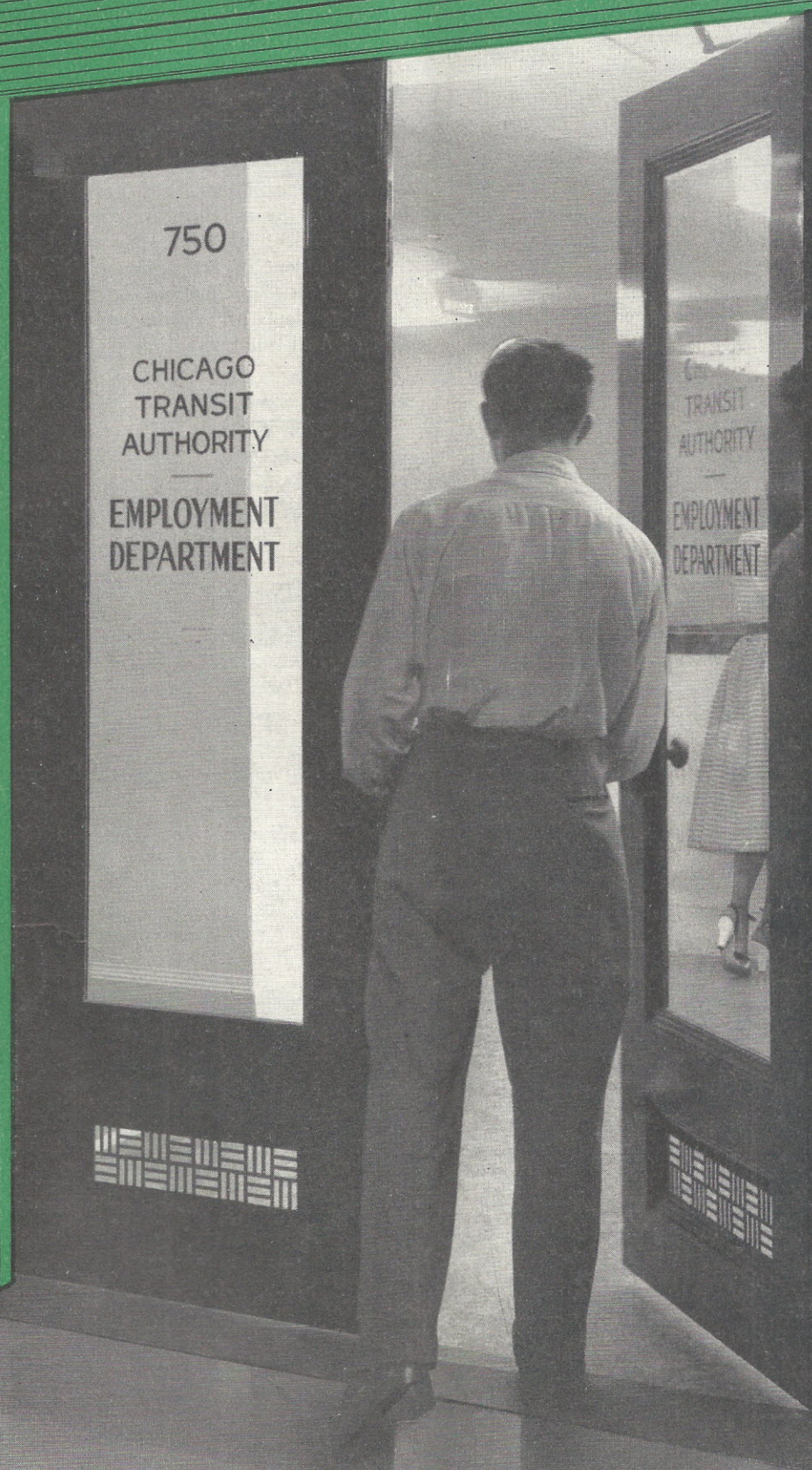




TRANSIT NEWS

**AUGUST,
1953**



**The
Personnel
Story**

SEE PAGE 4

New CTA Organization Chart Adopted

THE general pattern of organization and division of functions, duties and responsibilities of Chicago Transit Authority, as revised by *General Manager Walter J. McCarter*, was approved by Chicago Transit Board, effective July 1, 1953.

Under the new chart of organization, *T. B. O'Connor*, formerly General Superintendent of Transportation is now General Superintendent of Transportation and Shops and Equipment. Reporting to him is Superintendent of Transportation *C. E. Keiser*, formerly Executive Assistant in charge of personnel, and *R. J. Ruppe*, Superintendent of Shops and Equipment.

G. S. Graybiel, formerly Purchasing Agent, now has the title of General Superintendent of Purchasing and Stores. In

addition to his former functions, he now has reporting to him *J. T. Harty*, Superintendent of Stores.

The former Chief Engineer, *S. D. Forsythe*, is now General Superintendent of Engineering. In addition to his former functions, he now has under his jurisdiction *H. L. Howell*, Superintendent of Way and Structures, and *C. W. Wolf*, Electrical Engineer.

E. A. Imhoff, formerly Management Assistant, is the new General Superintendent of Personnel. In addition to his former functions, he now has reporting to him *H. B. Storm*, Superintendent of Insurance and Pensions, *A. F. Stahl*, Superintendent of Employment, *J. T. Carney*, Superintendent of Job Classification, *J. A. Baker* and *E. L. Hirsch*, Superintendents of Training, and *C. M. Smith*, Superintendent of Accident Prevention.

Orange Transfer Discontinued

THE orange colored transfer, long familiar to regular patrons of the CTA's Boulevard System, was discontinued effective July 8. Replacing them are Surface System white transfers which have been modified to incorporate Boulevard system routes.

The revised white transfer bears the name of a main Surface System or Boulevard System route, and the name of a secondary route or extension. A punch mark in an imprinted square indicates that the transfer was issued on a secondary route or extension. The absence of a punch mark in the square indicates that the transfer was issued on a main route.

No change was made in the rules and regulations presently governing the use of orange and white transfers. The revised white transfers are accepted for a ride under the same conditions that formerly applied to both orange and white transfers.

There was no change made in the blue transfer which exists on the Rapid Transit System.

Recent CTA Additions To The Armed Forces

R. E. Pollock—Transportation (Kedzie)



Returned from Service

A. J. Heneghan—Shops and Equipment (Laramie Terminal)

E. H. Hoffman—Transportation (Kedzie)

M. F. Maguire—Shops and Equipment (Kimball Terminal)

John R. Tyk—Transportation (Westside)

COVER

THE Employment office of CTA is located in Room 750, Merchandise Mart. An applicant for a position is shown here entering the outer office. Approximately 12,000 people applied for jobs with CTA during 1952. See page 4.

VOLUME VI

CTA TRANSIT NEWS

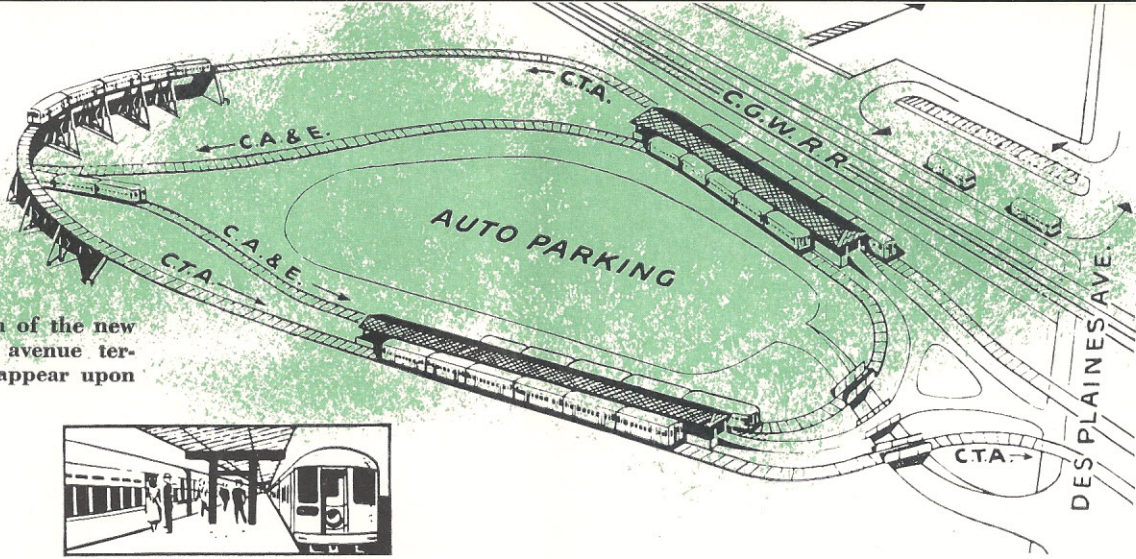
NUMBER 8

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H. L. Pollard, Director of Public Information *Joan Peacock*, Editorial Assistant
W. M. Howlett, Editor *R. H. Torp*, Editorial Assistant *John J. Bowen*, Production

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AN artist's sketch of the new CTA Desplaines avenue terminal as it will appear upon completion.



New Garfield "L" Interchange Terminal Under Construction

CONSTRUCTION work on a new \$150,000 CTA terminal at Desplaines avenue, Forest Park, for convenient interchange of passengers between the Chicago Aurora & Elgin Railway and CTA Garfield Park "L" trains began on June 25.

The new terminal, being built by CTA on the west side of Desplaines avenue, will provide temporary transfer facilities for riders of the two lines until a permanent right-of-way and terminal are completed in the median strip of the Congress Street Superhighway.

It is planned that the terminal will be ready for use by the end of August or early September, 1953, at which time Garfield Park "L" trains will begin operating at grade level in a fenced-in portion of Van Buren street between Sacramento and Racine avenues. The present "L" structure must be razed between those points to make way for construction work on the superhighway development.

Test operation of trains in the Van Buren street right-of-way, and training of rapid transit personnel for the new street-level service, will be underway several weeks earlier in August.

Construction of the new terminal is CTA's responsibility under terms of plans for completing construction of the West Superhighway, which also involve the City of Chicago Department of Subways and Superhighways, the Cook County and State of Illinois highway departments, and the CA&E Railway.

The Authority has purchased, at a cost of \$1,000,000, such fixed operating equipment as rails, ties, signals, stations and other facilities in the CA&E right-of-way between Laramie avenue and Desplaines avenue, Forest Park.

The five-party plan is designed to provide a grade-separated right-of-way in the highway's median strip for permanent CTA rapid transit service as far west as Desplaines avenue, and to give CA&E commuters a convenient transfer facility with CTA rapid transit service operating to the central business district.

Two "island" transfer platforms are being built at the new terminal and a bridge is being constructed so that there

will be no "grade crossing" of CTA and CA&E trains looping in the terminal area.

When the terminal is placed in operation, eastbound CA&E trains will terminate at Desplaines avenue, make a "loop" in the terminal area, and return westbound. Westbound Garfield Park "L" trains will terminate at Desplaines avenue and make a "loop" on a bridge over the CA&E tracks to return eastbound.

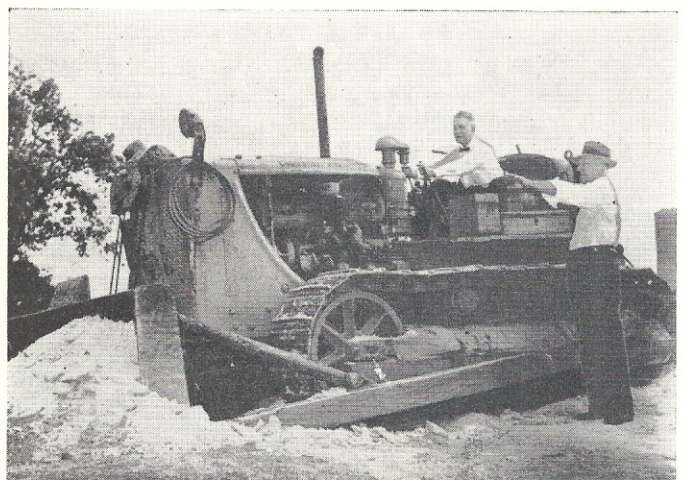
Riders of CTA Westchester-Forest Park extension buses, which serve Forest Park, Maywood, Bellwood, Westchester and the south portion of River Forest, will also transfer to and from Garfield Park "L" trains at the new Desplaines avenue terminal. The location of the new platform eliminates the necessity for CTA riders to cross heavy traffic in Desplaines avenue to board the extension buses, as was previously required.

Chicago Aurora and Elgin riders making direct platform transfer to eastbound Garfield Park "L" trains will pay CTA fares at agents' booths or by utilizing turnstiles on the terminal platform. By riding Garfield "L" trains to the central business district, these commuters will have the added advantage of full transfer privileges to and from CTA surface vehicles at no additional cost.

Under the revised service plan, the Garfield Park "L" is to operate between Desplaines avenue, Forest Park, and the Loop daily, including Sundays and holidays. Westchester-Forest Park extension buses will also provide service daily, including Sundays and holidays, between the new terminal and Westchester.

GROUND breaking activities at the new terminal found CTA General Manager Walter J. McCarter in the driver's seat while Stanley D. Forsythe, CTA general superintendent of engineering, looks on.

United Press Photo



BETWEEN the time the following article was prepared and press time, a major change was made in the top supervisory position of the Personnel Department. *C. E. Keiser*, formerly Executive Assistant in charge of Personnel, was named Superintendent of Transportation, and *E. A. Imhoff*, formerly Management Assistant, was appointed General Superintendent of Personnel. In addition to his former functions, Mr. Imhoff now directs the activities described in the following article.



