



TRANSIT NEWS

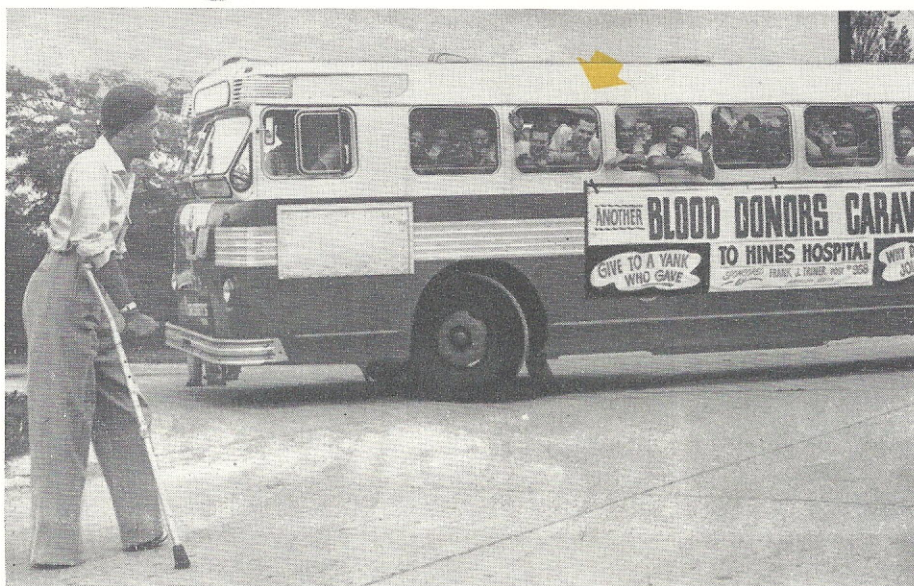
SEPTEMBER, 1953



Off to School . . . See Page 5



BLOOD doesn't grow on TREES



AMONG a bus full of blood donors from the Frank J. Triner American Legion post to give blood at Hines hospital recently was CTA employee *Pat Cagney* (arrow), accident analyst in the Accident Prevention Department. The need for blood is critical. Hines reports that their operation alone requires 800 pints a month if the lives of Korean and earlier war veterans are to be saved.

Pat Cagney had the right idea twice—have you given once?

As an incentive and aid to groups of blood donors of 25 or more, the Chicago American provides free buses, usually arranged for through the CTA Charter Service section, to Hines hospital. Upwards of four to five buses a week are usually scheduled through this arrangement. Additional information may be obtained by calling either the CTA Charter Service section at MOhawk 4-7200 or the Chicago American.

More New Equipment Deliveries



INTO Chicago, on August 27, rolled a new CTA 50-passenger, odorless propane bus—the first of 600 new buses and rapid transit cars recently purchased by CTA at a cost of \$14,250,000. Delivery of this first propane bus was the vanguard of a very substantial addition to the 2,815 modern vehicles already received and in service as part of CTA's 10-year, \$150,000,000 equipment modernization program.

It was driven under its own power from the production lines of the Flxible-Twin Coach Company at Loudonville, Ohio, direct to CTA's South Shops. Within two days, the new bus was placed in regular service along with the

551 odorless propane buses already serving CTA riders.

Four hundred of these odorless propane buses are being manufactured for CTA by the Flxible-Twin Coach Company. Deliveries to Chicago continued at the rate of one a day until September, and then increased to from 12 to 15 a week, and will continue to arrive at that rate until the entire order is completed.

In mid-November, CTA is to begin receiving deliveries of 200 new, all-metal rapid transit cars—the balance of the 600 units being added to CTA's bus and car fleets.

These 600 units will advance CTA's investment in modern equipment and other facilities to approximately \$86,625,000. Additional equipment purchases are planned to complete the initial \$150,000,000 modernization program.

For rider comfort, the 400 new buses, like

the majority of the other 551 propane buses in daily use, are equipped with torsilastic springs to provide a smooth, cushioned ride.

As a new safety feature, the buses are equipped with "push-type" center exit doors. In alighting from these buses, passengers merely push against a panel of one of the sections of the "double-stream" exit door. Controlled spring action closes the doors, which are locked while the bus is moving.

Incandescent fixtures equipped with spread focus lenses provide high intensity lighting.

The ventilating system has a capacity of 1,000 cubic feet of air per minute. The heating system, thermostatically controlled, produces a maximum of 125,000 BTU's per hour, sufficient for heating a six-room house.

Seat cushions are upholstered in a forest green vinyl coated fabric, and the seat frames are stainless steel.

VOLUME VI

CTA TRANSIT NEWS

NUMBER 9

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Lost Purse Returned . . . Operator Receives \$100



IN July, CTA Bus Operator Gerald T. O'Connor, North, received a \$100 money order from Mrs. Elon W. Framp-ton in appreciation for his part in returning a purse she had lost.

The purse, containing more than \$900 in cash, was left on a Pulaski road bus being operated by O'Connor. He turned the purse in to the lost and found department at North Avenue. Papers in the purse disclosed the owner's identity. A prompt telephone call was made by George Dorgan, station superintendent, to inform the owner where she could reclaim her property. In just a matter of hours the grateful transit rider had the purse in her possession.

The \$100 money order was received through the mail several days later, addressed to Operator O'Connor, at the Merchandise Mart. It was forwarded to North Avenue where it was given to O'Connor by Dorgan.

TEST RUN



FOR the first test of electronic color signals, timed with vehicular stop lights, a Diesel locomotive pulled an "L" car up the incline on Van Buren street on August 17. A Diesel was used for this test as the electric power, normally used in elevated train operation, was not turned on at that time. Due to the construction of the Congress street superhighway, Garfield Park elevated trains will operate on a street-level detour on the south side of Van Buren between Racine avenue and Sacramento boulevard.

A two-car electric train patrolled this section nightly and all day and all night on Saturdays, Sundays and holidays until regular service was established.

SEPTEMBER, 1953

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JULY 1953 AND 1952, SEVEN MONTHS AND TWELVE MONTHS
ENDED JULY 31, 1953

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

	1953 (4)	1952	7 Months (4)	12 Months (4)
Revenues	\$10,187,989	\$9,132,698	\$73,194,381	\$124,313,080
Operation and Maintenance Expenses	8,638,854	7,833,897	62,369,005	105,609,979
Available for Debt Service	1,549,135	1,298,801	10,825,376	18,703,101
Debt Service Requirements:				
Interest Charges	400,502	318,003	2,820,969	4,669,736
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1)	150,000	83,333	650,000	1,066,667
Revenue Bond Reserves (Note 2)	23,000	107,000	161,000	225,313
	573,502	508,336	3,631,969	5,961,716
Balance Available for Depreciation	975,633	790,465	7,193,407	12,741,385
Provision for Depreciation—Current Period	815,039	730,616	5,855,550	9,945,046
Balance Available for Revenue Bond Amortization Fund (Note 3)	160,594	59,849	1,337,857	2,796,339
Revenue Bond Amortization Fund	160,594	—	900,000	1,200,000
Balance Available for Other Charges (Note 3) ..	\$ —	\$ 59,849	\$ 437,857	\$ 1,596,339

PASSENGER STATISTICS*

Originating Revenue Passengers	55,427,483	56,549,024	403,291,694	698,173,319
Transfer Revenue Passengers	2,347,721	2,104,973	16,869,907	28,213,055
Total Revenue Passengers	57,775,204	58,653,997	420,161,601	726,386,374

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

July 1952	7,093,082			
August 1952 through September 1952 ..				13,713,619

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at July 31, 1953

Purchased and placed in service under Modernization Program:

Diesel Buses	130
Gas Buses	770
Propane Buses	551
Trolley Buses	559
El-Subway Cars	204
P.C.C. Streetcars	600 (5)
	2,814

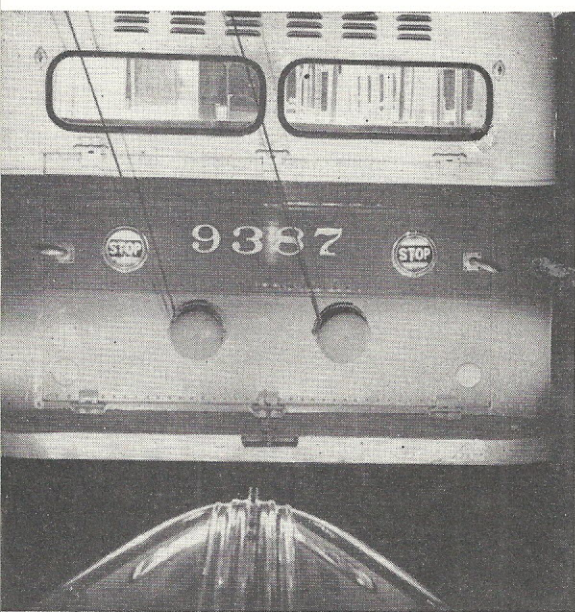
1952-53 Orders:

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

NOTES:

- (1) Equal monthly installments to retire \$1,800,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1954.
- (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 and 1954 for conversion to El-Subway cars.

Safety Experiment With Reflectorized Numerals



THE NUMERALS on five of a proposed total of 25 trolley buses have been treated recently with reflective beading. The project, presently in an experimental stage to determine its effectiveness, is being performed at the West Shops paint department as the buses come in for overhaul. Processing presently is confined to the 9000 series trolley buses only.

It is hoped that the illuminated numerals will contribute to greater street safety through their ability to reflect at night as other vehicles approach. Greater legibility for easier placement in proper bays as well as other required moving is also expected.

If the experiment shows the idea to have sufficient merit, the reflective beading processing may be extended throughout the CTA's bus fleet.

Modern Motor Buses For 43rd-Root Street Line

BEGINNING August 9, 1953, modern 44-45 seat motor buses replaced the old, red one-man streetcars on the 43rd-Root street line. The change brings more frequent service as well as improved regularity of service to the line, which serves the Union Stock Yards and the International Amphitheatre.

New terminals have been established at each end of the route, although the main section remains unchanged, operating in 43rd street, between Lake Park avenue and State street, in State between 43rd and Root streets, and in Root street between State and Halsted streets.

The new east terminal is at 43rd street and Lake Park avenue. The westerly terminal is at Root just east of Halsted street.

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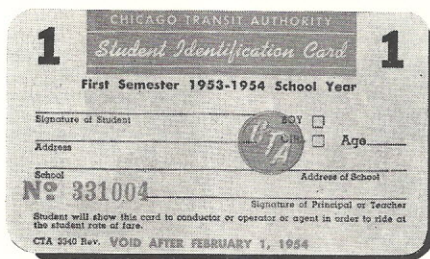
New Student Fare Effective This Fall

WITH the support of school officials and student councils, Chicago Transit Board on August 5 established a student fare of 10 cents per ride, granting round-the-clock riding privileges every day during the school year, beginning with the fall term.

The former student rate, applying to elementary and high school students

over 12 and under 21 years of age who are bona fide, full-time students of public or parochial schools was ten cents cash, or eight cents when tickets were purchased in lots of five. Riding, however, was restricted to school days only between 6 A.M. and 6 P.M. and to trips to and from school.

The new student rate permits riding any time every day of the week, Sundays and holidays included, during the entire school year, provided the elementary or high school student presents the proper identification card.



New identification cards were delivered to public and parochial school officials for distribution to students at the beginning of the fall term.

Coincidentally with the revision of the student rate, the Board also discontinued, effective Labor Day, September 7, 1953, the half-fare ticket rate of five tickets for 40 cents. The half-fare cash rate of 10 cents remains unchanged.

General Manager Walter J. McCarter

recommended the new student rate to the Transit Board on the basis of results of communications with officials of the public and parochial schools and polls conducted among their members by student councils in the various high schools. Overwhelming approval of the new student rate was expressed. The survey was made prior to the closing of the 1952-53 school year.

Commenting on the new student rate of fare, Mr. McCarter said:

"Unquestionably the new student rate will mean a substantial saving for eligible students. The majority of these students are beyond the half-fare limit and have been required to pay either the token rate (17 cents, surface; or 18 cents, rapid transit) or the 20-cent cash rate when using local transit for purposes other than riding to and from school during the prescribed hours. Under the new rate, beginning with the fall term, these students will be able to ride CTA local transit any time, any day of the week during the school year, for a 10-cent fare."

Cooperating with CTA in determining reaction to the new rate were *Dr. Herold C. Hunt*, superintendent of the Chicago public schools; *Right Reverend Monsignor D. F. Cunningham*, superintendent of the Catholic parochial schools; *Mark M. Krug*, acting superintendent of the Jewish parochial schools; and *Henry J. Boettcher*, superintendent of the Lutheran high school association of greater Chicago.

