



TRANSIT NEWS

OCTOBER, 1953



Desplaines Terminal
(See page 3)

Station Achievement Awards Established



PLAQUES to be awarded under the newly established station safety achievement plan are admired by CTA General Manager Walter J. McCarter, seated, and, left to right, T. B. O'Connor, general superintendent of transportation and shops and equipment; Charles E. Keiser, superintendent of transportation; and Charles M. Smith, superintendent of accident prevention. The plaque on the left is the type awarded on an annual basis. The center plaque will be awarded for special safety achievement by a station, and the plaque on the right is to be awarded on a quarterly basis.

IN ORDER to give special recognition to those CTA stations whose operating personnel combine their efforts to achieve an outstanding station safety record, a new Station Achievement Award Plan has been established, effective October 1, 1953.

To stations that achieve the greatest improvement in lowering the frequency rates of traffic accidents and passenger accidents, plaques, appropriately engraved, are to be awarded.

Administration of the Plan

The Accident Prevention Department will compile the statistics and compute the rates on traffic accidents and passenger accidents to determine the winners of plaques. Traffic accidents will be classified as: CTA cars, buses or trains colliding with one another; CTA cars, buses or trains involved with other vehicles or fixed objects; and CTA cars, buses or trains involved with persons walking across or alongside CTA roadways or tracks.

Passenger accidents will be classified as: boarding acci-

dents, alighting accidents and fall-in-car or bus accidents.

All CTA operating stations are included in this plan. However, the difference in Surface and Boulevard operation from that of Rapid Transit necessitates two separate competitions—Surface and Boulevard in one category and Rapid Transit in another.

Quarterly Awards

In the Surface-Boulevard competition, two quarterly plaques will be awarded. The station achieving the best improvement in its traffic accident frequency rate will receive one. The other one will go to the station achieving the best improvement in its passenger accident frequency rate. The rates for the three months under competition are compared with the average rates established for the previous three calendar years. These plaques will be retained by the winning stations for the following three months.

In the Rapid Transit Group one quarterly plaque will be awarded to the station achieving the best improvement in its combined traffic accident and passenger accident frequency rate, other conditions being the same as for the Surface-Boulevard stations.

Annual Awards

Each year two annual plaques will be awarded to Surface-Boulevard stations on the same basis as the quarterly awards. The rates for the year under competition are compared with the average rates established for the previous three calendar years.

One plaque is to be awarded each year to the Rapid Transit station achieving the best improvement in its combined traffic accident and passenger accident frequency rate. The rate for the year is figured on the same basis as in the Surface-Boulevard contest.

Winning stations retain permanent possession of the annual plaques.

Special Achievement Awards

Each year the record of each Surface-Boulevard and Rapid Transit station will be reviewed from the standpoint of having an especially outstanding safety record. To win this special plaque a station must have achieved unusually low traffic and passenger accident frequency rates, must have maintained those rates for at least three consecutive years, and must have a percentage of preventable accidents below the average of other stations in its group. This honor is the highest a station can earn, and it is not necessarily awarded each year. These special plaques remain in the permanent possession of the stations winning them.

VOLUME VI CTA TRANSIT NEWS NUMBER 10

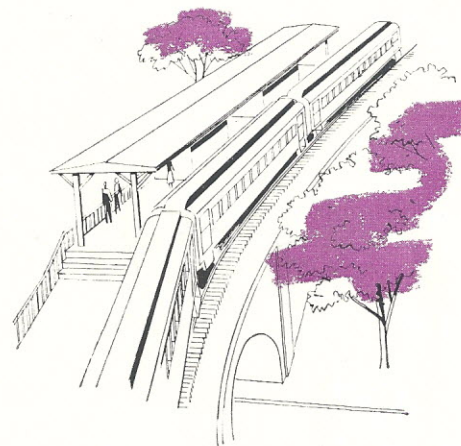
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ON THE COVER . . . THE new interchange terminal between CTA Garfield Park "L" trains and the Chicago Aurora and Elgin Railway, located at Desplaines avenue, Forest Park, which went into operation on September 20 along with other revisions in rapid transit service. See story on opposite page.



WEST of the "island" platforms a bridge was built, over which CTA trains operate, so that there would be no "grade crossing" in the terminal area. CA & E trains operate underneath the structure.



Revised Garfield Park Service Now Operating

SUNDAY morning, September 20, marked the inauguration of extensive service revisions in the Garfield Park "L" service which were required by expanding construction work on the Congress Street Superhighway. On that date, CTA Garfield Park "L" trains began operating westbound in a newly-constructed street-level right-of-way in Van Buren street through to a new CTA interchange terminal at the west end of the line. Located at Desplaines avenue, Forest Park, the new interchange terminal (CTA TRANSIT NEWS, August 1953) provides for a direct, convenient transfer of passengers between the Garfield Park "L" and the Chicago Aurora and Elgin Railway, which discontinued operating east of Desplaines avenue coincident with the opening of CTA's new west terminal. On September 27, eastbound Garfield Park trains also commenced operating in the street-level right-of-way.

Establishment of the service revisions is a temporary measure which was required because portions of the Garfield Park "L" structure must be removed for construction of the Congress Street Superhighway. A permanent, grade-separated rapid transit facility is being provided for CTA in the median strip as an integral part of the new west superhighway, which is tentatively scheduled for completion sometime in 1956. The permanent Garfield Park line will be equipped with convenient, modern facilities for CA & E commuters transferring to and from CTA services, including modern, high-speed, all-metal rapid transit cars which are now being built for CTA. Initial deliveries of these cars, expected within the next few months, will be assigned to the present Garfield Park operation.

The new street-level right-of-way occupies a fenced-in area on the south side of Van Buren street, between Racine avenue (1200 West) and California avenue (2800 West),

which has been under construction for about a year. Inclines were constructed to carry "L" trains to and from the elevated structure and an extensive "electric eye" system was installed to coordinate CTA's train control signal system with city traffic lights at streets intersecting the right-of-way to expedite the street-level operation.

Under the revised plan of Garfield Park "L" operation, there are no stations between Kedzie avenue and Halsted street. Passengers cannot be picked up or discharged in this area. Those passengers whose trips begin or end along Van Buren street, between those two stations, use Harrison or Van Buren street buses and transfer to and from the "L" at Kedzie or Halsted stations. West terminal operation of the Van Buren street bus route was revised, coincident with the inauguration of the "L" service revisions, to make direct connections with the Garfield Park at Kedzie station. The Halsted street station is just one-half block south of Van Buren street.

Six Garfield "L" stations—California, Western, Hoyne, Ogden, Marshfield and Racine—were necessarily eliminated in the new street-level operation. The latter two stations, however, are being temporarily retained as Douglas Park "L" stops. Halsted street station became the new transfer point for passengers who use both Garfield and Douglas Park service on their trips.

To further minimize delays resulting from the street-level operation, service was discontinued at four additional Garfield Park "L" stations where patronage has been very light for many years. These stations are Garfield Park, Kilbourn, Lombard and Home. The latter two stations are located in Oak Park. "A" and "B" service on the route was also discontinued.

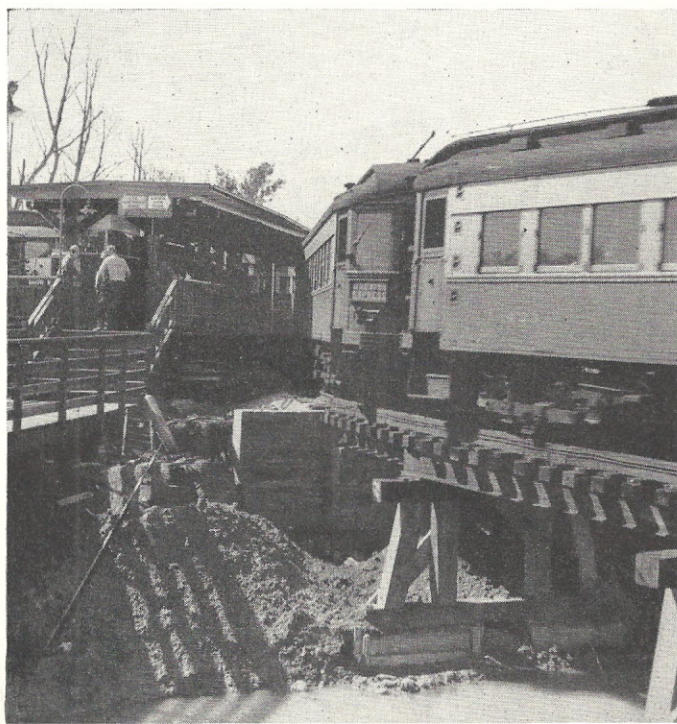
Under the revised service plan, the Garfield Park "L"



PASSENGERS alight from terminating CA & E trains at the inbound platform and make a direct platform transfer to eastbound Garfield Park trains. CTA fares are paid at agents' booths or by dropping large rapid transit tokens in the turnstiles on the platform.

operates between Desplaines avenue, Forest Park, and the Loop area daily, including Sundays and holidays. West-

ENTRANCE and exit driveways are being provided for vehicular traffic which will cross underneath the right-of-way (foreground). Parking facilities will ultimately be provided in the central terminal area.



