehicles, particularly during the non-rush hours and over the week-ends, will help to attain these ends."



# THEY'VE Got You COVERED!

THEY really do have you covered, too—and in more ways than one! We mean, of course, the CTA Insurance Department which is located in Room 746 of the Merchandise Mart.

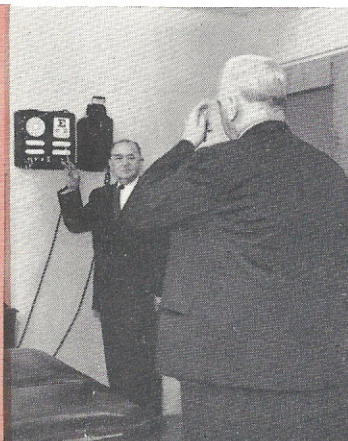
Under the direction of *H. B. Storm*, Superintendent of Employees Benefits and Insurance, the 26 members of this department handle the mass of details pertaining to hospital, life and fire insurance, medical examinations and pensions, covering approximately 17,200 active employees and about 4,500 retired employees.



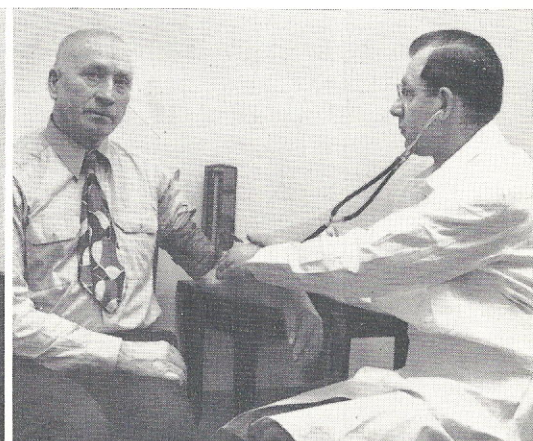
THE RESPONSIBILITY of directing CTA's Insurance Department rests with *H. B. Storm*, Superintendent of Employees Benefits and Insurance. His department handles pensions, all employee benefits consisting of life, accident and sickness, hospital and surgical insurance, all general insurance, including property inspections, and medical examinations of employees and applicants.



AMONG the early contacts made by a person applying for a job with CTA is the Medical section of the Insurance Department. Entering the office from the waiting room is an applicant seeking employment as a CTA operator. Holding the swinging door is Clerk *Mary Kay Fahey*. Receptionist *Helen Corcoran* is at the right.



BECAUSE the CTA is in the business of safely moving people through the metropolitan area of Chicago by way of subway-elevated and surface lines, the eyesight of operating employees is of particular importance. Dr. *John B. Cipriani*, left, is testing the vision of *John P. McCune*, conductor, 77th, a 37-year employee. It is estimated about 1,250 eye examinations a month are handled in the Medical section.



EMPLOYEES who have been on sick leave are required to undergo a medical test before returning to work. Dr. *Stephen D. Mosny*, right, is taking the blood pressure of *Motorman John O'Malley*, Kedzie, a 31-year veteran.

THE JOB of keeping the outer office of the Insurance Department functioning smoothly belongs to *Amy Sikora*, chief clerk. Our photographer snapped this picture just as she was entering Mr. Storm's office.



## MEDICAL DIVISION

The Medical division of the Insurance Department consists of eight examining rooms, offices for four doctors, an X-ray room and a laboratory. All physical examinations of applicants for employment, of employees who have been off due to sickness or injuries (both on and off the job), of persons making claims against the Authority, and examinations regarding the employees' physical condition to determine fitness for the type of work they may do are given here. The examining rooms are well-equipped to make the re-



quired and necessary examinations. In the laboratory are special eye machines, an electrocardiograph, X-ray machine and general laboratory equipment.

An employe or an applicant reporting for a physical examination identifies himself to the receptionist in the outer office. She assigns him to one of the examining rooms and sees that the necessary records are given to the particular doctor who will do the examining. All examinations are recorded on the proper forms and become a part of the employe's permanent record. Examination history of the applicant is retained in the Insurance Department and the applicant is given the results in a sealed envelope which he returns to the Employment Department.

If an employe, who had been disabled, is found physically able to return to duty, he is given a slip, showing such approval and the effective date, which he presents to the head of his department. Should the employe not be able to return to duty, he is given a date to return for further examination.

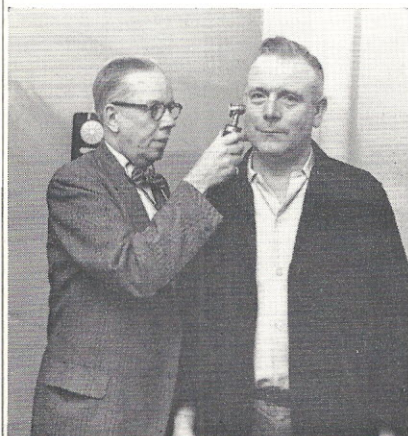
Claimants are brought to the Medical division from the Claim Department. They are generally taken care of by one

clerks in the Insurance Department, who handle the claims, continuously consult them in evaluating sick or injury claims, as well as hospital and surgical claims.

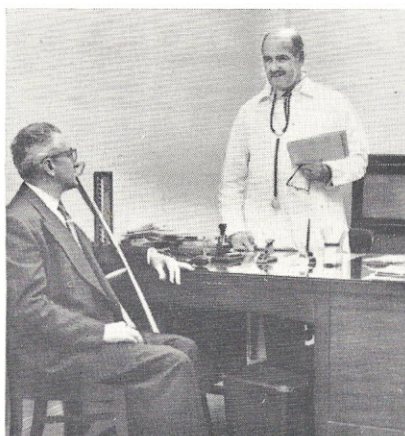
## GROUP INSURANCE COVERAGE

After applicants for work with CTA have successfully passed a rigid physical examination, requiring about 20 minutes, they are required to fill out certain forms for company records before being assigned to their place of duty. Among these forms are a CTA "census" card, pension forms and a request for dependent hospital and surgical benefits if desired when eligible. The "census" card contains the full name, date of birth, first day of work, payroll or badge number and beneficiary's name.

A typist-clerk receives these forms and makes up an Employment Record Jacket for each employe in which is filed immediately the medical card and hiring notice. The rest of the forms are then distributed to the proper clerks for handling.



AS PART of his physical checkup before being certified to return to his job, *Welder Sam Wilson*, West Shops, is given an ear examination by *Dr. Roy W. Kline*.



IN ADDITION to three full-time doctors in the Medical section of the Insurance Department, *Dr. George H. Irwin*, right, is employed on a part-time basis. He has just checked the case history and is chatting with *Conductor Paul J. Lasky*, 69th, before starting the physical.



MODERN X-ray equipment is used in the CTA Insurance Department Medical section. *Leta Crowley*, registered nurse, is making the necessary preparations to X-ray the hand of *Motorman Edward Schlage*, Howard Street.



PERSONAL calls, as assigned by the Insurance Department, are made at the homes of disabled CTA employes by *Louise Knipfel*, registered nurse. *John Anderson*, conductor, Howard Street terminal, has just answered the doorbell and is admitting her to his home.

doctor, provided he can handle them without too long a wait. Otherwise, they are assigned to one of the other doctors for immediate handling. As they are considered customers, they are given preference over CTA employes.

The Medical division is primarily concerned with examinations for applicants and to confirm employes' disabilities. They do not diagnose or administer to employes, except in cases of emergencies or for consultations. The doctors are charged to always consider the welfare of the employes and to protect the interest of the Authority at all times. The

The census cards are received in duplicate by a typist-clerk who files them according to the month in which the employe was hired. At the end of 90 days, certificates for life insurance, hospital and surgical insurance, and dependent hospital and surgical insurance, which may be requested by the employe, will be issued. The duplicate census card remains in the "Less Than a Year" file. At the end of one year, an insurance certificate, covering the employe for accident and sickness insurance is issued. The original census card is filed in a permanent alphabetical file for





**THIS** group of Insurance Department employees handles sick claims of CTA employees. This includes compiling and recording all pertinent information on each case, checking for validity, adjusting and the writing, recording and mailing of insurance checks. Edward J. Donahue, adjustor, has just requested a particular claim jacket from Clerk Alice Lardner, foreground. Others in the picture are, left to right, Genevieve Berg, Mary Berry and Mary Flanagan, clerks.

future use by the Insurance Department as long as the employee is connected with CTA. The individual certificate, bearing the employee's name and the name of the beneficiary on record, in the case of life insurance, is mailed to him at his place of work. Included with the various certificates are the necessary claim blanks and a letter of instructions.

## LIFE INSURANCE

One of the benefits enjoyed by CTA employees and which most of us just take for granted is a \$1,250 life insurance policy (changed to \$1,500 on June 1, 1953, for members of Divisions 241 and 308 by arbitration award) which is paid for by the CTA organization through a group insurance plan. Upon retirement, this policy is reduced to \$1,000, and carried for one year without cost to the pensioner.

All the details pertaining to these policies are handled in the Insurance Department. These include changes of beneficiary, cancellation of certificates for termination of employment, reduction of amount of protection on retirement, the preparation of papers in connection with death claims (such as death certificates and affidavits), writing of checks, recording of claims and the actual delivery of checks to the beneficiaries in the offices of the CTA Insurance Department.

On the average, between 180 and 200 death claims, totaling approximately \$225,000, are paid each year on these policies.

Employees, covered by the group life insurance plan, who terminate their services for any reason other than death, may convert their certificate to any other form of insurance written by the Travelers Insurance Company, the present carrier, in an amount equal to that in force at the time of termination, at the published price for the type of insurance selected, without any physical examination, provided they apply to Travelers Insurance Company within 31 days from the date of termination of employment.

## HOSPITAL AND SURGICAL INSURANCE

Another benefit enjoyed by CTA employees, without cost to them, is hospital and surgical insurance which becomes

effective at the same time as life insurance coverage—after 90 days of continuous service.

This coverage provides \$4.50 a day for room and board for 31 days, with hospital extras paid up to \$22.50, and \$150.00 maximum for surgery.

Employees entering hospitals notify the CTA Insurance Department with a properly filled-in claim blank. The claim is checked against employment records, and, if found to be in order, a claim jacket, containing all necessary details, is prepared. The employee is then notified by letter to supply the required statements, bills and information concerning the stay in the hospital and a statement from the attending doctor describing the surgery performed and the charges.

On receipt of this information, the CTA hospital claim clerk checks it against the hospital policy of the Travelers Insurance Company, the present carrier, and makes entry of the amount to be paid on the file. After the figures have been checked and approved by the chief clerk, checks are written, properly signed, and mailed to the employee, or to the hospital if the employee had so previously indicated. Payments are usually made in two installments as the surgeon's bill usually is received much later than the hospital bill. In this way, the employee does not have to wait for the hospital portion of the claim, pending receipt of the surgeon's bill.

In addition to the foregoing, employees may buy at their own expense extra hospital and surgical insurance, either through Travelers or the Blue Cross-Blue Shield Plan, depending upon their union affiliations. The premiums for this additional insurance are collected through monthly payroll deductions.

The benefits under the Travelers Contributory Plan cover full ward charges during the first 31 days and 50% of the ward charges during the next 90 days, or if in a semi-private or a private room, an additional \$4.50 per day for room and board for 121 days, all hospital extras incurred during the first 31 days and one-half of those incurred during the next 90 days. Claims under this extra coverage are handled and paid by the CTA Insurance Department in the same manner as on the policies paid for by the Authority.

Holders of Blue Cross-Blue Shield insurance identify themselves with that Plan when entering hospitals. The latter then submit the bills directly to the Blue Cross-Blue Shield organization for payment.

## DEPENDENT HOSPITAL AND SURGICAL INSURANCE

Between ten and eleven thousand employees, by monthly payroll deduction, cover approximately 25,000 dependents with hospital and surgical insurance in the Travelers Insurance Company Plan or the Blue Cross-Blue Shield Plan, depending upon the union affiliations of employees.

Under the Travelers Plan, dependents are covered during the first 31 days for the full amount in a ward or for \$9.00 per day in a semi-private or private room. During the next 90 days, payments are reduced by 50%. During the first 31 days of hospitalization, hospital extras are fully covered and for the next 90 days they are covered up to 50% of the



actual charges. Surgical benefits are paid in accordance with the surgical schedule, up to a maximum of \$150.00 during any one disability. Dependent claims are mailed to the CTA Insurance Department. If they meet all requirements, they are forwarded to the Travelers Company which writes and mails the payment checks direct to the employee.