IN a large service organization like CTA, where activities are widely separated geographically and functionally, the need for a central agency for the administration of uniform personnel policy and practices is of utmost importance. It is imperative that workers meet specified physical and mental qualifications, that they be properly trained in the performance of their duties (including how to prevent accidents of all types) and that each job is properly classified according to the type of work done, thereby enabling a uniform wage scale to apply.

Charles E. Keiser, formerly executive assistant in charge of personnel, had the responsibility of directing the activities of the departments which handle the above-mentioned functions—Personnel, Employment, Job Classification, Training, and Accident Prevention. *Arthur F. Stahl* is Superintendent of Employment, *James T. Carney* is Superintendent of Job Classification, *John A. Baker* and *Elliot L. Hirsch* are Superintendents of Training, and *Charles M. Smith* is Superintendent of Accident Prevention.

Assisting Mr. Keiser in his office were *Audrey C. Johnson*, personnel assistant, and *Tom P. Lyons*, personnel analyst. The most important aspect of the work of this office, located in Room 752, Merchandise Mart, now directed by *E. A. Imhoff*, is the establishment and administration of uniform personnel policies and practices for all departments and all employees of the Authority. The office is constantly confronted with new and unusual conditions which require detailed study and the establishment and dissemination of standard procedures. This group offers advice on policy matters and establishes a liaison at the top level with department heads directly and through the staff meetings of the general manager. They act for the general manager in matters relating

IN addition to the responsibility of directing the activities of the Personnel, Employment, Job Classification, Training and Accident Prevention Departments, *Charles E. Keiser*, formerly executive assistant, also acted as a counsellor to present, prospective and former employees on matters concerning the CTA as well as personal matters.

to the approval of personnel requests of various types. Suitable checks and investigations are made in order to establish the need and justification for proposed changes. Departmental reorganization work is also handled, studies and recommendations are made on request, and assistance is given to department heads on problems of this type when needed.

The Personnel Department also operates as a liaison between management and the various labor unions on matters pertaining principally to job transfers, rates, working conditions and contract provisions. It also acts as a counsellor to present, prospective and previous employees on matters concerning the CTA organization and also on those of a personal nature.

Under the direction of Miss Johnson, information about CTA employees is furnished to outside agencies as requested and in accordance with established uniform policy. These requests may vary from credit check references to addresses of former employees. In this connection, contacts are maintained with large credit establishments, employers and various governmental agencies. All delinquent account mat-

PERSONNEL and related departments

ters are processed through this office. By means of this procedure, the interests of reputable creditors in the Chicago area are protected and CTA employees are helped in keeping a good credit rating. As an indication of the volume of this type of work, during 1952 more than 12,000 letters were prepared and mailed in answer to requests. This volume will be greatly increased this year because of an ever-growing demand for assistance in connection with the personal affairs of CTA employees.

Mr. Lyons' principal duties lie in the field of research on special personnel problems. Currently, he is setting up uniform records for internal control among the various units of the Personnel Departments.

Employment

The Employment Department, under the direction of *Arthur F. Stahl*, superintendent, hires all employees for CTA, selects candidates on all posted upgraded promotions, assigns detached employees and fills all non-posted vacancies.

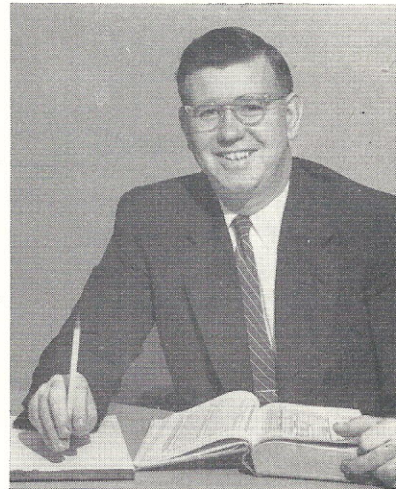
Applicants for jobs with CTA receive preliminary interviews in Room 750, Merchandise Mart. They are then tested for the position for which they are applying. If they do not meet the requirements, they are again interviewed and considered for a job in a different classification. After an applicant has successfully passed the mental requirement tests, he is given a physical examination by the Medical section of the Insurance Department, which is located adjacent to the Employment office.

After filling out the history and record form, all applicants meeting mental and physical standards are given a pattern interview. This is a complete review of their past life. Questions are asked concerning home life, financial situation, recreation and social activities, past health record, education and training, and work experience. Applicants

INFORMATION about CTA employees is furnished to outside agencies as requested by *Audrey C. Johnson*, personnel assistant, left. In her group are *Mary Scanlon*, center, typist I, and *Toni Bovino*, typist II.

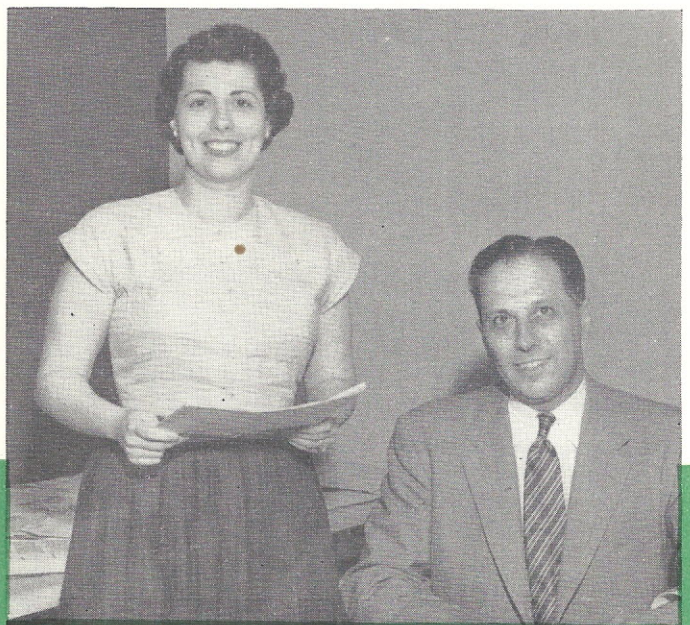
are then fingerprinted, photographed and investigated. Investigations not only reveal whether or not the applicants have a police record, but also produce either favorable or unfavorable comment from previous places of employment.

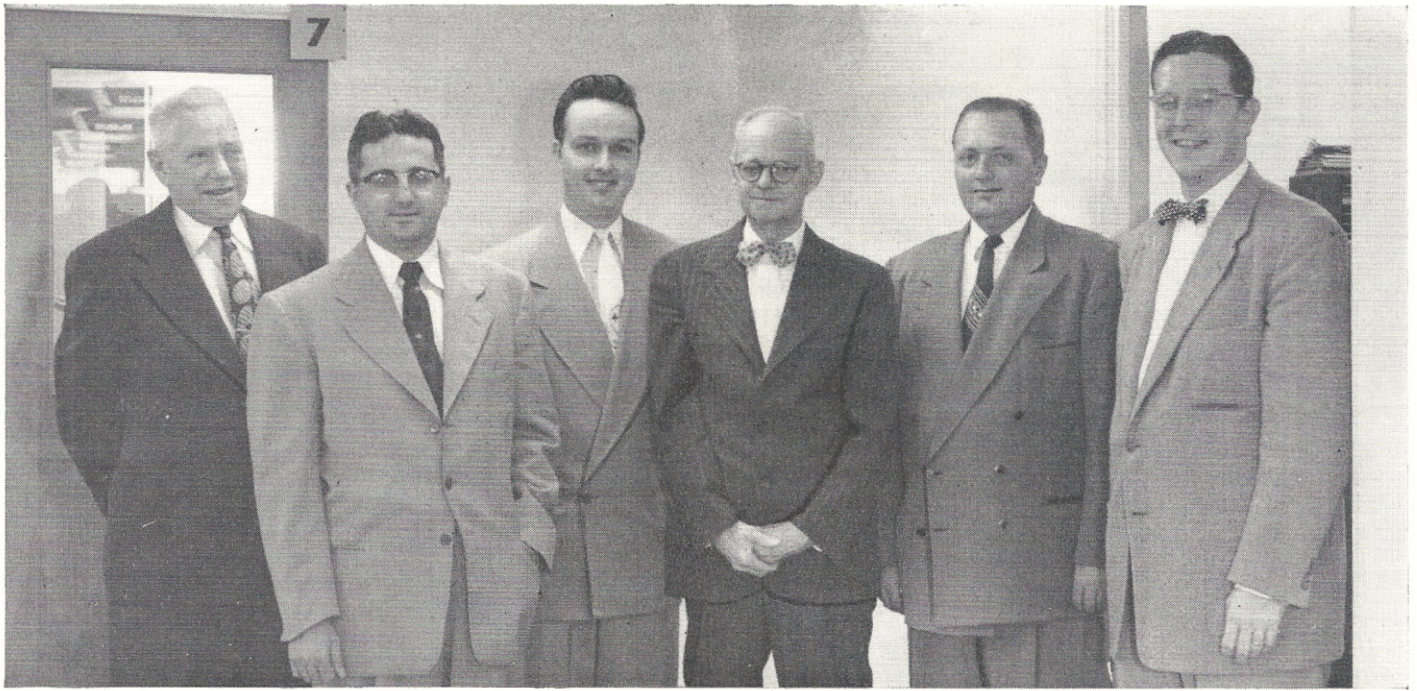
By means of the foregoing procedure, the Employment people strive to place suitable persons in appropriate jobs at convenient locations. The latter is especially important with train service employees as their work hours vary from day to day and their runs have split shifts. Working out of a station close to home makes it much more pleasant for them.



THE principal duties of *Tom P. Lyons*, personnel analyst, lie in the field of research on special personnel problems.

THE responsibility of directing the hiring of all CTA employees, selecting all posted upgraded promotions, assigning all unassigned employees and filling all non-posted vacancies rests with *Arthur F. Stahl*, superintendent of employment. With him is *Marilyn J. Krautsak*, clerical supervisor, who has charge of the clerical work in the applications and hiring section of the Employment Department.





THESE six men have the job of interviewing more than 15,000 individuals annually, including applicants seeking work and employees interested in promotions or a change in their jobs. In addition to handling interviews, *R. J. Ruzich*, second from left, Technical assistant to Mr. Stahl, establishes various new tests from time to time. Others in the picture, left to right, are *Clarence Heath*, *Jack O'Connor*, *Lyman Herrin*, *Ed Bole* and *Bill Kurtz*.



AN applicant for a position with CTA is being greeted in the outer office of the Employment Department by *Betty Ann Paezkowski*, receptionist, who directs them through the proper channels.

The Employment Department also has the responsibility of interviewing, investigating and recommending employees who bid on posted job vacancies. After the vacant position has been posted for five days, and all applicants have been checked by the Job Classification Department for correct seniority and birth dates, they are called into the Employment Department in seniority order and tested for the position in question. Those that meet the necessary mental and/or physical requirements are sent to the head of the department needing help for an interview and final decision. The accepted employee is put on a 30-day trial to see if he can handle the work in the new position.

Here, again, it is very important that the right person be



DURING 1952 a total of 5,893 applicants for jobs with CTA took various mental tests given by *Bernice L. Coyne*, test administrator. These tests included the pegboard for machine operation, personal reaction, work sample, the standard examination for train service employees, Detroit mechanical for shop employees, the Wonderlic, SRA, and the Minnesota-clerical.



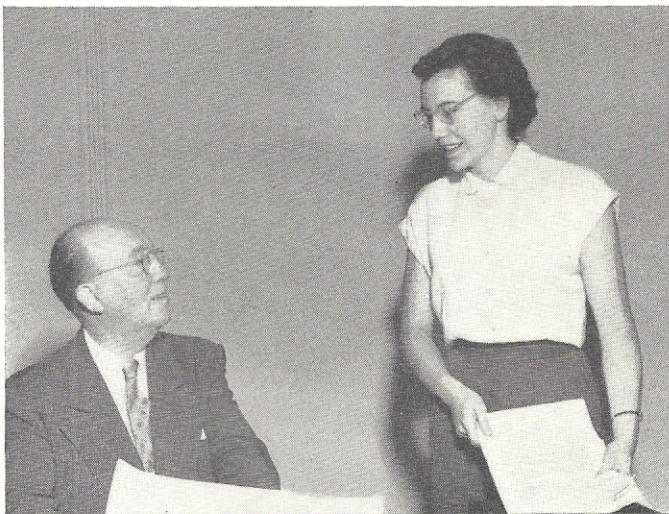
AFTER applicants have passed all necessary mental and physical requirements for positions with CTA, they are fingerprinted by *Elliot McMahon*, fingerprint technician in the Employment Department. Using *Stenographer Joan Lemieux* as a model, he demonstrates how he took the prints of 2,140 applicants during 1952. At the same time, all applicants are photographed with the equipment in the background.



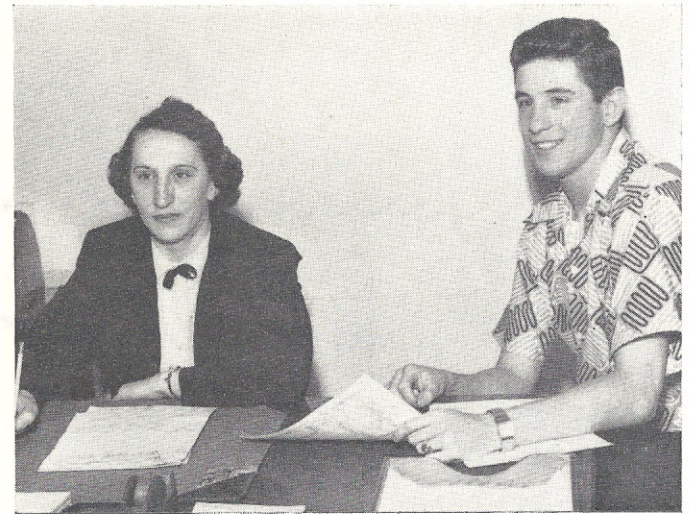
CLERICAL details in connection with applications and hiring are handled by the young ladies in this section of the Employment Department. Left to right, are *Betty Birkeland*, typist I, *Arlene Barileau*, typist I, *Martha Neffas*, clerk, *Joan Lemieux*, stenographer I, and *Donna Burtis*, typist I. During 1952, a total of 1,210 people were hired by CTA.