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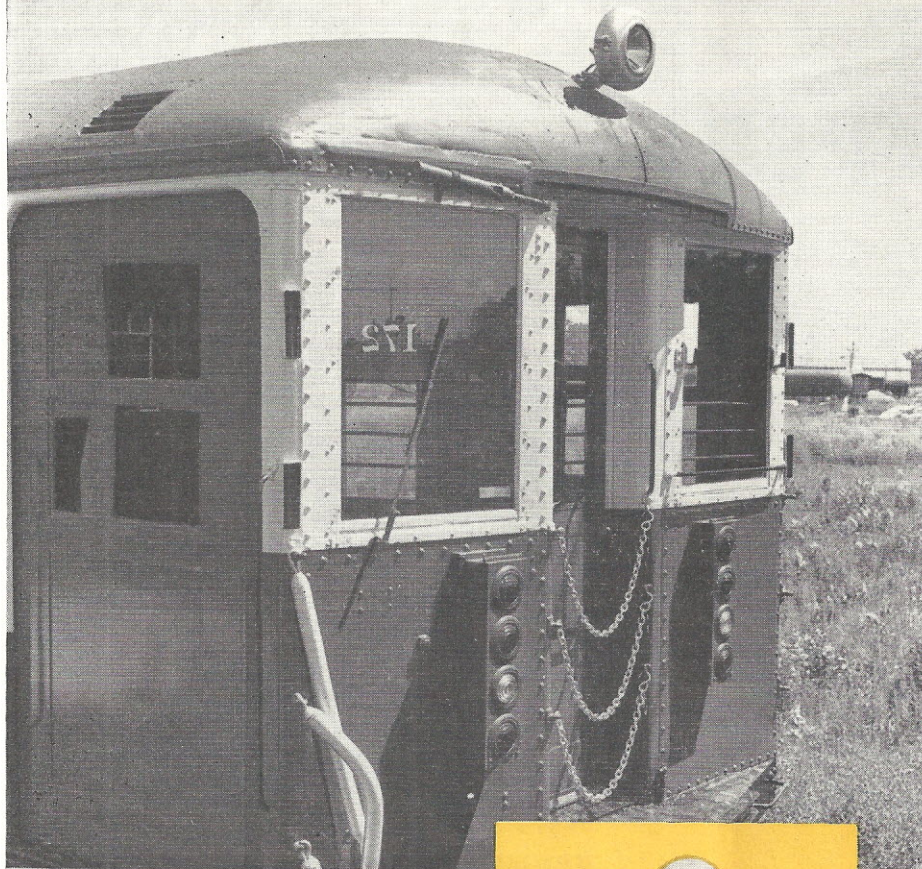
RED FEATHER TIME

SEPTEMBER 28 to October 31 has been officially designated as the time when the 1953 appeal of the Community Fund of Chicago will be presented.

A large percentage of CTA employees, through the payroll deduction plan, have been making monthly contributions to the Community Fund and Red Cross each month during the past year, and undoubtedly will continue to do so during the coming year.

As in past years, ten CTA men will be assigned to work with the Community Fund to help assure the success of the drive by soliciting contributions from 100 Chicago firms.

Last year's Community Fund appeal produced a total of \$8,704,000 in Chicago. This year the need is even greater. To provide the funds necessary to help 183 local welfare and charitable agencies, \$10,109,000 is required.

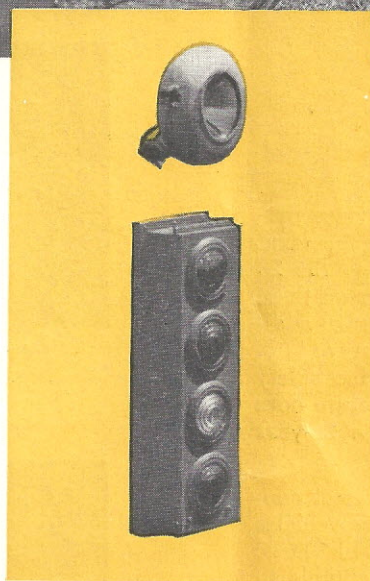


New Lights for All-Metal Rapid Transit Cars

SEALED-BEAM headlights or their equivalent will soon be a standard item of equipment on all-metal rapid transit cars in the CTA fleet. A total of 454 of the series 4000 cars are being equipped with the powerful lights as the vehicles come into Skokie Shops for overhaul.

Installation of the sealed-beams has already been made on more than 50 of the all-metal 4000 series cars and the remainder are to be completed in the near future. Most of the 200 new, all-metal rapid transit cars purchased under CTA's extensive modernization plan are already equipped with the sealed-beam units.

New headlights, however, are only one of the improvements being made on the series 4000 cars. Approximately 80 percent of the fleet has also been equipped with battery-controlled electric four-color classification markers and electric tail lights, which are replacing the oil type lights formerly used.



COVER—OFF to school go the children of *Henry C. Thelin*, Devon operator. Left to right, are *Carl*, a senior at De Paul, and *Tommy, Michael* and *Karen* who are in the fourth grade, second grade and kindergarten, respectively, at St. Henry's school. Giving *Karen* a helping hand is *Instructor Jack Morris*. As inquiring reporter for this issue, Thelin discovered that his fellow employees at Devon, for various reasons, would rather be working on their present jobs than be back in school. See page 8.

Women about Town

AMPLE evidence of the important role of women in the city's daily business, commercial and industrial activities is reflected in a survey of rush hour transit riders conducted by the CTA Schedule-Traffic Department during the week of January 5 through 9, 1953. The recently released survey figures indicate that women made up 40.1 percent of morning rush hour riders and 42.9 percent of afternoon rush hour passengers on the Surface System.

Riding checks were made from 6:30 a.m. to 9 a.m. and between 3 p.m. and 6:30 p.m., the periods during which CTA carries approximately 50 percent of its weekday local transit riders. Approximately 50 Surface routes were checked, representing about 50 percent of the total number of lines operated by the Surface System, which carry approximately 80 percent of the total daily traffic.

The percentage of women riders ranged from a high of 64.1 percent on the Kedzie-Homan route to a low of 16.9 percent on the Cicero avenue line during the morning rush hours, and from 62.2 percent on Cottage Grove to a low of 25.8 percent on Western avenue in the afternoon rush period.

While this first check of female transit riding in the rush hours was conducted only on the Surface System, plans provide for further studies of a similar nature expanded to cover the rest of the CTA system which would be inclusive of off-peak periods also.

RECENT CTA ADDITIONS TO THE ARMED FORCES

T. A. Lombardo — Shops and Equipment (Kedzie)

RETURNED FROM SERVICE

J. J. Nasti — Electrical

J. F. Ward — Shops and Equipment (Lawndale)

SAFETY EXPERTS—one and all

26-YEAR HONOR ROLL CARD MEN



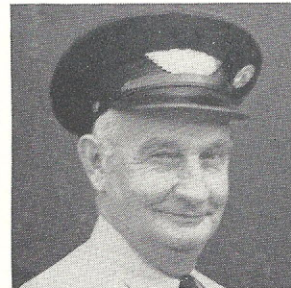
A RECORD of operating CTA vehicles on the Surface System for 26 consecutive years without an avoidable accident involving another vehicle or a passenger belongs to the 23 trainmen and bus operators whose pictures appear on these pages and one whose photo could not be obtained. In addition, seven men at the end of 1952 completed 25 years of "no-accident" operation, making a total of 31 with perfect safety records for 25 or more years. The one whose picture does not appear here is *Anthony Granahan*, Devon, a 26-year safety man.

These men are part of a total of 4,003 motormen, conductors and bus operators who piloted CTA surface vehicles without an avoidable accident during 1952. This large group represents 55 per cent of the CTA men eligible to receive honor roll cards by working the full year.

These honor roll cards have been growing in significance in recent years because of constantly increasing traffic in Chicago's streets.

To qualify for consideration in CTA's program to encourage safe operating practices, employees must work a complete calendar year without an avoidable accident. Each employee's record is checked first by his superintendent and reviewed a second time by the CTA Accident Prevention Department before he is certified among the "no-accident" operating personnel for the year.

The honor roll contest is set up on a basis of *consecutive* years of "no chargeable" accidents which makes the CTA card more difficult to obtain than that of other companies. The plans of other companies are based on years of operation (which omits a bad year and counts only accident free years).



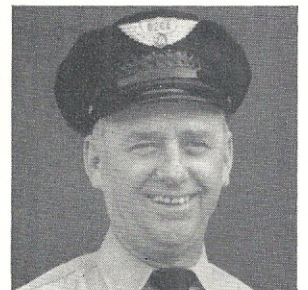
Nicholas C. Schuberth
77th



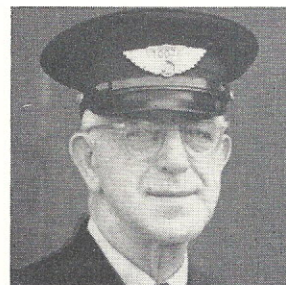
Harry W. Hewitt
77th



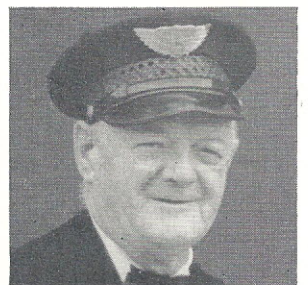
John P. McCune
77th



Adam Jacobs
77th



William Balling
77th



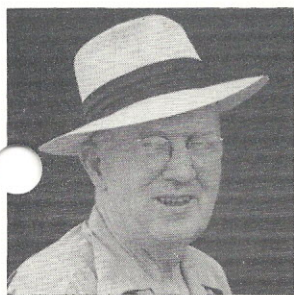
William E. Lawler
77th



William J. Walsh
77th



John J. Durkin
77th



John J. Maloney
69th



Paul G. Burandt
69th



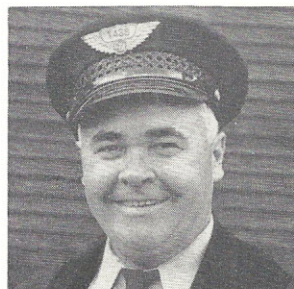
Charles J. Powers
69th



Patrick J. Conlon
69th



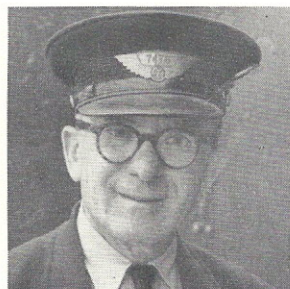
Peter Sitkiewitz
Kedzie



John E. Holley
Kedzie



John McGrail
Kedzie



David Sax
Kedzie



Ed Miller
North



August E. Johnson
North



John Eckmann
Devon



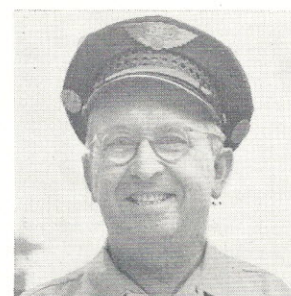
Herman Wirth
Devon



Kasper H. Hanneman
Lawrence



Miles Coleman
Lawrence

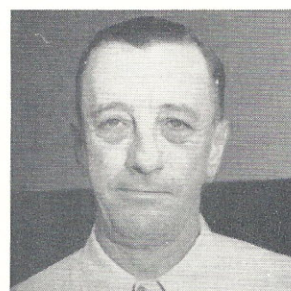


Frank J. Maddock
North Park

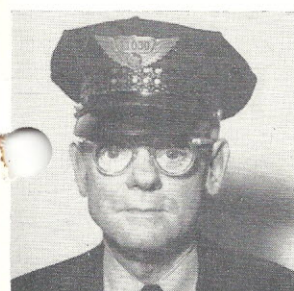
25-YEAR HONOR ROLL CARD MEN



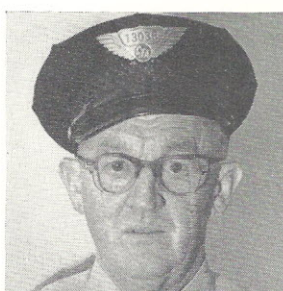
Thomas M. Sullivan
Kedzie



Raymond H. McDonald
Kedzie



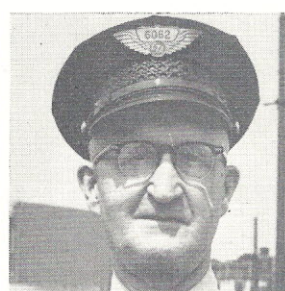
Charles P. Adams
Kedzie



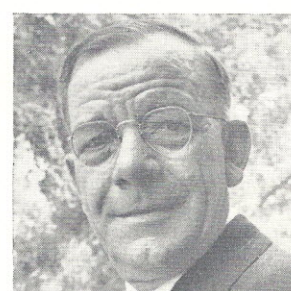
George H. Edwards
Archer



Casimir Rogalinski
Blue Island



Edward H. Krumland
Devon



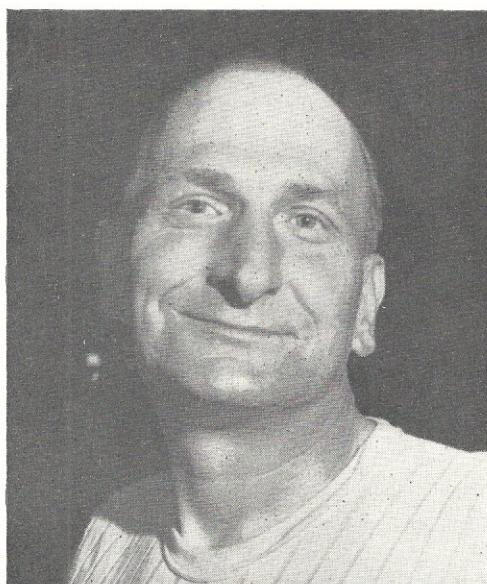
Edward J. Seebock
Lawndale

Do You Enjoy Working more than the days when you were back in school?

INQUIRING REPORTER: Henry C. Thelin

LOCATION: Devon Station

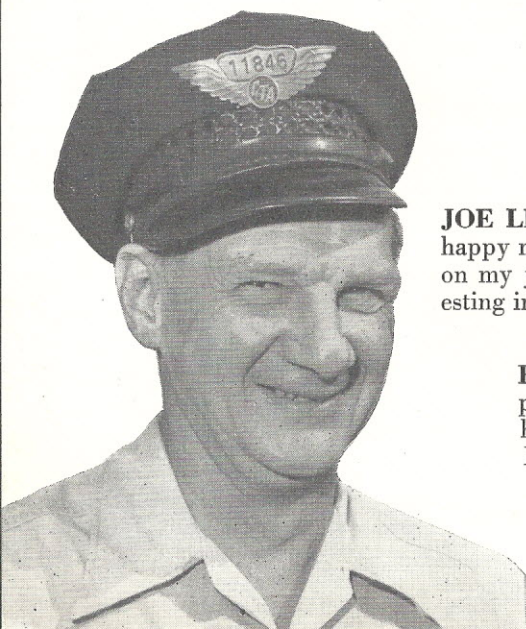
JOHN W. CHAPP, Chief Day Janitor: "My school days were hard and without pleasure. As a result, I find that my job is much more enjoyable because I work with such a fine bunch of fellows."