Employees having the Blue Cross-Blue Shield Plan for themselves and their dependents are paid the full cost if confined in a semi-private room or a ward for the first 30 days, and one-half of the cost for the next 90 days, with full extras allowed under the policy covered during the first 30 days and one-half the extras during the next 90 days. An employee or dependent, occupying a private room, is paid full extras allowed under the policy for the first 30 days and up to \$10 toward the room charges, and one-half of the extras for the next 90 days, plus up to \$5 toward the room charges. Surgical benefits are paid in accordance with the published schedule.

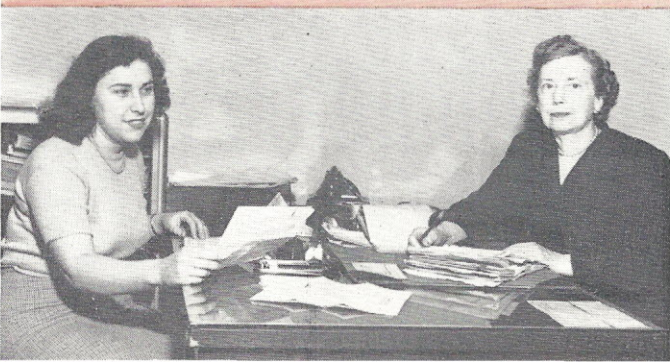
Provisions are in effect to permit employees to pay monthly dependent hospital and surgical insurance premiums by cash when not working.

One of the major economies of group insurance is the small amount of bookkeeping necessary. It is the responsibility of each employee to notify the CTA Insurance Department of any change in coverage. All additions or cancellations should be reported to the Insurance Department as soon as possible so that the records can be adjusted immediately. If this isn't done, the employee will be without sufficient coverage or have too much coverage. Both of these conditions would be costly to the employee as the plan cannot be worked on a retroactive basis as far as benefits are concerned, nor can refunds be made of any overpayments.

## ACCIDENT AND SICKNESS INSURANCE

Should accidents or sickness strike, CTA employees are further protected, without cost to them, with insurance coverage which becomes effective after one full year of continuous service. The certificate of insurance, mailed to the employee, shows coverage, beginning with the eighth day, for 26 weeks, at \$20 per week (changed to \$25 per week on

ALL changes of beneficiary and changes in coverage, affecting life insurance, the preparation of papers in connection with death claims and the actual turning over of the insurance check to the beneficiary are handled by Josephine Powers, right, with the assistance of Wilma Stancich, left. The latter also maintains a date tickler file of employees so each receives proper insurance coverage at the time the employee becomes eligible.



STENOGRAPHIC duties in the Insurance Department are handled by Catherine Fahy, left, and Nancy Eustace. In the foreground is Charlotte Hoyer, hospital claim clerk, who checks and records hospital and surgical insurance claims and payments.



June 1, 1953, for members of Divisions 241 and 308 by arbitration award) for any disability due to sickness or an accident away from work. Accompanying this certificate is a letter of explanation as well as a claim blank to be used in case of disability. Also, after one year of service, hourly rated employees are eligible for full wages for the first seven working days in case of disability, provided the employee is under the care of a licensed, practicing physician.

When a claim is filed with the Insurance Department, it is checked against the employment file and on the claim jacket is entered all the necessary information, including name, address, age, date of employment, claim number, first day off, and the cause of disability. At the same time all claims by that individual during the previous five years are entered on the back of the jacket.

After the chief clerk has determined whether or not a personal call should be made on the employee by a CTA representative, claim blanks for the payment of full wages for the first seven working days are originated and forwarded to the employee's place of work. Here the blanks are filled out to indicate the actual hours lost. When the forms are returned to the Insurance Department, they are attached to the claim file and turned over to an adjustor who initials them if found satisfactory. They are then approved by the chief clerk and forwarded to the payroll department so the amount involved will be included with the employee's next pay.

After the first 7-day claim is completed, the jacket is placed in a file to come up for payment each seven days, as long as the employee is disabled, up to a maximum of 26 weeks. If there is any question in the clerk's mind as to the validity of the claims, the employee is sent a letter, asking him to obtain a statement from his doctor or to appear at the Medical Division of the Insurance Department for examination by CTA doctors.

After claims have been approved for weekly payments, checks are written and recorded in a daily report file. The checks are then approved and signed by a representative of the Travelers Insurance Company and returned to the desk of the chief clerk. If found to be in order, they are then countersigned by the latter and mailed to the individual's home address the following morning. Generally, weekly payments are mailed on the morning of the 8th day, which is unusually fast in comparison with most group insurance practices.

*(The foregoing covers three phases—Medical, Life and Hospital—of the work being handled in the CTA Insurance Department. In the July issue of CTA TRANSIT NEWS, this article will be concluded with descriptions of the functions of the Fire Insurance and Pension sections.)*



# our Public Speaks...

**COURTESY** isn't a wasted action in the mass transit business. While many of the acts of courtesy and good will performed by our operators do not always result in letters of commendation, this does not mean that these actions are not appreciated. Many of our riders are grateful, but do not let us know. How most CTA passengers react to courteous and thoughtful treatment can be determined by reading the letters reprinted below which have recently been received:

"I am writing in regard to a very helpful and courteous driver. His number is 30955 (*James Hardy*, Ravenswood). I rode with him on the Sheridan bus from the loop to Montrose. During that time a lady dropped her change and delayed him; a car turned left in front of him and for an awful moment it seemed as if we were sure to crash, but the driver skillfully avoided a collision; a man who had asked about Irving Park Road didn't get off there until the driver waited and reminded him he was at his stop; he waited for a lady who was running to catch the bus. All these things delayed him, but never brought a grumble. He's a credit to your system and certainly should be commended."

"While riding on a bus driven by operator No. 4612 (*Joseph Thurston*, Beverly) which I do every morning, he stopped and waited a few seconds while a passenger was trying to get across and get on the bus. Another passenger came up and criticized the driver because he waited. Other passengers and myself who ride the bus every morning all thought that was uncalled for. He is always very courteous and gives us all excellent service every day in the week. We just want you to know there are some people who appreciate kind and thoughtful drivers."

"Your 63rd and Cicero Express bus driver No. 7495 (*Albert Schmidt*, Archer) is to be commended for being so very courteous and not a bit disturbed by the talking and commotion of 35 boys and girls who were forced to use the CTA bus at the rush hour late yesterday afternoon because of a mix up in our plans. It was quite a responsibility to get the 35 children back home and it was such a relief to have had the help of the bus driver."

"I have frequently intended to write to tell you that as a daily rider on the Ogden-Clark bus, I have felt that the drivers are very courteous and friendly. I am prompted to write you today because in the pouring rain this morning the driver of bus No. 1734 (*Frank Kouba*, Limits) got off his bus at the corner of Harrison and Wood and led a semi-blind woman over to the door of the Rush-Presbyterian Dispensary. Although this happened at about 9:00 a.m., I think we were all more than happy at the delay."

IT'S human nature—a few people will take the time to praise good service, but many more people will let us know of their dissatisfaction. They are passed up, an operator is discourteous, and the passenger is mad at the whole CTA. No doubt, just by being friendly, prompt, and dependable, the number of complaints would be considerably reduced as the following letters reprinted here show.

"I am writing this as a letter of complaint in regard to an incident that happened to me while boarding one of your vehicles last evening. The only money I had in my purse was a five dollar (\$5.00) bill, two nickels and one dime. Of course, I gave him the change instead of the five dollars. The driver said in a loud voice, "Don't you believe in buying tokens?" I didn't answer him, but he continued in the same line. As a result all the people behind me were delayed in boarding."

**Comment:** By accepting the 20 cent cash fare without any remarks, as CTA employes are instructed and expected to do, there would have been no cause for complaint and everyone involved would have benefited.

"We are all prospective riders of State streetcars southbound. The State-Elm corner is a designated stop for these streetcars. Notwithstanding, these cars do not always stop for us. On bad mornings, when weather is inclement, it is even worse. These are not cars, already full, but those with ample seating space available."

**Comment:** By observing existing operating rules and regulations to stop at all regularly designated stopping points to permit passengers to board or alight, complaints such as this would be eliminated.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for April, 1953, March, 1953, and April, 1952:

	April, 1953	March, 1953	April, 1952
Complaints	914	922	669
Commendations	96	82	72



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## A Good Combination For Married Life

ACCOUNTING — *Gloria Helmersen* (Pay Roll) and *Robert Keane* (Budget) were married the afternoon of May 23, at St. Sylvester's Church. The bride was attired in powder blue linen with a small white organdy hat. After a dinner for close friends and relatives they departed on a motor trip through the southlands.

*Lorraine Curry* (Revenue) is the latest addition to the list of prospective brides. She received a beautiful diamond ring from *Albert Granholm*.

*Kevin* is the name of the youngest member of the *Edward McEl-downey* family. He arrived on May 8.

*Andrew J. Fitzsimons* returned from his vacation with a beautiful coat of tan acquired on an extensive motor trip through Louisiana and Florida.

Cards were received from *Evelyn Leu* (I.B.M.) enroute via automobile to California on her vacation.

*Sig Shonts* is blazing a westward trail also, as a card from El Paso revealed.

*George Triunfol* is convalescing after surgery and expects to return to work soon.

*Theresa Burns* and *Maria Baiyor* have left Chicago Transit Authority to take up family duties.

—HELEN A. LOWE

## C. D. Berryhills Visit Son at Champaign

BEVERLY—*Bus Operator Charles D. Berryhill*, formerly of Cottage Grove depot, with his wife, spent Friday, May 1, with their son at the University of Illinois at Champaign, Illinois.

Their son, *Robert Lee*, was one of the 135 students with excellence in scholarship to attend the 28th Annual Honors Day Convocation. At present, Robert Lee is working in Champaign, Illinois, with the Illinois Bell Telephone Company.

Congratulations to *Bus Operator Marinus H. Dykhuisen* and wife who celebrated their 17th wedding anniversary April 9. It was orchids and dinner that led to an entertaining evening.

*Bus Operator Johnny King* and family visited his sister, who is



## POPPY DAY AT CTA

WILLING women workers, numbering 68 strong, turned out to participate in Poppy Day proceedings throughout the CTA properties. In the accompanying photo, some of the CTA general office employees in the Mart receive their supply of poppies from *John R. Boland*, special clerk in Property Accounting, who was the Poppy Day Foreman for the CTA American Legion Post No. 1216. The post received a total of 14,000 poppies for distribution.

*Sister Mary Elred*, Superior of St. Mary's Convent in Grand Rapids, Michigan.

In order to get an early spring vacation, *Bus Operator Claude Benline* says to pick the last vacation period and you have the first spring vacation. Getting an early start, he and his wife went south to the Gulf of Mexico, across the Mexican border to California, along the west coast line and back to good old Chicago. Of all the bridges and overpasses he traveled on, none can equal the famous Golden Gate bridge. The tour added approximately 5,000 miles to his auto.

Bowling season is over again and *Bob Valerious*, bus sign-up man in the garage, bowled with the Building Department of the CTA League. All the members of the winning team received a trophy. Bob's trophy is sitting on the television set and can be seen the moment you enter the living room.

A warm welcome to the new boys who came to Beverly because of the recent system seniority pick. Can't print all the names but we

intend to bring you stories about them from time to time.

DANTE F. BRUNOD

## One Joins the Army— One Returns From Korea

CLAIM AND LAW—Best of luck to *John Naughton*, who left for the Army, and a hearty welcome back to *Tony Greene*, who is returning from Korea.

Welcome (of a different nature) goes to *Pat Hubich*, the new vault clerk.

The baseball team is looking forward to a successful season this year. Maybe those new uniforms will inspire them to win a trophy.

*Joe Colello*, scoutmaster for a troop of Boy Scouts, took them to Willow Springs for a week-end encampment.

*Henry Praiter* returned to work with some mighty "fishy" stories, after having been in Arkansas.

*Attorney James Mahoney* is quite busy these days, between the graduation of his son from DePaul, and the wedding plans of his daughter.

—G & M

## Devon Credit Union At Your Service

DEVON—Are you going to buy a new car, TV, or some other high-priced article? If so, a word of advice; see your credit union first. You will get the best deal in the city on loans. Just ask a man who owes one. They also finance cars at low rates. You will find them the most understanding fellows to deal with and they're always ready to help you in all of your needs. Give them a visit and I'm sure you won't regret it. *Bill Washa* is at your service from 9:30 AM 'til noon and on paydays from 9:00 AM 'til 7:00 PM. Why not stop in and see him if you are in need of money?