IN the Job Classification Department new job schedules are written and existing job schedules are revised and checked in a constant effort to keep all job analyses current with changing job duties. Shown here are *John J. Howe*, left, assistant superintendent and *William C. Platt*, job analyst.



HEADING up the Job Classification Division of the Personnel Department is *James T. Carney*, superintendent, shown here with his stenographer, *Irene L. Glasing*. Their main function is to administer a uniform wage program for all CTA employees.



PERSONNEL records of all CTA employees are kept in the record room of the Job Classification Department where the information is available to all responsible parties on request. *Ann R. Zahumensky*, supervisor of personnel records, and *Tom Corcoran*, file clerk, were interrupted by the photographer in the midst of doing some checking.

put on the right job because if he does not meet the qualifications in 30-day trial, it can prove embarrassing for the employee who has been transferred as well as work a hardship on the department needing help.

Employees on the unassigned list are in this category because their positions have been abolished. Every effort is made by the Employment Department to reassign these people to another position in the same pay grade. However, that cannot be done immediately in every case. Sometimes the employee must take a job in a lower grade in order to become permanently assigned.

Filling non-posted vacancies is a placement job that takes perhaps more time per person in the Employment Department than any other. Non-posted vacancies may be any

Grade I position or any other job in a similar category, such as janitor, porter, gateman, ticket agent, etc. During the year of 1952, some 2,000 present employees came to the Employment Department seeking such positions. About 200 of these were placed. In most cases, these employees desired to change positions either for health reasons or because they no longer wished to continue the type of work they were doing.

The preliminary interviews with these employees take from 30 minutes to one hour. Then their physical condition and past work record with CTA and other concerns are checked and an effort is made to transfer them to positions which they can handle.



ESTHER M. DI GIOIA, file clerk, has at her fingertips a card record of every CTA employee. The drawers on both sides of this Rol-Dex, located in the record room of the Job Classification Department, move forward and backward at a light touch.



TYPING and clerical work in the record room of the Job Classification Department are handled by **Irene Mostek**, temporary clerk, left, and **Evelyn Kaross**, typist.

Job Classification

Another section of Personnel, the Job Classification office, under the direction of **James T. Carney**, superintendent, is located in Room 7190 of the Merchandise Mart.

Pursuant to Section 28 of the Metropolitan Transit Authority Act, the principal purpose of this department is to establish and administer a uniform classification and wage program for all Authority work assignments.

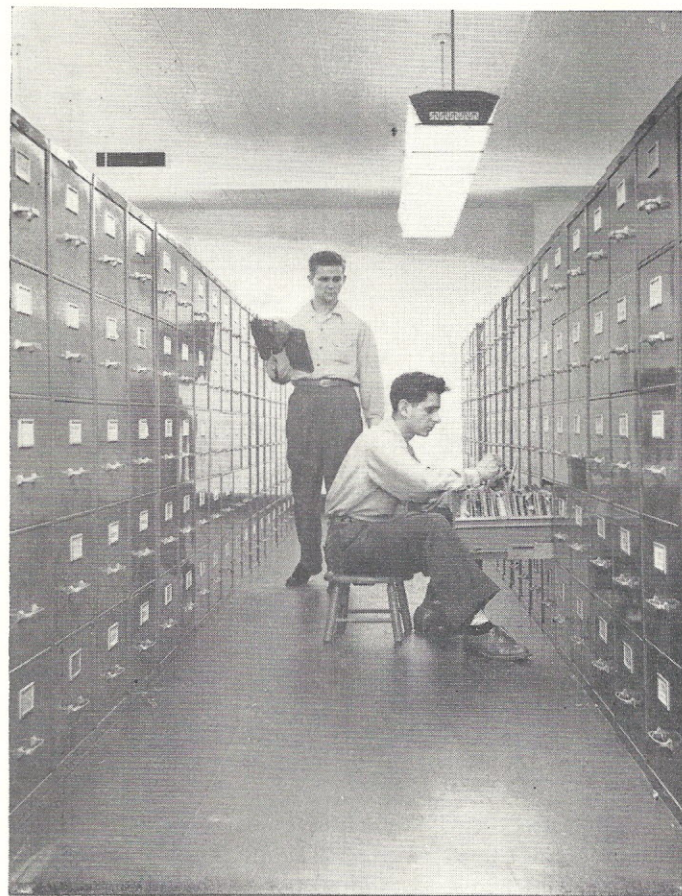
To accomplish this, all CTA jobs are analyzed, classified and evaluated, and control records are maintained. A constant check is made in an effort to keep all job analyses current with changing job duties. New job schedules are written as required and existing job schedules are constantly being revised, re-written, checked and re-evaluated.

The Job Classification Department also prepares and arranges for the posting of bulletins which offer job vacancies to CTA employees on a competitive basis.

A further function of this department is to control the personnel records of all Authority employees. This involves the development and maintenance of a system which will make all personnel information readily available upon request. It is necessary to keep a file in the Mart record room on all employees currently working for the Authority as well as on all former employees who have severed connections within the past five years. A supplementary file of former employees, who left service between six and ten years ago, is held at an outlying location. In addition to a file jacket, containing detailed personnel information, an employee service record card, showing personal history information as well as a chronological record of jobs held, is maintained for each employee.

(The September issue of CTA TRANSIT NEWS will complete the story of the departmental structure and functions of the Personnel Department by describing the work handled by the Training and Accident Prevention Departments, which also reported to C. E. Keiser, formerly executive assistant in charge of Personnel, and now report to E. A. Imhoff, General Superintendent of Personnel.)

TEMPORARY help in the record room of the Job Classification Department are **Stanley Kaminski**, standing, and **Ralph Rotor**. These young men have recently returned from military service and are awaiting permanent assignments.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Vacations Feature Suntans and Fish

ACCOUNTING—Vacations are in the foreground this month. *Phyllis Cusic* flew to sunny Florida and came back with a coat of tan to last until the next one. *Betty Suhr* reports a fine time had in Phoenix, Arizona. *Mike Verdinck* has a freezer full of fish (152 lbs.) which he caught while vacationing in Milltown, Wisconsin. Mike reports that the barefoot boy is accepted everywhere in Milltown, be he six or sixty. Few of the natives wear shoes.

Olive Battersby toured the south with her husband. *Oscar Leiding* spent his vacation around Chicago. Part of the time was spent fencing in his yard. *Clara Lawrence* toured the northwest—Lake Louise, Banff, and Jasper National Park. *Helen Lowe*, your scribe, went to Washington, D. C., and New York City.

Helen Loftus is convalescing after surgery and is expecting to return to work soon. *Evelyn Schlau* is confined to her home with a protracted illness. *Carmella Petrella* is recovering from an appendectomy. *Frank Cashman* is confined in St. Joseph's hospital following a heart attack. Latest report from the hospital is that he is making satisfactory progress. *Eileen Miller* is carrying her left arm in a sling after breaking her wrist in a fall near her home.

Sympathy is extended to *Josephine Yercich* in the loss of her brother and to *Rosemary Kenny* in the passing of her grandmother.

Richard Holze has left CTA to make his home in the west. *Arthur W. Johnson* left to take a position in another town. *Rita Hurley*, *Anna Martin* and *June Hukill* have left to be homemakers.

—HELEN A. LOWE

Did He Get the Right Brand?

BEVERLY — Some stores have a sign reading "Please count change before leaving." *Bus Operator Alexander Brand* was seen leaving the store counting his change. When he was almost to his bus, the lady proprietor chased after him saying, "Your change was right, but you left your cigarettes on the counter." Al hurriedly gave a thank you and drove on his way.

Bus Operator and Mrs. William Dillon became parents of a boy, *William Robert*, born June 15 at



PICTURE OF THE MONTH

BERNARD JAMES, son of *Yard Foreman Elmer Stevens*, 63rd and Loomis, tipped the scale at 14 pounds at the age of three months. *Alfred Grabe*, southside motorman, was on hand to capture the weighing-in ceremony on film.

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.

the Little Company of Mary Hospital.

Bus Operator and Mrs. Roy Engwall and five children left for the sister-in-laws' farm in Hannibal, Missouri. *Mark Twain's* home town. Roy says if you're ever down that way, you won't regret having stopped at Mark Twain's home along the Mississippi river. It is now being used as a museum. The fence painted by *Huck Finn* and *Tom Sawyer* is still standing there.

Bus Operator George L. Tidd somehow left his pipe at the Homewood Post Office. Watching

the mailman coming up the walk, *Mrs. Tidd* opened the door in a hurry to accept a package from far away only to find the mailman handing her husband's pipe to her and saying, "Smells like your husband's." —DANTE F. BRUNOD

TRANSITAD

FOR SALE—*Lionel* train outfit. Freight and passenger cars with locomotive. Extra accessories and fully equipped. Size of track "O" gauge. On display. Call *Walter Reich*. PEN-sacola 6-1887.

He Deserves a Medal, All Right

CLAIM AND LAW—We're giving the good conduct medal to *Joe Colello* who took 14 young boys to a scout camp in Michigan. Joe's original plans to go on a fishing trip were short-lived when his traveling companion, *John Naughton*, was drafted. Good luck to *Art Kaiser*, who is leaving us to continue his schooling.

Welcome to *Nick Dalitto*, the new messenger in the vault. Nick is the brother-in-law of *Danny Martorelli*.

Belated wedding congratulations to *Joe Clark*. There are some mighty "fishy" stories around here these days due to the fact that *Vern Thornton* and *Harry Praiter* have been on fishing trips. *E. J. Healy* and *J. F. Anderson* have also been on vacation, but they didn't clew us as to their whereabouts. *Ed Weingartner* had a nice tan upon his return from the deep south. *Joyce McDaniel* sent us some lovely cards from various eastern cities. We also received cards from *Marty Garrity* and *Nora Cronin*.

In the event that any of you should visit the Medical Department, be sure to see *Dr. Ruttenberg*, who is back on the job.

—G & M

Things Sure Do Change In Washington

ELECTRICAL—*William Becker*, Superintendent substation maintenance, motored some 1,700 miles on his vacation. He drove to Wilkes-Barre, Pennsylvania, where he visited relatives and friends, and came home via Washington, D. C., where he spent a few days. He did considerable sightseeing and says it sure has changed since his last visit.

We are happy to see two of our number, who underwent surgery, back to work. They are *Carl Hoffman*, chief operator of Franklin substation, and *William Staunton*, operator's apprentice.

Leo Purcell is still confined in the Lutheran Deaconess hospital.

Sympathy is extended to *Fred Damrow*, who sustained the loss of his mother on June 19, and to *William Powell*, substation utility man, in the loss of his wife on July 6.

—GILBERT E. ANDREWS

Starts Army Career In a General Way

GENERAL OFFICE—(Accident Prevention)—Pvt. Leonard W. Shea, brother of Genevieve Shea in A. P. D., received a general's welcome at Camp Pickett, Virginia, recently, although his army tenure numbered only five weeks. The 19-year-old private was returning from a week-end pass in Cincinnati, Ohio, after visiting his wife, Jean. Bad weather had grounded scheduled planes, and fearing an AWOL demerit, Leonard chartered a small plane piloted by a local man. His arrival at Blackstone airport near Camp Pickett was greeted by high ranking officers saluting as Len stepped from the craft. Confusion cleared and officers relaxed when the passenger turned out to be a private instead of an expected visiting general. Later that day Leonard explained, "Everyone thought it was a big joke, but I didn't."

The male population at Brown's Lake, Burlington, Wisconsin, a little bird said, turned out en masse to greet *June Hamilton* and *Lillian Skora*, Specifications, as they arrived to spend a week of their vacation. After a rugged schedule of beach parties, dancing, etc., it seems that the gals had to come back to work to rest up.

'Tis said that it takes an expert to catch a herring—so here's a tip to you would-be fishermen—consult with *Charlie Smith*, superintendent of accident prevention, who may explain his secret technique which enables him to catch loads of these small-mouthed fellows from the finny-tribe with the greatest of ease.

(Training Department)—*Love-land, Colorado*, is the spot *Fred Burtis* picked for his vacation. Bet the name of that town influenced him, from a post-card. He was just soaking up plenty of sunshine and loads of cold "Coors"—whatever that is.

(Equipment Engineers)—Welcome to *Harvey Williams*, formerly of the Shops and Equipment Department at Skokie. The Specifications Department is happy to have as new members, *Hank Fullriede* from West Shops, and *Frank Johnson*, formerly with Traffic Engineering.

We were indeed sorry to see *Andy Barr* leave CTA, but we wish him all the luck in the world as he takes up new duties with another transportation company in Hempstead, Long Island.

Sincere sympathy is extended to *J. A. Blomberg*, drafting, in the recent loss of his mother, *Elsa*. She passed away on July 2 at the age of 83 years.

Coleen Dunne, Specifications,

GOLFERS HONOR COL. BLAIR



AFTER the scores had been tallied, Colonel Edward J. Blair, retired CTA special engineer, right foreground, received a gold colored golf ball from Stanley D. Forsythe, CTA general superintendent of engineering, for having traveled the farthest distance—over 700 miles—in order to attend the CTA golf outing held Saturday, June 27, at the Mohawk Country Club. Col. Blair's residence, since his retirement April 1, 1953, is at Tryon, North Carolina.