J. MAYNARD JENSEN, Motorman: "I enjoy working more than I did my school days, which included barnyard chores, milking cows and a long two and one-half mile walk to school."

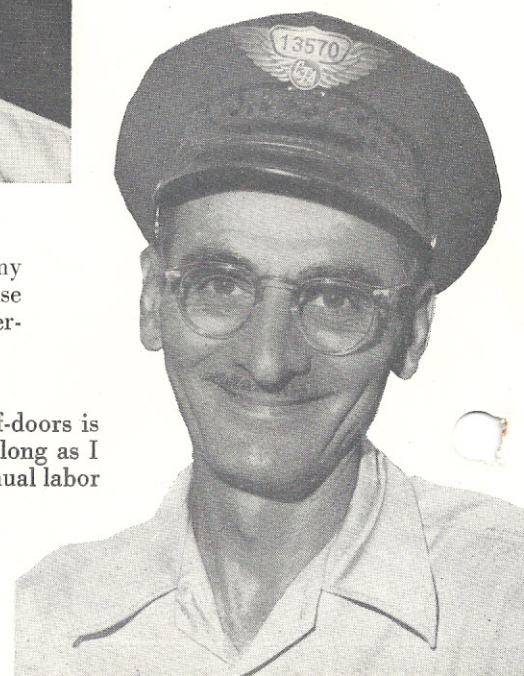


BILL B. DUFFY, Motorman: "The conveniences which we have today that weren't available back in my school days make working more enjoyable. In those days, school meant a long walk in all kinds of weather."



JOE LEHMAN, Conductor: "My school days hold many happy memories, but I still prefer my working days because on my job I meet with so many different people and interesting incidents."

HERMAN WIRTH, Conductor: "Working out-of-doors is preferable to the classroom work of my youth. As long as I have this pleasant type of work instead of hard, manual labor I'll stay happy."



THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Sometimes A Referee Is Very Unpopular!

ACCOUNTING—Larry Collins spent a comparatively quiet week in McHenry, Illinois, with speedboating for diversion. Then he came home! "Mugs," the boxer, took his master for a stroll one fine evening. On the way, they met a little canine of mixed ancestry. Mugs resented his nippy greeting and in the ensuing melee Larry was bitten in the leg. They shot Larry—full of penicillin!

Stanley Mailuck enjoyed two weeks in the west. He visited Rocky Mountain National Park and thrilled to the Royal Gorge. A bit of golfing rounded out a fine vacation.

John Cannon, with his wife and little John, 1 year old, headed their car northward. They visited relatives and took in the sights around Toronto, Canada.

Mable Potthast spent a few days in Minneapolis, Minnesota, and visited her former home in southern Illinois.

Mabel Magnuson found a good subject for her new candid camera in her little grandniece, Janet Dale Campbell, when she visited in Des Moines, Iowa. Pictures of scenery in Kansas City and Colorado were added later.

Naomi Bohlin chose a bus trip around the lake for her vacation.

Sarah Reed motored to the east, visited relatives in Silver Springs, Maryland, and toured the national capital, Washington, D. C.

Harriet Kryzan, in her first plane flight, landed in Miami Beach and enjoyed both.

Lillian Oesterreich will long remember her tour to the northwest, and Lake Louise and Banff.

Estelle Lucas spent a few days at the Wisconsin Dells and Lake Delavan for a good rest.

Katherine Dwyer enjoyed the attractions of Maplewood Resort in Sister Lakes, Michigan.

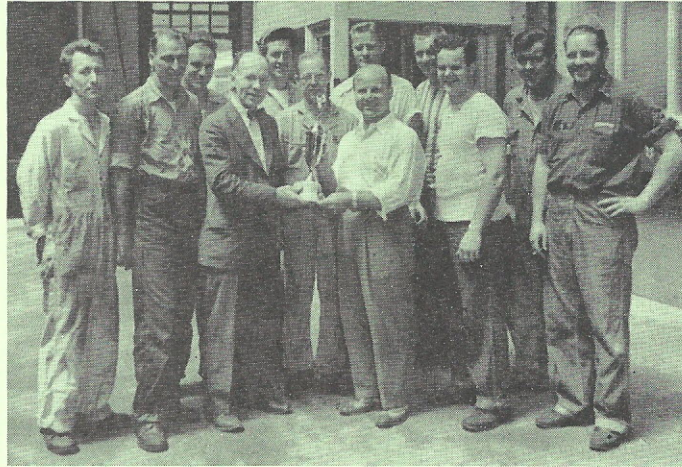
Bagnell Dam in the Ozarks was chosen by Virginia Rebich for a vacation spot.

Marjorie Scheidler reports that her motor trip in the northern lakes area was memorable for wonderful scenery and fine weather.

—HELEN A. LOWE

TRANSITAD

WANTED TO RENT—Four or five-room apartment on north or northwest side. Call Operator S. Smargon at KEdzie 3-3639 after 6 p.m.



SOUTH SHOPS GOLFERS

THE second annual South Shops golf outing took place at Glen Eagles Country Club on August 2. Joseph Margetic, center foreground, division automotive engineer, with a low net of 68, accepts the trophy, indicative of first place, from Ralph Martz, superintendent of Surface Division shops. Second place went to Frank Orlovski, a guest. Ronnie Laurencell, south shops bus overhaul, was winner of the third place prize. Frank May and Joseph Kehoe handled the arrangements for the outing. The trophy was donated by the Employees' Welfare Fund.

Only Two To Go

BEVERLY—Bus Operator Albert Cermak and his wife, Thelma, traveled to the west coast and then north to Seattle, Washington. But little did they know how they would spend their 29th wedding anniversary. They spent the day on a boat traveling from Seattle up to Victoria, British Columbia. They said it was a wonderful trip. Al's ambition is to travel through all of the forty-eight states. He has two to go. It is easy to see how he missed the state of Maine, but how he missed Alabama not even he can explain.

A forty-five minute trip through Laredo, Mexico, cost the Joe Gerzen family a bag full of Camp Hood's wonderful "Texas Roast Beef Sandwiches." When returning to the U. S., the customs officer asked if they were carrying any Mexican meat. The answer was no, they had made the sandwiches in Camp Hood. Sorry, but dump those in the trash heap. So they did.

The boys are relaxing a bit as they are watching T.V. and want to thank Jerry Gleason and the others who had a hand in finally obtaining such a wonderful set.

Pensioners

James Cashman was visiting at Beverly the other day while waiting for a Riverdale bus. He was going out there to visit an old cir-

cus clown friend. Remember, James was an elephant trainer.

George Young was in town for a few weeks. He has been living in Tulsa, Oklahoma, the past four years with his eldest son.

Albert Ferguson and his wife got into the flying mood and flew to Baltimore, Maryland, to see their daughter, son-in-law and grandchildren. He said, "Flying—that's traveling."

Leo Blummer has a little chicken farm just south of the city.

Mike Ryan and his daughter, Mary, are flying to South America where they will visit his other daughter, Josephine, her husband and grandchildren.

Ed "Pop" Carroll visited Beverly and Robert T. Duffy and saw some of the boys.

Curtis Best looks as good as ever. He is living in Crown Point, Indiana.

Chester Rowland lives in Rosemoor and is often seen riding the 103rd street line.

Jim Kelly is seen taking his prize dog for a walk around 103rd street and Wentworth avenue.

Let us know what you other pensioners are doing. We haven't forgotten you. We haven't heard from you. Write us or send us a snapshot of where you are and what you are doing.

—DANTE F. BRUNOD

We Hope The Girls Place Better Than Fourth

CLAIM AND LAW—The girl's bowling league will begin the season on Tuesday, September 15, in the bowling alley located at Broadway and Argyle . . . The baseball team finished in fourth place and J. G. Nattinger received a trophy for the accomplishment at the annual banquet . . . The Claim girls are hoping to take first place in the bowling league so as to show up the boys.

Marty Garrity and his wife celebrated their 18th wedding anniversary at Mangam's Chateau last month. While on the subject of celebrations, we might add that Bob Galante is quite enthusiastic about his engagement.

Congratulations to Mike and Connie Vitale on the birth of Michele . . . Ceil Baggs is sporting pictures of her new granddaughter, Karen.

Attorney George Griffin bought himself a new Buick and took a trip to Minnesota. Mike McDermott also headed for Minnesota. Val Nessinger vacationed in Fox Lake, Wisconsin, while Ethel and Bill Peterson spent their time moving into their new home in Barrington. Charles J. Mersch toured the State of Wisconsin.

Welcome to Ray Tieri and John Eckel, and farewell to Pat Hubick.

—G & M

Glad To Know They're Better Now

DEVON—Sorry that I missed the last two issues, but operations on two of my children inside of three weeks took up much of my time. But with your cooperation I shall try to make it up. First, in behalf of Messrs. Smith and Kerr, all the clerks, and myself, a great big welcome to the men of Rosemont Garage who joined us on the 9th of August.

The following men have taken their well-earned rest: Motormen A. Windelborn, Ed Shroeder, J. Beuzekamp, Henry Seaholm, Henry Shea, and Art Smith; Conductors John Kalush, John Hofer and Pat McGuire. May God bless their retired life with good health and happiness.

All the men at Devon express their deepest sympathy to board member John Devanes on the loss of his beloved wife. May her soul rest in peace.

Our janitor, good ol' chappie, has gone on his vacation. He intends to see the old southland.

RECENT BRIDE



DOUGLAS PARK Conductor John Blair, recently released from the hospital after a serious operation, was in good spirits for the wedding of his daughter, **Evelyn Bernice Blair**, above, to **Gilbert E. Gleisner** at Peace Memorial Church on August 22.

Reported by *Walter J. Reich*

Here's hoping that he enjoys himself very much . . . *Motorman John Southwell* and his wonderful wife spent their vacation touring Canada. They enjoyed it very much, and joy is something they both deserve.

The following men have been on the sick list for quite a while: *Conductors E. Ewert, W. Luttmer, Leo Bursh* and *Motormen C. Moizo* and *T. Mathisen*. We all wish them a speedy recovery.

If you have not as yet qualified on the buses, *Messrs. Smith* and *Kerr* ask that you try to before the cold weather sets in . . . To work on your day off now all that you have to do is to see *Lee Cumber*, who has been made the manpower clerk for Devon and who is doing a good job of it. How about some pictures of your vacations, fellows? With the opening of school again, a little gem to remember is "Drive Slow—Give the Kids a Brake."

—HENRY C. THELIN

Carl Lindell Retires After 46 Years

ELECTRICAL—*Carl H. Lindell*, "B" electrician, retired August 1, after 46 years of faithful service. What he intends to do in the future has not been definitely decided, but, for the present, he will do some traveling.

Fred Hunsche became a rail fan this year and rode The Great Northern to visit relatives and friends near Seattle, Washington.

George Nelson motored to Gary, Minnesota, where he visited relatives and friends. He drove some 1,500 miles, stopping at Fargo, North Dakota, and the Wisconsin Dells.

Leo Behrendt, chief operator at 20th substation, vacationed in the great metropolis of New York where he paraded in the Shriner's Band of which he is a member. On his return trip, he sailed on the *S.S. Ann Arbor* to Marinette, Wisconsin.

Dennis Shannon motored some 3,500 miles to the east, visiting the Ford plant in Detroit, stopping off at Cleveland and Buffalo and then to the Bronx, New York, where he visited relatives and friends.

We are glad to see *Theodore Kawol* back to work after a long stay in the hospital where he underwent surgery. He is now looking fine.

—GILBERT E. ANDREWS

A Second Honeymoon?

GENERAL OFFICE—The report just came in that *Dolores Zotto* is spending her vacation allotment up Niagara Falls way.

This year the Shriners held their convention in New York City. *Willis Helfrich* was there to join them.

Mary Pat McDonnell is keeping the Florida sun tan in trim with an occasional stroll beneath the sun rays of Illinois.

Hereafter, *Pat Stratton* is to be called the "Polka Dot Kid" in honor of her California freckles.

No news from Staff Engineering. What's the matter over there???

Ed Cummings has headed out west after those Minnesota big ones.

The charm of the west also lured *Helen Spolec*.

This year *Aileen Benson* took the Super DeLuxe First Class All Expense tour to "Nowhere in Particular." She said, "It's a very wonderful feeling not to be in a hurry."

The Great Northern isn't the only place "New Faces" can be found. The Purchasing Department also has many a new one: *John Fitzgerald*, multilith operator, *Terry Focht*, *Emily Krautsak* and *Jean Stocker*, typists.

—CATHY O'MALLEY

A Poor Way To Start A Vacation

GENERAL OFFICE — (Personnel) *Mary Wiley*, secretary to *E. A. Imhoff*, started her vacation with (shall we say) a little cutting up. Mary had to undergo an appendectomy operation when she suffered a sudden attack on the first day. We are happy to know she is on her way to recovery and send our very best wishes.

Employment—Congratulations to *Bill Kurtz* on the birth of his little daughter, *Mary Patricia*, born August 15. Bill and his wife are now singing, "A boy for you and a girl for me."

Sympathy is extended to *Art Stahl* and his wife on the sudden death of Mrs. Stahl's mother on August 14.

Co-workers in the Employment Department were sorry to have *Joan Lemieux* leave CTA on July 31, but were happy with the return of *Patricia Hippert* who replaced Joan. Incidentally, Pat held this same job a few years ago.

MARRIED



MARY MURPHY, loop agent, and **James O'Shea** recently exchanged wedding vows in St. Angela Church. Following was a reception and an Ozark mountain honeymoon.