Well, the month of May was sure the month of picking, and I don't mean cotton. Hope you all got your choices. A big welcome to all the new men now at Devon, and I hope to meet all of you in the near future. With vacations the next big thing in the future, a few snapshots of yours will be appreciated for this column.

*Conductor Al Gluppe's* mother and dad celebrated their 50th wedding anniversary in May. May God continue to shower them with His blessings in their wedded life. *F. J. Smith* and *C. A. Kerr* wish a fond farewell to the men who left for other depots. It was a pleasure to have them here at Devon. They would also like the new men to know that they are free to come in and see them any time they have a problem.

The men who took their pension this month are: *Conductor J. Eckman* and *Motorman J. Bushman*. May they have a retirement filled with the best of everything. To the men on the sick list we sincerely wish a speedy recovery.

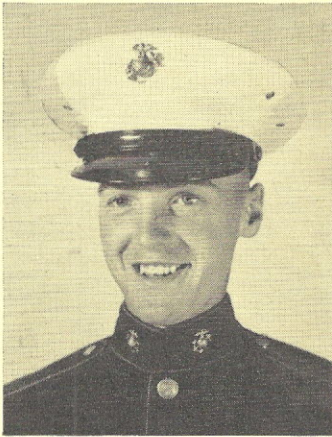
—HENRY C. THELIN

## TRANSITAD

FOR SALE—5-year-old stucco, 2 bedroom home, attached garage, hardwood floors, venetian blinds, insulated, gas heat, double tile sink, cabinet kitchen, breakfast room, fenced yard. Down payment and F.H.A. loan. Write *L. R. Steele*, 505 Madill street, Antioch, California.



## MARINE



**SUPERVISOR Roy C. Meyer**, Keeler garage, himself a Navy veteran of 37 months service and holder of the purple heart, now has two sons, **Roy Jr.**, above, and **Donald**, serving in the U.S. Marine Corps.

Reported by *Joseph Lebrecht*

## Lois Is Now a Mrs.

**ELECTRICAL** — *Lois Cortopassi*, stenographer, became **Mrs. Glenn Novotny** in a ceremony at Our Lady of Lourdes Church on Saturday May 9, at three o'clock P.M. Immediately after the reception the happy couple departed for a honeymoon in Florida.

**Roy Walsh, Jr.**, operator's apprentice, passed out cigars on May 1. The occasion was the adoption of a little baby boy, named **Richard** (*Ricky* for short).

Welcome to **Edward Brechel**, our new janitor at Grand and Leavitt.

Sympathy is extended to **William Becker**, Grand and Leavitt, who sustained the loss of his brother on May 11, and also to **Chief Operator Lars Rasmusen**, Crawford substation, in the loss of his mother on May 22.

—GILBERT E. ANDREWS

## Degnans Welcome New Arrival

**52ND STREET**—**Bus Operator James Degnan** and his wife are the proud parents of a baby girl . . . We welcome back **Bus Operator John Mannion** after a bad cold . . . We extend sympathy to **Bus Operator Gustav Bergstrom** upon losing his mother.

**Dispatcher Carl Haller** is in a hospital with an old hip injury . . . **Bus Operators Maurice Kent** and

**Edgar Jackson** are still home at this writing with a heart ailment.

We wish **Joe McManus**, Mechanical department, a speedy recovery from a leg injury.

**Bus Operator Joseph Kovatz** and his wife are vacationing in California. —WILLIAM PROKOP

## Home From Japan—To Wed in September

**GENERAL OFFICE**—Now, with **Peg McIntyre's** fiancé home from Japan, he is helping her add the final touches for their September 26 wedding.

**Iris Phillips** checked out of the Purchasing Department for the last time on May 29. She was also invited to an evening dinner in her honor.

**R. C. Yohn** is at it again—he's still tripping the light fantastic.

**Phil Adelizzi** has transferred his allegiance from Public Information to Real Estate.

**Natalie Kaczowski** was the first vacationist of the '53 season with a short jaunt to Springfield, Illinois, and Davenport, Iowa.

—CATHY O'MALLEY

## A.P.D. Forces Together For First Time

**GENERAL OFFICE**—(*Accident Prevention*)—After many years of separation, the entire personnel of

A. P. D. has been finally housed under one roof.

Prior to the move to the Mart, part of the group was located in the old 600 W. Washington Building and the other at Clark and Division.

**David T. Henningsen**, who prefers to be called "Tom," is a newcomer in A. P. D. Tom formerly worked as bus operator at Lawrence Garage.

**Russell Warnstedt** and his wife, **Ruth**, celebrated seventeen years of marriage on June 13. Mrs. Warnstedt, by the way, is a top notch bowler and recently won second place honors in the Eagles Bowling Tournament of North Shore Aerie.

Flash ! ! Hot off the press comes news that our own **Bill Kendall**, Safety Inspector of the A. P. D., was elected Commander of CTA Post No. 1216 of the American Legion on May 19. We are counting on him to keep the boys "safe" during those coming Legion conventions.

(*Personnel*) **Audrey Johnson** spent a vacation week at home making things comfortable for her mother who is recovering from a recent operation. We are happy to hear the latter is doing so nicely.

(*Specifications*) Sympathy is extended to **James Hrubes** on the recent death of his mother . . . **Lee DeSutter** will undoubtedly be

## TAKE VOWS



**LOTS of luck and happiness** wishes went to **John Siebert**, stock clerk at West Shops, and his lovely bride. They were married May 3 at St. John of God Church, 1234 W. 52nd, in an afternoon ceremony. The couple honeymooned at Wisconsin Dells, Wisconsin.

Reported by *Jean O'Neill*

arriving at the Mart each morning in great style now that she and her husband, **Frank**, are proud owners of a new Pontiac . . . The "welcome mat" was recently set out for **Millie Bonomo**, newcomer to the department . . . **Jack Larkin** and his wife entertained the "Spec" socialites on May 23 at a housewarming party in their North Oak Park home. The surprise of the evening came when **JoAnn Spanos** arrived, escorted by her husband, **Nick**, who flew home unexpectedly to enjoy a three-day pass from Eldorado, Texas, where he is stationed with the U.S. Air Forces.

(*Employment*) **L. B. Herrin**, Interviewer, who suffered a heart attack on May 3, is now convalescing at home. Best wishes are extended for a speedy recovery and return to work.

The merry month of May seemed to be the favorite vacation time for Employment personnel. **Martha Neffis** traveled to Phoenix, Arizona, while a box of salt water taffy was received from **Jack O'Connor** with a note stating he was basking in the sunshine at Miami, Florida. **Betty Birkeland**, **Joan Lemieux** and **Bernice Coyne** decided Chicago had a lot to offer so stayed right here in the 'ole home town.

—MARY E. CLARKE

## FRANK HAAS RETIRES



**AFTER 33 years of service**, **Frank Haas**, "B" repairman, center, South Shops carhouse repair section, retired on May 1. Fellow workers on hand to extend their congratulations were, left to right, **Car Cleaners James McQuinn** and **Phil Mellender**, and **Repairmen Tom McDonald** and **Gerald Dalton**.



## Janice Egan Wins Scholarship

KEELER — *James Egan's*, Central Shops, daughter, *Janice*, is the proud winner of a scholarship at St. Patrick's Academy in Des Plaines, Illinois. Janice in the near future will attend Alvernia College at Milwaukee, Wisconsin.

We wish to welcome into our fold at Keeler Garage the men who have picked here in the system pick just completed. You men will find we are willing to help you in any way we can. You will also find Superintendent *Loughran's* office open to you men at any time. He would welcome the chance to become better acquainted and will do everything in his power to help you in any way he can.

Blessed Events: *Mr. and Mrs. Tom Curcia* have welcomed into their household a seven-pound baby boy. Tom claims that he has become a professional in the art of formulas and washing diapers since this is their second boy. Two more potential CTA employees.

*Mr. and Mrs. Jack Bender* also are in line for congratulations on their new arrival—a seven pound, six-ounce baby girl. Jack will be very busy these days. So all of his pals please note. There will be very little fishing this summer.

JOSEPH LEBRECHT

## Changes at Lawndale

LAWNDALE—Lawndale Depot is in a state of chaos at present with Roosevelt Road going to Kedzie Depot, and so many of our men leaving for other stations.

*Johnny Maguire* went to North Avenue; *Harry Parker*, *Willie Strasser*, *R. Goldstein* to Kedzie; *Jay Kelly* and little *Benny Sanov* to Wilcox. These are not all the names of all the men who are leaving, of course. It is with a feeling of sadness that we bid goodbye to these men we have known and worked with for so many years. We wish them all the best of luck at their new stations.

—BILL FEILER

## Repair Men Get A Pat On the Back

LIMITS—So often honesty goes unrewarded that I would like to mention the names of *Frank Disch* and *Alex Anders* both of the Limits repair department.

As we all know, bus drivers are as apt to forget things as much so as the passengers they transport.

## RETIRED STATION SUPERINTENDENT DIES



**CLAUDE C. CRICKS, 78**, retired station superintendent of Cottage Grove, died on April 30. He had been in retirement since July 1, 1950, and is well remembered for his great sense of fairness.

Born in a small Pennsylvania town, Cricks came to Chicago in 1898. In June of that year he began as a conductor for the Chicago City Railway Company. He was appointed supervisor and transferred to Cottage Grove in 1905. He became assistant superintendent of the old Burnside station in 1923 and transferred back to Cottage Grove in 1924. On October 16, 1928, he advanced to station superintendent, the position he held upon retiring.

Mr. Cricks is survived by one son, *John C.* Interment was at Cedar Park cemetery on May 4.

Frank and Alex have proof of the above statement for they handle the defective buses brought in off the street and also take the men a change of bus on the street. On numerous occasions during their tour on duty, these men have returned to the rightful owners changers, trip-sheet holders, bill-folds, rolls of tokens, and many times hands full of loose change and tokens left in the fare box. Just to know we have men like these around us makes one feel good and possibly forget the time we left something behind and it was never returned. What reward do they get? The greatest is that feeling within one's self that all is well. So relax, fellows. When you forget something on your bus, the chances are it will be returned to you, provided the men in the repair department find it.

Brother *Austin Fergus* died suddenly on April 27. Our sympathy to

his family. *Mrs. Fergus* extends her thanks to all who helped her husband at the time he became ill.

From the Ozarks where he is vacationing comes a very self-explanatory letter from *Alex Marioni*.

That reminds us, new vacations are now in order so don't forget to keep this column going by sending in your vacation news and any other that may come your way.

A big welcome to the new men that are now with us on the new system pick that just became effective.

—C. F. GREER

## Flies To Omaha For Double Celebration

LOOP—*Katherine Leahy* and her daughter, *Betty*, flew to Omaha, Nebraska, for a double celebration. Her daughter, *Maureen*, became 18 and graduated from Notre Dame Academy.

See *Mable Franz* if you are looking for a specialty number. Mable is handling the booking of *Dagmar Daley's* Hula Hula dance number.

We extend to *Josephine Giblin* our deepest sympathy on the death of her mother . . . *Gertrude McCarthy*, on her return from Ireland, said there is nothing so relaxing as an ocean voyage. Gertrude's niece and husband drove her to different towns in counties of Meath, Limerick, Dublin, and Waterford to visit relatives and friends.

*James and Ellen Logan* are having a gorgeous time driving through Minnesota, visiting the different lakes . . . *Albert Dodge* and family are driving to Nebraska to visit relatives . . . *Louise Godby* is going up Spooner, Wisconsin, way, but not to fish. One time of that was enough. The fish was so large and gave her a terrific workout trying to reel him in that she would not try it again. Felt sorry for the old boy (fish) and almost threw him back.

*Loretta Sullivan's* sons, *John* and *Thomas*, graduated from St. Joseph's Academy and in the fall plan on entering Fenwick High School.

*Mary Lyons* took a tour of the west, stopping at Colorado Springs to visit the Will Rogers Shrine

## BRIDE AND GROOM



AT A nuptial mass in St. Peter Canisius Church on April 25, *Jane Fitzgerald*, Public Information, became the bride of *Sam Miller*. Two of the three bridesmaids in the bridal party were *Jean Herbert*, Executive, and *Joan Peacock*, Public Information. The newlyweds honeymooned in French Lick, Indiana.