CHICAGO Aurora and Elgin riders make a direct platform transfer from CTA trains to westbound CA & E trains at the outbound platform.

chester-Forest Park extension buses provide service between the new interchange terminal at Desplaines avenue, Forest Park, and the suburbs of Maywood, Bellwood and Westchester daily, including Sundays and holidays, operating over the former regular weekday route. The former arrangement, whereby two special weekend bus routes provided service between the city and suburbs and connected with the Lake Street "L," was discontinued with the re-establishment of through service to Desplaines avenue on weekends.

To provide for rapid, efficient transfer of passengers between CA & E and Garfield Park "L" trains, and to effect a more convenient transfer for riders of Westchester-Forest Park extension buses, extensive new transfer facilities were established on the west side of Desplaines avenue.

Two "island" transfer platforms were built and a bridge was constructed so that there is no "grade crossing" of CTA and CA & E trains in the terminal area.

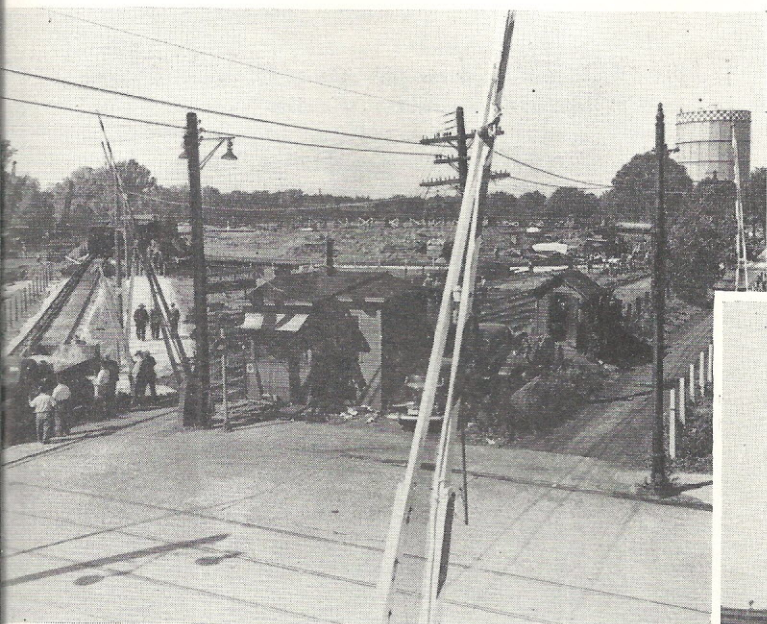
At the inbound platform, passengers alight from terminating eastbound CA & E trains and make direct platform transfer to eastbound Garfield Park "L" trains. CTA fares are paid at agents' booths or by dropping large rapid transit tokens in any of the turnstiles provided on the terminal platform. Surface System transfers are issued to CA & E riders at Desplaines Terminal upon payment of CTA cash or token fares.

At the outbound platform, passengers alight from terminating westbound Garfield Park "L" trains and CA & E



riders make a direct platform transfer to westbound CA & E trains.

Westchester-Forest Park extension bus riders can now conveniently transfer to and from "L" trains at the new platform location without crossing heavily-traveled Desplaines avenue, as was necessary under the former arrangement.



OVERALL view shows new Desplaines avenue interchange terminal during latter stage of construction. The scene looks west from Desplaines avenue, Forest Park.

Frequency and volume of Garfield Park "L" service was substantially increased. In the morning rush hours, 39 additional cars were added, and in the evening peak period, 50 cars were added to the service. Evening rush hour service is operated at intervals of two and one-third to four and two-thirds minutes, compared to the former headway of 4.3 minutes. Scheduled running time between the Loop and the new west terminal is from 43 to 45 minutes. Some especially despatched eastbound morning rush trains make it in 35 to 37 minutes.

Douglas Park "L" Route

Minor changes were also required in the Douglas Park "L" operation which were effected coincident with the establishment of the revisions in the Garfield Park service.

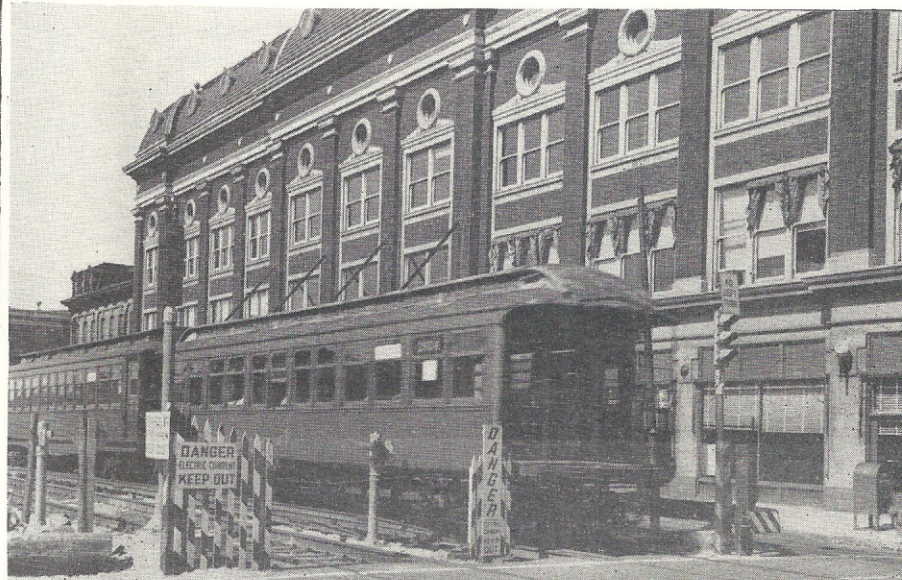
Douglas Park trains are continuing, for a time, to operate over their present route between Cicero-Berwyn Terminal (5400 West) and the central business district. Douglas Park extension bus service, operating in Cermak road between the Cicero-Berwyn Terminal and Harlem avenue (7200 West), also remains unchanged.

Two minor station changes, however, were made on the Douglas Park "L" route. They are: Racine Avenue, formerly a "B" station, and Halsted Street, formerly an "A" station, were changed to "All-Stop" stations. Halsted station now serves as the point of transfer between the Douglas and Garfield "L" services.

Within about six months, continuing work on the super-highway will require the removal of the remaining tracks used by Douglas Park trains between Marshfield and Racine avenues. When that becomes necessary, Douglas Park trains will enter the Loop via the Lake "L" structure.

This will be made possible by building a connection between the present Douglas Park "L" structure (near Paulina street) and the route formerly used by Logan Square trains, also along Paulina street. A new ramp is being constructed at Lake street which will permit Douglas Park trains to operate to and from the downtown district over the Lake Street "L" route.

GARFIELD PARK "L" trains operate in a newly constructed street-level right-of-way on the south side of Van Buren street between Racine and California avenues. "Electric eyes" coordinate the train control signal system with city traffic lights at street intersections.



What is your opinion of the new shorter skirt edict from Paris?



**INQUIRING
REPORTER:**
Helen A. Lowe

LOCATION:
Accounting

ROBERT SHARP, Clerk: "It all depends on who wears them. The younger generation may adopt a fad, but I hope it doesn't spread to older, especially married women. French style creators live in a country of easy-going, fun-loving people. The United States, however, was founded by hard-working, serious-minded people. I would prefer that we take our example from the latter."