Reported by *Edith Edbrooke*

Vacations were spent in various states by Employment folks with *Elliott McMahon* traveling to Hayward, Wisconsin; *Lymon Herrin* fishing at Old Mission Point, Michigan; *Donna Burtis* at Big Thompson, Colorado; and *Clarence Heath* enjoying a month at his summer home in Crystal Lake.

(Accident Prevention) *Bill Goodall* returned to work from a wonderful vacation trip through Texas, New Mexico, and Denver. Bill enjoyed the wonders of the Carlsbad Caverns one of which, known as the Totem Pole group of stalagmites, resembles blanketed Indians seated in council around a 42-foot totem pole. In Denver, Bill and President Eisenhower were visiting relatives at the same time and only a city block apart. That block was so well policed that Ike couldn't get down to see Bill.

John Donovan returned from a vacation, part of which was spent attending a religious retreat at Notre Dame, where he met up with several other CTA'ers among whom were *W. W. McKenna*, Board Member, and *Edward O'Hara*, Division 308 President.

June Hamilton went back to Brown's Lake, Burlington, Wisconsin, for another week's vacation. We rather think there's something or someone mighty interesting down that a-way.

Harriett Tupper relieved the "one-armed bandits" of a little do-me when passing through Nevada while on vacation, and then ran smack into *Fred Burtis* as she stopped to coffee-up in Big Thompson, Colorado.

Julie Prinderville, Transit News Reporter, returned from a vacation

BEVERLY BUS REPAIRMAN RETIRES



THE boys at Beverly bus repair said goodbye to **Frank Petraitis** who took his pension as of August 1, after 30 years of service, most of which was spent in car repair at Lawndale. On behalf of his fellow workers, *Bill Magee*, foreman, presented Frank with tobacco, tobacco pouch and a couple of brier and meer-schaum pipes.

Reported by *Dante F. Brunod*

at Hudson Lake, Indiana. While there Julie and her sister, Mae, attended a country auction and were highest bidders on another stove which they have added to their collection. They're planning on having an exhibit next summer. Anyone interested in old "pot-bellies" should contact Julie.

—MARY E. CLARKE

There's Much Of Interest In California

LIMITS—Bill Noll sends us greetings from California where he is having a very interesting vacation . . . Moon Mullins promises some pictures from Wisconsin if the fishing is good . . . Mr. and Mrs. Elmer Balfanz are spending three weeks just relaxing at Green Lake, Wisconsin.

Death has laid a heavy hand upon our active and retired members of Limits since our last issue of Transit News. Though there is little can be said to remove the sting that's in the hearts of those left behind, we, who knew and worked with them, extend our sympathy.

Jovial Hank Zych has had a heart attack. We are all pulling for his speedy recovery.

How about those news items, fellows? Let's not miss an issue of Transit News because of no news. Limits has always been in there pitching. Let's keep it in the news also.

—C. F. GREER

Attend Wedding Of Niece In Wisconsin

LOOP—Francis Brandl and her sister Magdalene, are visiting relatives in Waupaca, Wisconsin. They are also going to Algoma, Wisconsin, for the wedding of their niece, Coletta.

Helen Lynch's daughter, Ann Mintz, and family are back in the U.S.A. Before going to Sanford, Florida, where her husband, Fred, is to be stationed, they are visiting his brother in Tennessee.

Irene Cullen took to the air and flew to New York. Besides taking in the sights, Irene visited the Edward Andersons, who, since his retirement, have made their home in New York City.

The welcome mat is out for Loretta Sullivan who is back after her illness. We hope Harry Cook and Ann Gaughan will be back soon.

Margaret Neary is vacationing at Fox Lake, Illinois.

Mary Malinari is staying close to home as her nephew, stationed at Norfolk, Virginia, has a leave which corresponds with her vacation.

Joseph and Sonora Simpson are the proud parents of a seven-pound baby boy born August 19. This makes two to one in favor of the boys.

—EDITH EDBROOKE

HONOR NELL McARDLE



NELL McARDLE (seated, center), secretary to Chairman of the Transit Board **Ralph Budd**, was the guest of honor at a retirement dinner held on the evening of August 18 at Mangam's Chateau in Lyons, Illinois. Twenty-one women friends and co-workers attended the affair, at which Nell was presented a matched two-piece set of luggage as a remembrance gift.

Nell had been secretary to Chairman Budd since September 1, 1949. Prior to that time she was secretary to the late **Philip Harrington**, who was the first Chairman of the Chicago Transit Board.

After her September 1 retirement, Nell's plans included extensive travel.

Reported by *Cathy O'Malley*

Softball Team Tops League

NORTH AVENUE—The North avenue baseball team has done it again. We congratulate the players on the fine sportsmanship they displayed throughout the season while winning the championship. Our hats off to **Manager Joe Dillon** on a job well done. The other members of the 1953 team are as follows: **Art Tonner, Mel Kuehlman, Jim McCurine, Bill Lindsey, "Lucky" Clemente, Andy Medema, Wally Gersch, W. Gorski** and **T. Newman**.

On September 5 the 1953-54 bowling season opened. North avenue will have but one team this year. **W. Loerzel, E. Stobart, T. Kerrigan, A. Nelson** and **H. Fragel** promise the rest of the league the battle of their lives.

Congratulations to **Operator Bill Kennedy** on his 17th wedding anniversary which will be celebrated on September 26.

Congratulations to **Operator Raymond Kruml** on the arrival of a baby girl, named **Karen Lee**.

The stork had his hands full when he delivered twin girls to the home of **Operator Charley Luepke**. They were named **Elizabeth** and

Margrette. Mother and daughters are doing fine, and is Charley proud! This makes four children for the Luepkes.

The hustle and bustle that was heard around the home of our janitor, **Eddie Glonke**, was due to the marriage of his daughter, **Dolores**. The couple honeymooned in Wisconsin.

Wedding bells also rang out for **Dolores Shallbetter**, daughter of **Operator Laurence Shallbetter**. She was married September 12 in Maternity B.V.M. church to **Robert Kraft**, who is a member of the CTA family.

We were all glad to see **Joey York** back on the job. Joe had been laid up for some time due to surgery.

Congratulations to **Operator Andy Medema** on his 15th wedding anniversary which was celebrated September 17.

Congratulations are also due **Supervisor Joe Bork** on his 17th wedding anniversary. This is always a big day at the Borks.

Operator Jack McLaughlin and **Supervisor Owen Calt** are back from their visit to Ireland. They report a wonderful time on the old sod.

Operator Cal Ash reports a wonderful trip through Canada and to Niagara Falls.

Received a card from **Operator Frank Braman** from Lake Louise and Los Angeles, California. "Having a fine time," says Frank.

We are sorry to report that **Operator Eddie Dikeman** is a pretty sick boy. We are all pulling for him.

Congratulations to **Operator Maurice Ballestro** on his 20th wedding anniversary which was celebrated September 9.

Congratulations are also due **Operator Joseph Beaumier** who celebrated his silver wedding anniversary last month.

—JOE HIEBEL

PERMANENT QUARTERS

ON August 24, four CTA departments moved into their permanent space on the seventh floor of the Merchandise Mart. These included Internal Auditing, Room 7113; Budget Department, Room 7111; Stenographic, Room 7208; and the Stores Department, Room 730.

All these offices, except the Stores, had been in temporary space in the Mart. The Stores Department offices had been formerly located at 111 W. Jackson Boulevard.

Pensions, School, Vacations and Babies

NORTH SIDE—On August 1, *Conductor H. Kadow* and *Motorman C. C. Rose* went on pension. They were joined on September 1 by *Motorman R. McKendry*, *Conductor R. E. Wienold* and *Supervisor E. L. Mamer*. Mr. Mamer was No. 1 on the North Side Supervisory force with over 47 years of service. We wish all of them the best of everything.

Eight of our men have again become schoolboys. *Yard Foremen B. Pogue, R. Ferrari* and *H. Lowenstein*; *Switchman E. Strey*; *Motormen W. Pavoni, M. Hildboll, E. W. Larson*; and *Clerk G. Hebbard* are all in the Training Department's school for supervisors. Hope they all make it.

Conductor H. E. Wienold returned from a trip to the Ozarks with pictures of pensioners *H. Hardin, F. J. Sirr* and *W. Trimble*. They all look good and seem to be enjoying the life of ease.

We have reports of four visits of the stork on the north side. *Conductor C. L. Williams*, *Trainman B. M. Ludwig* and *Clerk J. P. "Pat" Hallahan* were all presented with

boys. Yours truly was presented with another girl.

I would appreciate getting some help in getting news for this column. How about letting me know when something happens instead of calling after the column is printed and asking why I didn't put it in. Just send it to me at Kimball Avenue or: —C. BOB BLANEY

We Hope They Didn't Jinx the Sox!

RAVENSWOOD—*Mechanic* and *Mrs. George Slate* were among the loyal White Sox fans who journeyed to New York recently to see the "Yank-Sox" series. George remarked that New York is quite a place. They visited Rockefeller Center, the statue of Liberty, Brooklyn Bridge and enjoyed the trip except for one little flaw. The Sox lost three out of four. After returning to Chicago, George and his wife spent the balance of their vacation on Lake Minocqua, Wisconsin.

Receiver and *Mrs. Sam DeSalvo* were blessed recently with their first grandchild, a boy! After having six daughters of their own, Sam said that event, and becoming a union man, were the two highlights of 1953 for him.

Night Shop Superintendent Frank Roback and family vacationed back in the old home state of Minnesota. Frank did some fishing and he reports good luck on Northerns.

Clerk Horace Mitchell and his wife spent their August vacation on their 73-acre farm at Eagle, Wisconsin.

Supervisor Ronald J. Rantenen, employed in the Transportation Department for thirty years, passed away very suddenly on August 9, while vacationing with Mrs. Rantenen at their summer home in upper Michigan. We all liked Ronnie very much and will miss him. Our heartfelt sympathy to his wife and daughter.

—GEORGE D. CLARK

Rosemont Personnel Transfers to Devon

ROSEMONT—By the time you all read this, Rosemont Garage, as you knew it, will be a thing of the past. Only the coaches and mechanics are remaining there. The operating personnel has been transferred to Devon station. For the past several weeks this movement has been taking place smoothly. We have all picked on a new CTA schedule which went into effect August 10. Imagine 45 to 60 minutes to eat, longer lay-overs, etc.

The restaurant closed and the men said goodbye to *Fern* and *Bonnie*, two fine gals that have looked after the welfare of our men for

SHE'S MARRIED NOW



THE week before her marriage to John Rinella on August 8, the other girls in the Public Information Department held a luncheon at the Radio Club in honor of Joan Peacock, center, editorial assistant. The others are, left to right, Mary Howlett, Amy Sirotny, Marie McClaughry, Lillian Rompala and Jane Miller. Joan received a beautiful table lighter as a gift.

years. Also adieu to *Mel* the barber. *Paul Johnson*, dispatcher, is back driving on Lunt No. 154. *Frank Detman*, night receiver, went into the cage at Devon nights and *Bill Hornkohl*, superintendent, was without portfolio at this writing, relieving on vacations, but will soon find his rightful place in the CTA organization. I dropped by Bill's office to wish him the best, and we chatted about how the old Chicago Motor Bus Co. opened Rosemont Garage in the summer of 1916. There are still two of the original employees still working today, *Otto Sonntag*, operator on No. 154 Lunt and *'Scotty' Mackill*, mechanic. Rosemont has had only four superintendents in its 37 years of operation — *Messrs. Sherwood, Leyden, Horne*, and *Hornkohl*. The calibre of men that passed through her doors were of the highest. I have never met such fine men and regular guys. I know that our boys in "gray" will continue to serve their new "boss" with the same fine operation that they are used to in their daily work. God Bless you all and keep you.

I hope to join my good friend, *Henry Thelin*, Devon reporter, in collaborating to keep this column newsy and up to date. Time marches on. A new era in Rosemont history is upon us. Let's do our best representing Mr. C.T.A.

—AL BECK

They Were Headed In The Right Direction

SCHEDULE-TRAFFIC — *Ted Cowgill*, his wife and daughter, a new truck

and one ton of barbed wire were seen leaving the western city limits, headed for the Cowgill Ranch in Oregon. *Joe DeGrazia* has promised a check-up on the quality of steaks being served from the Cowgill beef supply while on his vacation.

The military men in our organization, *William Dooden* and *Tim O'Rourke*, enjoyed the V.F.W. Convention in Milwaukee . . . We presume *Tom Jamieson* enjoyed the State Legion Convention . . . *Joe Billis* is now in the hero ranks with his courageous pursuit of an intruder in his home recently. *John* and *Ruth Franzen* recently celebrated their anniversary, the 25th, with a fine party at their home on the south side.

The vacationists are scattered far and wide. We notice *Norman Johnson* breaking in a new Pontiac for a trip to New Orleans. *Andy De Grazia*, *Bill Worcester* and *George Johannes* have a love for Wisconsin at this season of the year. Could it be fishing? *Pete Donahue* and family spent a pleasant vacation in Michigan. *Ray Winkles* is enjoying Florida, while *Sam DeSalvo* rested and soaked up a lot of Chicago sunshine. *Phil Leahy* is treating his mother to a tour of the west. *Tony Hess* was torn between a yatching trip and Colorado. His wife is not a sailor, so we find them in Colorado. *George Bryan* is staying in Oak Lawn getting shots for his arthritis. *Bernie Kizior* has a nice coat of tan. She says she rested a lot and it must have been out of doors. We hear *Frank Irvine* planning a trip to Vancouver.