## DEBUT AT SIX



**CAROLYN WILSON**, age six, recently made her debut in a terpsichorean recital at Loyola field house, sponsored by the Park District. Carolyn's father, **Harry D. Wilson**, Electrical, while on duty overseas as a Colonel in Uncle Sam's Army in the second world war, married her mother, an army Captain, in Italy.

Reported by *Julie Prinderville*

on Cheyenne Mountain, then on to California to see friends.

**Francine Larkin** resigns after four years of broken service. She expects to spend a month in Florida before looking for new employment.

— EDITH EDROOKE

## Joseph Kasprzyk Retires After 33 Years of Service

**MATERIALS AND SUPPLIES**—We are wishing a long and happy retirement for **Joseph Kasprzyk**, laborer at Halsted Yard, who is retiring June 1, 1953, after being with our company thirty-three years.

A speedy recovery is wished for **Anthony Subert**, stock clerk at South Shops, who just recently came home from the hospital.

We extend our sympathy to **Dagmar McNamara**, stenographer in general office, in the loss of her mother May 12, 1953. Mrs. McNamara was also the sister of **Eng. Jensen**, divisional storekeeper at West Shops.

The welcome mat is out to our new employees, **Rema Basso**, laborer at Storeroom 48, **Stephen Flaherty**, laborer at South Shops, and **John Lubben**, laborer at Grand and Leavitt.

—JEAN O'NEILL

## Fishermen Better Oil Up Cameras, Too!

**NORTH AVENUE**—It's that time of year, again, when fishing gear will be shined, reels oiled up and road maps spread out in anticipation of a wonderful trip. We are looking forward to those snap shots of the one you caught.

Our typist, **Florence Blaa**, and her hubby, **Dispatcher Joe Blaa**, vacationed at Clear Water, Florida. They report that all is clear in good old Clear Water.

Congratulations to **Operator Warren "Bud" Wood** on his 15th wedding anniversary which was celebrated June 10.

**Operator Paul Dzaik** was a patient at Illinois Research hospital where he underwent surgery for the second time.

**Operator Ernest Pommerening** was a patient at Billings hospital for a stomach ailment.

**Instructors Bill Kennedy** and **John Cerny** were also hospitalized. Our best wishes for a speedy recovery to these fine fellows.

Congratulations to **Operator Henry Klein** on the new arrival. It was a boy, named **Terrance Richard**. And is Daddy proud! This makes two boys and one girl for the Kleins.

Our best wishes for many years of happiness to our board member, **Bernard "Buck Benny" Mathy**, who retired on pension last month. Mathy had been board member

for the last twenty-one years. He will be missed by his many friends throughout the system.

We were all sorry to hear of the painful accident that 7-year old **George Buetow** had. He is the son of **Superintendent Frank Buetow**. While at play, one of his play mates accidentally poked him in the eye with a stick. The sharp end penetrated his eye ball and five stitches were required. We are happy to report the little fellow's eye will be saved.

Congratulations to **Operator Edwin Benson** on his 23rd wedding anniversary, celebrated June 28.

**Operator Harold Hightower** and his wife will celebrate their silver wedding anniversary, June 30. Wonderful twenty-five years says **Harold**.

The bowling season came to a close with Division 308 winning the championship. Don't even ask where North Avenue finished. **Matt Stiglic**, Devon, finished the season as the high individual average bowler by beating out our buddy, **Tony Becofske**, by a single pin.

—JOE HIEBEL

## Dorie's A Busy Young Lady!

**NORTH PARK**—**Operator George Hलगren's** daughter, **Dorie**, is a young lady with a sparkle! With that sparkle and something behind it, Dorie has won honors as president of the Maine Township High

School Girls Club, attendant to the Homecoming Queen, executive board representative of the student council and holder of the Brotherhood citation. Besides all these awards, plus the cheerleading captaincy, Dorie manages to be a full-fledged member of the National Honor Society.

Received a postal card from former **Janitor Trilk** who is on his pension and is touring through Europe. He is enjoying himself in his old age. That is what you can do when you save your money when you are young.

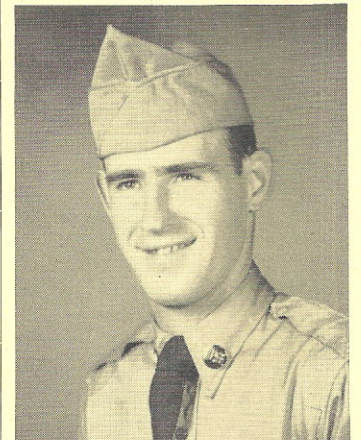
North Park is going to have a softball team this year, and let's hope they do as well as the bowling teams did. The latter finished third and fifth in the standings out of 18 teams.

You men, who are going on vacation, drop us a card and we will put in the magazine any news that will help keep the column going.

To all those on the sick list, we wish a speedy recovery.

—WILLIAM GEHRKE

## IN MEMORIAM

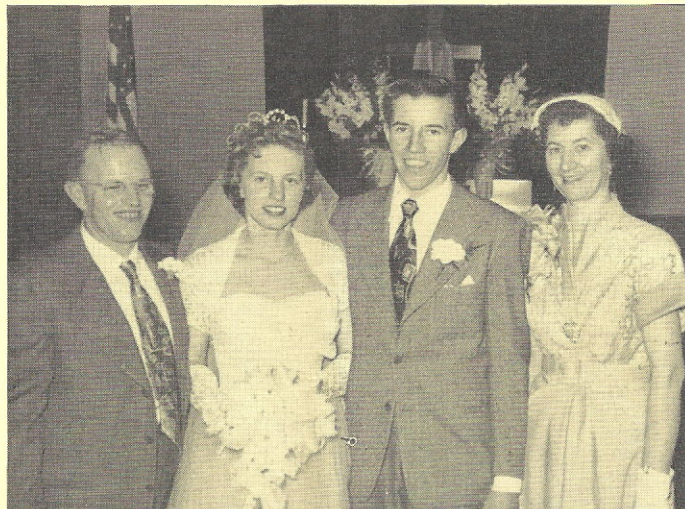


**JERRY SULLIVAN**, remembered by many as the tall, fine looking lad who was a mail clerk in the Material and Supplies Department general office, died recently while serving in the Army.

He entered military service in May, 1951, and was stationed in Alaska while serving his two year tour. Jerry passed away on May 3, just one week before he was to be discharged and return to civilian life. Our sympathy is extended to his parents, sister, and his brother, **Gene Sullivan**, who is a multi-graph operator in the Accounting Department.

Reported by *Jean O'Neill*

## HOME WEDDING



ON March 22, **Martha**, daughter of **Frank Schrack**, extreme left, Lawndale bus repairman, became the bride of **John Caulkins** in a wedding ceremony performed in her home. Next to Martha in the center is her brother, **Earl**. Her mother, **Mildred**, is at the extreme right.



## Neat's Foot Oil Helps, Too!

**NORTHSIDE**—*R. M. Sanford* is busy these days besides being the station superintendent at Kimball Avenue. His son, *Jerry*, is trying out for a regular position on one of the teams in Thillens Little League. Ray says that he hopes it is settled soon as his arm is about worn out from helping Jerry break in his new glove. Anyone wanting to warm up his pitching arm see Ray.

*Harry DeWitt*, the P.M. Clerk at Kimball Avenue, has been in the Swedish Covenant Hospital with a bad case of pneumonia. We are glad to report that he is on the road to recovery.

*Corporal J. E. "Jim" Dacey*, of the Marine Corps, was in on furlough and dropped in to see the boys at Howard and Kimball. He says that the Marines have it all over being the clerk at Howard Street. He is stationed at Bremerton, Washington, and enjoys the news that he gets from the Union Leader and our magazine.

*Peter Boyle*, one of the P.M. conductors at Kimball Avenue, became a father on Mothers' Day. This is number four for him, but there were no cigars as he says that he gave that up after the second one.

The vacation pick is in full swing, and, when this is read, some of the boys will only have fond memories as the first period started on the 31st of May. I picked the 21st of June so I'll be on mine when you read this.

Since the new pick, I've been at Kimball Avenue, so any news that you may have send to me there or just —**C. BOB BLANEY**

## New Pick Makes Changes at Ravenswood

**RAVENSWOOD**—Some familiar faces are missing around Ravenswood since the new system pick of garages. *William Radwell*, our Number 1 man, has changed to Wilcox Garage and *Carl Frykman* went to Rosemont.

The change also brought us some new faces to whom we'd like to wish a hearty welcome. Can't think of a better way to get acquainted than through this column, so let's hear from you!

*Frank Roback*, our night shop superintendent, left Foley, Minnesota, in 1925, and came to Chicago. He went to work at Ravenswood and has worked the night shift here for 28 years. Frank also

## WEST SHOPS RETIREMENT



**JOHN TOMAN**, center, Material and Supply laborer at West Shops, retired May 1 after 32 years of service. To honor the occasion, *J. T. Harty*, general storekeeper, second from left, presented him with a check totaling \$116.50 on behalf of fellow employes with good wishes for a long and happy retirement. Others in the picture are *A. A. Mix*, extreme left, *Eng Jensen* and *Dorothy Stenbridge*.

Reported by *Jean O'Neill*

## ELECTRICAL DEPARTMENT DINNER



**THE 7th annual dinner in honor of retired personnel of the Electrical Department** was held April 30 at Ray Harrington's, 2529 Milwaukee avenue.

Honored guests, *W. J. McKenna* and *Charles J. Waaden*, who had retired during the previous year, were unable to attend the dinner. Among retired Electrical employes present were these four special guests: rear, left to right, *Elmer J. Olson* and *Arnt Sorenson*; front, *Henry R. Richter* and *Lawrence Frogner*.

*Ray Brainard* was toastmaster for the evening and *Harold Coyne* was chairman of the event.

has two brothers employed by the CTA.

*Tony Abbananti* and son, *Sam*, spent part of their vacation at the Wisconsin Dells during May.

*John Ambrogio* and family have returned from a vacation in Florida.

*Frank Weishaar* is spending three weeks of fishing at Chippewa Lake, Wisconsin, this month.

*Mr. and Mrs. E. Schreiber* spent the week-end of May 3rd in Milwaukee attending the confirmation of Mrs. Schreiber's niece.

*Mr. and Mrs. Paul Rees* were in Farmer City, Illinois, visiting relatives the week-end of May 16th.

Send me some pictures and news. This is your column and we want to hear from you.

—**GEORGE D. CLARK**

## Personnel Changes At Rosemont

**ROSEMONT**—From the superintendent down through the bus operators, mechanics and dispatchers, we all wish to extend a welcome to the following men who have come over from other stations to work the Boulevard route: *S. Gustafson*, *P. Bach*, *W. Liddell*, *L. Kreft*, *G. Dean*, *A. Walker*, (North Park); *R. Watzke*, *F. Gallagher*, *E. Lerner*, *J. Ley*, *C. Depowski*, *A. Meister* (North Avenue); and *I.*

## RETIRES



**WHEN** *Kasimir Hilkewisz*, accepting gift, retired from Skokie Shops, tool room section, on April 1 after 30 years of service, many fellow shop employes gathered to honor the occasion. A Lord Elgin wrist watch was presented him on behalf of the gathering by *Augie Feinendegen*, machinist foreman, wearing smock, and *Lester Reichard*, superintendent, rapid transit division, wearing hat in center foreground.

Reported by *Dave Gurwich*



## PICTURE OF THE MONTH



**AFTER** a hearty party of ice cream and cake in celebration of their first birthday, twins **Dennis and Denise**, son and daughter of **Lillian and Neal Kinnish**, clerk at 77th, highlighted the day by riding tandem in their stroller.

Photo submitted by **Wilbur Jensen** and **Joe Smith**

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.

**Moskovitz** (Blue Island) . . . We hope they will like us and make themselves at home. Old hands that strayed from the fold and are returning: **Carl Frykmann**, **Joe Hannah**, **George Sadlicki**, **Roscoe Dally**, **Paul Ward**, from Ravenswood; **Don Edwards**, **Earl Sherman**, **Kenny Schell**, from Keeler.

Operator **Donald Heaney** was married May 16 at St. Mark's Church. We all wish him the best of everything, always . . . **Jim Monaghan**, Rosemont veteran, is another having a hard time in breaking in his new false "China Clippers" . . . **Richard Didier** lost his son, **Junior**, to the Army on April 10.

Your reporter has been trying to keep your bulletin board in the garage neat, clean and up to date. Please cooperate by not removing any of the clippings, adding any of interest to all and also by putting in any news items and photos for publication.