EILEEN MILLER, Pay Roll Clerk: "It looks like trouble ahead for us tall gals if short skirts come in. I'm six-feet one-inch tall and short skirts look like blouses on me. So I'm taking no chances and am buying my next year's wardrobe now."

LILLIAN PELLICORE, Secretary: "There's no doubt that new Paris creations will make some changes in our styles here. However, I think that well-dressed American women will continue to keep their hem-lines where they are most becoming and suitable. Present hem-lines seem perfect and I certainly hope that knee-length skirts are gone forever."



GLORIA BABCOCK, Comptometer Operator: "I personally feel that the short lengths are unreasonable as the skirt length should be adapted to the individual figure. I'm four-feet eleven-inches in height and wear the length mid-calf, which is also becoming to tall girls."



HAROLD EBELING, Accountant: "Most changes in ladies' styles or fashions are purely sales promotion. However, this change should also create more interest and attention. If a lady can reveal pleasingly more without seriously jeopardizing her modesty, then I'm for it."



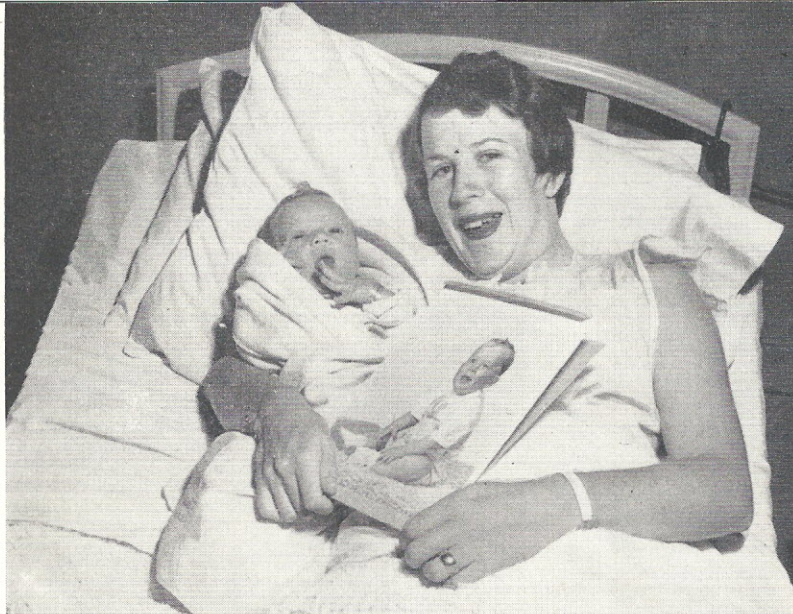


AN EVENTFUL DATE

FOR Mrs. Rosemary Klett, former CTA employe in the Staff Engineer's office, the date August 18 is an extremely eventful one. On that date of this year, Rosemary gave birth to her second son, Kevan.

One year to the day earlier, August 18, 1952, her first son, Thomas, Jr., was born. And exactly one year earlier, on August 18, 1951, Rosemary was wed to her husband, Thomas.

Rosemary's parents are both employed by CTA—her father, Jim McAndrews, in the Electrical Department and her mother, Rose, as a ticket agent.



Sun-Times Photo

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF AUGUST 1953 and 1952, EIGHT MONTHS AND TWELVE
MONTHS ENDED AUGUST 31, 1953

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

| | Month of August 1953 (4) | 1952 | Period Ended Aug. 31, 1953 8 Months (4) | 12 Months (4) |
|---|-----------------------------|-------------|--|---------------|
| Revenues | \$ 9,938,415 | \$9,151,716 | \$83,132,796 | \$125,099,779 |
| Operation and Maintenance Expenses | 8,210,316 | 7,377,578 | 70,579,321 | 106,442,718 |
| Available for Debt Service | 1,728,099 | 1,774,138 | 12,553,475 | 18,657,061 |
| Debt Service Requirements: | | | | |
| Interest Charges | 400,502 | 318,003 | 3,221,471 | 4,752,234 |
| Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1) | 150,000 | 83,333 | 800,000 | 1,133,333 |
| Revenue Bond Reserves (Note 2) | 23,000 | 18,314 | 184,000 | 230,000 |
| | 573,502 | 419,650 | 4,205,471 | 6,115,567 |
| Balance Available for Depreciation | 1,154,597 | 1,354,488 | 8,348,004 | 12,541,494 |
| Provision for Depreciation—Current Period | 795,073 | 732,137 | 6,650,623 | 10,007,982 |
| Balance Available for Revenue Bond Amortization Fund (Note 3) | 359,524 | 622,351 | 1,697,381 | 2,533,512 |
| Revenue Bond Amortization Fund | — | — | 900,000 | 1,200,000 |
| Balance Available for Other Charges (Note 3) | \$ 359,524 | \$ 622,351 | \$ 797,381 | \$ 1,333,512 |

PASSENGER STATISTICS*

| | | | | |
|--------------------------------------|------------|------------|-------------|-------------|
| Originating Revenue Passengers | 54,309,328 | 56,616,514 | 457,601,022 | 695,866,133 |
| Transfer Revenue Passengers | 2,301,922 | 2,150,194 | 19,171,829 | 28,364,783 |
| Total Revenue Passengers | 56,611,250 | 58,766,708 | 476,772,851 | 724,230,916 |

* Includes Chicago Motor Coach Company passengers for comparative purposes.

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as at August 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) | 250 |
| | 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.

 **Return of
LOST BADGES
now worth \$5.00**

AS AN added incentive, \$5.00 rewards have been established for CTA employes instrumental in the return of lost CTA train service badges to the Transportation Department.

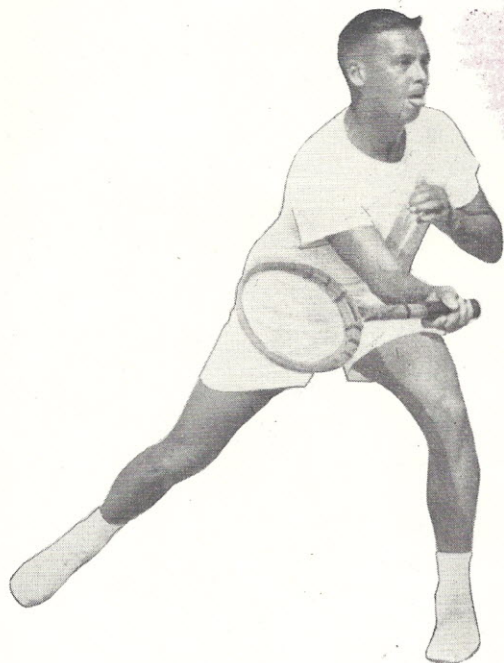
A new card listing over 200 lost badge numbers has recently been issued. These badges are not to be honored on the CTA system. Any employe who comes in contact with one should take the necessary action to see that the badge is returned to the general office.

To date, five of the badges listed on the current card have been returned. Reward checks for \$5.00, accompanied by a letter of commendation from *Superintendent of Transportation Charles E. Keiser*, have been forwarded to the individuals concerned.

The first five persons to receive the rewards were *C. Coyne*, Lake Street Agent; *F. Wsol*, Blue Island; *F. Bartus*, Limits; *H. Anderson*, 52nd, and *I. Birnbaum*, Wilcox.

RECENT CTA RETURNS FROM THE ARMED FORCES

A. J. Dean—Transportation (Rapid Transit)
J. P. Howe—Transportation (Rapid Transit)
N. Gluchman, Jr.—Transportation (North Park)



Reports ON SPORTS

AT an age when most men have long since hung up the racquet, **Russ Elderkin**, line supervisor, continues to win tennis matches. During this year he won the singles title at the McKinley Park Open and the singles title at the Public Parks Area Tournament at Ogden Park. In addition, Russ also won the Illinois State Veteran's Tournament, minimum age of 45, which was held late in August at Fullerton Park.

IN TEAM competition, championship honors for the 1953 golf season in the Transportation league went to 77th Station Operators **Joe Kuknyo**, standing left, and **Ev Johnson**, extreme right. In addition to individual trophies, the pair also received the championship trophy, which was presented by *Superintendent of Instruction Dave M. Flynn*. Second place team honors were scooped by **Ed Huffmon**, left foreground, and **Tom Baxter**. Both of the latter are also 77th Station operators and received individual trophies.