Further study of the scores revealed that *Edward J. Healy*, chief adjuster, Claim, won honors for low gross with a 77, while *John J. Burgman*, engineering assistant, clubbed out the low net—a 66. In all, 49 CTA'ers participated in the first outing of the '53 season.

was married to *Robert Bourke*, July 18 at St. Mel's Church. An evening reception held at the Prague in Cicero, was attended by several CTA coworkers.

Fellow reporters as well as all other CTA coworkers extend sincere sympathy to *Julie Prinderville*, Transportation, on the recent loss of her sister, *Kathryn*. The latter, employed as a rapid transit ticket agent, will long be remembered by many west side and suburban passengers for the cheerful and courteous manner with which she assisted them during her many years of service as a CTA employee. This was evidenced by the great number that came to pay their last respects. —MARY E. CLARKE

We'd Like to See More Sons Do This

LIMITS—Welcome to *Donald G. Hammersmith* who decided to follow in his father's footsteps and became a member of CTA.

From those on vacation, *Jack Kazara* went back to the scene of his boyhood in Canada. *Ernie Johnson* spent a cool and restful three weeks in Wisconsin. Lucky Boy! It was 100 degrees here.

Messrs. *Balfanz* and *Powers* extend their thanks to you men for

making it possible for Limits Depot to again be a winner of a Greater Chicago Safety Award. This makes three of these safety awards during the past four years at Limits. Let's strike home again, fellows. —C. F. GREER

Quite a Tour

LOOP—*Marie Blanchfield* is traveling the Pacific Northwest, touring Glacier Park then Portland, Oregon, to visit Mount Rainier, taking a boat trip to Victoria, and then on to the Switzerland of America—Lake Louise and Banff, Canada.

Mary Beazley is going to Northern Wisconsin and just relax . . . *Anita Schreiber* plans on visiting her sister in Philadelphia . . . Our deepest sympathy is extended to *Eileen Shea* and family on the sudden death of her sister, *Theresa*.

Hank Hoffmeister is initiating his new Ford on the highways of Wisconsin . . . *Curtis Thomas* and family have turned farmer on their vacation down Indiana way.

Elizabeth Flanagan passed away July 16. She was employed in February, 1933, and retired because of illness in October, 1951. We send our condolence to Elizabeth's family.

Bertha Hand has settled in her new home in St. Petersburg, Florida, and would like to hear from her many friends here. Her address is: 2111 16th Avenue South, St. Petersburg, Florida.

—EDITH EDBROOKE

This One Sounds Rough

NORTH AVENUE—Our switchboard operator, *Art Sieloff*, reports a pleasant vacation at Hayward, Wisconsin. Fishing was bad due to high winds and rough water, according to Art. "Had all I could do to stay in the boat—let alone fish," he said.

Congratulations to Operator *Henry Lockowski* on his 30th wedding anniversary, which is celebrated August 29. Wonderful 30 years, says Henry.

Operator *Bill Redmond* spent his vacation in and around Chicago going in a different direction every day with nothing planned. Just pack a lunch basket and try it, says Bill.

Our board member *Jerry Blake* sure is busy checking his money and looking for "lucky bucks." This is quite a job as Jerry is in the bucks.

Our baseball team is doing

nically under the guidance of manager *Joe Dillon*. We still have our fingers crossed in anticipation of a championship for North Avenue.

Congratulations to *Instructor Eddie Wehmeyer* who celebrated his 29th wedding anniversary August 9.

Operators Roy Gaess and Bill Mediema celebrated their wedding anniversaries on the same day, August 14.

Operator Emil Miller was a patient at Walther Memorial hospital. We are happy to report that Emil is doing fine after his recent operation.

Operator Joe Cochrane was also hospitalized due to a stomach ailment. He was a patient at Wesley Memorial hospital and is doing nicely. —JOE HIEBEL

A CTA Family

NORTH PARK—*Bus Operator John Miller's* son, who is in the Armed Forces as an Air Police, and was a clerk for CTA, is stationed over in the European countries. John has another son who also is a clerk for the CTA.

Bus Operator Henry Cook and his wife, *Marge*, assisted by their two sons, *Bob* and *Junior*, celebrated their 25th wedding anniversary at old Village Hall, June 27. About 150 guests attended the party. *Bus Operator Bernard Kerpen* and his wife, *Maxine*, were the life of same. Music was furnished by Brother *Mike Suales* and a real

AGENT AND ORCHIDS



AGENT *Buelah Fields*, west side, was surrounded by a beautiful background of orchids as she posed for this photo taken at the Royal Hawaiian hotel in Honolulu, where the smiling agent spent her vacation.

Reported by *Kitty Keegan* and *Ruth Hanson*

"Hot Harmony Trio." We wish them many more happy years of married life.

Conductor Peter Gart, retired, formerly of Lincoln depot, passed away recently. Our deepest sympathy to his family.

Operator Al Trocker, who spent his vacation in Rhinelander, Wisconsin, says the fishing was fine and his share of the catch was over 200 pounds.

—WILLIAM GEHRKE

There's a First Time for Everything

WILSON SHOPS—*Henry Altschuler*, our electrical foreman, sent through a lot of cards while in New York City. He was thrilled at seeing his new granddaughter for the first time . . . Received a post card from one of our retired shop men, *Thomas Arnold*, while he and his wife were vacationing in Peoria, Illinois . . . Received a card from *Al Schmitz* and family from northern Wisconsin. Al reports fishing is great this year and sleeping is perfect.

Jerry Scannell dropped in at Wilson to say hello while enjoying a ten day leave. He is stationed at St. Louis, Missouri . . . Sympathy is extended to the family of *John J. O'Brien*, who died July 3. John retired from Wilson Shops as Air Brake Foreman on June 1, 1948, after 45 years service.

Ray Novak, machinist at Wilson Shop, likes to drive a truck. Ray and brother drove to South Carolina and returned in three days with a load of furniture for his brother . . . *William Ford*, foreman at Kimball, enjoyed a rest and scenery in northern Wisconsin with his wife and friends . . .

Walter Nowosielski, clerk at Kimball Shop, spent his vacation at home training his homing pigeons for a race sponsored by the American Racing Union.

John F. Michaels, repairman, who entered military service in January, 1951, recently received a diploma as a secretary in the air force at his base in Masawa, Japan. His basic training was at an Air base in Texas from which he went to Arizona State College for training as a clerk and typist. He went overseas in August, 1951, and is now Airman 1C. John's uncle, *John Kasman*, employed at 78th and Vincennes garage, has over 20 years of service with CTA and predecessor companies.

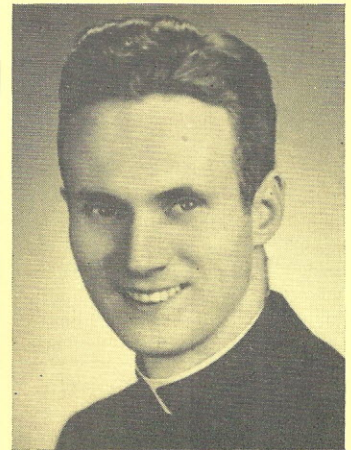
Anyone having some news or pictures for magazine, please send them to me at Wilson.

—EVERETT E. ENGLAND

There's No Place Like Home

RAVENSWOOD—Among those "had a wonderful time, but glad to be back" July vacationers were: *Shop Superintendent Don Wilson* and his wife who toured the great Smokies, the Atlantic Coast and New England; *Operator and Mrs. Emil Schreiber* who report a very pleasant two weeks at a lodge on Lake Nokomia in Wisconsin; *Mechanic Ed Johnson* and family after returning from the North Woods in Wisconsin; *Supervisor and Mrs. Ronald Rantenan* who chose the upper peninsula of Michigan as their vacationland; and *John Kane* who reports that everyone, except himself, at his Butternut Lake spot in Wisconsin caught fish. *Bob Durfree* was John's guest for a few days, how-

ORDAINED



REVEREND *Edward Rowland*, C. M., son of *Motorman Eddie Rowland*, Devon, and brother of *Mary Kay*, Claim department, was ordained to the sacred priesthood on Sunday, June 7, in Perryville, Missouri. On Sunday, June 14, he said his first Solemn High Mass at St. Ferdinand church. Presently, he is working on his Master's degree at the University of St. Louis.

Reported by *Grace Sheahan*

ever, and says he doesn't believe there are any fish in the lake.

Congratulations to *Operator and Mrs. Kruml* who welcomed a new daughter July 9.

Did you know that *Operator Harold Miller* was Independent candidate for alderman of the 48th ward in 1947?

Our sincerest sympathy is extended to *John Wisniewski* whose Mother passed away July 2.

—GEORGE D. CLARK

Here's the Lowdown

ROSEMONT—Our "Boss-Man," *Bill Hornkohl*, is sporting a new hard-top, 2-tone Studebaker . . . It is nice to see *George Ewald*, the old-timer, back behind the wheel after a long siege of illness . . . *John Walsh*, garage foreman, took his family to Washington, D. C., on his vacation and had an educational tour . . . We would like to wish *Liz Briggs*, daughter of our restaurant operator, *Fern*, the best as she graduated from Hyde Park high school.

George Karras, operator and part time receiver, caught a Muskie on his vacation and the fish gets bigger by the telling.

That popular fellow *Johnny Bork* is now working as p.m. receiver. . . . *Frank Saucier* is working the radio car on Sundays

IF YOU KNOW of a CTA employe who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 742, Merchandise Mart, Chicago 54, Ill.

I am not receiving my copy of "TRANSIT NEWS" through the mail. Please send it to:

Name..... Badge.....

Home Address
(Street and Number)

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address
(Street and Number)

(City) (Zone) (State)

YOUNG MODEL



PETITE, six-year-old *Junette*, daughter of *James Tomasko*, lineman's helper, recently graduated from the *Patricia Vance* modeling school. She has been modeling for nearly a year and just recently participated in a style show.

after yours truly gave it up. . . . The following Rosemont operators have picked out of new stations and we hope that *Jerry Weber*, *Johnny Carico*, *W. Homsted* are happy at North Park; *Kelly Gilio* at Kedzie; *Charley Smith* at Lawrence; *Bob Douglas* at Devon and *Tommy Shannon* at North Avenue. Keep up the good work boys, and make us, and them, proud of you.

Watch the Safety Bulletin Board put up by the superintendent near the door and do your part to keep it full of zeros. . . . *Roland Head* is still on loan to Ravenswood Garage. We miss him. . . . We offer our condolences to *Operator Ken Ostereich*, who lost his Mother during the past month. . . . It was nice seeing our old *Register man Charley Donaghue*, who is on pension, paying a visit to the Garage. . . . Pensioners *Mike Egan* and *Matt Kringel* occasionally drop around to see us and swap a few yarns.

Have a nice summer men, and get used to the white transfers. No word as yet as to when the next Garage pick will take place. We are all anxiously waiting to see what a schedule without 'X'S' will look like.

—AL BECK

Justifiable Pride

SCHEDULE-TRAFFIC—That big smile on *Mike Dore's* face is caused by the honors awarded by the American Legion to his son, *Gerald*, for outstanding leadership during his years in elementary school in Evergreen Park.

To *Eugene Jania* we express sympathy on the occasion of the recent death of his father. *Norman Johnson* doesn't appear any different, but his latest experience was to become a grandfather. . . . Our sick list embraces *William Leeper*, *Bill Hodges* and *William Underwood*. We understand *Pete Mills*, who has been on the sick list, is getting along nicely. We hope these gentlemen are all OK before you read this.

Roy Williams is breaking in a new Ford which will take him on a vacation. *Marie Shumon* has been showering us with post cards from Mexico which we all enjoyed. We find *Clark Johnson* and his Oldsmobile enjoying Colorado, *Bob LaVoie* seeing both the Smoky Mountains and Canada, and *Walter Thomas* at Bailey Harbor, Wisconsin, where he heard the fish were biting. While all this was going on, *Al Pisors* pitched his tent in Indiana. While *Jake Sumner* stayed close to LaGrange, *F. Iacono*, *Jim McBride*, *Pat McBride*, and *Joseph Viola* enjoyed Chicago. *John Franzen* enjoyed a trip to court to observe the dispensing of justice and then lost himself on a trip to Grand Haven.

Ten years ago, this magazine featured an article on the then popular Gremlins. One particular Gremlin, (botanical name *Gremlicus Scheduleorum*) was featured as being the pest who spoiled the mathematical calculations of the Schedule Department, kicked over the ink bottles, broke traffic checkers' pencil points at the height of the rush hour and

stopped traffic checkers' watches. How about it? Are these Gremlins still around? —L. C. DUTTON

Owen T. Duncan, Chief Clerk of 77th, Dies

77TH—*Owen T. Duncan, Jr.*, long time chief clerk of 77th station, passed away on July 19 at the age of 55 after being confined to a hospital for several weeks. Duncan began his transit career as a clerk at the age of 18 years. He was the secretary of the 77th Literary and Athletic club, president of St. Patrick's No. 52 Ancient Order of Hibernians, and was active in the Knights of Columbus and other organizations.

He is survived by his wife, *Elizabeth*, a daughter, *Colletta*, and a sister, *Josephine*. Interment was at Holy Sepulchre cemetery.

Ed Henry's son has recently returned from Korean combat. The Henry family is overjoyed at his safe return.

John McElwee, of the bus garage office, recently received a letter from his son, *Chief Petty Officer John C. McElwee, Jr.*, who is stationed on the U. S. N. Destroyer, *Zellars*. John, Jr., is visiting his grandparents in Loch Lomond, Scotland. During his travels he's been swimming in the open air pools of Iceland and has touched the shores of England and Germany. The McElwee's are looking forward to the day when John, Jr., will sail for home.