—AL BECK

## What! Only Five?

**SCHEDULE-TRAFFIC**—Any help that can be given **Al Pisors** in the problem of what to do when his dog only delivered five pups while six were promised will be properly appreciated. At least we are over the problem of the birth of these excellent pups.

**Michael B. "Barney" O'Neill** has joined the Grandfather's Club as of May 10. Except for a matter of one day, the new grandson has the same birthday as **Barney** . . . **John Penny** returned from a bout with an infection which we are glad he licked so thoroughly . . . It is believed that we have an excellent set of remote control baseball managers, headed by **Bernie Kincanon**, who could help any major league team.

Fifteen years ago, we find **Bill Devereux** favoring a couple of broken ribs. This year we are enjoying the very scenic pictures his son is sending from Japan. Ten years ago, we read that **Bill Worcester** became a Midshipman in the Naval Air Service. At present he is buying a home so he can be a lawn mower pilot every week or so.

—L. C. DUTTON

## William John Joins George and Jane Evans

**77TH**—On Monday, April 20, **William John** took his place as the youngest member of the **George and Jane Evans** family. Mother

and baby are doing fine. **George** took his vacation immediately to get acquainted with his new son.

Some of the clerks are in a rut as is shown by the recent pick. **Owen Duncan** stayed on as chief, **Ralph Short** kept the number two job, and, in one job or another, **Dick Bohlin**, **John Theis**, **Dan Mallon**, **Elmer Gobielle**, **Neal Kinnish**, **Marty Grady**, **Ralph Brindisi**, **Tom McGuire**, **Andy Anderson**, **Lyman Goss**, and **Pat Gavin**, will be at 77th. Coming back from exile are **Bob O'Kane**, **Art Lubke**, **John Thurow**, **George Kynaston**, **Al Broman**, **Bill Henderson**, **Harry Rons**, **John McKenna**, **Charley Derrick**, **Ed Szabo** and **John Cunningham**.

He that got a break in the pick and has taken up his duties at 77th is **Frank Rooney**.

We said goodbye and good luck to **Andy Birney** and **John Wise** who went to the push button station, Beverly.

**Rudy Albrecht**, is assisting the receiver at 69th street station. **Bob Lieber**, **Eugene Brennan** and **Bill McCarthy** are on vacation relief. **Matt Thompson** also picked a vacation relief. (If we missed anybody, we apologize.) Incidentally, **Helen Dobbs**, **Roscoe Wakefield**, **John Stich**, **John Flynn** and **Joe Smith** also stay at 77th.

**Dolores Frank** was welcomed home from a year in the hospital by her father and mother, **Mr. and Mrs. C. W. Frank**, after a winning battle with tubercular meningitis.

## QUITE A CROWD



**THE** above picture, which closely resembles a convention of the young, portrays the fourteen grandchildren of **Edward J. Murray**, Transportation, general office. All fourteen are under eleven years of age.

Reported by **Julie Prinderville**

## IN FLORIDA



**AFTER** 24 years as a Loop agent, **Bertha Hand** threw the alarm clock out the window and left Chicago for St. Petersburg, Florida, where she and her husband, **Jim**, will make their new home.

**Pfc. Charles Bauerles**, who has been stationed in Tokyo, Japan, for the past 19 months, soon should be greeting his parents, **Motorman Harold Bauerles** and **Edna**. We hope this is really happening about the time they read this.

We're sorry to hear of the fall that landed retired **Bus Superintendent Terry McMahon** in the hospital with a broken hip. We hope that he is well on the way to recovery.

—WILBUR JENSEN and JOE SMITH

## The Stork Brings A Daughter To the Holbays

**SKOKIE**—Congratulations to **Armature Winder** and **Mrs. John Holbay** to whom the stork delivered a daughter, **Elizabeth Ann**, on May 8.

"Greetings" from Uncle Sam were received by **Laborer Jack Harnett** on May 5. He now is somewhere in the States, training.

**Clerk August Nimitz** has been off sick for quite some time now. We hope that he will soon recover his health and be back at work with us.

Welcome to Skokie shops, from shops at Wilson Ave.: **P. Nelson**, **S. Lucas**, **W. Moench**, **J. Hruska**, **M. Adelizzi**, **J. Czaya**, and **V. Miller**. From west shops: **A. Dorociak**, **F. Miller**, **Alex Patrick** and **A. Krzeminski**.

Welcome back to **Truckman Foreman Frank Olszewski** who has



fully recovered from his illness.

A speedy recovery is wished for *Machinist Earnest Fisk*, who has been on sick leave for several weeks. —DAVE GURWICH

## Bowlers Banquet

**SOUTH SHOPS**—May 1 ended the South Shop bowling season with the Building Department taking top honors. A banquet, which had been planned since the beginning of the season, was attended by the keggers, their wives and friends, winding up the '52-'53 season.

*Clarence Penberthy*, (car wiring) gave his daughter, *Mary Margaret*, in marriage to *Roger Sutton* on May 2.

The Bus Overhaul Department has lost *Harry Sobczak*, *Joseph Nimkavage* to the West Shops.

The welcome mat has again been placed at the door for the men who have been transferred from other departments: *John Lorentz*, *Thomas O'Malley*, *Eric Wians*, *Francis Maguire*, *Frank Steiner*, *Dominick De Noia*, *George Larson*, *Richard Dianovsky*, *Henry Kolar*, *Frank Reiverts*.

*Harris Hansen*, *George Cash* and *Charles Waleske* have chosen to spend their lives in leisure now, by retiring.

Our deepest sympathy is extended to the family of *Joseph Persak*, paint shop, who passed away suddenly on April 24.

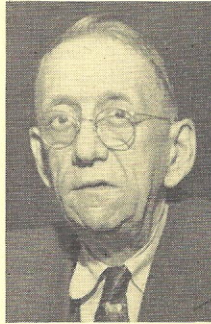
—FRANCES LOUWARD and  
MARY ANN YERICICH

## Return of Switch Key Clears His Record

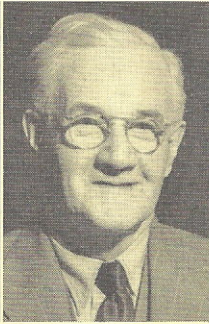
**SOUTHSIDE**—In the April issue of CTA Transit News a photograph of a steam powered "dummy" put into use on the South Side in 1892 was shown. By coincidence a letter was received from *Bob Anderson* in which was enclosed a switch key that had been issued to him at the time he was employed, April 23, 1893. He stated that since this key had not been returned by him when he resigned 38 years ago, he wanted to clear his record. Also enclosed was a front page picture in the *Roanoke World-News*, Virginia, with a caption, "Uncle Bob Anderson, 85, keeps walks clean of snow." Mr. Anderson mentioned *Robert Griffin* and sends regards to all his friends.

Hearty congratulations are in order for *Al Lipke*, former towerman, who recently was appointed Transportation Clerk on the South Section. We hope that he will enjoy his new assignment.

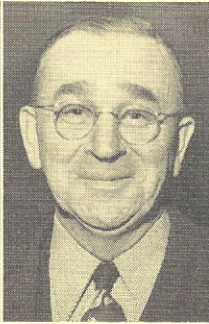
## RECENTLY RETIRED CTA MEN WITH 40 OR MORE YEARS OF SERVICE



**Elmer G. Dickelhoof**, agent, Southside, retired June 1 with 40 years service.



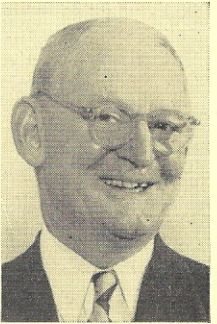
**John A. Mulcahy**, conductor, 69th, retired June 1 with 46 years service.



**John K. Eckmann**, conductor, Devon, retired June 1 with 43 years service.



**Walter C. Fandorf**, conductor, 69th, retired May 1 with 44 years service.



**Liguori A. Flanigan**, motorman, Southside, retired May 1 with 46 years service.

The same goes for *Joe Brennan*, former trainman, who also is working in his new position as Transportation Clerk.

Our deepest sympathy is extended to the beloved ones of former *Agent James Merrick* who worked at Roosevelt Road. May he rest in peace.

*Conductor Harry Blaudin* had the misfortune of being injured while working, and we all hope he will return to work very soon.

Likewise to *Carl Magnuson*. The boys all miss that free Copenhagen snuff he passes around.

*Al Lipke, Jr.*, was all smiles and who isn't when you become the proud papa of a baby boy?

Those aren't groceries which you see *Steno Verna Rothschild* carrying home every other day. It's bird seed and gravel for the two parakeets presented to her by an admirer. She claims they eat as much as two chickens.

The adhesive tape on *Clerk Roland Hartney's* index finger was not as a result of writing up picks. It happened when his finger got in the path of a knife while cutting linoleum. —LEO J. BIEN

## Old Home Week

**TRANSPORTATION AND INSURANCE**—*Florence* and *Joe Blaa* have discovered that CTA pensioners don't fade away, they go to Florida. On a recent trip thru that vacation state, they visited *Clarence Wilson*, retired from North Avenue, pensioning at Tampa. Also, they saw *Messrs. Ritter* and *Pretzle* from North Avenue, who now reside in Lutz, Florida. At St. Petersburg they enjoyed a visit with *Retired Motorman J. Silha* from Lawndale.

Then, just to make the trip complete, they literally ran into *Rudy Miller*, from Beverly, also making the rounds, and *Supervisor Morris*, leaving Clearwater for home.

News item from Miami Beach is brought to us through *Joseph P. Gaynor*, who with his wife and daughter, *Sally*, spent two delightful weeks on Miami Shore.

*Aideen Brask* returned from her vacation with a poodle hair cut and the news that she is severing her connection with the Insurance Department in order to devote all her time to her husband, her daughter, and a new apartment.

*John McGlynn*, looking fit as a fiddle and ready for a long vacation at his summer home in Phil-

lips, Wisconsin, paid a visit to his friends in transportation and line supervision.

—JULIE PRINDERVILLE

## Women Bowlers Hold Banquet

**WAY AND STRUCTURES**—On the evening of May 7, the CTA Women's Bowling League held its banquet at the *Ivanhoe* as a wind-up of their activities. Prize money was awarded as follows:

*Dorothy Klosowski*, M & S, won top honors, with the highest average of 139; *Gloria Keane*, Payroll; *Alice Wallensack*, Property Accounting; *Elaine Stepke*, Way & Structures, RTD; *Carmella Petrella*, IBM; *Ellen Miller*, Payroll;

## BOWLERETTES



AT the close of the regular bowling season, this group of general office girls held a mixed doubles tourney at *Idle Hour* alleys on May 11 to climax an enjoyable season. The bowlerettes are, front row from left to right, *Alice Wallensack*, *Carmella Petrella*, *Gloria Helmersen*, *Ellen Miller*, *Lorraine Sochowski*, *Ray Buehler*, *Elaine Crosby* and *Mary Miller*. Top row, from left, *Marie McClaghry*, *Dorothy Klosowski*, *Marge Lathouwers*, *Marie Burns* and *Lois Liberty*.



## GROOM IN ARMY



IN a morning ceremony at Visitation Church recently, **Frank Brady**, blacksmith-clerk at South Shops, exchanged wedding vows with **Catherine Smith**. The happy couple honeymooned in the Ozarks. Frank is now serving in Uncle Sam's Army and is stationed in Kansas. Reported by *Frances Louward* and *Mary Ann Yercich*.

*Marge Lathouwers*, Accounting; *Mary Miller*, Executive; *Lois Liberty*, Payroll; and *Elaine Crosby*.

After the prizes were awarded, all the girls enjoyed the rest of the evening, singing, dancing and watching the entertainment. *Gloria Keane*, Accounting, who heads this league, would like to see some new members join the bowling league next season to share in the fun and make many new friends.

One of our early vacationers, who made a trip to San Diego, California, via Santa Fe, before Decoration Day, is *Patricia Stratton*, Steno in the Track Department. She is planning to stay with friends and tour the various scenic spots for several weeks.

—VIOLET CARNES

## A Tent Isn't Bad In Warm Weather

WEST SHOPS—If any one has a nice, large tent or three G.I. pup tents to loan, see *Erwin Krumrey*. Erwin, who has sold his home, must move out. His new home won't be finished for several months.

*Roy Croon*, junior laborer of Store Room 15, is on temporary loan to the Boulevard Keeler shop. He is sorting repairable stock, building bins and setting up a stock system.

At this writing, *Gus Angel*, carpenter shop, is in the hospital undergoing surgery. We all extend our best wishes for a speedy recovery.