BY DEFEATING West Shops 16 to 5 in the final game, championship laurels were won by North Avenue's fine softball team, climaxing a rugged 1953 season. Members of the team received individual jackets provided by the CTA Employee Welfare Fund as were trophies emblematic of victory. The champions, pictured from left to right, bottom row, are **James McCurine**, **Andy Medema**, **Stan Kvit**, **Art Hamelin**, **Art Tonner**, **Dan Gorski**, **Robert Legg**, **Dom Clement** and **Pat Garrity**. Standing, from left, are **Bill Miedema**, **Mel Kuehlman**, **John Sarnowski**, **Manager Joe Dillon**, **A. Debuono**, **M. Link**, **Joe Roeckl**, **Bill Lindsey** and **E. L. Neuman**.

Other North Avenue men who helped spark the team to victory, but were not on hand when this photo was taken are *Co-manager C. O'Connor*, *J. Hightower*, *H. Blanks*, *G. Novak* and *R. Cozzi*.

APPROACHING Fall weather marked the close of another successful summer season of CTA sports activities. And during those final weeks of summer, CTA softball teams slugged it out to a championship, the annual Transportation Department golf outing was held, and various individual sports interests reached a peak. Winners and results of the 1953 season are now a matter of record, fond memories and photographs.



SETTING for the annual Transportation Department golf outing was the White Pines Country Club. Of over 100 CTA employees who turned out on August 21 to compete for the annual trophies which are made available through the Employee Welfare Fund, **John Spoo**, district "A" supervisor, right, won the first place award after shooting a low gross score of 73. Honors for low net, a 63, went to **Bill Murphy**, clerk at 77th, left. Presentation of awards was made by **Dave M. Flynn**, superintendent of instruction.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

No One Gets Lonesome Here

BEVERLY—Bus Operator John Hogan and his wife are busy taking care of Mary Ruth, born August 5 at Mercy Hospital. She weighed in at seven pounds, five ounces. Six brothers and two sisters waited patiently for Mary Ruth's homecoming.

Operator Arthur Beaucamp and his wife won't be the only ones interested in the new lady of the house, Miss Adelia Jean, born August 27 at Jackson Park Hospital. There are four boys helping already—Arthur, Charles, James and Dale.

Operator George Harrop and his wife are the proud grandparents of a boy, Clifford Neil, ten and one-half pounds, born September 20 at Orange, Texas. He is the son of their daughter and son-in-law, Mr. and Mrs. Kenneth Tyssen.

Vacations

Operator Archie Bliss spent his vacation visiting his sister in the Green Mountains of Vermont.

Operator Joe Quinn and his wife and daughter, Helen, traveled to the Atlantic coastal states and to Florida and back. They met quite a few CTA pensioners in St. Petersburg, Florida.

Operator Henry Luplow and his wife journeyed to Albany, Georgia, enjoying their vacation by visiting with their son, PFC Harold Luplow, of the U. S. Marines. He is stationed at the supply depot there as a diesel machinist.

Operator Clyde Eaton and his wife visited relatives in Little Falls, New York . . . Operator Walter Cassidy and family vacationed at Bear Lake in Northern Michigan in Kalkaska County where his sister lives.

Operator Frank Zellner wants to know who caught the most fish and where. He's changing territory next year. This year's catch at Eagle River, Wisconsin, wasn't much to talk about. How about helping him out in time for next season.

Operator John W. Rodgers and his wife and children and his mother, wife of the late "Pop" Rodgers of 69th Street depot, traveled 6,500 miles without a passport. Of all the sights, scenery and



RAILFANS

THIS picture was taken back in 1938, on a day when the Electric Railfans club chartered two streetcars for a tour of Chicago. The crew members were, left to right, Motormen Marvin Clement and John Naughton, Ray Zielenski (member of fan club and now a bus operator at North Avenue), and Conductors Ray McDonald and Rudy Schultz. Zielenski became so interested in streetcars that he later decided to go to work for the company. He started as a conductor at North Avenue in 1943. All of the men are still active CTA employees.

Reported by Joe Hiebel

cities, he just couldn't pick out the most beautiful spot.

Operator Ralph Leyton and his wife and daughter drove to Mackinac Island, Upper Peninsula, Michigan. He wanted to get away from the torrid Chicago heat, and he did.

Have you heard Operator Lomer Arseneau speak French lately? Lomer and his wife visited Montreal, Canada, so he could use some of his "Parlezvous." While there he took a ride on Montreal's famous open air streetcar. A tour around the city, taking an hour and a half to complete, cost 25 cents. "C'est tres bon," he says.

—DANTE F. BRUNOD

Lose CTA's To Cactus State

CLAIM AND LAW—Best of luck to Glee Hoskins and Ernie as they are leaving CTA to set up housekeeping in Arizona.

Congratulations to Anne Lorek, formerly of the Claim Department, on the recent birth of Patricia Anne, and also to Art Racky and his wife on the birth of Margaret Anne.

Belated wedding congratulations to Dorothy Angel Dembrowski, who was married at St. Francis Church, on Saturday, September 19. Elvera Potensa and Jeanne Ludmann had a terrific time when they drove to Florida. Welcome to Tom Zahlman, messenger, Claim Department and to Bernadette Bonk, typist, Law Department.

We had the pleasure of working with Tom O'Brien, Accounting, while Walter Krull was on vacation.

Our sympathy to the Kushner family on the loss of Milton, a former CSL employee. Our sympathy is also extended to Jo Kelly, retired, on the loss of her sister.

—G & M

The Gang's All Here

DEVON—All the old Rosemont gang are now at home at the Devon barns and would like to thank Messrs. Smith and Kerr, superintendents, and all the men for the fine way they were welcomed with open arms . . . The No. 151 Sheridan Road is now the breaking-in route for new men becoming bus operators, so all the old boys in gray are now driving instructors in blue . . . Sorry to hear of the passing of Ronnie Rantanen, one of the most popular Boulevard men ever.

Bill Hornkohl, old Rosemont Superintendent, is now relieving CTA Superintendents on vacation and getting a close-hand look how other garages operate. He vacations October 1 to California . . . Bonnie, Fern's side-kick in the old Rosemont restaurant, has set up shop in Hamilton's grill on Broadway and the place is the new hang out for the gang for morning coffeands.

No Kidding?

Charley Friedlander, the 'ol cotton-picker,' returned to work after his annual trek south and reports that the Confeds haven't conceded defeat yet in the Civil War . . . Pat Van Ausdeln paid his annual vacation to his farm out Iowa way to collect his share of the crop loot, etc. He picked a 'high-line' run, believe it-or-not.

Frank Detman is now the midnight to morning receiver at Devon and it's nice to see his smiling face so early in the a.m. as he hands out the runs . . . Some of the boys are having a hard time digging up birth certificates which are necessary to file pension applications.

A word to all the new men—with winter just around the corner, we would like to give a word of warning about falling leaves. They are your worst enemy. Just ask any old timers what it does to the braking distance when you try to stop.

The following men have taken their well-earned rest as of September 1: Motormen Henry Hill, Simon Banas, Gustav Herman, John Mullner and Conductors

BRIDE AND GROOM



AUGUST 8 was the date that **Madeline Hickey**, addressograph operator in the Stores department, chose to become **Mrs. Samuel J. Finlay, Jr.** The marriage was performed in Saint Joachim's Church and a reception followed at eight p.m. in St. Nicholas Hall. The couple honeymooned at Baraboo, Wisconsin. Madeline is the daughter of **Michael J. Hickey**, supervisor in District "A."

Reported by **Jean O'Neill**

Theodore Greenfeld, and **Frank Gerome**. May their retired life be filled with God's blessing and continued good health.

Snuffy Dressler wishes to thank the unknown friend that hangs paper cups on his Sunday run tag. He has a good use for them.

Tom Mathieson is back in the old saddle again after a very long illness and major operation.

Motorman John Kressler and his wife celebrated their 30th anniversary.

We wish to extend our sincerest sympathy to the family of **Louis Martin**, retired, who passed away at Hines Hospital.

Parking on the sidewalk on Schrieber avenue is again a big headache. The police have issued a warning that cars violating this law would be towed away. So be careful, fellows. Also, keep your speed down when pulling into Schrieber avenue. There are a lot of small children living on this stretch from Ravenswood to Clark street.