Pat Geary's son, *Pfc. John Geary* is home on furlough. That is he's in Waterford, Ireland, visiting his relatives. John is stationed at Munich, Germany.

We hope by the time this meets your eye that *Bus Operators J. Minga* and *R. C. Desmore* will be out of St. George's hospital and on the job again.

LOVELY BRIDE



LOVELY *Carolyn Irma*, daughter of *Joseph Kereszturie*, West Shops bus overhaul, was married to *Ron Fabrich* in a June 7 ceremony at the Hungarian Evangelical Reformed Church. The couple honeymooned at Niagara Falls.

Reported by *Ted Shumon*

Mrs. Elizabeth Rein, mother-in-law of Instructor Supervisor *John Volkart*, passed away in July. Our deepest sympathy goes to John and *Mrs. Volkart*.

From far off Denmark, *John and Martin Anderson* have received the news of their mother's death. She reached 85 years of age and is mourned by seven daughters, six sons and seventy-seven grand and great grandchildren.

We extend our sympathy to the families of retired *Motorman C. Mohrmann* and *Conductor W. J. Siebert* and to *J. J. Healy* on the death of his sister.

Even though you have to labor on Labor Day, we hope you enjoy every minute of the holiday. If you are off, don't overdo or spoil your life by getting hurt. There is nothing so precious as health, physically and mentally.

A late item tells us that *Eddie Mrozek* took his son to see a recent Cubs vs. Sox (White) game at Wrigley Field. Conforming to tradition, the White Sox were in foreign territory and lost the game after a bitter, bitter fight against the Cub team. Win or loose, Ed's son enjoyed the game.

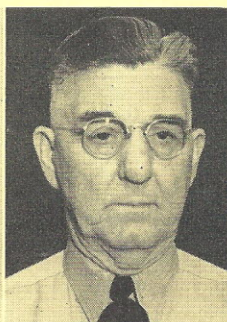
To *Peter*, the son of *Joe and Ruth Smith*, who has been in full body cast since the first of June, and his little sister and chief cheerer-upper, *Mary Ann*, we wish a happy 16th and 11th birthday on August 7 and 18, respectively.

—WILBUR JENSEN AND
JOE SMITH

40-YEAR MEN RETIRE



Daniel Finley, motorman, Kedzie, retired July 1 with 41 years service.



Lester R. Ludlam, motorman, Kedzie, retired June 1 with 45 years service.



Joseph Miderski, operator, Blue Island, retired August 1 with 40 years service.

Three Couples And a Stork

SKOKIE—Congratulations and best wishes to Mrs. and Carpenter Robert Buerger, to whom the stork, on July 2, delivered a seven pound baby girl whom they named Kathryn Susan . . . Our best wishes also go to Salvatore R. Salato, tool room, and wife to whom the stork recently delivered an eight pound son, Steven Michael . . . Mr. and Mrs. Carl Falk also became proud parents recently and are receiving congratulations.

Our deepest sympathy to the family of Machinist Arthur O'Brien, whose Dad passed away July 3.

Best wishes to Carpenter Paul Misiorowski, who retired August 1. Paul began with the company in 1931. We also extend our best wishes to Painter John Ocken. He, too, retired August 1 and has been an employe since March, 1933.

Received a card from John J. Dwyer, clerk at Throop shop, who with his wife and daughter was at Dewey Lake, Michigan.

—DAVE GURWICH

Father's Day Dad

SOUTH SHOPS—On Father's day, June 21, Frank Rewert, auto mechanic, became a new father with the birth of a daughter, Christine Estelle . . . On July 11, the stork paid a twin visit to the family of Anthony Salkauskas, car wiring, leaving little Michael and James to add to the family joy . . . Arthur Zajac, tin shop, and wife became the proud parents of a baby girl on July 1.

Good Luck to Ernie Nelson, bus overhaul, on his new home. After

WILLIAM TABER, OFFICER OF DIVISION 241, DIES AT 78 YEARS

WILLIAM TABER, 78, financial secretary-treasurer of division 241, passed away on July 16 in his Oak Park home. He had been ill for a brief period and was under the care of a physician. Taber was one of the founders of Division 241 and was appointed an officer by the international president after the first Chicago charter was formed in the early 1900's. He served in such a capacity until his death.

Taber's career began in 1897 when he started as a conductor for the Chicago Consolidated Traction Company. Pay at that time was \$1.50 per day and the work was spread out over a 22-hour period. Taber began to pursue the cause of better working conditions, and on April 1, 1902, Division 241 had its first charter, which embraced employes from the north and west side traction companies. Later, when the south side men merged with 241 to form a stronger organization, Taber was appointed to handle the finances of the new union, a job which developed into a permanent one.

Taber is survived by his wife, Caroline, and a daughter, Mrs. Walter P. Altenburg, of Oak Park. Funeral services were held on July 20 at the Ahern funeral home on Jackson boulevard.

being a north side resident most of his life, he has decided to make his home on the sunny South side of Chicago.

Our condolences are offered to Patrick Quinn, bus overhaul, on the death of his wife, who passed away on June 23. Also to the families of Catherine Bibb (retired from Printing Department), Richard Hauptman (retired from machine shop), both of whom passed away on July 9.

Wishing a happy retired life to John Gasparka, foundry, Anthony Agientas, machine shop, Louis Benkowski, carpenter, and Gabriel Theodore, miscellaneous.

—FRANCES LOUWARD AND
MARY ANN YERCICH

They've Met Before

SOUTHSIDE—The Lost and Found department is a very necessary unit in most large organizations and oftentimes unusual items are turned in there. It was the strange experience of the 61st Street office to have a boy about 3 years old brought in as a lost item. Being somewhat baffled, as most articles are kept 30 days, the police were called. In the meantime the young lad entertained himself on the typewriter, and the only information obtained was that his name was David. When the police officer arrived he stated nonchalantly, "Well, this is the third time this week," and David and the officer were seen walking down the platform hand in hand.

It's nice to report that pensioned towerman Dan Kendell observed his golden wedding anniversary with a celebration that also turned out to be a family reunion. Dan, Junior, is carrying on currently as a motorman.

The annual retreat to Mayslake, Hinsdale, sponsored by Mr. Edward O'Hara, president of Division 308, was a huge success as 28 retreatants made the trip.

Commendations are in order for Trainman John Danek and Clerk John Barry for their excellent work in assisting a passenger recover a lost purse. The loser was very grateful. Quite often these efforts go unnoticed by those who have been helped and it is always nice to see them recognized by those benefited.

Congratulations to Trainman Delmus Allen, the proud father of a new baby daughter.

Isn't it nice to see Joe Trosper, yard foreman, back on the job

NO ACCIDENT RECORD



WITH 43 years of service with the CTA and predecessor companies behind him, Harry W. Hewitt retired on pension August 1. His transit career started back in 1910 when he began working at the Cottage Grove depot. For the past year, however, he has been at the 77th street depot as a conductor. Hewitt is retiring with the remarkable record of no chargeable accidents for the past 27 years.

after being off so long due to an injury.

A nice card was received from Arthur Anderson, assistant station superintendent, while he was on vacation and stopped off at Fort Knox to cash a check.

Best wishes for a speedy recovery is directed to Ray LaFaire, switchman, who was injured at home . . . The same goes for Jim Moss, trainman, who sustained a fractured cheek bone recently.

—LEO J. BIEN

Julius Knows How To Handle Bees

STORES—Anything can happen at South Shops. Julius Kudaba, laborer, had to take the jeep and go after a swarm of bees that had made a nest. He succeeded in getting the queen bee and the whole swarm—no harm to Julius.

George Crofoot, stock clerk at west shops, enjoyed his vacation thru Washington, D. C., Philadelphia, Pa., and Dover, Delaware. He did a little fishing on the way.

Otto Hoyer, assistant divisional storekeeper at south shops, vacationed in Iron Mountain, Michigan.

James Keane, laborer at south shops, and wife are the proud parents of a baby girl, Kathleen Marie, born on June 28.

EMIL FRIEDLAND RETIRES



AFTER 42 years of service, Car Repairman Emil Friedland, wearing tie, Douglas Park shop, recently went on the retirement list. In honor of the occasion, Harold Rose, foreman, presented him with an Elgin wristwatch on behalf of his fellow workers who gathered to extend their best wishes for future happiness.

VAN BUREN SUBSTATION RETIREMENT



AFTER George Becker, foreman, in white shirt, presented a Benrus wrist watch to Electrician Edward Bohen, center, on behalf of the gathering, the entire group went to lunch together to climax a retirement celebration. Bohen retired from the Van Buren substation maintenance crew on August 1 after 32 years of service.

Reported by Gilbert E. Andrews

Peter Duffy, trolley tender at south shops, and wife proudly introduce their son, Patrick Brandon, born on July 9.

Charlene Davis, typist at west shops, said goodbye to us on July 3, when she decided to make her household duties a full-time job. She was presented with a gift certificate from her co-workers. Replacing Charlene is Dorothy Anderson, formerly of Grand and Leavitt.

Our newest employe this month is Richard Hendrickx, stock clerk at Montrose Avenue, who recently transferred to our department from the Electrical Department.

J. Y. Guinter, material clerk in general office, just returned from his yearly trip to Europe. He travelled via boat to and from Paris, France, and spent the time strictly in Paris. He still thinks the American girls are lovelier than the European. He is wearing a French beret as a souvenir of his recent trip.

Our department grieves the loss of John J. Schultz, assistant divisional storekeeper, who passed away on July 15. John was with the company forty-four years, starting as a clerk at our West Shops. He was born on May 25, 1894, and leaves his wife and two daughters.

—JEAN O'NEILL

Long Range Sox Fan

TRANSPORTATION AND INSURANCE—Space means naught to E. M. Headley, radio dispatcher, who packed his luggage and his family into the car and went off to New York, incidentally to visit relatives—but mostly to watch the White Sox trim the Yankees . . . Radio Dispatcher John Stanton also headed the family car eastward for his vacation . . . Russ Elderkin, line supervisor, took unto himself a 1953 Buick in order to shorten the distance between his home and the tennis court, where he played every day of his vacation. Russ is quite attached to the "Racket" and wonders if there are any CTA tennis matches underfoot.

If your knowledge of the animal kingdom is a bit rusty, just ask Bob Quetschke or Howard Perry to bring you up to date on new tenants at Brookfield Zoo, the stars in the sky, the fish in the aquarium, or the ant population at various picnic grounds in and around Chicago. On a three week vacation Bob played host to his wife and two young sons, Phillip and Robert, while Howard acted in the same capacity for his wife and son, Kenneth. During the same period of time, Mrs. Daley acquired a beautiful coat of tan at

her summer home in Williams Bay, Wisconsin.

At the present time the favorite volume of literature for Cae Fahy and Nancy Eustace is "The Bride's Book." Their constant companion is helping to pave the way for their memorable trip down the middle aisle a few weeks hence . . . Annette Heftner enjoyed the thrill of a lifetime when she witnessed her thirteen year old daughter, Barbera, officiate as bridesmaid at the pink and white candle-light wedding of her cousin at the Blackstone hotel . . . George May and family recently returned from a trip to California, where they visited relatives at Alhambra. George took some interesting pictures, including Jane Russell and Marilyn Monroe and other unusual scenes.

—JULIE PRINDERVILLE

Where Does He Live?

WAY AND STRUCTURES—We were practically paid a visit from a guest of Ireland recently. Henry E. Kavanagh, who has been retired since July 1, 1950, made a second trip there and back. He was formerly employed in the Western division of the Surface Track. Henry had many tales to relate and is quite hale and hearty. After visiting with friends in Chicago for a short while, he was going to Hot Springs, Arkansas.

Our sympathy is extended to the immediate family of Mrs. Mary Thierkauf, who passed away on June 27 at the age of 78 years. She had been with the company for over 41 years, employed as a switchboard operator at Clark and Division office. After her retirement on July 1, 1945, Mary kept in touch with all her CTA friends stopping in at least once every two months to say hello.

Condolences and our sympathy are extended to Harry A. Abbott, retired employe of the Surface Track division, whose wife passed away recently.

The following employees retired on pension during recent months: Joseph Blasik, laborer, 31 years; Philip LoPresti, laborer, 24 years; John Zorica, switch cleaner, 31 years; Nick Yustinich, switch cleaner, 30 years; Anton Srmo, laborer, 27 years; Vincenzo Panepinto, laborer, 31 years; Marijan Burazin, laborer, 32 years; Lukas Lagutik, laborer, 32 years; Mato Kuchan, paver, 26 years, and Josef Weglarz, laborer, 24 years. This is to wish them all good luck and many happy years ahead.

—VIOLET CARNES

Louis Turek Resigns After Thirty Years

WEST SHOPS—We were all sorry to see Louis Turek leave the Bus Overhaul. After 30 years of service, Louis resigned in order to take his son to Arizona on account of his health. Our very best wishes go with them.

We were also very sorry to see Charlene Davis leave the Bus Overhaul. She resigned to take other employment.

We all offer our sincere sympathy to Tony Lullo of the Bus Overhaul shipping room, whose father-in-law died recently.

Congratulations to Ted Panek of the Bus Overhaul on his recently acquired "title" of father-in-law. On June 27, Ted's lovely daughter, Veronica, became the wife of Harry Miller at St. Bartholomew's church.

How would you like to be a bus operator and have a half-naked woman, with three stark naked children get on your bus? Your scribe and wife actually saw this happen on a bus near Acapulco, Mexico.