*Sam Cearing*, bus overhaul shop, spent a few days in the Illinois Masonic Hospital.

*Carmella Ritrovato*, bus overhaul, was confined to her home for a week with a back ailment. We hope her recovery is permanent.

*Al Dorociak* and *Frank Miller*, truck shop, and *Laborer Stanley Wrobel*, bus overhaul, have been transferred to Skokie. *W. Winans*, truck shop, and *Tom O'Malley*, carpenter shop, have been transferred to the South Shops. Our very best wishes go with these men in their new assignments.

On May 12 that old stork paid a visit to the home of *Tom Gilleran*, brake department. The parents promptly named the new arrival "*John Joseph*." Mother and babe are doing fine and Tom is slowly returning to normalcy.

On June 1 the following men retired on pension: *Joseph Dudak*, carpenter, 29 years; *Theodore Solovey*, carpenter shop, 8 years; *Andrew Olei*, motor rebuild in truck shop, 23 years; *Wm. Occleshaw*, welder, 25 years; and *Frank Faulisi*, laborer, 30 years. Our best wishes go with them.

*John Kosmach*, laborer in the bus overhaul, is proudly showing the trophy he won, for bowling the highest single game score during the past season.—TED SHUMON

## Agents Scatter On Vacations

WESTSIDE (MET.)—It seems to be vacation time. *Beulah Fields* is spending hers in Hawaii. *Mary Tracy* spent hers in California. *Agent Lena Montesano Comito* and husband visited New York. *Henrietta Brown* is visiting her son and his family in Albuquerque, New Mexico.

We hope our assignment agents enjoy their new quarters at Madison and Wabash. Marshfield station is not the same without them.

We are all glad to have *Rose Janacek* and *Nellie Jennings* back on the job, fully recovered from their recent illnesses. We regret to say *Agents E. Gallagher*, *E. Sullivan* and *Joe Donohue* are still on the sick list, but hope to see them back on the job soon. Sympathy is extended to the families of *Pensioners Dolly Considine* and *Fanny Grim* in the loss of their loved ones. —KITTY KEEGAN and RUTH HANSON

## RECENT DEATHS AMONG EMPLOYEES

**E. F. AHNERT**, 69, retired motorman, Westside. Died 3-11-53. Employed 6-23-05.

**K. APCELAUSKAS**, 72, retired laborer, Track. Died 4-12-53. Employed 5-14-29.

**P. BARBARO**, 72, retired laborer, Track. Died 3-06-53. Employed 3-25-27.

**F. C. BECKER**, 71, retired armature winder, Metropolitan Shops. Died 5-11-53. Employed 4-24-14.

**C. J. BERND**, 66, retired armature winder, South Shops. Died 4-22-53. Employed 1-07-25.

**AUGUST BREMER**, 69, retired specialist, West Shops. Died 3-25-53. Employed 4-22-30.

**A. L. CARLSON**, 66, retired agent, Northside. Died 12-03-52. Employed 10-05-45.

**J. A. CARLSON**, 82, retired carpenter, West Shops. Died 3-20-53. Employed 5-10-98.

**C. C. CRICKS**, 78, retired station superintendent, Cottage Grove. Died 4-30-53. Employed 6-02-98.

**T. DOYLE**, 75, retired conductor, Lawndale. Died 3-11-53. Employed 7-11-04.

**EMMA K. ECK**, 77, retired agent, Southside. Died 4-12-53. Employed 8-10-07.

**W. R. FISH**, 73, retired clerk, Accident Investigation. Died 4-02-53. Employed 1-14-12.

**K. GECAS**, 77, retired car placer, Lincoln carhouse. Died 4-13-53. Employed 3-14-08.

**E. S. GERARD**, 91, retired motorman, Limits. Died 5-04-53. Employed 12-03-91.

**G. N. GREEN**, 55, retired conductor, Northside. Died 4-23-53. Employed 10-03-23.

**K. A. GRONHOLM**, 73, retired carpenter, West Shops. Died 3-25-53. Employed 6-26-28.

**O. A. HATCH**, 79, retired motorman, 77th. Died 3-23-53. Employed 6-12-03.

**A. P. HOVMOLLER**, 78, retired flagman, Burnside. Died 4-16-53. Employed 12-21-12.

**A. I. IDIASZEK**, 79, retired laborer, Track. Died 4-10-53. Employed 5-03-22.

**K. JABLONSKI**, 74, retired laborer, Track. Died 5-06-53. Employed 6-04-19.

**C. H. JACOBSON**, 60, retired switchman, Westside. Died 5-10-53. Employed 7-10-14.

**OLAF H. JOHNSON**, 78, retired carpenter, Building. Died 4-01-53. Employed 12-14-26.

**R. P. KELLY**, 77, retired conductor, 69th. Died 4-23-53. Employed 3-14-11.

**C. S. KINDAHL**, 79, retired conductor, Armitage. Died 5-06-53. Employed 9-25-03.

**JAMES LAZENSKI**, 70, retired car repairman, Devon. Died 4-28-53. Employed 6-20-10.

**A. R. MARTIN**, 53, retired operator, Beverly. Died 4-20-53. Employed 8-17-23.

**JOHN MARZULLO**, 77, retired car cleaner, West Shops. Died 4-07-53. Employed 11-03-05.

**G. A. MATTES**, 75, retired signal maintainer, Road. Died 3-19-53. Employed 2-25-08.

**J. MC MAHON**, 84, retired car cleaner, Lawndale carhouse. Died 3-17-53. Employed 5-07-96.

**W. J. McNABOLA**, 67, retired motorman, Westside. Died 5-01-53. Employed 1-16-14.

**P. J. MC NUGENT**, 75, retired conductor, 77th. Died 5-03-53. Employed 9-20-06.

**S. R. MILLS**, 87, retired motorman, Kedzie. Died 3-23-53. Employed 4-23-02.

**JOHN NAUGHTON**, 70, retired conductor, Lincoln. Died 4-23-53. Employed 7-16-12.

**G. A. OVER**, 74, retired motorman, Blue Island. Died 4-03-53. Employed 9-19-18.

**ANTHONY PETRICH**, 67, retired laborer, Track. Died 4-30-53. Employed 12-08-23.

**JOHN PRETO**, 76, retired watchman, Track. Died 3-23-53. Employed 9-16-19.

**J. F. PRICE**, 70, retired motorman, Lincoln. Died 4-01-53. Employed 10-25-09.

**JOHN J. QUILTY**, 65, retired conductor, 77th. Died 3-20-53. Employed 6-25-08.

**ANTE RAJECHICH**, 70, retired watchman, Track. Died 3-21-53. Employed 4-04-14.

**OTTO RAQUET**, 65, retired conductor, North. Died 4-08-53. Employed 9-01-22.

**V. ROTZOLL**, 72, retired bus cleaner, Lawndale carhouse. Died 5-02-53. Employed 1-30-19.

**SAVA SARENAC**, 69, retired watchman, Track. Died 3-13-53. Employed 4-05-22.

**G. SCADUTO**, 81, retired laborer, Track. Died 4-01-53. Employed 12-09-18.

**A. SEEHAUSEN**, 84, retired flagman, Burnside. Died 4-12-53. Employed 8-23-01.

**L. R. STEELE**, 68, retired agent, Westside. Died 2-27-53. Employed 1-20-28.

**J. SUAREZ**, 64, retired motorman, North. Died 3-12-53. Employed 4-01-46.

**W. A. WACHHOLZ**, 71, retired conductor, North. Died 5-11-53. Employed 7-31-06.

**R. N. WADE**, 70, retired engineer, Road. Died 3-13-53. Employed 8-01-15.

**W. G. WAGGONER**, 76, retired motorman, Devon. Died 4-11-53. Employed 1-14-07.

**J. C. YURCAITIS**, 70, retired car repairman, Cottage Grove carhouse. Died 4-02-53. Employed 2-23-17.

**FRANK ZANDER**, 77, retired truck repairman, South Shops. Died 4-13-53. Employed 12-20-13.

## OFF THE PRESS

THE new, 1953 edition of CTA's "See Chicago" folder was recently published and is now available. This is the first edition of the convenient, pocket size folder which includes detailed information on Boulevard System routes as well as the Surface and Rapid Transit Systems.

The folder is a handy reference to various points of interest and recreational facilities in and around the Chicago area and offers helpful suggestions on where and how to go. It is available to everyone, free of charge, at the Public Information Department, Room 742, in the Merchandise Mart.

## We Hope The Box Had Cigars In It!

WILSON SHOPS—*Machinist Frank Bonk* passed the cigar box May 18 when his wife presented him with a baby girl.

*Gordan Walters*, clerk, enjoyed a three-week vacation in Florida.

*Craneman Frank Regnier* has returned with a nice tan from his California vacation.

*J. Manzulla* and *L. Andersen* were recently transferred to Wilson Shop from West End. Welcome to Wilson.

—EVERETT E. ENGLAND



# CLIMBING THE STAIRS

ONE of Chicagoland's most promising personalities in show business today is *Tomi Thurston*. She is the pretty, brown-eyed daughter of *William B. Hornkohl*, superintendent of Rosemont garage, Boulevard System. Rapidly climbing the stairs to stardom, she's as natural and sweet as they come.

Tomi's not a star yet, but if you're a TV fan, you've probably seen her. She's climbing the stairs the hard way, as do most successful show folks, and it requires a good deal of time, study, stamina and ambition.

While a senior at Senn high school on Chicago's north side, Tomi's first contact with theatrics occurred. She took a course in drama, and wound up playing the lead in the senior play that spring. Previously, her interest had centered on science, and she had filed an application with Stanford University, planning to obtain a B.S. degree. However, her successful high school contact with show business was the inspiration to alter her plans.

After graduation she worked at various jobs to finance her dramatic studies. She furthered her education and training in the field by attending the De Paul University School of Music and participating with the Northwestern University Summer Theatre and the Uptown Players.

In the spring of 1949, Tomi was offered her first "break," a job in stock with the Beverly Farms, Massachusetts, straw hat theater. Thereafter, the brown-eyed beauty made her way into radio, TV and even crashed Hollywood. She appeared in the film "Skirts Ahoy," starring *Esther Williams*, to name only one.

Tomi has played the leading role in several commercial films. One of these was a U.S. Navy recruiting film titled

**TOAST** was the topic as *Tomi*, center, who handles commercials on the "Ethel and Albert" New York TV show, chats with the leading characters, *Allan Bunce* and *Peg Lynch*.



**HER** family is extremely proud of *Tomi*. From left to right are her parents, *William and Marguerite Hornkohl*, her sister, *Karey*, and her brother, *Bill*.

"Dear Boss." Her radio experience, too, is extensive. Until just recently, Tomi played the heroine scientist, *Rea Martin*, in a CBS network series for children titled "The Space Adventures of Super Noodle."

Currently, the interests of the rising actress are centered on dramatic shows and commercials produced on live television. And in the process, Tomi is busily skipping around the country. She has been credited as being one good reason why New York producers are finally recognizing Chicago theatrical talent.

At the time this article was written, Tomi was flying to New York weekly to do commercials on the Saturday night "Ethel and Albert" show over Channel 5. She also flew to Washington, D. C., to do commercials on Bill Henry's "Window at Washington" TV news show. And here at home, the busy actress recently played the feminine lead in a local TV production.

The future for Tomi is promising. In addition to her proven acting ability, she has been studying voice for several years and soon hopes to combine the two. She is also an excellent ball room and tap dancer and has studied piano for over ten years. With qualifications and ambitions such as these, Tomi is most surely climbing the stairs to stardom.

**FROM** the happy smile, it appears as though farm life agreed with *Tomi*, second from left, while she played the ingenue lead in a commercial movie.