—AL BECK and H. C. THELIN

Pikes Peak Or Bust

ELECTRICAL—**George Becker**, A. W. foreman, enjoyed an all-expense tour via bus to Colorado, including Rocky Mountain National Park. Yes, he made it to the top of Pikes Peak and several others. He also missed those ten consecutive days of 95 degrees plus, while we sweltered in them.

Francis Meakim, "A" Electrician, is the proud daddy of a baby girl, **Cynthia Jane**, who arrived on Labor Day, September 7, weight eight pounds nine ounces.

Herman Frank, operator's apprentice, is happy over the arrival of another baby boy who arrived on September 15. His name is **Kevin Lee** and adds up to two boys and one girl for the Franks.

Rose Scheid, secretary, has just returned from a delightful trip abroad and has many things of interest to talk about. Going over she sailed on the "Mauritania" and returned via the "Queen Mary." The itinerary included visits in England, Belgium, Holland, Germany, Switzerland, Italy and France.

It's Faster

William Hart, Milwaukee substation, enjoyed flying to his home town, Wilkes-Barre, Pennsylvania, where he visited relatives and friends. He motored to Gettysburg and Washington, D. C., and returned home via plane. He enjoyed every mile.

Patrick Quigley, material clerk, motored approximately 4,000 miles up through Canada to Niagara Falls and up through the New England States as far as Maine and returned via Pennsylvania, stopping off for a visit in Washington, D. C. A lot of miles, but he enjoyed them.

Clarence Malottke, general foreman, also motored some 4,000 miles and almost duplicated Patrick Quigley's trip. The only difference was that he visited Atlantic City in order to walk the famous Boardwalk.

A card was received from **H. H. Geier**, Homer substation, who spent his vacation at Pelican Lake, Wisconsin, saying: "Having a fine time, but fishing not so good."

Also a card was received from **Max Drafz**, Calvary substation, who vacationed in Three Lakes, Wisconsin, saying: "Fishing is good, caught some walleyed and northern pike."

John Woods, Broadway substa-

tion, enjoyed his stay in Duluth, Minnesota, where he did considerable sightseeing.

Daniel Darcy, who was chief operator at 48th substation for many years, now retired, passed away on Saturday, September 5.

—GILBERT E. ANDREWS

Don't Believe Everything You Hear

ACCOUNTING—**Carolyn Ryba**, hearing that cars were being given away (T.V. ads), went to Flint, Michigan, on her vacation, but found it was only rumor.

Bessie Borkovich's lovely diamond ring marks her betrothal to **Sam Vujovich** of South St. Paul, Minnesota, culminating a courtship which began a year ago when Bessie and her sister drew the Vujovich family as hosts while on tour with the Branko Radicevich Church Choir.

Diamond ring, third finger, left hand, attests that wedding bells are to ring for **Mary Maiorano** in the near future. She will become **Mrs. James V. Short**.

Mrs. Marie Baiyor, formerly with CTA, announced the arrival of **Joseph Edward, Jr.**, on September 20.

Irene Pierce was guest of honor at a farewell dinner and received an appropriate gift when she left CTA on September 11.

All Returned

Rita Deakin, **Genevieve Bagger**, **Frances Haddix**, **Irma Krown**, **Josephine Augitto**, **Marie Coari** and her mother, and also **Dorothy Klossowski**, accompanied by her mother, left September 18 for a weekend trip to Niagara Falls. The sights on both the American and Canadian sides were enjoyed by all and recorded in pictures by several. For some sort of a record, all of the CTA group were on the job bright and early Monday morning, September 20.

Recently **Max Willauczus** created a stir when he held a one-man art show and exhibited an oil painting that he had executed in 92 hours of his spare time. He had never painted before. Now he is going on to bigger things and is planning a 16-foot mural for his home.

Margaret Flowers visited relatives in Savannah, Georgia, while on vacation.

James Touhy and family spent an enjoyable two weeks on Griswold Lake in Wauconda, Illinois.

—HELEN A. LOWE

Three New Arrivals At Limits Depot

LIMITS—**Mr. and Mrs. Boettcher** announce the arrival of a baby boy on September 12.

Also blessed with a new arrival last month were **Mr. and Mrs. L. Crisp** on September 15.

Operator W. Speer and his wife also were blessed last month with a little bundle of joy.

Paul Carter, son of **Operator Ross Carter**, was married last month. Paul formerly worked with us here at Limits and we have hopes that he will be with us again.

—C. F. GREER

There's Culture On A Farm, Too

LOOP—**Genevieve Harding** is visiting Rome, not the city of ancient culture, but a farm in Indiana. Being a lover of nature, she enjoys this second best. Colorado is first.

Mexico is always very colorful and gay. **Elizabeth Docherty** found fiesta time to be even more so. She flew to Mexico City, spent three days at Acapulco and also visited Cuernavaca and the Floating Gardens.

LOVELY BRIDE



WHEN **Dolores Glonke** walked down the aisle of Our Saviors English Lutheran Church on August 22, she was accompanied by her father, **Edward Glonke**, janitor at North avenue. Dolores was married to **Kenneth E. Johnson**. A reception was held at the National Restaurant after which the couple left for a honeymoon at Shafer Lake, Indiana.

Reported by **Joseph Hiebel**

Peggy and Ralph Wenstrom leisurely drove south, their destination Miami, Florida. They also flew to Havana, Cuba, where Ralph would have liked to brush up on his rumba had not the doctor told him to take it easy.

Ann Madden passed away September 2. Her friends and co-workers offer their condolences to the Madden family. Ann retired in December, 1946, after 32 years of service. She was employed in July, 1914.

Harold Mack, who was employed in 1942 on the southside and transferred to the Loop in 1944, has decided to try new fields of employment. First he will visit his parents in Indiana and then take a trip to Florida.

Because of their curiosity in always wanting to see what was over the next hill, a 200-mile trip to the Mississippi Palisades by William Holmes and his family ended up in a 2,500-mile trip through the Black Hills to Mt. Rushmore to see the colossal statues, to Deadwood of mining fame, and through Spearfish Canyon. About then they thought it was time to turn the old buggy around and head for home.

Paul Grant had a premonition that all was not well on reaching home. He found his daughter's arm had been broken by the agitator of the clothes dryer.

—EDITH EDBROOKE

COMMENDED



FLIGHT engineer Ralph C. Kouri, son of Douglas Park Motorman Charles M. Kouri, recently received a naval commendation for "outstanding duty" during a search for a DC-6 airliner which was lost near Wake Island. His crew was one of two responsible for finding several bodies of crash victims.

Reported by Walter J. Reich

LONG SERVICE



AFTER 35 years as a brakeman at Logan Square, **Ciro Romano** retired on pension September 1. To honor the occasion, his fellow employees gave him a wallet and cash. The gift was presented by Foreman William Rocco.

Reported by Joe Feinendegen

A Knotty Problem For A Baseball Fan

MET INSPECTION TERMINALS—Joe Serritella of Logan has a problem. Although he is a rabid Cub fan, his ten year old son, Danny, wants a Sox baseball cap.

Congratulations to Don Sanduk, brakeman at Logan, who is the proud pappy of his second boy, born August 7.

The many friends of Jim Crowley, foreman at Garfield, are happy to hear he returned to work from sick leave August 24. . . . Mike DeRobertis, Logan, who has also been sick, expects to return any day.

Jim Bennett of Douglas Park spent his vacation in Miami . . . John Cannella, also of Douglas Park, spent his vacation at the V. A. Hospital on Damen avenue.

Congratulations to Herman Izzo, Douglas Park, who received a ten dollar award for an idea he submitted on the 6000 series of cars. Get your thinking caps working, boys, and cash in.

The reason for that smile on Al Long's face, Logan Square, was because his son, Sergeant Ron, was in on a 30 day furlough after twenty months in Korea.

Jim Esposito of Garfield spent his vacation in Italy.

Congratulations to Ralph Danielson of Garfield whose stamp collection won third prize of 15 dollars and a blue ribbon at the Illinois State Fair.

While you are reading this your reporter will be basking in the sunshine in Florida on his vacation.