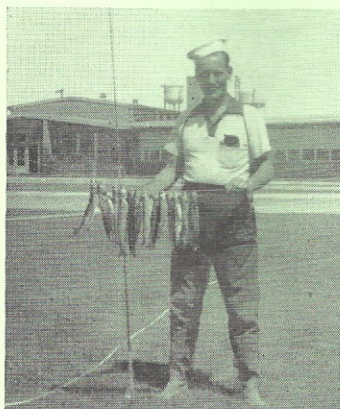
ALL-STAR OFFICIAL



AMONG field officials at the College All-Stars-Detroit Lions football game on August 14 at Soldier Field was *Fred Burtis*, Training Department. Fred also officiates at professional football games held in Chicago throughout the regular season.

Reported by *Mary E. Clarke*

HERE'S THE PROOF



JOHN POWELL, stock clerk at the Mart's stationery store-room, vacationed in Colorado and Wyoming with his wife. He caught these 17 nice ones 20 miles north of Cody, Wyoming.

Reported by **Jean O'Neill**

Sounds very interesting, doesn't it? Our superintendent, **Frank A. Forty**, has been on the sick list lately. We all hope that the source of his ailment is located and vanquished very soon.

Ten years ago your reporter recorded the induction of **Glenn Crump** into the Navy. At the same time the Army made an exchange, sending **George Fisher** back to us as soon as they had completed the induction of **Walter Thomas**.

—**L. C. DUTTON**

Two \$500 Lucky Buck Winners

77TH—**Andy Kuncel**, at the request of his wife, went to the super food mart in his neighborhood for groceries, receiving several one dollar bills. When he returned home, Mrs. Kuncel checked the bills with the list of "lucky bucks" and found that they had a winner, the jackpot buck worth \$500!

Bus Operator Jim Smith, whose wife, Rose, presented him with twins, went to the check cashing wagon on pay day and among the bills he found a \$500.00 "lucky buck." It took care of the hospital and doctor bill nicely.

Sam Genender's wife was hospitalized for an operation on August 17. We hope she is up and around by this time.

Mr. and Mrs. Harry Rons set out for Miami Beach, Florida, on August 15. They spent three weeks swimming and deep sea fishing.

Al Fox and family drove to La Port, Indiana, to watch the Chicago Bears at practice on August 15.

Helen Dobbs, depot secretary, moved from way up north to Oak

Park. She's farther south than she was, but with the western expanse she's still the same distance or a little farther from work.

Frank Rooney took an extended vacation on August 8. He had Saturday off.

On August 7, **Peter Smith**, son of switchboard operator **Joe Smith** and telephone operator **Ruth Smith**, who has been on vacation, had all his relatives over for his 16th birthday. The party was reasonably quiet except for the feminine chatter and masculine remarks that the chatter was interfering with TV. But on Saturday night the home was invaded by about forty students from his school in Hillside. On the same evening, **Pat** and **Mary Ann** had decided to have some of their friends over for Peter's birthday. Every guest showed up and it was a crowded but howling success. Sunday morning, Pete's cast had to be given a cleaning treatment because he looked like a "short snorter" belonging to a very well-acquainted person.

Don "Red" Mallon, night clerk at the motorman's window, beat his snare drum in the bugle and drum corps of the American Legion Parade on the occasion of the State Convention, Sunday, August 9. As he beat his way along, he dropped one of his sticks. The drummer next to him had two extras in his back pocket. "Red" grabbed a stick and kept on without missing a beat. He also retrieved his wayward stick.

Johnny Stitch, switchboard operator at 77th, is well and back at work.

Mrs. Harry Gleason, wife of ex-supervisor **Harry Gleason**, and mother-in-law of Supervisor **Herbert Braun**, was buried August 22 from Fern's Undertaking, 79th and Emerald.

John McKenna took the chief clerk's chair on August 17. It's questionable as to whether he's

been in it once since then. He's much too busy to sit down. . . . **Dick Bohlin** sits in peace, again at his old desk.

—**WILBUR JENSEN AND JOE SMITH**

Four Men Retire—Total 127 Years

SKOKIE—Congratulations and best wishes to the following men, whose combined service records totaled 127 years, retired effective August 1: **Carpenter Paul Misiorowski**, **Carpenter Michael Zawierucha**, **Painter Anton Janaca** and **Painter John Ocken**. Their fellow workers presented each of them with a \$25.00 government bond upon their retirement.

Received cards from the following while they vacationed: **Clerk John J. Dwyer**, who, with his wife and daughter, spent their vacation at Shady Shores resort at Dowagiac, Michigan . . . **Clerk John Jack Lucas**, who spent his vacation at Yellowstone National Park . . . **Machinist Pete Ehmke**, who spent his vacation with his wife and son at St. Petersburg, Florida, fishing and golfing . . . **J. W. Smith**, who spent his vacation at Buffalo, New York.

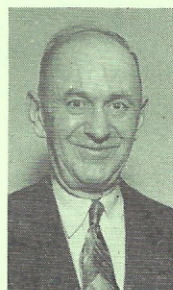
Sporting a new '53 Pontiac is **Blacksmith Gunno Lindstedt**.

Armature Foreman Joe Antonucci, who is laid up at the Edgewater Hospital with a bad case of pneumonia and at one time had no pulse beat, is rapidly recovering. We all wish him a speedy recovery.

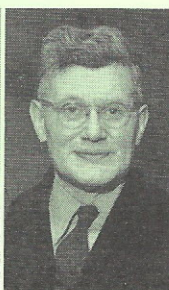
Congratulations and best wishes to **Laborer George Beyers**, who will soon move in to his newly purchased home.

Vacationing in Seattle, Washington, **Welder Robert Quinnett** caught a 20-pound salmon in the Columbia river and unconsciously threw the fish back in the water.

40-YEAR MEN RETIRE



Arthur W. Riedel, motorman, Westside, retired September 1 with 44 years service.



Oscar E. Brown, conductor, Northside, retired July 1 with 45 years service.



Alfred F. Griebel, motorman, Southside, retired September 1 with 43 years service.



Ezra L. Maemer, supervisor, Northside, retired September 1 with 46 years service.

FRANK EGGERT DIES

FRANK C. EGGERT, 66, retired superintendent of district "C," passed away on August 18 in Bethany Hospital after a lingering illness. He had been in retirement since September 1, 1952.

Eggert began his transit career as a motorman for the old Chicago Surface Lines in August of 1918. He was named station superintendent of Elston and Noble depots on September 16, 1943. On June 24, 1951, he was appointed to the position he held at the time of his retirement.

Interment was at Acacia cemetery on August 22. Eggert is survived by his wife, **Anna**, a son, **Leonard**, and a daughter, **Evelyn Robertson**.

Welcome to Skokie to **Machinist Richard Dianovsky** from West Shops, and to **Blacksmith Helper Edward Reynolds**, who has recovered from his illness and is back at work.

—**DAVID GURWICH**

Bowling League Back in Action

SOUTH SHOPS—With the coming of fall, the CTA Bowling League will be in full swing, and wishes for the best of luck are extended to our teams.

On August 1, the stork paid the **Thomas O'Connors** (Truck Shop) a visit and dropped off a little bundle answering to the name of **Mary Ellen**. The second stop was made at the **LeRoy Scholten** (Tin Shop) household leaving little **Arleen Dorothy**.

Our deepest sympathy is extended to **William Macfarlane** (Track Dept.) on the loss of his step-mother.

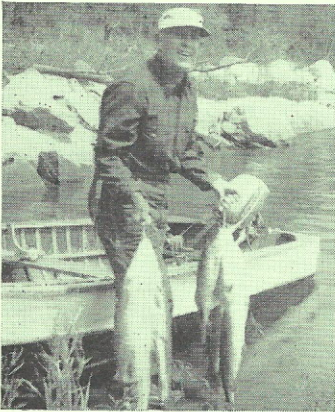
Here's hoping for a speedy recovery to **Jerry Sullivan** (Paint Shop) who has been ill for several weeks.

—**FRANCES LOUWARD AND MARY ANN YERCICH**

Brings The South Home with Him

SOUTHSIDE—It was nice to receive all those cards from **Assistant Superintendent Arthur G. Anderson** while he toured the south.

NICE CATCH



HERE are some "big ones" that didn't get away. Caught by vacationing **Frank Little**, Wilson Shops, these northern pike and walleyes were taken at Minaki, Ontario, Canada, in water that can be reached only by sea plane.

Reported by *Everett E. England*

Since he could not stay there indefinitely, the next best thing to do was bring some of the south home with him. The Anderson's now have a palm tree growing in their yard, but no cocoanuts as yet.

Vacation time is anticipated by all of us and it comes and goes much too quickly. Since yours truly just returned from his, which was spent down in Indiana, this column will be shorter than usual.

A pleasant surprise took place when pensioner **George Keogen**, who resides in Saint Petersburg, was seen shopping. He wished to extend greetings from **Wm. Goldschmitt** and **Felix Lienau** who also live in Florida.

Motorman **Bill Artus** was bubbling over with pride when he announced that he was presented with a bouncing baby boy; it was their second. Another motorman, maybe?

A hearty welcome to **Motorman Tom Lawler** who recently returned to work after being on the sick list.

All of his friends wish **Conductor Ray Pensinger**, who went on pension, the best of everything.

An English atmosphere was very noticeable around 61st Street, as everyone was smoking those ready-mades passed out by **Mike Sheerin**, who toured the British Isles extensively.

A speedy recovery is wished **Tom Sullivan** who is hospitalized. We're all pulling for him.

—LEO J. BIEN

This Year It Was Michigan and Wis.

STORES—Michigan and Wisconsin seem to be the choice vacation spots for our department this year. **George Loiacano**, stock clerk at Montrose Avenue, vacationed at Madison, Wisconsin. **Art Harris**, stock clerk at Montrose Avenue, and his family visited his son who is studying at the Seminary at Clear Water Lake, Wisconsin. **Dave Stetcher**, stock clerk at Skokie, and family took a trip around the lakes in Wisconsin and Michigan. They spent the rest of their vacation at their summer home in Grays Lake, Illinois. **Tony DiGiovanni**, stock clerk at West Shops, took his family on little trips to Deer Forest near St. Joseph, Michigan; Benton Harbor, Michigan; Silver Beach, Michigan; Buttons Bay at Lake Geneva, Wisconsin, and last, but not least, they visited the Brookfield Zoo.

One of our stay-at-homers was **Art Carlson**, assistant divisional storekeeper at West Shops, who painted his house.

Emily Urban, mail clerk in general office, enjoyed her vacation just staying in Chicago. "A lot to see in Chicago," says Emily.

Dorothy Stembridge, storeroom clerk at West Shops, visited her son in Oklahoma while on her vacation. She enjoyed seeing the Meramac Caverns in Missouri on her way back.

Welcome to all our newcomers—**Rita DeJulius** in the general office, **Thomas Kearns** at Grand and Leavitt, **Preston Krauthaus** at South Shops, and **Stanley Kaminski** and **Ralph Roter** at our Skokie storeroom.

—JEAN O'NEILL

Two Brides-to-be Dine at Well of the Sea

TRANSPORTATION AND INSURANCE—The Well of the Sea in the Sherman Hotel became a well overflowing with happiness when the insurance lassies played hostesses to the two fair brides-to-be, **Nancy Eustace** and **Cae Fahey**. A beautiful evening was climaxed by the presentation of wedding gifts, a toaster for Nancy, a coffeemaker for Cae.

Donna Ramsdell at the present time is curriculum conscious. She is leaving the CTA and has enrolled in the Emanuel Missionary College at Berrien Springs, Michigan. . . **Rosemary Evans** recently bade good-bye to her friends in Insurance, and will shortly enroll in the Mercy Order of Nuns at Des Plaines. Her duties have been assumed by **Helen Wapierski**, fresh from Wesley Memorial Hospital—not as a patient, but where she had been employed as clerk.

Wilma Stancich spent her vacation in New Orleans, where she stumbled upon a most unusual bargain—an oversized watermelon for

MARRIED



COLLEEN DUNNE, Specifications, was married July 18 to **Robert Bourke** at St. Mels Catholic Church, Chicago. A wedding reception was held at the Prague in Cicero. The couple first met while both were members of the Novena Club of Our Lady of Sorrows Church. They flew to eastern Canada for their honeymoon.

Reported by *Mary E. Clarke*

a dollar. "Can't shop this well at home," sez Wilma, as she tucked the giant-sized watermelon into the car, a surprise gift for her mother—and it really was. When Wilma celebrated her birthday a few days ago, she ordered a special New Orleans candy sent up, a treat for her co-workers.

Mary Berry spent her vacation in New York, enjoying exactly the entertainment she enjoys in Chicago, dancing with the boys from the Emerald Isle. She even met up with two of her Chicago partners, who were vacationing in the east, enjoying the same pastime.

Residents of Tomahawk, Wisconsin, thought for a while the warriors of old were returning when the line supervisor and radio dispatcher gang started arriving for the marriage of **Jim Luvisi** and **Violet Wicks**. **Edgar Ferguson**, with **C. Batterson** practically on his heels, circled the town of Tomahawk looking for Luvisi, but the meeting place was never discovered. Footsore and weary from chasing a prospective groom, Fergie spent the night with **Doc Washo**, former station superintendent on pension, then continued to Lake of the Woods at Bodette, Minnesota, where he fished until his quota of northern and walleyes was complete. As for the groom, Jim and Violet were married the following Monday at Brantwood, Wisconsin.