**TOMI** as she appeared over television in a recent show. The unusual picture was taken by a CTA photographer.



**ALTHOUGH** she is a busy beauty, the rising actress finds time to catch up on the latest fashions.





## TRANSIT IN THE

# News

### RECENT SERVICE CHANGES

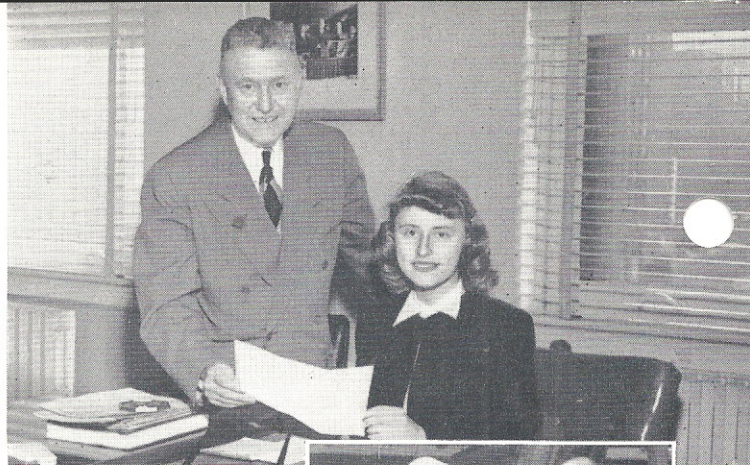
A WIDESPREAD series of service improvements was inaugurated by Chicago Transit Authority on Sunday, May 24. Included in the program were:

1. Substitution of modern buses for outmoded streetcars on the 67th-69th street line, and a three-quarter mile extension of service to the west to benefit a growing residential area.
2. Substitution of buses for old streetcars on the Indiana avenue line and routing revised.
3. Substitution of buses for old streetcars on the 63rd street line, and route revised to operate in 63rd street from terminal to terminal, instead of operating in 63rd place between S. Central avenue and the west terminal at S. Narragansett avenue.
4. Inauguration of trolley bus service on Roosevelt road, replacing motor buses.
5. Rerouting of Michigan-Garfield Boulevard route No. 6.
6. Establishment of all-day service, instead of rush hours only, on Marquette-Loomis Boulevard route No. 110; route extended westward one mile to benefit growing residential area, and revised to coordinate with Englewood "L"-Subway service at the Loomis avenue rapid transit station, and to serve conveniently the nearby neighborhood shopping area.
7. Rerouting of the Drexel-Hyde Park Boulevard route No. 1 and the Jeffrey Boulevard route No. 4 to provide direct connection with Jackson Park rapid transit service at Stony Island station, and with surface service in or at Stony Island avenue—the Stony Island, 63rd street, and 59th-61st street lines.

ANOTHER new CTA off-street terminal was placed in operation on May 12 at the east end of the Roosevelt road bus route. The new terminal, located on the northeast corner of Roosevelt and Wabash, was part of the former Greyhound Bus depot. CTA buses enter the off-street facility from Roosevelt road, just east of Wabash, operate through the terminal and exit on Wabash before returning west on Roosevelt.

EFFECTIVE April 28, the Skokie bus line, Number 97, resumed its normal routing when the new Howard street bridge across the North Shore channel was opened to traffic. A CTA bus was the first vehicle to cross over the new roadway. Operation at the north terminal was revised on May 20, as follows: west in Dempster to Bronx, north in Bronx to Grove, east in Grove to Cicero, south in Cicero to Niles Center road, southwest in Niles Center road over regular route.

COINCIDENT with the opening of the new Howard street bridge, the temporary north terminal for the North California bus line, just east of the bridge, was discontinued and new terminal locations were established at Howard and Hartrey streets.



### YOUTH DAY AT CTA



ON Junior Official Day, May 7, a pretty blonde Miss moved into the position of CTA General Manager. She was *Theresa Radecki*, one of several outstanding teenagers who were appointed to leading civic positions for the day in conjunction with the city's youth program. The pert, 17-year-old Miss was selected for her achievements at the Kedvale playground.

After meeting and talking with *General Manager Walter J. McCarter*, Theresa and her mother, *Rose*, visited CTA general offices in the Mart. They were then escorted on a tour of the West Shops.

Accompanied during the tour by *Ralph H. Martz*, superintendent of Surface Division shops, Theresa was "amazed" to see the huge extent of damage occurring to CTA property through vandalism.

She and Mr. McCarter met again at a luncheon on May 12, as part of the overall youth program which is sponsored by the Bureau of Parks and Recreation.

### MOVE TO THE MART ALMOST COMPLETED

DURING the months of March, April and May the office personnel of several CTA departments moved into their permanent quarters on the 7th floor of the Merchandise Mart. These included Transfer Room, 7111; Way and Structures, 7143; Staff Engineer, 7144; Chief Engineer, 7155; Law, 7160; Electrical, 7179; Photographic, 7188; Employment, 750; Training, 752; Personnel, 754; and stenographic, duplicating and microfilming sections in room 7208.

Offices which had been occupying temporary space in the Mart and which were recently moved to permanent quarters are: Schedule, Rooms 7111, 7112 and 7138; Transit Engineer, 7141; Employee Suggestions, 7142; Treasurer, 7156; Treasury Department, 7158; Cashier, 7160; and Traffic Engineer, 7141.

Within a short time all remaining general offices will be moved into the Mart. This will mark the first time that all CTA offices (about 900 employees) will be under one roof.



## INVALID TRANSFER RECORD IMPROVED

SPOT checks made on seven CTA Surface lines during 1952 indicated that of a total of 6,565 transfers collected only 99, or 1.5% were found to be late or otherwise questionable. This is a reduction from 2.5% when checks were made in 1949 on the same seven lines—Western, Halsted, Lincoln, Milwaukee, Lawrence, 47th and 51st-55th Street.

Transfers on which the analysis is based were obtained by a checker, stationed near the conductor or operator position on the car or bus, who had requested that all transfers presented by passengers be accepted regardless of validity. The checker packaged and labeled all transfers received at each intersection and retained them for delivery to the general office. Passengers requesting return of transfers were issued new ones for continued riding.

The reduction in the number of invalid transfers presented during 1952 is an indication that conductors and operators are doing a better job of issuing correctly punched transfers. Nevertheless, the number of late or otherwise questionable transfers offered by riders (which were properly punched when issued) still reaches a sizeable figure on the entire CTA System.

As you know, CTA is operated to provide service at cost, with the cost being distributed between the riders, in proportion to the frequency of their use of the service. Fares collected from riders, with the exception of a comparatively small amount of monies realized from the sale of advertising and concession space, are the CTA's only source of revenue from which must be paid operating expenses and all other fixed obligations. Labor costs, alone, amount to 62.96% of total income.

Therefore, in fairness to all riders as well as CTA and its employees, it is highly important that all transfers be closely scrutinized by conductors, operators and collectors. Where found to be late or otherwise invalid, additional fares should be collected.

It is estimated that if each conductor and operator honored just one invalid transfer during his run, CTA would lose about \$800 per day, which would amount to \$292,000 per year!

Accepting invalid transfers is the same as accepting counterfeit money. A careful check of each transfer presented by passengers will insure their proper use.

## SAFETY AWARDS

AMERICAN Transit Association Bronze Certificates were awarded recently to two Surface System stations and to the Douglas-Garfield Park section of the Rapid Transit System for accumulating 250,000 consecutive man-hours without having a lost-time accident. C. M. Smith, general supervisor of accident prevention, is shown at the extreme left, presenting awards to the winning superintendents — J. J. Theis, 77th, and Thomas Screen, Cottage Grove, both Surface; and S. R. Smith, Douglas Park-Garfield Park section, Rapid Transit.



THIS foursome of students from the Art Institute won first prize for their clever portrayal of CTA streetcars at the Institute's "Insanity Fair" costume ball. The affair was held May 23 at Riverview Park Grove. Pictured, from left to right, are Nora Finn, Mary Ann Behnke, Mary Tompkins and David Barr.

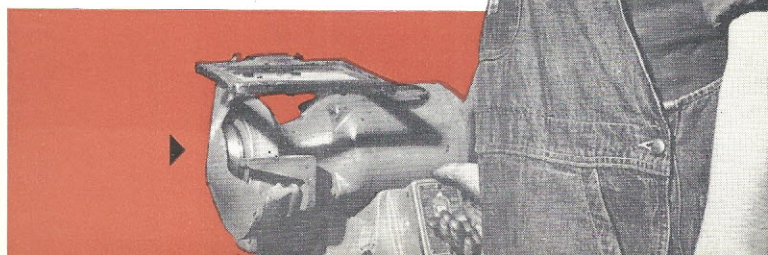
## BELLS AND BALL BEARINGS

A MUSICAL safety device is the latest fashion for grinding wheels. The CTA Accident Prevention Department, working jointly with the Shops and Equipment Department, arranged for the installation and trial of such a safety device on two grinders such as the one pictured here.

Carl Welin, machinist, who installed the device for its trial at the South Shops, is demonstrating its effectiveness.

A bell housing (arrow), attached to the grinder shaft in a slightly offset position, strikes a ball bearing with each revolution. The ball bearing is welded to a piece of music wire which is fastened at the rear of the machine. The effect is a bell tone that subsides only when the grinding wheel stops turning.

Purpose of the device is to warn using shop employes and passers-by that the wheel is still in motion even though the motor has been turned off. It is planned that this device will ultimately be installed on other CTA grinders where practicable.







## SENTENCED TO SAFETY

A DEMONSTRATION concerned with "Protecting Life and Health," one of the nine areas of living taught by Chicago schools, was recently staged by elementary school children in District Four at the LaFayette School. A total of eight schools participated in the demonstration, each portraying one aspect of the topic.

The skit presented by 7th and 8th grade students of the Tilton School (accompanying photo) stressed "Safety in the School," and was cleverly portrayed by a mock school safety court. The judge, *Albert Porcellino*, extreme right, had sentenced a safety rule violator, *Maragret Rahmer*, standing in center background, to read and learn the messages on safety posters which are displayed throughout the school.

Maragret is reading one of the "Tim and Trudy in Safety-land" series of posters which are originated by CTA in cooperation with the Citizens Traffic Safety Board and distributed to Chicago public and parochial schools.

A new "Tim and Trudy" poster, designed to impress children with the importance of observing safety precautions, is supplied to the schools at approximately six-week intervals. A similar series of CTA posters is also furnished to Chicago high schools for display.

## FIRST SURFACE— BOULEVARD PICK

THE first CTA system-wide "pick," in which both Surface and Boulevard System employees participated was held recently at Ashland Boulevard Auditorium, 1608 West Van Buren street.

This arrangement enables Transportation men to select work by stations on a seniority basis. A "special picking summary," listing all available runs as to number and type, by lines and depots, was set up, and proceedings began about 11:00 A.M. on May 8.

In the right foreground, *Day Clerks Cornelius P. O'Connor*, North, and *Joseph P. O'Connor*, 69th, left to right, recorded the selections.



## ASSIGNMENT AGENTS CENTRALIZED



REMODELED quarters at Madison and Wabash station, Inner Loop, became the new, consolidated office of Rapid Transit System assignment agents on May 12. In honor of the occasion, flowers were provided by well-wishing agents and other Transportation Department employees.

Apparently quite pleased with their new surroundings are, left to right, *Assignment Agents Lulu Hamann*, formerly at Indiana station; *Jule Hidding*, formerly at 4430 Broadway; and *Margaret Queenan*, who was formerly located at Marsh-field station.

*Joseph DeLong*, superintendent of agents and porters, Loop section, who is standing in the background, was also moved to this new office from his former location at Randolph and Wells streets.

## CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF APRIL 1953 AND 1952, FOUR MONTHS AND TWELVE MONTHS  
ENDED APRIL 30, 1953

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

	Month of April 1953(4)	1952	Period Ended April 30, 1953 4 Months(4)	12 Months(4)
Revenues .....	\$10,593,973	\$9,478,035	\$41,806,600	\$120,915,127
Operation and Maintenance Expenses .....	8,883,501	8,238,533	36,278,138	103,039,843
Available for Debt Service .....	1,710,472	1,239,502	5,528,462	17,875,284
Debt Service Requirements:				
Interest Charges .....	403,236	318,038	1,613,996	4,416,842
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1) .....	83,333	—	333,333	833,333
Revenue Bond Reserves (Note 2) .....	23,000	107,000	92,000	477,314
	509,569	425,038	2,039,329	5,727,489
Balance Available for Depreciation .....	1,200,903	814,464	3,489,133	12,147,795
Provision for Depreciation—Current Period .....	847,518	758,243	3,344,528	9,673,210
Balance (Note 3) .....	353,385	56,221	144,605	2,474,585
Accumulated Deficit to End of Previous Period .....	208,780	799,671	—	743,450
Balance Available for Revenue Bond Amortization Fund (Note 3) .....	144,605	743,450	144,605	1,731,135
Revenue Bond Amortization Fund .....	144,605	—	144,605	300,000
Balance Available for Other Charges (Note 3) .....	—	\$ 743,450	\$ —	\$ 1,431,135

### PASSENGER STATISTICS\*

Originating Revenue Passengers .....	58,730,002	62,235,689	231,656,028	703,523,023
Transfer Revenue Passengers .....	2,503,323	3,672,037	9,730,080	28,783,031
Total Revenue Passengers .....	61,233,325	65,907,726	241,386,108	732,306,054

\* Includes Chicago Motor Coach Company passengers for comparative purposes, as follows:

April 1952 .....	7,137,074	
May 1952 through September 1952 .....		35,113,314

r - Red Figures

### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at April 30, 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(5)
	2,814

### 1952-53 Orders:

Propane Buses .....	300
Conversion of P.C.C. Streetcars to El-Subway Cars (Memo only) .....	250
	3,114

### 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, and any balances available after the current period's provision for depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreement covering Series of 1952 Revenue Bonds 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.
- (4) Includes operations of the Boulevard System, acquired October 1, 1952.
- (5) 250 of these P.C.C. cars will be sold to the St. Louis Car Company during 1953 for conversion to El-Subway cars.