—JOE FEINENDEGEN

All Girls This Month

NORTH—Congratulations to Operator Mike Lucas who was presented with a darling baby girl. She arrived last month to brighten the new Lucas home in Wooddale, Illinois. She was named Jean Marie and weighed nine pounds 3 ounces. . . . Congratulations are also due Operator Warren "Bud" Wood who was presented with a bouncing baby girl. She was born at St. Anne's hospital and weighed seven pounds nine ounces. She was named Denise Allyn, and is daddy proud! . . . We wonder if Gus Kesslinske is the champion grandpappy of North Avenue. Doris Ann became his ninth grandchild when she arrived last month.

Wedding bells rang out for Mary Ellen Smith September 26 when she exchanged marriage vows with Donald Olcik. Mary Ellen is the daughter of Operator Philip Smith and Donald is the son of Supervisor Charley Olcik. They were married in Our Lady Help of Christians Church.

Congratulations to Operator Lester O'Shea on his 24th wedding anniversary which was celebrated October 1. Wonderful 24 years, says Lester.

Cards are still coming in from fellows on vacation. Operator Bill Miedema flew to California to visit his folks. Miedema's father, better known as "Spareribs," is a CTA pensioner. Bill also visited Mexico before returning.

Our board member, Jerry Blake, reports a pleasant trip to Canada where he attended the A.F.L. convention.

Supervisor Charley Langner reports a pleasant trip to London—London, Canada, that is.

Operator Fritz Reed spent his vacation at his ranch in Stickney. "I must have worn out a couple of paint brushes," says Fritz.

The month of October is Joe Hill's lucky month. He saves all his business transactions for this month. "I may be superstitious," says Hill, "but everything worthwhile has happened to me in this month."

On October 6 the CTA Softball league held its annual party. The championship cup was presented to our North Avenue team. Each member of the team received a jacket.

—JOE HIEBEL

Vacations at Home and Away

RAVENSWOOD—Vacations are still in order. Bill Becker spent a very enjoyable one doing some chores at his home located near Lake Bluff, Illinois . . . Earl Cox also caught up on some work at his Round Lake, Illinois, home . . . Irving Westlund and wife journeyed to California and reported a very pleasant trip. They stopped in Arizona for a visit with friends.

Walter Sundling and his wife and daughter and her husband spent the week of September 20 visiting relatives in Harrisburg, Pennsylvania. Wally says the Turnpike was a thriller as they used it for 250 miles. They also enjoyed the other scenic things along the way.

Our sympathy is extended to Supervisor Adam Walker and Operator Leonard who lost their mother during September. Mrs. Walker died at her home in Memphis, Tennessee, at the age of 93. She had been ill only two weeks.

—GEORGE D. CLARK

TRANSITAD

FOR RENT—Completely furnished 5-room home near Grayslake, Illinois. Reasonable. Oil heat. Call D. Stetcher, Greenleaf 5-8670.

IN OLD MEXICO



WHEN Joseph Semon, conductor, Northside, and his family vacationed in California recently, they also spent a day in Tijuana, Mexico, where this picture was taken. Here is Conductor Semon, his wife Judy and their four-year old daughter, Sheila, standing in front of a market.

Everyone To His Own Tastes

SCHEDULE-TRAFFIC — Vacationists George Fisher and Glenn Crump seem to still find a lot of pleasure in Pennsylvania. . . . Bob Hengl and Fred Weber were short-time residents of Wisconsin. Must be the fishing which attracted them. . . . Mike Shanahan prefers Minnesota; says they come bigger there —the ones that get away, that is. . . . Ray Noakes feels a vacation is not complete unless it is spent in Michigan.

George Fisher has announced that his new address will be Glenview. George and his wife are acquiring a new home there. . . . To Joe and Andy DeGrazia we express our sympathy on the occasion of the death of their father.

Tony Hess is sporting a new Buick while George Johannes picked a new Chevrolet to make his weekends enjoyable.

Joe DeGrazia has quite a collection of pictures covering his Western tour and they include some shots of Ted Cougill's ranch in Oregon.

Ten years ago, Ed Joyce was inducted into Uncle Sam's Army and Ed Juric decided being a bachelor wasn't what he wanted so he joined the ranks of the benedicts.

—L. C. DUTTON

"Hello" Man Says "Goodbye"

77TH—We don't want to, but we have to say goodbye to John Stich, operator at 77th. He took up his communicative duties at North Ave. on Tuesday, September 22, at 1:30 P.M.

William Patrick Theis arrived at Illinois Central Hospital September 18, and went home the following Thursday with his mother and father, Catherine and John, and his big brother, John Edward.

Roscoe Wakefield, 77th Street dispatcher, took over as scribe of the Union Leader. He is now known as the Master of Mystery and vocabularian of 77th Street Station.

John Becker has been on the job for some time after a virus infection that had him grounded for a short time.

Congratulations to Ed and Helen Renk on their 26th anniversary celebration, the 10th of September.

To Andy Birney we offer our deepest sympathy in the death of his mother.

Ray Rice started the best days of his life when he walked away from the altar of Little Flower Church, with Jean Rice, formerly Colquhoun, on the 26th of September.

The mother-in-law of W. F. Weber, Mrs. Theresa Stancata, passed away September 6. We extend our deepest sympathy.

Former 69th Street Station Conductor Art Heene is taking over as telephone operator at 77th. Greetings and success to him.

John McEluee of the bus garage office received a letter from his son who is an officer in the U. S. Navy,

assigned to the battleship Zellers. In the letter, he describes his tours of the Vatican, Rome, Spain and Portugal. He is now on his way to Paris, France.

—WILBUR JENSEN and JOE SMITH

Maureen Connolly Arrives August 11

SKOKIE—Congratulations and best wishes to Truckman and Mrs. Michael Connolly to whom the stork delivered a nine pound nine ounce daughter on August 11, at St. Anne's hospital and whom the proud parents have named Maureen.

Fred Feinendegen, assistant electrician foreman, is sporting a brand new '53 Chevrolet.

Armature Foreman Joe Antonucci is still in the hospital slowly recovering from his long illness. We hope that by the time this goes to press he will have completely recovered and be back on the job.

Welcome to Skokie from the West Shops to Carpenters M. Joyce and R. Carlson.

Our sympathy is extended Lawrence Drew, welder. His father passed away September 22.

—DAVE GURWICH

Mix Family On TV Screen

STORES — Al Mix, assistant divisional storekeeper at West Shops, and family vacationed in Cincinnati, Ohio. While there they took in the Paul Dixon program on television. Many Chicago people were surprised when they saw the Mix family appear on their screens. We hate to say it, but Al had stage

DRUMMER



ADDING color to the American Legion parade in St. Louis this summer was Don "Red" Mallon, night clerk at 77th. He can be seen in the second row, right, snapping his snare drum.

Reported by Joe Smith and Wilbur Jensen

fright so they had to roll the TV camera up to him.

Jerry Page, stock clerk at South Shops, and wife enjoyed their second honeymoon after thirty-four years of wedded bliss by vacationing in Buffalo and Niagara Falls, New York.

Congratulations to John Jankus, stock clerk at South Shops, and wife who became the proud parents of a darling little boy, James Henry, on September 16, weighing 7 pounds.

Edward DeStefano, craneman at South Shops, and son will remember their vacation for a while this year. They went horseback riding at Cherry Valley, Illinois, and had the mishap of falling off the horse.

40-YEAR MEN RETIRE



Domenic O. James Mikota, Alfred C. Soiberg, John Mullner, Benjamin H. Aloysius G. Warren, Linzmeier, motorman, Devon, Kedzie, retired October 1 with 40 years service. motorman, Devon, Kedzie, retired October 1 with 44 years service. motorman, Devon, Kedzie, retired September 1 with 40 years service. conductor, Northside, retired October 1 with 42 years. motorman, Kedzie, retired October 1 with 40 years service.

We are glad no one was hurt too seriously.

Ray Gavert, divisional storekeeper at West Shops, vacationed this year by touring the west. Ray says he climbed Pikes Peak—much to his own amazement.

Tony Gorzkiewicz, stock clerk at West Shops, and wife enjoyed their second honeymoon at Niagara Falls, New York.

George Vikeras, stock clerk at West Shops, can tell you how the big one got away while fishing in Minnesota.

Walter Miller, stock clerk at West Shops, spent his vacation on his duck farm right in his own back yard.

Gabriele DeMatteo, laborer at West Shops, is harboring a couple of pigeons over in the coal yard. Says they are for his Thanksgiving dinner.