Two of the proudest grandpas on record are **Walter Olson** and **Ed Wilson**, power supervisor. To Walter belongs **Paul Vincent**, named after his father's alma mater (DePaul University where he

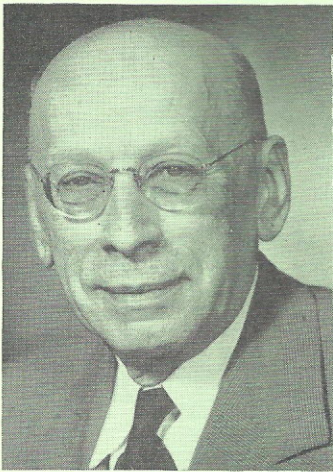
25th ANNIVERSARY



WHEN **Elvira Potenza**, seated at left, secretary to **Charles J. Mersch**, general superintendent of investigations and claims, came to work on the morning of August 1, she was greatly surprised to find her desk beautifully decorated, complete with flowers and a two-tier cake. The occasion was her 25th anniversary of employment with CTA and predecessor companies. She also received a cash gift from her fellow workers in the department.

Reported by *Grace Sheahan* and *Mary K. Rowland*

KOROSY RETIRES



A KEY figure in Chicago's local transit history, *Michael Korosy*, 67, former CTA operations planning engineer, marked the close of a 39-year transit career upon his retirement on August 1.

Korosy was born in Hungary in 1886. He received a B.S. degree in civil engineering at State University, Budapest, and was employed in the construction field, both in Europe and in Chicago, before entering the local transit industry.

On July 8, 1914, Korosy was employed by the former Chicago Surface Lines in designing special track work. By 1918 he was a field engineer. In 1921 he began special studies and for a period of years was a technical and expert witness before various courts and the

Illinois Commerce Commission.

On April 5, 1945, Korosy was assigned to the Staff Engineer's office as operations planning engineer. In that capacity he was instrumental in the early planning for CTA's extensive modernization program.

With the establishment of the Chicago Transit Authority in October of 1947, the CTA's modernization plan got under full headway. Korosy was a key figure in the conversion of many old red streetcar lines to modern bus operation. He was also responsible for the planning and development of many of the modern off-street terminal facilities which now number 95 in Chicago. Upon retiring, Korosy said that the modernization of Chicago's transit system since the advent of the CTA is "remarkable and hard to believe."

Korosy remained as operations planning engineer until July, 1952. That month the Chicago Transit Board established the system-wide suggestion plan for CTA employees. Korosy was named executive secretary of the employee suggestion committee and was placed in direct charge of handling the operation of the plan. He remained in that position until the time of his retirement.

Future plans of Korosy and his wife, Henrietta, included traveling extensively through Florida and the west.

received his law degree in June), and to Ed Wilson, little *Ellen Jean*.

In a few days about fifteen Hansens will gather on the Hansen's "little farm" in Glenview, Illinois, to pay tribute to Papa *Eddie* and Mama *Helen Hansen* who will celebrate their 41st wedding anniversary.

—JULIE PRINDERVILLE

European Countries Attract CTA Men

WAY AND STRUCTURES—The following employees of the Surface Track Division are on leaves of absence, visiting their families or relatives: *William Ferguson* and *William McDonagh* are in Ireland; *Ernest Rivoltorto* went to Italy; and *Christ Prkut*, *Angelo Kuchan*, *Frank Kruzich* and *Charles Polich* are visiting in Yugoslavia.

Retired employees of the Surface Track Division who left the United States recently for their native countries with the intention of staying there are: *Carmelo DePasquale*, *Lorenzo Fermo* and *Michelangelo Graziano*, who went to Italy; *Stephen Vidovich*, *John Markovich*, *Paul Kulusich* and *Nick Justic*, who went to Yugoslavia. We hope they will continue to enjoy their retirement.

We are glad to welcome *Margaret J. Chapman*, formerly of the Boulevard System, who came to work as a stenographer in our department (Building Division). Here's hoping she will like her new surroundings.

Patricia Stratton, stenographer, is wearing a beautiful engagement ring which she received the first of August from her fiancé, *Milan Norum*, a Chicago resident. They have set their wedding date for May 8 of next year.

Sylvester F. Smith left the employ of the CTA in July to take a position with another concern.

Jim Joeffrey just returned from his vacation which was spent taking care of his home and in escorting his wife and three children about town. Well at least the family enjoyed his vacation.

We were sorry to hear of the death of *James R. McDonnell*, retired superintendent of maintenance of way on the Rapid Transit System, who died on June 2. He had been retired since November 10, 1941. Sincere sympathy is extended to his survivors, who include a son, *Melvin*, a CTA Stores Department employee located at North Avenue.

—VIOLET CARNES

It's Easier To Drive A New One!

WEST SHOPS—*Dorothy Anderson*, of *R. C. Gavert's* office, purchased an old car in which to learn to drive. Dorothy promptly lost her keys and had to hire a locksmith to break into her car and then make her a new set of keys. As soon as she can master the contraption, she expects to purchase a new car.

Eddie May, Bus Overhaul, spent his vacation in Florida, supposedly for deep sea fishing. However, *Eddie* reports, "The fish are still in the sea."

Nancy Barrett, our efficient telephone operator, became the bride of *George Olszewski* on August 22 at St. Mel's Church. The wedding was followed by a reception at St. Jude's Hall. The happy couple honeymooned in Florida.

Following the advice of *Horace Greeley*, machine shop clerk *Chuck Dougherty* spent his vacation driving over the Oregon Trail to the great Pacific north west.

Paul Zazulla, Bus Overhaul, moved away out to Edison Park and now he has to have a detailed map to find his way home.

Erwin Krumrey, Bus Overhaul machinist, is no longer looking for a tent. As this issue goes to press *Erwin* expects to move into his new home "soon."

Joe Kinney, Bus Overhaul, was operated on in July at Hines Hospital. *Joe* had a considerable portion of his tummy removed. He is now home on a "furlough," but needs a long rest before returning to work.

Walter Widinski, with his wife and two sons, spent two weeks of his vacation touring the back roads of northern Michigan, Iron Mountain, Sault Ste. Marie, Mackinac Island and Canada. Coming home, *Walter* ferried across Lake Michigan which took seven hours and cost an extra eighteen bucks on account of his car. After arriving home, he took off again, for

Kentucky where he spent his third and last week. *Walter* really gets around.

Carpenter *John Amadeo* retired August first. Our best wishes go with him.

—TED SHUMON

William F. Goetz Interred July 25

WESTSIDE—*William F. Goetz*, formerly of Kedzie Station, Surface division, recently employed at the Lake Street Branch of the West Side Rapid Transit as gateman, passed away July 22. Deepest sympathy to the family.

Supervisor *Harry Stevenson*, whose son just returned from military service overseas, was married August 15. After the ceremony, a reception was held.

Bob Baraglia, our A.M. checker at Marshfield, has been confined to a hospital due to an operation. He is making good progress toward recovery.

Tom O'Brien just returned to work after being confined to the hospital.

BECKER RETIRES



OVER 50 CTA shop employees attended a retirement dinner on July 30 at the Terminal Restaurant in Logan Square in honor of *August C. Becker*, general foreman of Throop Street Shop, who retired effective August 1. On behalf of the gathering, *Engineer Ted Nienaber* presented *Becker* with a 21-inch piece of luggage and \$50.

Becker began his transit career with the old Chicago Rapid Transit Company in 1909 as an armature winder at Throop Street Shop. In 1918 he was promoted to foreman. His appointment to the position he held upon retiring was made in 1950.

Reported by *David Gurwich*

Motorman Odrowski, at this writing, is still on the sick list. We extend our sympathy to the family of John Tyk. His new born baby passed away.

We wish to welcome G. Brown, J. Caldwell, H. English and J. Longstreet to the west side section. Clerk Harry Gabel is back from his Florida vacation.

—WALTER J. REICH

It Doesn't Pay To Be Fussy

WESTSIDE (MET.)—Leone Nelson was ending her vacation, Kitty Keegan was starting hers, so they decided to go to Arlington and win the daily double. They asked for ticket No. 11. The ticket seller gave them ticket No. 111, which they immediately handed back and demanded ticket No. 11. That little transaction only cost the two gals \$891.00, as No. 111 won, and No. 11, Kitty and Leone all lost. Next year they are going to bring an extra dollar each and any ticket that is handed to them will be accepted. Agent Mary Scanlon, Winter and her husband visited Mary's niece, Sister Marie Justin, at St. Mary's of the Woods convent. There were 1,500 nuns home for the summer. Mary said it was a beautiful sight to see them all in a candlelight procession. Mary and Ed had a wonderful time visiting with her niece and friends.

Robert Kelly, agent, has been at Cape May, N. J., training in the Coast Guard Reserve.

Pensioner Bess Reilly dropped in for a visit, and it was sure nice to see her. Agent Bess Grogan spent her vacation at Lake Geneva, and Kitty Keegan and her mother had a wonderful vacation at the Dells. Agents Nora Coughlin, N. McCann, A. Dowling, H. Kiniry, A. Gillespie, B. Hayes, M. Hayes, E. Dillon, M. Dillon, M. McMahon, W. Fitzgerald, T. Hajek, W. Walsh and J. Donahue have all returned from their vacations and all are feeling fine.

Agent Joe Donahue has taken his pension. Porters Johnson, Harris, Perry, Gillis, Reed and Troutman are all back on the job after three nice vacation weeks. Agents E. Gallagher, L. Montesano Comito and Nellie Jennings are on the sick list. Our sympathy is extended to

the family of Pensioner A. Hecklinger on his death.

—KITTY KEEGAN AND RUTH HANSON

Rail Fans Make Inspection Trip

WILSON SHOPS—During the "perfect day," weather wise, according to a local newspaper, August 9, George Krambles, Mart; Walter Moench, Skokie Shops; and Ed Mizerocki, Wilson Shops, along with several other members of the Central Electric Railfans Association, inspected the shops and freight yards within the State of Illinois of the Chicago North Shore and Milwaukee Railroad.

Ed Stahl, retired, paid a visit to Wilson Shops, July 24. Ed is looking younger every time we see him.

Santo Salinaro enjoyed a vacation to sunny California.

Arthur Redlick returned to work for three weeks, but was requested by his doctor to enter Ravenswood hospital for surgery. The report is that Art is up and can walk around.

Walter Kreutzer and family motored to Bass Lake, Wisconsin, for a vacation and some fishing. The fish are still laughing.

William Jacobson and family enjoyed a vacation through the southwestern states, with a trip through Carlsbad Caverns.

Gus Isakson and wife spent their vacation in western Iowa, but, due to the floods, Gus could not get near the fishing holes. Better luck next trip.

Joseph Neboska and family enjoyed the hills and scenery of the Ozarks for a well-earned vacation of rest.

Joseph Rosol is at Wesley Memorial hospital for observation.

Walter Sesko, while working at home during his vacation period, came in contact with a skill-saw. He had twelve stitches in his leg just above the knee-cap.

Karl Raab was off due to a bad cut on a finger. We welcome him back.

Joseph Antonucci, ex-armature room foreman at Wilson Shops, was taken to the Edgewater Hospital with pneumonia. He was confined to a private room with private nurses, but is greatly improved now.

—EVERETT E. ENGLAND

RECENT DEATHS AMONG EMPLOYEES

W. E. BODDY, 57, retired carpenter, 61st St. Shop. Died 8-07-53. Employed 4-23-20.

MICHAEL BOSCHERT, 71, retired lineman, Electrical. Died 8-09-53. Employed 6-04-20.

J. BRAZILL, 72, retired conductor, Lawndale. Died 8-06-53. Employed 6-06-07.

MARTIN CAINE, 79, retired motorman, Lincoln. Died 7-29-53. Employed 8-01-10.

E. K. DE LAVE, 69, retired motorman, North. Died 8-05-53. Employed 12-31-24.

OWEN T. DUNCAN, 55, Chief Clerk, 77th St. Died 7-18-53. Employed 8-1-16.

FRANK C. EGGERT, 66, retired district "C" superintendent, Transportation. Died 8-18-53. Employed 8-20-18.

C. B. ENGH, 74, retired motorman, West Side. Died 7-30-53. Employed 9-18-02.

E. C. FLANAGAN, 68, retired ticket agent, Loop. Died 7-16-53. Employed 2-02-33.

JOHN FURST, 53, car cleaner, Lake St. Shops. Died 7-23-53. Employed 5-25-39.

ABNER GASAWAY, 84, retired conductor, Burnside. Died 8-07-53. Employed 9-11-06.

HAROLD F. GLOVER, 58, clerk, Shops and Equipment, Armitage. Died 8-1-53. Employed 10-12-15.

WILLIAM F. GOETZ, 57, crossing watchman, West. Died 7-22-53. Employed 3-29-23.

JOSEPH GOLLNICK, 60, operator, Keeler. Died 8-8-53. Employed 6-18-18.

P. W. C. GRIESER, 77, retired motorman, 77th St. Died 7-25-53. Employed 6-04-05.

JOHN C. HANSEN, 72, retired pipe fitter, South Shops. Died 7-18-53. Employed 7-25-08.

R. B. HAUPTMAN, 69, retired machinist, South Shops. Died 7-09-53. Employed 1-21-18.

AUGUST HECKLINGER, 85, retired agent, West Side. Died 7-31-53. Employed 10-11-18.

J. F. HLAVAC, 81, retired gateman, West Side. Died 7-25-53. Employed 5-20-21.

W. W. HOLDERNESS, 65, retired motorman, Limits. Died 7-20-53. Employed 8-27-13.

MICHAEL HOWLEY, 74, agent, South Side. Died 8-23-53. Employed 4-18-44.

JOHN HUTTON, 65, retired conductor, West Side. Died 6-21-53. Employed 11-08-09.

CHARLES J. JACOBS, 65, supervisor, Limits. Died 8-5-53. Employed 4-29-11.

JOHN JIAMBALVO, 67, retired conductor, North. Died 7-29-53. Employed 7-06-10.

MAURICE KENT, 51, agent, South Side. Died 7-18-53. Employed 5-19-34.

J. W. KILLEN, 73, retired conductor, Noble. Died 7-27-53. Employed 5-08-06.

C. O. KJERSTENSON, 85, retired motorman, North Side. Died 8-07-53. Employed 12-20-01.

JOSEPH McMANUS, 48, retired mechanic, Shops and Equipment. Died 8-10-53. Employed 5-05-30.