—TED SHUMON

GOLDEN WEDDING



CONGRATULATIONS were in order for Mr. and Mrs. Mate Stiglic, retired section foreman of the North division Surface Track section, who recently celebrated their Golden wedding anniversary. A reception, with over 100 guests in attendance, was held to honor the occasion. Mate retired from the Way and Structures Department in September, 1949.

Reported by Violet Carnes

Homes, Houses and Happiness

WESTSIDE—Laddie Kiery is now the proud owner of a new home, which he designed himself . . . George Linehart, also, is the new owner of a house he recently purchased in Cicero. Much good luck and happiness to both of them.

Many of the "Boys," too numerous to mention, recently returned from their vacations from many parts of the country. All are in good spirits, and must, therefore, have had a wonderful time . . . Arthur Sims, bridgeman, and family left for Riding Mountain National Park, Manitoba, Canada.

Another baby was born into the Jim McPhee family on June 19 . . . On July 5th, William Hunter and his wife became proud parents, for the second time, with the birth of their baby, Laurinda.

James Rider selected a pretty maiden and, on June 21, was married to Gladys McAlpin in Corpus Christi church.

We were sorry to hear that Bill Weismiller's mother passed away in July—deepest sympathy.

We welcome B. Rodgers, T. McCurtain, H. Pulley and B. Agnew, all of whom are new men who recently checked into Douglas Park.

Motorman John Odrowski is confined to a hospital bed with a broken leg . . . Receiver Ed Pfannkuche was a happy man when he welcomed home his son, who was on a 30 day furlough.

Our assignment clerk, Harry Gabel at Douglas, is looking forward to a much needed rest. He says he is going to get lost in the north woods. We only hope that he finds his way back to Douglas.

—WALTER J. REICH



IN RESPONSE to numerous requests from active and retired employees of the Way and Structures Department for the addresses of retired employees from the Surface Track division who are now residing away from the Chicago area, the following listing was prepared by H. M. Schlachter, chief clerk.

Harry A. Abbott	344 S. Slusser St.	Grays Lake, Illinois
Frank Andriacchi	4729 W. 154th St.	Lawndale, California
George Booth	810 W. Pecan St.	Carbondale, Illinois
Mate Brkan	690 Tresten Ave.	South St. Petersburg, Fla.
George Christie	Route 1, Box 188A	Antigo, Wisconsin
Peter Doljanin	847 East G St.	Oakdale, California
Bozo Dukich	1117 Marshall Ave.	So. Milwaukee, Wisconsin
Andrew Hoskins	1650 25th Ave.	Moline, Illinois
Milutin Illich	901 E. McKinley	Phoenix, Arizona
Clarence R. Kelly	505 W. 25th St.	Bradenton, Florida
Stephen Ketchmark	902 Lincoln St.	Minonk, Illinois
Lazar Kijac	Box 35, on M-60	Sherwood, Michigan
Fred Kimmel	324 S. Second St.	Chesterton, Indiana
Mate Malesh	2701 N. Center St.	Joliet, Illinois
Frank Mannorino	1622 E. 17th St.	Tucson, Arizona
Gust Melinkovich	5732 W. Mitchell St.	West Allis, Wisconsin
Joseph Nicholas	2633 Ursuline Ave.	New Orleans, Louisiana
Fred Oliver	1703 W. 25th St.	Los Angeles, California
Gustaf Peterson	Route #1	Bridgman, Michigan
George Puskarich	Maple Heights	Bedford, Ohio
Paul Scaletta	1012 Farview	San Jose, California
Frederick C. Tiemann	8001 S. Jarboe St.	Kansas City, Missouri

Getting the "Breaks" —Both Good and Bad

WEST SIDE (Met.)—Carnivals sure paid off for two lucky members of the Met. Agent Grace LaBel's son, Jimmy won a \$50 door prize and Agent Josephine Eilert won a Helbrus wrist watch. Not so lucky was Agent Anne Gillespie, who was called by "Watch to Win" WGN-TV. Because she wasn't home, and because she didn't know

the right answer anyhow, she lost \$2000 in prizes.

Rose Stritesky is a grandmother again and her daughter is moving from Hawaii back to the U. S., which sure is good news for Rose . . . Agent Dorothy Raiman and Cleo Daly Doody (a former ticket agent) are driving to Miami Beach, Florida . . . Agent Catherine Daly and her son spent their vacation in Haywood, Wisconsin, but had to return early due to a death in the family.

JOHN GASPARKA RETIRES



AFTER 40 years of service, John Gasparka, South Shops foundry, decided to live his life more leisurely and retired on July 1. Presenting John with a gift on behalf of co-workers is Foreman Joseph Kiselus.

Reported by Mary Ann Yercich and Frances Louward

HAPPY COUPLE



JOE CLARK (Accident Prevention) and his lovely bride, the former Mary Geraldine Flaherty, were married at St. Joachim's Catholic Church, Chicago, on June 27. Joe was honorably discharged from the army, after several months in Korea, just two days before the wedding. He had to do some fast traveling from Camp Crowder, Missouri, to Chicago to complete all necessary requirements in time. Said Joe, "That was really 'sweating it out.'"

Reported by Mary E. Clarke

Vacationing agents are: Leona Nelson, Katherine McKenna, Marie Schoos, Anna Keane, Helen Ryan, Robert Leonard and Walter Gorz.

Eileen Gallagher, Joe Donahue and Lena Montesano Comito are still on the sick list. Our deepest sympathies are extended to the family of the late Katherine Prinderville, retired agent, who passed away recently.

—KITTY KEEGAN AND RUTH HANSON

Annual Picnic Held at Elgin

WILCOX—The West division Social Welfare Organization had their annual picnic, Sunday, July 19, at the Villa Olivia Country Club, Elgin, Illinois. The members and their friends that attended had a wonderful time. Walter Jasper, receiver, was the senior member of the group having more service in the company than any other employee present.

Carol Jean Franz, the daughter of Operator William Franz, graduated from Steinmetz High School

this spring and won the Mayor's \$500 scholarship. Carol was a member of the National Honor Society, the Girls Athletic Association, and the Green Curtain Players. In spite of all this activity, she is called "Stormy" by her Dad.

We wish to extend our sympathy to *Operator John Lamp* upon the death of his father.

Operator Louis Braidman has heard the tokens called everything from chips to buttons. But when a passenger the other day told him that he did not want the five premium, but the regular, it was Louis' discretion that kept him from asking the passenger if he wanted his oil checked.

Mechanics Frank Swain, John Kamian and Nick Madison have just returned from their vacations. Nick, a member of the 33rd Division, spent his vacation in camp with his unit.

Operator James Eyre, on military leave, is Captain Eyre now stationed at Fort Sheridan.

It was good to see the wife of *Operator Joe Chiafisi* enjoying herself at the picnic after her very serious operation.

It must have been a sight for sore eyes to see *Operator Art Maxwell* dressed in a tuxedo for his sister's wedding.

—THOMAS H. MOONEY

MRS. "TOW TRUCK"



IF you've watched TV Channel 9 at 10:00 P.M. on Sunday nights, you've no doubt seen this young lady driving the tow truck at the Soldier Field stock car races. She is *Elaine Edwards*, wife of *Don*, Rosemont bus operator. As cars become disabled, it is her job to tow them off the track.

Reported by *Al Beck*

RECENT DEATHS AMONG EMPLOYEES

G. W. BEARDEN, 62 retired watchman, Skokie Shops. Died 5-28-53. Employed 1-22-24.

C. S. DRUMMER BIBB, 82, retired stitcher, South Shops. Died 7-9-53. Employed 9-28-18.

ALEX J. BORAK, 60, retired repairman, Laramie Shops. Died 7-1-53. Employed 6-26-14.

R. A. BORN, 69, retired motorman, Lincoln. Died 6-20-53. Employed 8-2-05.

MARGARET BUGLER, 70, retired agent, Southside. Died 6-10-53. Employed 9-7-05.

D. M. CONSIDINE, 67, retired agent, Westside. Died 5-13-53. Employed 9-10-29.

DENNIS CROWLEY, 92, retired conductor, Cottage Grove. Died 5-11-53. Employed 5-9-89.

PATRICK DALY, 55, motorman, 77th. Died 7-13-53. Employed 4-3-23.

J. T. DEGAN, 77, retired dispatcher, North. Died 6-06-53. Employed 11-02-98.

M. J. DINEEN, 80, retired conductor, Cottage Grove. Died 6-22-53. Employed 1-6-04.

LARRY DORICH, 74, retired foreman, Track. Died 6-2-53. Employed 5-1-96.

M. J. DUFFY, 71, retired switchman, Westside. Died 6-20-53. Employed 2-17-03.

RALPH A. EAST, 63, bus operator, Boulevard System. Died 6-6-53. Employed 6-8-23.

H. W. ESTERLY, 60, retired motorman, Devon. Died 5-12-53. Employed 4-3-28.

M. J. FARRELL, 70, retired conductor, Kedzie. Died 6-25-53. Employed 7-10-05.

FRANK P. FLANAGAN, 54, retired supervisor, 77th. Died 5-23-53. Employed 12-16-25.

ADOLPH L. GACH, 72, retired conductor, Blue Island. Died 7-10-53. Employed 1880.

PETER GART, 76, retired conductor, Lincoln. Died 7-12-53. Employed 2-13-10.

P. GESTAUTES, 66, retired car cleaner, Kedzie. Died 5-9-53. Employed 5-1-06.

J. V. GOYKE, 62, retired motorman, 77th. Died 6-1-53. Employed 6-23-20.

T. B. GRACE, 74, retired motorman, 69th. Died 7-2-53. Employed 2-2-11.

F. E. GRIM, 67, retired agent, Westside. Died 5-17-53. Employed 1-7-36.

W. J. GRONERT, 66, retired motorman, Cottage Grove. Died 7-1-53. Employed 3-15-07.

RADER GUSTAFSON, 49, agent, Northside. Died 6-12-53. Employed 10-22-43.

JOHN HAAG, 80, retired agent, Westside. Died 5-22-53. Employed 7-16-18.

ROSE B. HIGGINS, 91, retired agent, Northside. Died 7-2-53. Employed 3-31-01.

R. L. HOOPER, 71, retired conductor, Kedzie. Died 6-29-53. Employed 8-16-18.

J. P. JOHNSON, 84, retired motorman, North. Died 5-16-53. Employed 3-26-00.

W. A. JOHNSON, 76, retired motorman, Lincoln. Died 5-18-53. Employed 11-01-07.

G. KALOGERAS, 71, retired car cleaner, North. Died 5-13-53. Employed 9-16-22.

JOHN KELLY, 72, retired gateman, Westside. Died 5-19-53. Employed 12-7-27.

JOHN KIBART, 78, retired car plaacer, Kedzie. Died 5-15-53. Employed 3-18-08.

JOSEPH KOBEL, 66, conductor, Kedzie. Died 7-1-53. Employed 12-22-09.

CHARLES T. KUEHL, 64, retired chauffeur, Utility. Died 6-28-53. Employed 4-11-21.

E. J. KUEHNE, 78, retired motorman, Kedzie. Died 5-8-53. Employed 7-22-09.

FRANK LA GIGLIA, 78, retired laborer, Track. Died 6-21-53. Employed 11-3-30.

J. J. LARNER, 62, retired motorman, North. Died 6-7-53. Employed 11-13-23.

E. J. LEAHY, 71, retired conductor, Kedzie. Died 5-28-53. Employed 4-11-10.

JOHN LEECH, 65, retired bricklayer, Building. Died 5-18-53. Employed 9-1-19.

JOHN W. LONG, 40, laborer, Track. Died 7-4-53. Employed 7-30-42.

F. MANNARINO, 73, retired laborer, Track. Died 6-18-53. Employed 11-19-19.

C. F. MCCARTHY, 78, retired conductor, Blue Island. Died 5-9-53. Employed 2-11-04.

J. R. McDONNELL, 85, retired superintendent, Road. Died 6-2-53. Employed 4-18-05.

NELLIE McGRATH, 82, retired agent, Westside. Died 5-19-53. Employed 9-16-12.

EDWARD MIROUS, 60, trainman, Westside. Died 6-16-53. Employed 5-1-24.

C. T. MOHRMANN, 67, retired motorman, 77th. Died 6-30-53. Employed 3-10-14.

WILLIAM MORRISSEY, 79, retired conductor, 77th. Died 6-7-53. Employed 9-11-17.

JOHN MOSTEIKA, 61, car cleaner, 77th. Died 6-25-53. Employed 4-4-22.

T. F. MULVEY, 67, retired draftsman, Engineering. Died 6-15-53. Employed 12-16-20.

H. W. NATZKE, 79, retired carpenter, West Shops. Died 5-18-53. Employed 12-30-08.

ANTHONY NEUTOUT, 65, motorman, 77th. Died 6-21-53. Employed 5-10-23.

L. NICHOLAS, 66, retired motorman, Burnside. Died 6-29-53. Employed 8-4-02.

G. A. NICKELS, 82, retired conductor, North. Died 6-5-53. Employed 3-10-10.

J. J. O'BRIEN, 75, retired foreman, North Shops. Died 7-3-53. Employed 8-24-03.

JOHN O. OLSON, 54, conductor, 77th. Died 6-13-53. Employed 4-4-24.

OWEN O'ROURKE, 77, retired motorman, 77th. Died 5-30-53. Employed 4-23-18.

KATHERYN PRINDERVILLE, 59, retired agent, Westside. Died 6-30-53. Employed 9-17-41.

RAY REINHARDT, 39, clerk, General Office. Died 7-2-53. Employed 7-1-37.

ANTON ROBERTS, 76, retired crossing watchman, Westside. Died 6-11-53. Employed 10-13-42.