Gerry Gullery, stock clerk at Skokie storeroom, and wife vacationed at the Wisconsin Dells and South Haven.

Congratulations to *Dick Hendrickx*, stock clerk at Montrose Avenue storeroom, and his wife who celebrated 23 years in holy matrimony on September 24.

The "Merry Makers," a little club of a long time ago, held a reunion on September 24 at Landells in Skokie. There are only eight surviving members.

We have two newcomers to our department. *Thomas Kearns* is our new laborer at Grand and Leavitt, and *John Sheridan*, a laborer at South Shops. —JEAN O'NEILL

NIAGARA VISITORS



THE BACKGROUND is Niagara Falls and in front of it is *Bus Operator Martin Carey* and three members of his family. The missing member of his family, another son, is taking the picture.

Reported by *Dante Brunod*

HAPPY RETIREMENT



A FIFTY dollar bond is being presented to *Ralph Bolt*, tin shop, South Shops, from his co-workers. Ralph retired on pension September 1 after 32 years of service. The bond was given to him by *Leroy Scholten*, union steward.

Reported by *Frances Louward* and *Mary Ann Yercich*

How Fancy Can You Get?

SOUTH SHOPS—"It took time, but it was worth waiting for," was the opinion expressed of the new office. The knotty pine walls, acoustical ceiling, modern light fixtures, and plenty of windows are some of the features. The most important feature is the convenient location, right in the heart of the shop area.

A big event took place on September 4 in *Clerk Bob Kurtz's* life. It was on that day he became the proud owner of a 1953 Mercury. Bob is wasting no time in putting it to use.

Bringing happiness to the family of *Charles Gerard*, Bus Overhaul, is little *David Charles*, who was born on August 13.

Henry Kolar, Bus Overhaul, also beams with joy over the birth of *Kimberlee Anne* on July 30.

A speedy recovery from his co-workers is wished *Owen Williams*, tin shop, who is recuperating at home, after being struck by a hit-and-run driver a few weeks ago.

Our best wishes, luck and health to *Ralph Bolt*, tin shop, and *Morris Drayer*, paint shop, who retired on September 1.

—FRANCES LOUWARD and
MARY ANN YERICICH

It Could Be True??

SOUTHSIDE—Could it be that *Motorman Bill Mount* is telling a fish story when he describes the large fish which he caught. It seems that it was so big that when he tried to stab the fish, the knife bent in two. Well, it could be the knife was dull.

Congratulations are in order for *Porter Wm. Woods* who completed 41 years of faithful service. He also celebrated his birthday with a party which was attended by his many friends.

Switchman Tom Johnston was very glad to leave Chicago with his wife to get away from the heat wave, but what does he get into? The floods in Texas were so great that it was impossible to cross into Mexico. Tom visited the Carlsbad Caverns in New Mexico and considers them one of nature's greatest works. For those who are unable to see them, it is suggested that they can be seen in full color in the October issue of *National Geographic* magazine.

Success is wished *Al Lipke, Jr.*, son of *Clerk Al Lipke*, and also *Tony Hurley* who resigned. May they be prosperous in their new ventures.

Best wishes are extended to *Lawson Delvin*, North Section chief clerk, who observed 18 years of wedded bliss.

An interesting card was received from *Jim Gallagher*, pensioned clerk, who is vacationing in Wisconsin.

It is with deep regret that we note the passing away of *Charles B. Murphy* on September 2. He was our senior yard foreman who had just gone on pension the first of the month. Our deepest sympathy is extended to his beloved ones.

After all these years we have discovered that there is a talented vocalist in our midst. He is none other than *Hezekiah Milligan*, porter, who currently is director of music in his church. Mr. Milligan sang baritone with a choral group which won first prize in the first Chicagoland Music Festival.

Motorman Al Griebel and *Barney Trandel*, clerk, went on pension September 1. Good luck to them.

Charles Sasso, 61st Street clerk, was all smiles, and who wouldn't when one becomes a grandfather.

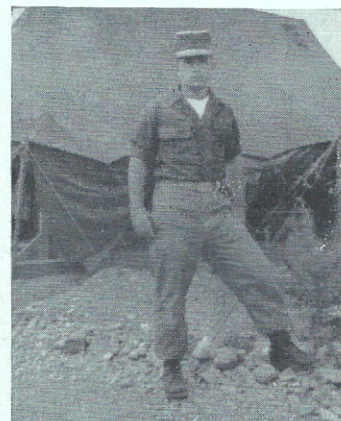
—LEO J. BIEN

Chicago Isn't So Bad At That

TRANSPORTATION AND INSURANCE—Into each life some rain must fall, but after four days of nothing but rain, *Walter Olson*, power supervisor, turned his back on Daytona Beach, Florida, and returned to sunny, hot, unpredictable Chicago to finish his vacation.

Proves you can keep them down on the farm. . . . On their way

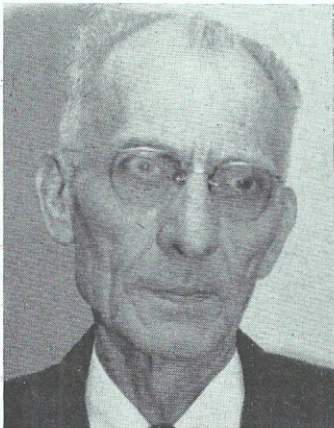
IN KOREA



HERE is a picture of *Private Frank Vitale* which was taken in Korea where he is now stationed. Frank was a clerk in the Claim department before he entered service.

Reported by *G & M*

DECEASED



CHARLES B. MURPHY, yard foreman at 61st street, was fatally injured in an automobile accident on September 2—just two days after retiring from CTA after 38 years of service. His entire transit career had been spent at the south side "L" location.

Interment was at Cedar Park cemetery on September 5. Murphy is survived by a son, **Charles A.**, and three grandchildren.

home from Tucson, Arizona, after a three weeks' vacation, the *Bohlins*, *Lu* and *Floss*, dropped in at Hill Top Lodge in Green Forest, Arkansas, and stayed overnight with *Mr. and Mrs. Hardin*, *Mr. and Mrs. Sirr* and their animal kingdom, goats and cows and hogs and dogs. *Mr. Bohlins* reports a lovely time at a lovely place. . . . And, speaking of animals, the aquatic type were pursued by *Wally* and *Ethel Gillies* who traveled 600 miles to Cass Lake, Minnesota, for their catch. Also, *Tony Calvert* and an Isaac Walton companion left these United States for more lush fishing in Canadian waters.

Ed Budoff, dispatcher, is enjoying a trip to California all wrapped up in a brand new Cadillac. On the return trip he will ascend to greater heights and try the airways. . . . *Mr. and Mrs. John F. Higgins* toured the western states, but *Mr. Higgins* found to his misfortune that western fillies are more temperamental than their eastern cousins. He returned home in a battered condition from falling off a horse.

We are very happy to know that *Mrs. Garro*, mother of *Sol* and *Elleanor Garro*, and *Genevieve Berg*, and wife of a CTA employee on

pension, has returned from the hospital. The co-workers of the *Garros* send best wishes to their mother for a speedy and complete recovery.

We are waiting to receive photos of *Cae's* and *Nancy's* weddings, which both took place a few weeks ago. Laying aside the traditional white, *Cae* wore blush pink.

Carol Clendening has joined the ranks of Insurance, fresh from the corridors of Downers Grove high school where she was violin soloist during her entire high school term. *Carol* is continuing her violin lessons. So, if sometime in the future the strains of Hot Canary are emitted from Room 746, 'tis merely the maestro practicing.

Ralph Umstot drove his family to Door County; then for a change drove up to Woodruff in Wisconsin's North Woods. But a band of roving mosquitoes had established camp and immediately started warfare on summer guests, so *Ralph* and his family returned to Chicago.

—JULIE PRINDERVILLE

Anyone For Hunting?

WAY AND STRUCTURES — *J. L. Fisher*, retired former superintendent of Maintenance of Way, just returned from a wonderful stay and rest in Champion, Michigan. He wants to say hello to all his associates and hopes to stop in to see us at the Mart. He says the

number of bear in Michigan is unusually large, but the fishing is poor, and that the deer and partridge season is just around the corner.