WALTER MERKER, 65, retired conductor, North. Died 7-15-53. Employed 5-03-07.

N. J. MOSS, 70, retired laborer, Shops and Equipment. Died 7-22-53. Employed 6-28-05.

W. P. MUELLER, 61, retired conductor, Kedzie. Died 7-20-53. Employed 9-14-27.

JOHN PENTZAK, 67, retired car cleaner, Shops and Equipment. Died 7-20-53. Employed 9-22-08.

A. O. PLOCH, 51, retired bus operator, North Park. Died 7-21-53. Employed 3-15-23.

RONALD J. RANTANEN, 55, supervisor-instructor, Ravenswood. Died 8-9-53. Employed 7-05-24.

ARTHUR REID, 61, conductor, Limits. Died 8-10-53. Employed 8-13-18.

OLIE SABO, 63, retired motorman, Kedzie. Died 8-01-53. Employed 1-21-20.

HAROLD J. SCHIEBEL, 49, crossing watchman, West Side. Died 7-23-53. Employed 8-26-37.

M. J. SULLIVAN, 67, retired motorman, Kedzie. Died 7-27-53. Employed 4-02-23.

WILLIAM TABER, 78, secretary, Division 241. Died 7-16-53. Employed 5-15-00.

DAVID J. THOMSON, 44, motorman, 77th St. Died 8-3-53. Employed 12-21-36.

N. B. TRINEN, 84, retired motorman, Burnside. Died 8-07-53. Employed 1-19-06.

T. J. WILLIS, 76, retired gateman, West Side. Died 7-20-53. Employed 5-23-29.

RECENT APPOINTMENTS

IN a bulletin issued by E. A. Imhoff, general superintendent of personnel, and approved by CTA General Manager Walter J. McCarter, the following organization changes became effective in the Training Department September 1, 1953:

J. A. Baker was appointed Director of Training, and Head of the Training Department.

E. L. Hirsch was appointed Supervisor of Program Development.

our Public Speaks...

MANY of the passengers we serve daily are appreciative of our work and we think that is an indication that we are a success at our job. Not all of our passengers voice this appreciation publicly. But others, pleased with the service they receive on our streetcars and buses, feel it will go unnoticed unless they inform us by letter or telephone. Reprinted below are letters from these riders praising the following CTA transportation employees:



HARTWELL O. JOHNSON, Ravenswood. "I have ridden in your buses since their existence and as yet have never encountered a driver as patient, courteous and pleasant as the one I rode with yesterday. As the city is full of people coming in for the different conventions, there were many at a loss as to their direction or destination. This driver was very noticeably patient in directing the different people with their many inquiries. The other passengers sitting around me all remarked what a good driver he was, never for a minute losing his smile. This, naturally, made all of us more comfortable. I think this man should know how the public appreciates his service."

EDMUND WELTY, 77th. "It gives me great pleasure to pass along a compliment to your bus driver who transports children of our community of Scottsdale to the Hubbard School at 62nd and Hamlin Avenue. The service has been excellent and the driver most courteous and kind to our children. It

is a great comfort to know that our children are receiving safe and dependable transportation, and we are very appreciative. Your company and the individual drivers concerned are to be commended."



JOHN O'SHEA, North Avenue. "It makes me very happy to write this letter to commend CTA driver No. 32235 on the Washington-Austin bus line for his outstanding courtesy extended to a blind person recently. He left his bus at Pulaski Road to escort his passenger through heavy traffic across the street to the corner on which she would board the bus to continue her journey. Many people saw this act of kindness and remarked about it. We are all so anxious to complain when we feel we are inconvenienced, but forget to thank people for their thoughtfulness."



KENNETH J. STEPPS, Archer. "Want to compliment you on one of your bus drivers for the courtesy shown an old gentleman from our neighborhood who was on his bus. This old gentleman is past 80 and not very well. This driver got off his bus and helped him across the street to where he was safe."



SOMETIMES we will hear from a rider who is displeased with some aspect of our service. We know we can't please everyone; that is practically impossible. But we do know that a ready smile will go far toward improving relations with the rider. Following are letters recently received from several of our passengers:

"Today I observed the following example of discourtesy by one of your employees which I feel built up not a little ill-will for the CTA. Five people were running to catch the Stony Island bus. The door was open; the driver looked out and saw them and deliberately pulled away. I had the seat right behind him so I observed the proceedings closely."

COMMENT: The accommodation of patrons is of prime importance in a job where we are selling service. Any little extra service we can perform for our passengers, will be building up good public relations for the CTA.

"I wish to draw your attention to a very unpleasant incident which occurred recently on one of your buses. I asked the driver when he would reach a certain intersection. He replied in a most impudent tone to a very civil question which called for a proper answer."

COMMENT: A courteous answer to the question asked in this case would have avoided the unhappy incident with this passenger.

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

	July 1953	June 1953	July 1952
Complaints	926	1,012	1,014
Commendations	64	83	79

PERSONNEL



SECRETARY to *E. A. Imhoff*, General Superintendent of Personnel, is *Mary Wiley*, whose office is in Room 734 on the seventh floor of the Merchandise Mart.



RECENTLY appointed as General Superintendent of Personnel, *E. A. Imhoff*, formerly Management Assistant, now directs the activities of the Personnel and related departments in addition to his former functions. His office is located in Room 734, Merchandise Mart.

THE departmental structure and functions of the Personnel, Employment and Job Classifications Departments were described in the August issue of CTA TRANSIT NEWS. This installment about the Training and Accident Prevention Departments completes the story about Personnel and related departments which are all under the direction of *E. A. Imhoff*, recently appointed General Superintendent of Personnel.

TRAINING

AS compared with other departments within CTA, the Training Department is relatively new. It was organized in 1946, shortly before the CTA became an operating property. At first, the scope of Training Department activities was very limited. However, with the advent of CTA operation and the acquisition of the former Chicago Motor Coach Company, these activities were increased to a large extent. The Training Department, located in Room 752 of the Merchandise Mart, is under the direct supervision of *John A. Baker*, Director of Training. *Elliot L. Hirsch* is Supervisor of Program Development.

Under its present organization, the Training Department develops and prepares all the material necessary to conduct

training programs in the Transportation Department. These programs are not only for training new employees, but also for the retraining of other personnel when changes in service, equipment or procedures take place. Training Department facilities are available for any CTA department that has a training problem.

The Training Department also prepares CTA policy and procedural instructions in the personnel field. These instructions are then issued on a system-wide basis.

Another function of this department is the preparation of posters, pamphlets and displays to augment the safety activities of the Accident Prevention Department. Along these same lines, the Training Department has a library of safety films and slides which it shows at employee and foreman safety committee meetings throughout the entire system.

When a survey of training needs or a request from a department indicates that the development of a training program is necessary, the particular needs of the program are determined. Then, training assistants are given the assignment of developing the program. This includes consulting the departments involved to obtain and verify the specific facts required to write the material. The scope of the material that is developed includes instruction outlines, procedures, examinations, pass-out material and related training and educational material.

and related departments **PART II**



UNDER the jurisdiction of *John A. Baker*, Director of Training, the development and preparation of all material necessary for training programs in the Transportation Department are conducted.

The artist-copywriter, training aids technician and training assistants work in collaboration in the development of training programs. They prepare training aids, posters, models, mock-ups and other art material that is necessary to produce an effective training program and also promotional material for safety programs.

ACCIDENT PREVENTION

The Accident Prevention Department, under the direction of *C. M. Smith*, Superintendent, is charged with the responsibility of formulating and maintaining a program of accident prevention on the property of the Chicago Transit

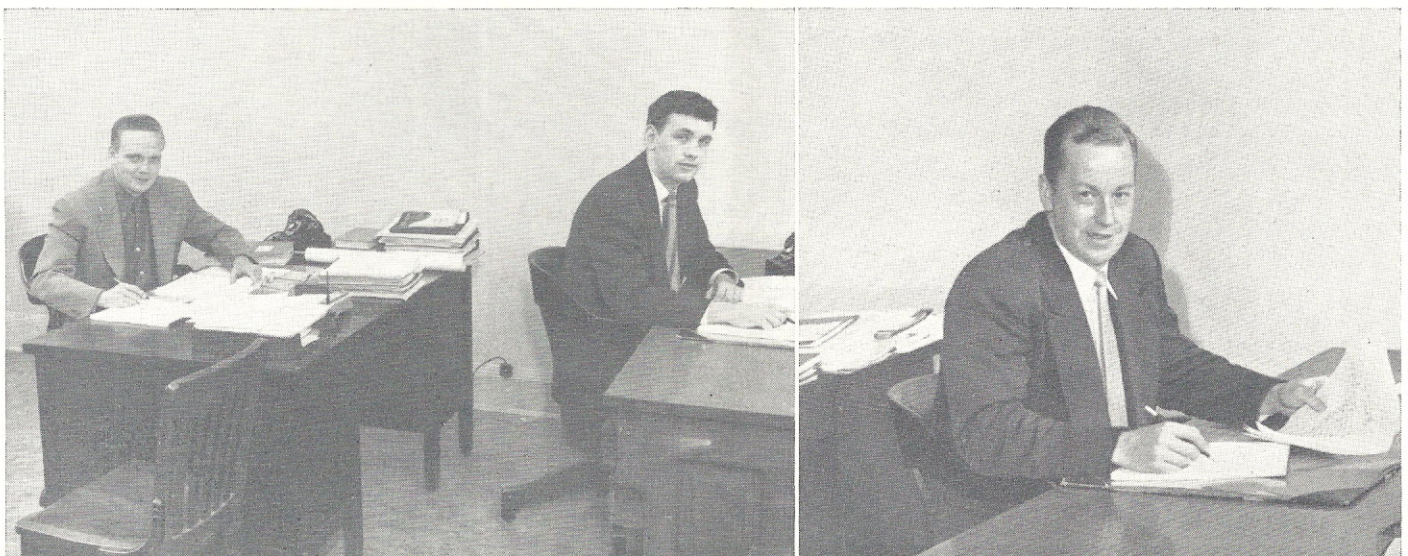
Authority. This office is located in Room 7191 on the seventh floor of the Merchandise Mart.

The duties consist of recording, classifying and analyzing accidents to determine the causes of personal injuries to employes and passengers and damage to equipment; evolving ways and means of reducing or eliminating unsafe practices and conditions; and, by recommendation to management, the adoption of safety precautions and changes in methods of operation that will reduce hazards and prevent accidents.



AS Supervisor of Program Development, *Elliot L. Hirsch* supervises the work of an artist-copywriter, a training aids technician and training assistants collaborating in the development of training programs.

THESE three training assistants, left to right, *Don Lemm*, *Stuart Maginnis* and *Frank Johnson*, develop and prepare material necessary to conduct training programs. These facilities are available for any CTA department that has a training problem.



PERSONNEL and related departments

CLERICAL, typing and stenographic details in the Training Department are handled by *Rose Fahey*, left, typist, and *Ruth Havlik*, stenographer.

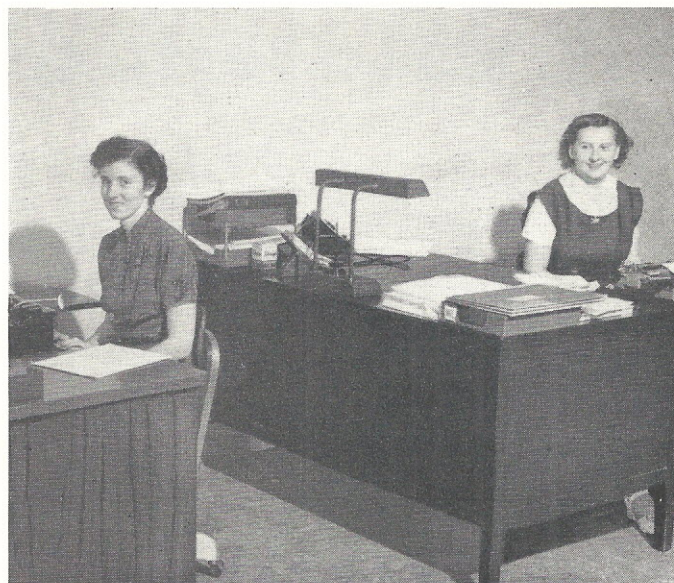
ANOTHER function of the Training Department is the preparation of posters, pamphlets and displays to augment training programs and safety activities of the Accident Prevention Department. Left to right, are *John Jankowski*, clerk, *Robert Aldworth*, training aids technician, and *Fred J. Burtis, Jr.*, artist-copywriter.



All public and employe accidents occurring on the Surface System, Rapid Transit System and Boulevard Routes are recorded and classified according to established classification codes. Complete details and descriptions are also recorded for files which can be readily referred to for information and analysis needed for the special studies and statistical reports that are made and furnished weekly and monthly to the various departments to further their safety activities and accident prevention work.

These studies and reports cover the following typical subjects: car collisions and bus collisions, public accidents (all types), high accident locations, employe accidents and human relations.

Special reports are also compiled on request for various CTA groups and for the exchange of ideas with outside organizations. These reports concern CTA's accident experience with various types of equipment, such as new equip-



ment, conversion type, etc., and with different methods of operation.

To standardize the method of transferring accident prevention and promotional safety matters to the various departments, a new form, known as the Green Safety Memorandum, was developed and is now in use.

In order to coordinate the planning and carrying out of safety programs in the Transportation Department and to improve our program with accident-prone trainmen, two men, *Willis Goodall* and *John Donovan*, have been assigned to Accident Prevention from that department. They work in conjunction with *James P. Tretton*, under the guidance and supervision of the Accident Prevention Department.