C. ROGCENTIN, 87, retired watchman, North. Died 5-13-53. Employed 3-1902.

ALMER RUNNBERG, 57, supervisor, Loop. Died 6-13-53. Employed 1917.

GEORGE SAWYER, 77, retired clerk, Road. Died 4-29-53. Employed 7-1-18.

ALBERT F. SCHLACK, 58, gateman, Westside. Died 6-9-53. Employed 9-21-18.

WILLIAM SCHOCKER, 68, retired conductor, Kedzie. Died 6-9-53. Employed 10-17-06.

CARL R. SCHON, 78, retired motorman, 77th. Died 7-5-53. Employed 11-24-03.

JOHN W. SCHULTZ, 60, foreman, Material and Supplies. Died 7-15-53. Employed 4-25-09.

GEORGE W. SEE, 60, retired motorman, 69th. Died 6-20-53. Employed 3-21-16.

LEONARD SENZ, 67, retired conductor, Elston. Died 5-23-53. Employed 4-30-08.

W. K. SIEBERT, 58, retired conductor, 77th. Died 7-4-53. Employed 7-27-27.

K. SKRUNDZ, 68, retired trackman, Road. Died 5-22-53. Employed 6-18-21.

DOMINIC SLIVKA, 62, retired carpenter, West Shops. Died 5-24-53. Employed 3-12-29.

W. H. SNYDER, 85, retired motorman, Armitage. Died 6-5-53. Employed 6-10-90.

RAYMOND G. SOLBERG, 51, clerk, General Office. Died 6-29-53. Employed 3-21-23.

WILLIAM SULLIVAN, 55, conductor, Devon. Died 6-15-53. Employed 9-6-18.

M. J. THIERKAUF, 77, retired telephone operator, General Office. Died 6-27-53. Employed 3-28-04.

JOHN VICEVICH, 71, retired foreman, Track. Died 7-10-53. Employed 8-4-09.

MICHAEL WALSH, 67, retired conductor, North. Died 6-12-53. Employed 6-9-11.

ARTHUR E. YOUNG, 65, retired conductor, Devon. Died 5-16-53. Employed 3-24-21.

D. P. ZIELINSKI, 71, retired car repairman, Lincoln. Died 5-23-53. Employed 7-18-12.

HENRY J. ZIEMANN, 53, conductor, Limits. Died 7-2-53. Employed 6-20-23.

Question: How did you learn to swim?

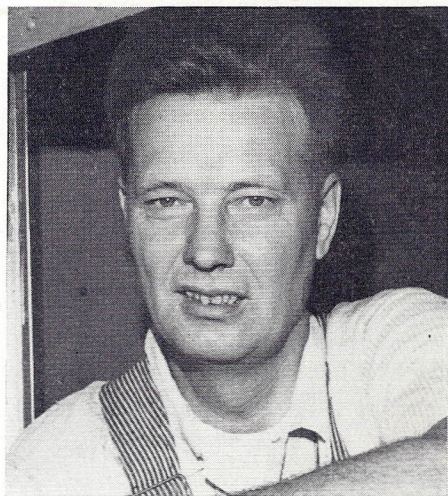
Inquiring Reporter: C. R. Blaney
Location: North Side Rapid Transit



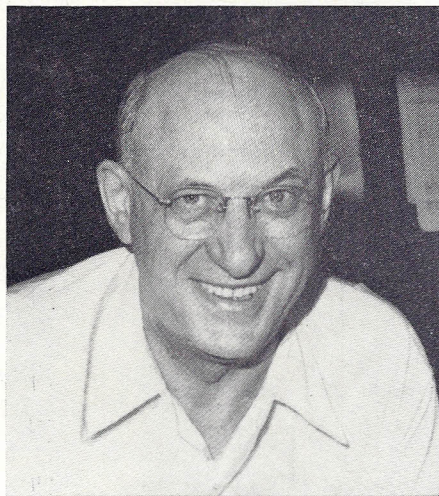
JOHN BOCHAT, Conductor: "Like most kids, I just waded into the water and floundered around until I was able to keep afloat. I've never been a very good swimmer, but I always enjoy myself in the water."



HERB LOWENSTEIN, Yard Foreman: "When I began learning to swim I thought that I was trying to accomplish the impossible. I tried everything that anyone told me and soon found that I could float. After that I progressed to where I could swim fairly well, although I've never won any medals."



JOHN BERQUIST, Motorman: "Since I was raised on a farm in Minnesota, we had to ride horseback to a river in order to swim. I learned to swim there by the trial and error method. The best part was swimming in such natural surroundings."



OTTO KOPCHYNSKA, Clerk-Receiver: "I started to learn to swim in a canal. But after I had learned to stay afloat, I went to a pool to swim. I never could learn to time my kick right, but I've always enjoyed swimming."



GUISEPPE "JOE" ADELIZZI, Conductor: "While still a youngster in Italy, I learned to swim at a lake near Salerno, where I was raised. Since coming to Chicago, I find that Lake Michigan is too cold to enjoy swimming as I did when I was a boy."



Chicago Series Transfers Aid Christopher Graduates

GRADUATION exercises recently held at the Christopher grade school, 51st street and Artesian, included a play entitled "What's Good About Chicago" and were followed by a letter of "Thanks" from a grateful school teacher to the Chicago Transit Authority.

As part of the graduation program, the play included a poem titled "Chicago! Crossroads of America" and a song, "That's Our Chicago Town," all of which were originated

and produced by Christopher school pupils with the aid of factual information about the Chicago area found on CTA Surface System transfers.

The series of transfers promoting Chicago was originated by the CTA Public Information Department with the assistance and cooperation of the Chicago Association of Commerce and Industry and the Chicago Public Library. It features factual information about the city.

Designed as a public service to better acquaint residents and visitors alike with our city's leadership in a vast number of fields, the promotional series equally serves to directly benefit educational institutions. School children are being encouraged to assemble complete sets of these transfers, not only for use in civic studies, but also as a means of stimulating pride in the accomplishments of their home city.

Recent Service Changes

TO SPEED the flow of traffic in State street and improve regularity of service, a revised Loop routing for Division Street buses was effected on June 28. Under the revised routing, southbound Division Street buses continue to operate in State street as far as Congress, thence west in Congress to Dearborn, north in Dearborn to Hubbard, east in Hubbard to State, and north in State street over the regular route.

A NEW, more comprehensive special bus service to the Wilson avenue beach was established recently and will continue to operate throughout the month of August. The new service provides for direct transfer connections with regular CTA services operating in Lawrence, Wilson, Montrose and Broadway, and with north side rapid transit service at the Lawrence avenue station.

The special CTA buses operate south in Broadway from Lawrence to Montrose, east in Montrose to Simmonds drive, which is adjacent to the beach house, north in Simmonds to Lawrence, and west in Lawrence to the starting point at Broadway.

EFFECTIVE June 19, the north terminal for the Laramie avenue bus route was extended from North avenue to Grand avenue. Laramie buses utilize the off-street terminal for Armitage avenue buses at Grand and Latrobe.

CTA TRANSIT NEWS

CHICAGO TRANSIT AUTHORITY

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

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

	Month of June 1953 (4)	1952	Period Ended June 30, 1953 6 Months (4)	12 Months (4)
Revenues	\$10,647,621	\$9,399,985	\$63,006,393	\$123,257,790
Operation and Maintenance Expenses.....	8,714,959	7,720,998	53,730,152	104,805,023
Available for Debt Service.....	1,932,662	1,678,987	9,276,241	18,452,767
Debt Service Requirements:				
Interest Charges	403,236	318,039	2,420,467	4,587,237
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1)	83,333	—	500,000	1,000,000
Revenue Bond Reserves (Note 2)	23,000	107,000	138,000	309,314
	509,569	425,039	3,058,467	5,896,551
Balance Available for Depreciation.....	1,423,093	1,253,948	6,217,774	12,556,216
Provision for Depreciation—Current Period....	851,810	751,999	5,040,511	9,860,623
Balance (Note 3)	571,283	501,949	1,177,263	2,695,593
Accumulated Deficit to End of Previous Period.....	—	433,749	—	—
Balance Available for Revenue Bond Amortization Fund (Note 3)	571,283	68,200	1,177,263	2,695,593
Revenue Bond Amortization Fund.....	—	—	600,000	900,000
Balance Available for Other Charges (Note 3) ..\$	571,283	\$ 68,200	\$ 577,263	\$ 1,795,593

PASSENGER STATISTICS*

Originating Revenue Passengers.....	57,687,062	58,251,420	347,864,211	699,294,860
Transfer Revenue Passengers.....	2,401,906	2,021,514	14,522,186	27,970,307
Total Revenue Passengers.....	60,088,968	60,272,934	362,386,397	727,265,167

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

June 1952	7,083,962
July 1952 through September 1952.....	20,806,701

r - red figure

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as at June 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. streetcars will be sold to the St. Louis Car Company during 1953 for conversion to El-Subway cars.

Our Public Speaks...

HOW Chicago Transit Authority passengers react to courteous and thoughtful treatment can be determined by reading the letters received from them commending our transportation employees. These letters show that courtesy is appreciated and not just a wasted effort on our part. They show, too, that courtesy is a sure way to encourage people to use CTA vehicles when they travel around the city and suburbs. When our riders know their patronage is appreciated, they will continue to use our services. Reprinted here in part are a few of the letters recently received:

Most Courteous Driver

"This noon I had the pleasure of riding with one of your most courteous drivers, (*Operator Edward Melant*, Cottage Grove) who was very generous with his information. He not only called the intersections, but also named the various points of interest such as old St. Mary's Church, Conrad Hilton Hotel, Goldblatt's and Marshall Field and Company. A few more drivers like him and our out-of-town people will go home thinking well of our fair city and its transportation system."

High Degree of Service

"I would like to call your attention to a very courteous act which I witnessed recently on your Clark-Devon streetcar. The motorman (*George May*, 77th) allowed an aged and infirm woman, walking with the aid of a cane to board the car at the front, as she was transferring from a Broadway car directly ahead. As she was boarding, her purse came open and its contents strewn around. The motorman immediately alighted and hurriedly looked around on the street for any objects which might have fallen to the street. The conductor then walked the length of the car to collect the fare and see that the lady was seated. To me, this combined action by both members of the crew is to be highly commended and shows a high degree of service toward the public."

Pleasant to All

"Upon boarding one of your streetcars at 67th and Western recently, I discovered I had no change and only a five dollar bill. Usually this is a serious situation as your conductors have enough to do without changing large bills. The conductor (*Raymond Feltz*, 77th) just smiled, asked me if I wanted tokens and gave me a transfer, just as though it were the normal procedure. This man was pleasant to all the passengers and extremely polite to me."

UNFORTUNATELY, however, not all the letters we receive are like the ones above. Sometimes, through an act of discourtesy and possibly a lack of understanding between the passenger and the operator, we get letters like the ones reprinted below:

"The other day I entered a Northside "L" station and asked the employe on duty whether there was a bus line on Division street which went as far as Laramie. She said she didn't know and when I pressed the matter a little, she said she had no map. When I got on the train, I asked a guard the same question. He also did not know. When I asked him whether he could look it up, he said he had no way to do so. I finally decided to get off at North Avenue which I knew had service as far west as Laramie. On my return trip home I was carried past my stop because the driver did not call out the subway at Clark street and was rude when I asked him where the subway was."

COMMENT: Employes should endeavor to keep up-to-date on the CTA system and familiarize themselves with route changes and also carry the system map and street guide with which they have been provided so they can answer questions about any CTA routes.

"Last night another passenger and I walked up to the standing bus at Broadway and Lawrence. The other passenger got on and the driver shut the door in my face. I tapped on the door but he just looked at me and pulled out. I was coming home from a day's work, so you can understand how I felt."

COMMENT: CTA vehicles are operated to provide service for the convenience and accommodation of our patrons. Whenever an employe fails to permit a passenger to board or alight at a designated stopping place, he is performing a disservice not only to the patron but to the CTA as well.

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

	June 1953	May 1953	June 1952
Complaints	1,012	1,039	1,195
Commendations	33	66	54

TAKE CARE of *YOUR* *HOME*... Part IV

YOUR home is the biggest and most important investment of your life for you and the more than 7,000,000 other Americans who have bought homes since the end of World War II. The National Association of Home Builders offers some expert advice on care and maintenance that will keep that home new for an unlimited time without costly repairs.

Previous articles explained how to inspect your new home before you move in, how to "break in" a house as you would a car, how to operate the electrical and gas systems, how to avoid fire hazards, and what to do about everyday problems of condensation, plumbing, wood shrinkage, and concrete and cement work in a new house.

This final article describes the operation of your heating system and the care of your walls, floors and roofing, and suggests an annual check list of work to be done around the house, how to take care of fireplaces and window blinds, and other miscellaneous chores that will keep your home looking and functioning like new.

HEATING

There is a wide variety of heating systems, methods and installations. Immediately upon taking title to your home you should learn everything possible about the heating system installed. Learn how it operates, how it functions at maximum efficiency and what kind of fuel to use.

Almost all of the warm air furnaces have built-in filters. The filter is usually found close to the furnace where the cold air returns to the furnace from the rooms. These filters, made of fiberglass, are intended to collect the dirt and dust. For efficiency they should be replaced at the beginning of each heating season. Usual replacement consists of removing one or two metal screws, pulling out the filter and replacing it with a new one obtained from the nearest hardware or department store.

Forced warm air heating systems contain an electric motor and fan within the furnace enclosure and require periodic oiling at the beginning of and during the heating season. Front or side panels generally can be removed, thus exposing the fan and electric motor, as well as the oil cups.