SCENE of the annual affair was the Key-men's Club at 4711 W. Madison street. The festivities were held in the Marine ballroom.

THEY were all mixed up by the time this dance ended. And they were all friends—just having a good time.



COULD it be the Charleston? Whatever the step, everyone was enjoying it, as evidenced by the happy smiles.

## SPRING DANCE

A PLEASANT evening of fun and frolics rewarded everyone who attended the fourth annual spring dance held by the CTA Boulevard System Social and Welfare Organization. About 500 CTA employes, their families and friends turned out for the annual affair which was held on April 25 at the Keymen's Club, 4711 W. Madison street.

Proceeds from the dance are used for the annual summer outing for the organization's members and their families, and also to aid the organization with its welfare program.

Another social event on their schedule will be the annual

AMONG those who helped make the dance so successful were, from left to right, front, *Louis Ranallo, Bernard O'Rourke, and Thomas Mooney.* Top row, *Charles Dryfhout, James Schilling and John Wilhelmi.*



trek to the ball park sometime late in June or early July. Besides enjoying box seats, dinner and transportation are also arranged for all members and their friends who wish to attend.

## BOWLING TROPHY WINNERS



THE Shops bowling champions for the 1952-53 season are the Building Department team of the South Shops League. They earned their title by defeating the champions of the West Shops League—the St. Paul Federal Savings and Loan team. Left to right, are *Robert Valesious, Fred Jann, Joseph Cuci and Michael Villa.* The fifth member of the team, *Arthur Bader,* was not available when this picture was taken. For their achievement they received a large team trophy and individual trophies for each team member. The trophies were provided by the Employees' Welfare Fund.



CHAMPIONS of the Surface Transportation division for the 1952-53 season are the Division 308 team of the North Side P.M. League. Left to right, are *Ed Schlage, Frank Wagner, Hank Wilson, Herb Miller and Alex Muscato.* In addition to the large championship trophy for the team, each man also received a small, individual trophy. The champions of the Rapid Transit Transportation division were not known at press time. However, arrangements had been made to match the leaders of the Lake Street "L" Morning League and the North Side A.M. Morning Glory League.



## Taking Care of *YOUR HOME*

A PREVIOUS article explained that your new home contains more than 3,000 component parts which need careful "breaking in," just as a new car does. It described the initial inspection you should make before moving into the house and told of some of the normal effects which weather and other natural factors can have on concrete foundations and cement work. This article discusses the problems of lumber, millwork and windows. Although directed primarily toward "new" home owners, those who have recently purchased "used" houses will also find the information interesting and helpful.

### Lumber and Millwork

THE structural lumber in your house has been selected in sizes and grade that provide a large factor of safety over and beyond that which is necessary to carry the load for which it is intended.

Shrinkage in all wood is inevitable, but the frame of your home has been designed so that shrinkage may be as nearly even as possible and your house will settle equally. This shrinkage in the framing explains why certain mouldings, trim and quarter rounds sometimes seem to work out of their original positions.

Wood shrinkage can cause the joints in the woodwork to open, doors to warp and cracks to appear in plaster—particularly around door openings, plastered arches and stair wells.

Shrinkage, which occurs even in kiln-dried wood, can be minimized by keeping the heat at 70 degrees, more or less, according to the climate, particularly during the first heating season. This will permit a more uniform drying-out process. *Avoid overheating in a new house!*

In case of a tight-fitting door, don't be too quick to plane the edge, but wait for warmer weather when the door has dried down to normal. Twisting and warping can happen to any door no matter how well it is manufactured. Cracks appearing at door-casing joints—and elsewhere—can be filled readily and are not noticeable after the redecorating is done.

Outside doors are subject to more severe conditions because of the heat inside and the cold outside. They have a tendency to twist or pull toward the heat, with the lock holding. Also, remember that slammed doors will damage the door and jamb and that storm doors will protect the outside of the door against extreme winter temperature.

It's also a good idea to keep duplicate keys for the bathroom doors in convenient places. Small children often lock themselves in and are unable to get out.

### Tiling

If wood shrinkage occurs in the bathroom, the result usually is a separation between the tub and wall tile, or



**SHRINKAGE** in all wood is inevitable. It can be minimized by keeping the home temperature at not higher than 70 degrees, more or less, particularly during the first heating season. This will cause a more uniform drying-out process. Avoid overheating in a new house.

between the floor tile and the tub. This may be fixed simply by filling the crack with inexpensive white cement which is available at any hardware store.

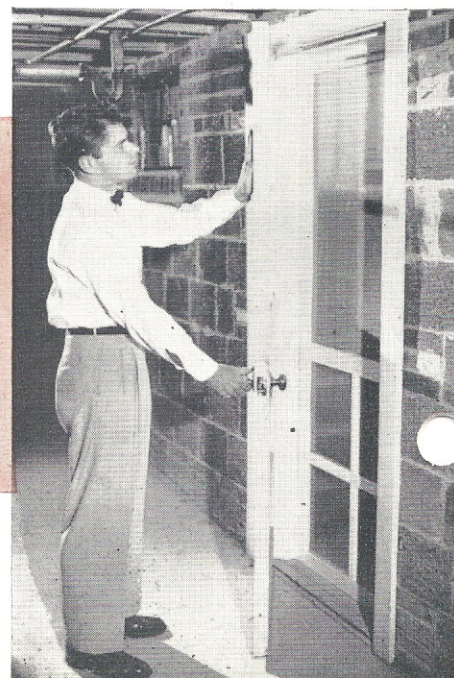
### Windows

Even though windows are weather-stripped, cold panes can set up a current of cool air which will move through the room.

Often this current of cool air may feel as though it is coming from the outside and cause the occupants to believe there is a leakage around the windows. Actually, it is caused by the chilling of the air against the window which sets up a cold-air current. Air in motion feels cooler as evidenced by an electric fan which does not cool the air, but merely sets it in motion. Storm sash will minimize the effect of air motion in the room.

(To be continued)

IN THE case of a tight-fitting door, don't be too quick to plane the edge. Wait for warm, dry weather when the door has dried down to normal.





# TO THE Ladies

... from JOAN

## IT'S THE CRUST THAT MAKES THE PIE!



IT'S the crust that makes a pie different. If you want to serve a berry or fruit pie in a standard crust, almost any bakery can oblige. But, if you want a crust that adds flavor and texture . . . a crust that's more than just a container for the filling, then you must bake it yourself. Here is a recipe for a pie that features a cereal as the surprise ingredient. It is different, probably, from any pie you've ever baked before—in flavor, texture and appearance. Orange chiffon cream pie is appropriately known as a top of the stove pie. You need never light your oven in its preparation. The filling is creamy and good and the crust is made of crisp corn flakes, butter or margarine and sugar. It's a perfect pie for these first warm days.

### Orange Chiffon Cream Pie

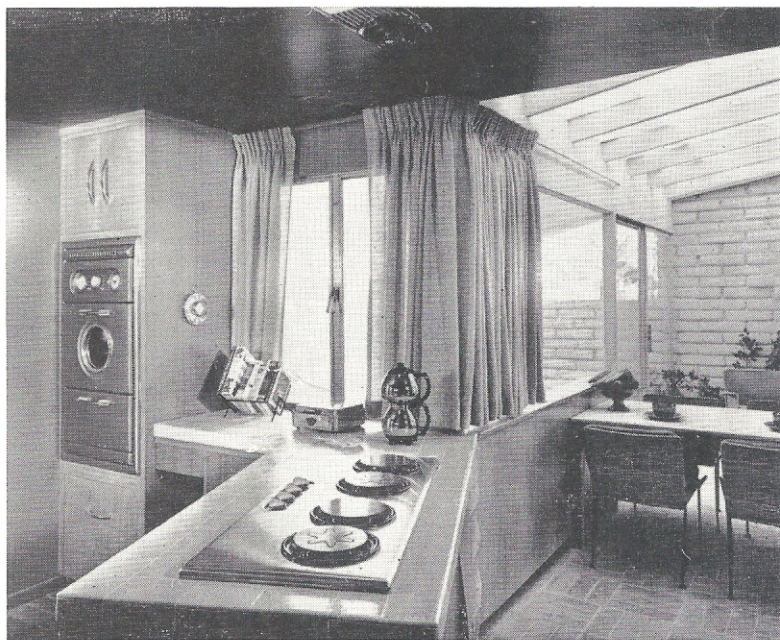
4 cups corn flakes                      ¼ cup sugar  
⅓ cup melted butter or margarine  
32 marshmallows  
1 tablespoon lemon juice  
¼ cup orange juice  
2 tablespoons grated orange rind  
1 cup whipping cream

Crush corn flakes into fine crumbs. Mix with sugar and melted butter. Press evenly and firmly around sides and bottom of pie pan. Chill. Cook marshmallows with orange and lemon juice over boiling water, stir until combined. Cool. Whip cream until stiff; fold in orange rind and cooled marshmallow mixture. Pour into corn flakes pie shell and chill until firm. Garnish with orange sections, shaved chocolate or additional whipped cream. Yield: one 9-inch pie.

## Your Dream Kitchen



WHETHER you just like to dream or you actually are planning to remodel or build a brand new home, here's a kitchen that lets your gayest fancy run free. This kitchen is not only beautiful but is also built for utility and economy. With the flexible comfort-level cooking units, you have everything you've ever had in a conventional range with very little difference in cost. Just in case you're interested, it's available in stainless steel, (as pictured below) or white and pastel colors of yellow, green or blue porcelain enamel.



### SMARTNESS OUT OF DOORS

HERE is something different for the garden or picnic table. Plain and plaid denim is gayly matched in this colorful cloth and napkin set. No mixing up of napkins here, or question of where to put them, before or after. Each napkin fits snugly in a loop stitched on the cloth. For a direction leaflet for making this picnic cloth and napkins, write to WOMEN'S EDITOR, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.



FOR delightful outdoor entertaining at home here's something different for your picnic table.





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TICKETS



**YOU ARE  
"Mr. CTA"**

TO THE general public, each of us, particularly when on the job, is "Mr. CTA." In that role, each of us has an essential part in helping to sell CTA service and to insure continued successful operation of the CTA organization.

Every successful public relations program must have as its base good customer relations. To check our customer relations, CTA employes might ask themselves these questions:

Am I doing everything possible to sell CTA service? Do my actions create a friendly atmosphere and inspire confidence among my passengers? Does my conduct measure up to the high standard of courtesy CTA riders have a right to expect? Do I realize that good customer relations help pre-sell services? Do I recognize that the right viewpoint toward the public can frequently turn complaints into assets?

### **PEOPLE LIKE TO DO BUSINESS WITH PEOPLE THEY LIKE!**

Here are some thought starters for CTA employes about customer relations:

**A Basis For Future Increased Riding.** . . . When we have gained the good will and confidence of our customers, the real basis for future riding and business growth has been attained.

**Consider The Customer First.** . . . We must studiously consider the interests of our customers first.

**Satisfied Customers Influence Others.** . . . We must be alert to every opportunity to satisfy our patrons. Satisfied patrons will, in turn, influence others and help us create a more favorable attitude toward CTA.

**A Good Reputation is Basic.** . . . It rests upon sincere efforts to provide good service and modern equipment. It is further strengthened by competent, reliable, and courteous conduct in the performance of our jobs. Maintaining this good reputation is the responsibility of each one of us.

**The Organization Behind The Service Needs Selling Too.** . . . CTA employes constitute one of the most vital and strategic forces of public relations. It is important that we be constructive representatives of CTA and its policies, as well as sellers of service. As we speak, act and look, so does the CTA speak, act and look.