Over the course of a year all case histories of accident-prone treatment are reviewed by the three representatives and discussed with station superintendents as well as with the individuals themselves.

ACCIDENT prevention activities on the CTA System are under the direction of *Charles M. Smith*. With him is his administrative assistant, *Mary E. Clarke*. Their office is located in Room 7191 on the seventh floor of the Merchandise Mart.



Employee and Industrial Safety

A safety inspector, *William R. Kendall*, is assigned to make routine safety inspections of all company plants, buildings, structures, right-of-way, machines and tools in the various shops, and of passenger equipment to determine if CTA regulations are being observed and if accident prevention devices are being used.

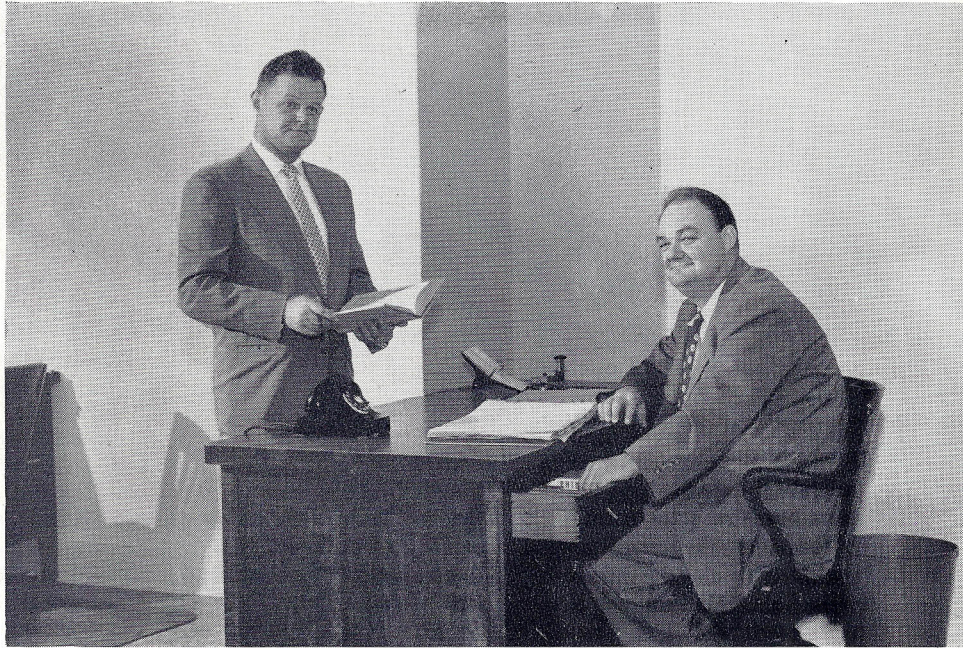


STENOGRAPHIC duties in the Accident Prevention Department are handled by *June Hamilton*.

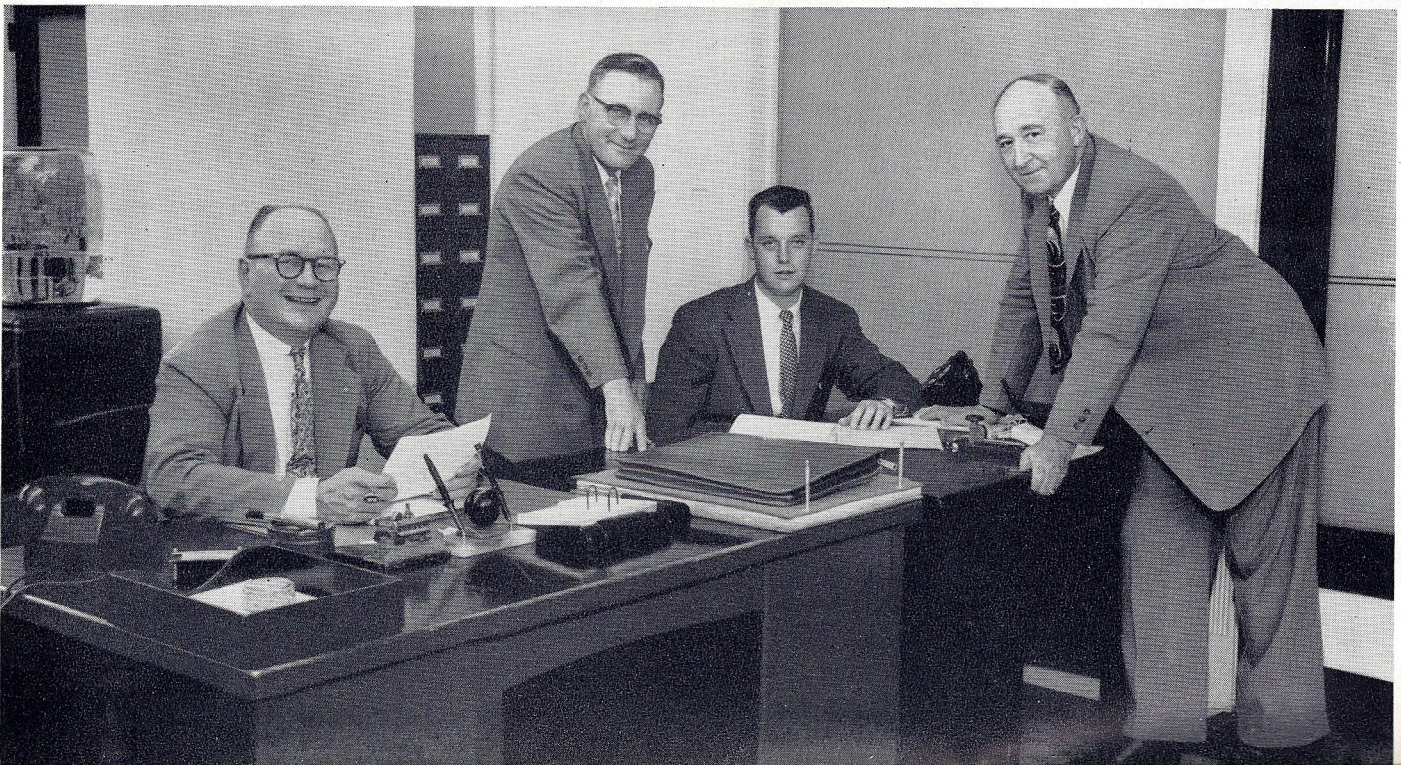
AS safety inspector, *William Kendall*, left, makes routine inspections of all company plants, buildings, structures, right-of-way, machines and tools in the various shops and of passenger equipment to see that established safety regulations are being observed. *David T. Henningsen* classifies and records employe accident data, assembles data for accident studies and performs related clerical duties as required in accident prevention work.

In addition, safety committees are organized with a systematic scheduling of safety meetings held monthly at both the employe and foreman levels. More than 100 such meetings are held each year under the supervision of the Accident Prevention Department.

From these meetings, safety suggestions are received, recorded and forwarded to the proper authorities for corrective measures. At each safety meeting a definite program is



THREE of these men, *James P. Tretton*, left, and *John Donovan* and *Willis Goodall*, standing, review all case histories of accident-prone trainmen and discuss them with station superintendents as well as with the individuals involved. *Edward Henry*, second from right, compiles and maintains records of accident data concerning trainmen and such other accident data as assigned.



PERSONNEL (Concluded)

arranged and a separate subject covered with appropriate pass-out material, movies or demonstration techniques.

American Red Cross first aid courses are sponsored and supervised by this department. More than 212 shop employees have been trained in first aid work thus far.

Contests and Safety Awards

To stimulate an active interest in the work of accident prevention, employees participate in contests sponsored by the American Transit Association and the Greater Chicago Safety Council through the efforts of the Accident Prevention Department which furnishes the necessary data and compiles the required statistics.

An individual trainman award contest, known as the "No-Accident Honor Roll," has been in effect for Surface System trainmen for the past 26 years. It is based on consecutive years of "no-chargeable" accidents. For example, 4,003 trainmen received Honor Roll cards for the year 1952 for operating from one up to 26 consecutive years without a chargeable accident. Of this group, 24 had operated 26 years and seven had operated 25 years.

An award plan is now being developed for competition between stations of the Surface System, Rapid Transit System and the Boulevard Route in the safe operation of transportation equipment, based on an improvement in their previous year's records.

Considerable recording and compiling of statistics is necessitated by these contests which is handled by the Accident Prevention Department.



COMPILING and assembling statistical accident data is the job of *Edward Gullery*. This data is used to prepare reports, tally sheets and for special studies used in carrying out and maintaining the accident prevention program. *Frank Barker, Sr.*, who was on vacation when this picture was taken, compiles information on public accidents to determine high frequency locations. He also develops accident studies to show types of accidents and costs. He makes accident diagrams for use of the Instruction Department, Traffic Engineer, Staff Engineer and other departments on request.



SUPERVISOR of accident analysis clerks is *Glee Hoskins*, above left, shown with *Harriet Tupper*. These clerks classify and record accident data for the CTA System according to established classification codes for use in accident prevention work. In the picture at the right, usual order, are *Julie Willem*, *Patrick Cagney*, *Genevieve Shea* (temporary clerk), and *Russell Warnstedt*.



TO THE Ladies

... from JOAN



THE LITTLE gay nineties' dandy, starched and prettified in his lace, velvet and long curls was something to behold. Fine for the family album, but not very practical for pistol-packin' games.

WITH school days here again, clothes for the ever-growing, ever-active youngsters are the problem right now. But compared with today's be-jeaned youngsters and the child of yesterday, your problems are comparatively simple. Then, the child, bedecked in velvet, laces and long curls, was something to see! Clothes for the younger set have progressed leaps and bounds since the Little Lord Fauntleroy days. Contemporary kiddie-car fashions are practical and easy on Mom—provided she follows a few simple, basic rules when shopping for her active brood. To guide buying and make shopping easier—as well as more economical—it is important to keep in mind that children's clothes should be designed to meet the requirements for free movement, growth, self-reliance and good habit formation. Here are a few rules to consider when shopping for their clothes:

1. Children's clothes should be de-

THIS BOLD young cowboy defending law and order from behind the nursery table is the modern youngster dressed in comfort and practicality. It's easy on mothers, too. It's laundry-proof.



signed for wear. A child's activities, his measurements and proportions and the changes growth will make are all important. Look for clothes built for comfort and for tubbings. A well-made garment can stand up to wear and washing. Specially treated and constructed rayons and cottons are comfortable and give good wind, water and soil-repellent service.

2. Consider your child's comfort. For comfort and economy, allow for growth but don't buy clothes too large. From a strictly practical angle, clothes too big can be as encumbering as outgrown ones.

3. Remember the season and buy accordingly. With the limitless fabrics now available it is a simple matter to find lightweight, cool garments for summer and winter garments that give plenty of warmth without bulk.

4. Today's market offers a wide variety of garments that keep their freshness and tailoring through countless wearings and washings. One of the biggest boons is the appearance of the new synthetics—Dacron, Orlon, Acrilan, Nylon, etc. Most garments of these fabrics are completely washable, need little or no ironing, resist wrinkling and staining and are durable enough to withstand the wildest escapades.

5. It's a good plan to limit the size of the wardrobe at any one time to reduce the problem of clothes never fitting properly or being outgrown long before wearing out.

6. End-of-season buying is a wise plan. Watch for sales where you can get high-quality clothing at substantial reductions. If the garment is purchased a size larger it will fit your youngster the following season.

It takes a little more time and effort in your shopping to follow these rules, but it's worth it. Careful selection of children's wardrobes will make less work for mother, more fun for the young set.

WHAT'S NEW

FLOOR length draperies of easily washable, colorful fabrics are being suggested for kitchen windows. Women nowadays want the room where they spend so much time to look just as attractive and cheerful and comfortable as any other room in the house. There's no reason why a kitchen has to be white. Colored paints and wood finishes and fabrics are just as washable these days.

TINY oven glass smokestacks for pies are the latest device to help the home baker. They're "escape hatches" for pie juices which often bubble over and burn on the floor of your oven.

A **LADLE** rest will save the top of your stove from messy food spills. There's a novel new two-spoon holder drip tray that keeps your stirrers within easy reach. It's made of wonderful washable plastic and can be washed in hot soap-suds along with other cooking utensils.

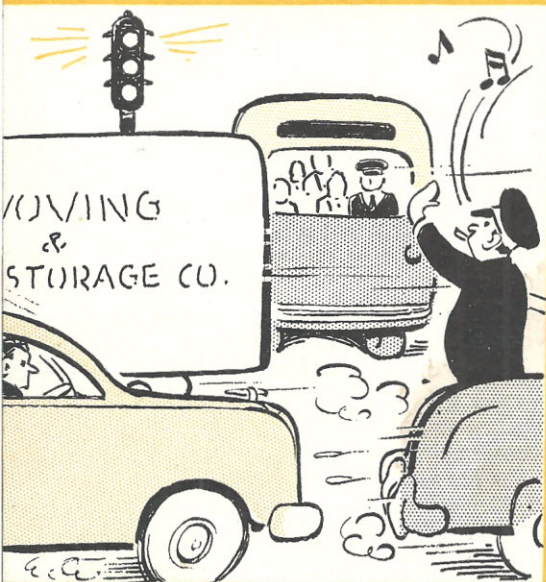
Ol' Phil Ossiber SAYS:



**WHEN THE WEATHER'S BAD
AND SPOILS FOLKS' FUN...**



**OR 5 O'CLOCK NERVES
LEAVE FOLKS "UNDONE"...**



**OR TRAFFIC'S BAD
AND WRECKS YOUR RUN...**



**OR SCHOOL'S JUST OUT
AND BEDLAM'S BEGUN...**



**USE TACT, BE HELPFUL—
AND SMILE, MY SON!**



**YEP...
YOU MAKE
YOUR FRIENDS
BY
BEING ONE!**

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