Some owners of gas fired furnaces will want to turn off the pilot light during the summer. Removal of the front panel of the furnace will expose the shut-off valve for the pilot light. Most home owners, however, find it desirable to allow the pilot to burn during the summer months, since the extremely small amount of heat generated will keep the burner dry, thus avoiding corrosion. The furnace is then also in readiness for the first cold snap of the fall.

HARDWOOD FLOORS

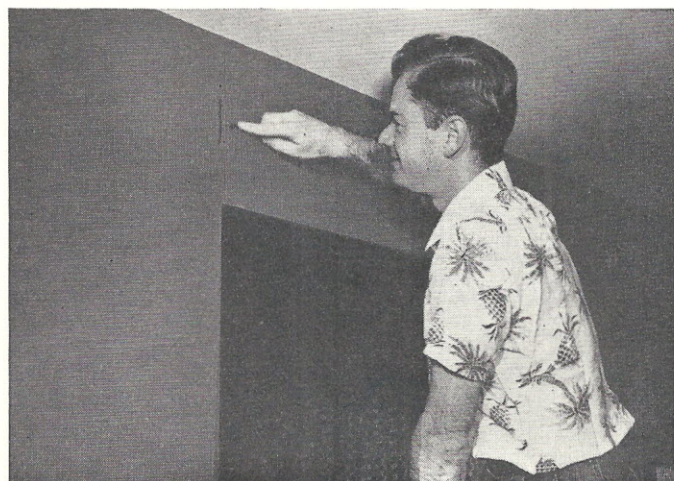
Hardwood floors are made of excellent kiln-dried wood, but it is possible that even hardwood may shrink somewhat and cause the joints between the boards to separate a fraction of an inch. Different finishes call for different methods of maintenance.

ASPHALT TILE FLOORS

Don't use an excessive amount of water or wax until the asphalt tile is thoroughly seated and until the adhesive has set. This takes about two weeks. Don't clean asphalt tile with gasoline, benzine, naphtha, turpentine or organic solvents. Organic solvents will soften the material and cause discoloration. Don't expose asphalt tile to oils, greases and solvent waxes such as paste wax. Don't use waxes containing turpentine, naphtha or similar solvents. Don't use sweeping compounds which contain oils, sand or chemicals. Don't apply wax over a dirty floor. Don't apply varnish, lacquer or shellac. They contain ingredients injurious to asphalt tile and will eventually cause unsightly traffic lanes. **BE SURE TO USE A WATER EMULSION WAX!**

PAINTING AND DECORATING

When washing walls or woodwork and other painted surfaces, consult with a recognized paint, hardware or department store for correct cleaning compounds. It is best not to use water to clean hardwood floors. All painted surfaces will last longer if they are constantly kept waxed.



INTERIOR WALLS

Don't worry about hairline cracks in plaster. They may be caused by any one of several factors. For example: slight shrinkage in framing lumber, heavy street traffic or occasional slight earthquakes.

Don't attempt to repair minor plaster cracks for the first



two years after your home is built. By that time all shrinkage is finished and final repairs can be made without further expense.

Smudges or spots on interior stucco finish may be removed by rubbing with a fine grade size 00 sandpaper.

ROOFING

Keep the gutters and downspouts clean and unobstructed by tree limbs, leaves, balls and trash. These will stop the downspout from functioning and flood the roof. Care should be exercised when anyone is walking on the roof so as not to do damage. This is particularly true in the matter of placing a radio or television aerial. A careless aerial installation will often be the cause of serious roof leaks. The inside as well as the outside of galvanized sheet metal gutters should be painted.

ANNUAL CHECK LIST

In the spring clean the gutters and downspouting. Seed and feed the lawn. Exterior house painting must be examined. Take down the storm doors and windows. Install screens for summer.

In the summer check and repair heating system. Have inside painting and decorating done. Then get set for some lazy fishing.

In the fall reseed the lawn if necessary. Take down screens and install storm sash and doors. Plant bulbs for spring blossoms. Rake leaves and save for compost. Cover perennials for winter protection.

In the winter paint and repair lawn furniture and screens. Sharpen lawn mower and other yard tools. Then get a good book and relax.

fire should be extinguished each night before retiring. Never use kerosene to start a fire.

BLINDS AND SHADES

Before raising venetian blinds, be sure the slats are in an open position. Blinds may be permanently injured if raised when slats are closed. Dust will cause the finish of your blinds to deteriorate. Clean them often with a soft cloth or a mit made for this purpose. Always pull your cloth shades straight down. When elevating, hold the string to prevent them from rolling up too fast and injuring the roller spring.



GRADING—PLANTINGS

As the earth around your house becomes compacted and sinks down it may cause depressions, particularly where there has been a trench or near the house at the foundation. These places must be kept filled with dirt so that water will not collect in them and cause dampness in the basement. The ground around the foundation must be kept graded so the earth slopes away from the dwelling. This is very important!

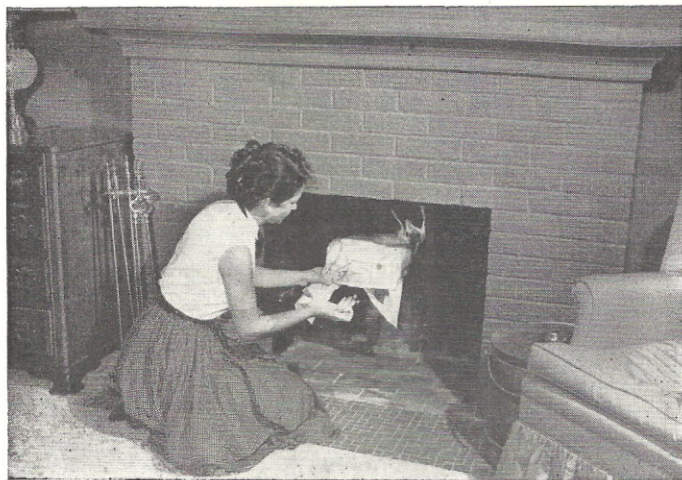
A newly planted lawn and recently transplanted shrubs must be watered. Immediate and constant care of any newly transplanted shrubbery is necessary to its successful growth.

TERMITES

Termites are found in many parts of the county and it is easier to bar termites from a new house than it is to rid an old house of them. In the spring of the year, look for possible dead remains of the winged insect. Search the sides of basement walls and piers for the earthen tubes which the termites build as tunnels. Finally, stick a jack knife blade into the wood to see if it penetrates easily. If you suspect the presence of termites, consult a professional exterminator.

INSECT SCREENS

Insect screens should be removed in late fall and stored vertically in a dry location. A thin coating of lacquer applied every two or three years over the screening will stop stain from copper and galvanized screens. Wood screens and screen doors should be painted every two or three years.



FIREPLACES

Before using your fireplace, if you have one, light a newspaper in it to make sure that smoke is being drawn off properly. Never start a fire in the fireplace until you are sure the damper is open. Always keep the damper closed when the fireplace is not in use. This keeps room heat from escaping through the chimney. It is not advisable to build a fire directly on fireplace bricks. Use andirons or a grate. Your fireplace should have a snug, well-fitted screen. The



AN "OUTSIDER" LOOKS AT CTA

(Reprinted from "Work," a Catholic Labor Alliance Publication)



THE LADY stood on the front platform of the streetcar and fumed. She fumed because the streetcar, hemmed in by traffic, hadn't moved for two minutes.

After muttering under her breath for a while, the lady said some unladylike things for all to hear. She didn't swear at the conductor (he obviously was helpless in the tie-up), but she said some unpleasant things about the CTA—meaning the Chicago Transit Authority.

There was no psychiatrist present to analyze the woman's feelings. There was no interviewer to probe into what she actually knew about the Chicago transit system. She probably would have whipped any questioner with language too scathing to hear, much less to reproduce.

Chances are, however, that she never thinks about CTA problems except when she personally gets inconvenienced by them. In this she would be no more delinquent than Mr. Average Transit Rider.



MR. AVERAGE Rider is highly critical of CTA, because of many reasons: the streetcars and other vehicles are over-

crowded; they are slow; they are often turned around before completing a full trip; and they seem otherwise to be designed merely to make life miserable for the passenger. In this the Chicago transit system doesn't stand alone: other systems are similarly snarled up.

Nobody need defend any actual bungling of which the CTA might be guilty, and we would certainly not attempt such a defense. But we would like to insist that the CTA is not alone responsible for transportation ills. We would even suggest that the passengers themselves are partly responsible.

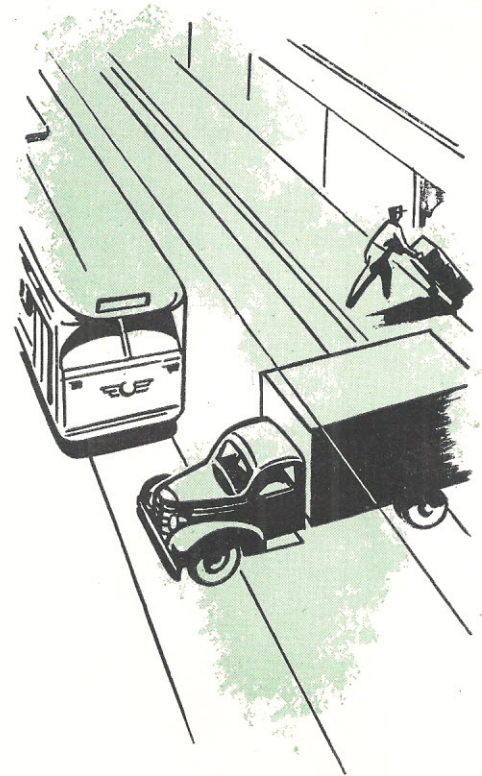
HOW IS THIS possible?

Even if the CTA were administered with super-human efficiency, Chicago would still have transportation headaches, and plenty of them. This is because many transit headaches are created by situations over which CTA has no control.



Take housing. If Chicago's housing were better planned, it would be spread around in the city in a way that no one part would be too crowded with people. A well-distributed population would allow a free flow of both public and private transportation, without overburdening streetcars or other CTA vehicles anywhere. This would cut down both crowds and delays.

But CTA has no control over housing. The people do. And the people are asleep about housing, unless they themselves are in dire need. They can force public and private enterprise to do something about housing; they don't.



Trucks at loading platforms extend onto tracks and block streetcars. The CTA has no control over this. Automobiles double park. The CTA has no control over this. Some housewives insist on doing shopping during rush hours, thus further crowding vehicles. The CTA has no control over this.

And it has no control over many other problems that burden the transportation system.

THESE PROBLEMS actually arise because Mr. Average Citizen doesn't concern himself enough with civic affairs. He's careless about voting, and so his city representatives, the aldermen, aren't afraid to be careless about the transportation system. Nobody starts worrying about it until he's passed up by a streetcar and left shivering on a lonely corner.

Because of such selfish attitudes, the cities are now loaded with problems that, according to experts may cause the downfall of places like Chicago. But all that Mr. Average Rider does is to cuss out the CTA.

TO THE Ladies

... from JOAN

Entertaining at Informal Suppers

IF YOUR social life has fallen into a summer slump because you think it's entirely too hot to extend invitations, it's time for some tips on smooth and easy entertaining.

To the rescue comes a new leaflet which is available for the asking, entitled "Smart Suppers for Family or Friends." It's a clever, generously illustrated collection of ten party suggestions—the kind that are easy to plan, easy to give and fun for guests—whatever the weather.

There are versatile ideas suitable for entertaining large or small groups—be it indoors or out and special celebrations of impromptu gatherings. The suppers are adaptable for year-round use; however, their simplicity makes them ideal for warm-weather entertaining.

If you would like a copy of this leaflet just send your request to us and a free copy will be mailed to you.

TO obtain free copies of the new booklet "Smart Suppers for Family or Friends" and a direction leaflet for the Sheridan Square Doily, just write to Women's Editor, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.

In the meantime, here's a menu from the leaflet for an outdoor barbecue and a recipe for a praise-winning barbecue sauce.

Broiled Barbecue Hamburgers
Toasted Hamburger Rolls
Creamy Potato and Onion Salad
Sliced Tomatoes Sliced Onions
Potato Chips Olives Pickles
Chilled Milk
Watermelon Wedges

AUGUST, 1953



BARBECUED hamburgers are a wonderful basis for outdoor entertaining.

Barbecue Sauce (Makes 2 cups)

$\frac{1}{2}$ cup molasses or brown sugar
 $\frac{1}{4}$ cup prepared mustard
 $\frac{1}{2}$ cup chili sauce or catsup
1 teaspoon worcestershire
 $\frac{1}{2}$ cup finely chopped onion
 $\frac{1}{2}$ teaspoon salt
 $\frac{1}{4}$ teaspoon black pepper
 $\frac{1}{2}$ cup beer

Combine all ingredients in a saucepan; bring to boil. Simmer 5 minutes. Use generously to baste hamburgers while broiling. To make "saucing" the hamburgers easy over hot coals, supply the outdoor chef with a big mug filled with barbecue sauce and a long-handled brush.

Sheridan Square Doily

WHAT better way to relax after a grueling day than to lounge in a comfortable chair while cooling breezes soothe away the day's heat? And what more profitable way to put this leisure time to work than in making small articles for home or gifts for friends. The square doily shown on this page is a perfect article to make during your leisure moments. Centerpieces and doilies

have long been considered the sugar-coating of interior decoration. As any other part of a room's decor, they have changed in design with the tempo of the age. This square centerpiece has been influenced by the elegant living of the 1800's. It's an ecru linen square—22 $\frac{1}{4}$ inches—with a crocheted insert and edging which looks as fragile as a cobweb. This is indeed a piece you will find simple to make.

THERE is 18th century elegance in this crocheted square centerpiece.



CREATING GOOD WILL IS AN *Art...*

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