G. M. Andersen, retired former engineer of Structures and Buildings, is visiting Norway and sent in a beautiful scenery picture of Porsgrunn which he calls "God's Country." He is enjoying a most wonderful vacation and says he will soon be on his way west to the good old U. S. A. Says he has done a lot of fishing and has seen many of his old buddies.

We want to wish success and happiness to the following Surface Track employees who are retiring in the next month or so: *Nathan Bailey*, *John Aleo*, *Sam Biardo*, *William Paskvan*, *George P. Tessman*, *Vincenzo Ciullo*, *Marion Kotarac*, and *Antonio Asaro*.

—VIOLET CARNES

They Saw The Queen Crowned

WEST SHOPS—*Sam Wilson*, truck shop welder, is back after a two and one-half month trip thru England, Ireland and Scotland. *Sam* and his wife visited many of their relatives and friends and witnessed the Coronation.

Vacation days are over and most of our barefoot boys with cheeks of tan (more cheek than tan) are back on the job again and we are slowly getting back to normal.

QUITE A FISH



IT SEEMS that *Frank Bartos*, South Shops, found the right spot to throw in his line. During his vacation, *Frank* and his brother and two other fishermen caught and released 150 game fish. This ideal spot is at the Lake of the Woods, Kenora, Ontario, Canada. *Frank* is holding a 28-pound, 47-inch muskie he caught. The other two men are Indian guides.

Reported by *Frances Louward* and *Mary Ann Yercich*

Mike Dundovich of the paint shop retired the first of October. His fellow co-workers threw a little party and presented him with a watch.

Mike Joyce and *Ray Carlson* of the carpenter shop were transferred to Skokie on September 21. Our best wishes go with them.

That well known, long-legged bird paid a visit to *Tom Gibson, Jr.*, on August 25. It's a boy again; the second for *Tom*, making *Tom, Sr.*, a grandfather for the second time. The new arrival was promptly named *Colin John*. Six days later on August 31, the stork stopped at the home of *Joe Johnson* of the bus overhaul department and left another boy. This is the second boy for *Joe* also and is another grandson for *Joe, Sr.*, of the armature room. He was named *Billy*.

While this was going on, your scribe became a grandfather for the third time, by way of his daughter *Dorothy* of New York City. The new arrival is *Brian Patrick Anderson* and weighed in at six pounds and five ounces.

That old bird sure was busy the last couple of months. On September 3, he stopped at the home of *Ralph Patock* of the bus overhaul

RETIRES



SEPTEMBER 1 was the date *Morris Drayer*, Paint Shop, South Shops, ended his career with the CTA and retired on pension. Above he is seen receiving a cash gift from *Faulkner McCrea*, union steward, and his fellow employees in honor of the occasion.

Reported by *Frances Louward* and *Mary Ann Yercich*

MARRIED



JUST before *Dorothy Angel*, typist, was married to *Frank Dembrowski* at St. Francis church on September 19, her coworkers in the Claim Department held a surprise "best wishes" party in the office and extended Dorothy a cash wedding gift. Over 150 guests attended a reception held at the Danish Glee Club. Honeymooning whereabouts of the couple remained a secret. Dorothy's father, *Gus*, is a CTA employee at West Shops.

department and left a little girl who was named *Mary Beth*. On August 3 a boy was delivered to the home of *Joe Franchi* and was named *Glenn*. We also received the news that a little bundle of happiness was delivered to the home of *Andy Rusniak*, but as Andy is now on vacation, further details are lacking. To all the new parents and grandparents, congratulations from all of us.

We extend our sincere sympathy to *Frank Von Statten* of the bus overhaul department, whose sister died recently. Frank made a hurried trip to Pennsylvania to attend the funeral.

Frank Martello of the paint shop looked back over the last twenty-five years, liked what he saw and decided to do it again. So on September 9 Frank and his charming wife marched down the aisle of Holy Rosary Church where they were married twenty-five years ago and were remarried. The solemn ceremony was followed by a reception for 125 friends and relatives, at the Como Inn. Congratulations to this happy couple.

Dennis Drislane of storeroom 32 figured that two could live as steep

as one and combined his vacation with a honeymoon. Dennis was married on October 10 to *Willie O'Connor* of Montreal, Canada. The solemn ceremony was performed at St. Mary's Church at Montreal. After their honeymoon in northern Canada, the happy couple will return and make their home in Chicago.

Ted Pietrus of the paint shop held the lucky ticket at a recent Union raffle. As a result, Ted is now the possessor of a nice new 1953 Ford.

—TED SHUMON

Brides And Babies

WEST SIDE—Receiver *Edward L. Pfannkuche* was made the proud grandfather of a baby girl, *Sharon Lee*, six pounds, 15 ounces, born Sunday, September 6, at Columbus Hospital. This makes it the second for Ed.

Sid Schapiro and his wife were happy parents when the stork made his ninth visit to their home August 13 when a daughter, *Mary Susan*, arrived at Saint Francis Hospital.

Congratulations are in order for *Jim Mulcahy* now working on Douglas Park. He left Chicago September 7 by plane for Ireland. He said he intends to spend his vacation on a honeymoon over there. He will return with his bride.

Motorman William Hawkins took onto himself a bride, *Marshall Hall*, on August 8.

—WALTER J. REICH

Not Just One, But Two Girls

WESTSIDE (Met)—The stork arrived August 22 at the home of *Mr. and Mrs. Glenn Swanson* and delivered not one, but two beautiful baby girls named *Janice Eileen* and *Joyce Elaine*. Their grandmother, *Agent Dorothy Raimon*, and their great grandparents are elated over the double event. Their great grandfather is *Pensioner John J. Shaver* formerly of Logan Square.

Pensioner Florence Todd is enjoying a three-months' trip by car to Florida and New Orleans . . . *Agents Catherine Rice* and *Mary Shields* are at the convention in Vancouver, B. C. . . . *Marcella Byrnes* is on her way to the Smoky Mountains . . . Other agents on vacation are *Catherine Mahoney* and *Beatrice Kearins* . . . Porters on vacation are *William Patterson* and *Ring Brown*.

Our deepest sympathy is extended to *Agent Eva Devitt* and her family in the loss of her brother who passed away recently.

Congratulations to *Agents Ruth Hanson* and *Blanche Thomas* who were the winners of two "Lucky Bucks." Ruth received 25 dollars and Blanche received 100 dollars and, of course, their pictures in the paper. Keep your eyes open, gals. There are lots more.

Ann Keane who took her pension August 1 was married August 12 at St. Sylvesters Church to *Pensioner John Fitzgerald*.

—KITTY KEEGAN and RUTH HANSON

Plaster In Ear—He Couldn't Hear!

WILCOX—Operator *Ralph Carbone* awoke the other morning and he could not hear a thing. Ralph was quite worried until he discovered that some of the plaster he had been working with the night before had hardened in his ear. A little work on the hardened plaster and everything was back to normal.

Operator *Robert Caraway* has just returned from his vacation in the north woods. Bob said that the fishing was coming along just fine until he was discovered by the "deer flies." From then on his legs furnished a seven course meal for the flies.

We wish to take this opportunity to welcome two new Operators to the station. They are *D. Krueger* and *E. Edenburn*.

We are all very sorry to hear that *Operator Lou Ebby* is ill. We hope that his illness will be of short duration and he will be able to be back with us soon.

Operator "*Sy*" *Goldfine* has transferred to Lawndale station as a register clerk. We all wish "*Sy*" well in his new job.

Operator *Steve Haykus* is agreed with all the experts that television is a weighty problem. Steve discovered the fact when he went to lift a television set the other day and injured his back.

While *Station Superintendent John Frugo* was on his vacation, his duties were performed by Supervisor *Frank De Long*.

With the bowling season just under way, all the teams are out to beat last years' champs, Brown's Jewelers, captained by Operator *Lou Ranallo*.

—THOMAS H. MOONEY

IRISH PERFORMERS



THESE three youngsters all set to go into an Irish jig won third prize dancing the Three Hand Reel in the Irish Feis held August 15. From left to right, they are *Barbara Mandock*, 8; *Danny Kehoe*, 6 and *Eileen Younglove*, 8, daughter of *Bill Younglove*, supervisor, District "B." Barbara's grandfather was the late *Thomas Pembroke*, Division station. Danny's grandfather is a retired supply carman from 39th and Halsted and Eileen's grandfather is *James J. Pembroke*, Kedzie, now retired. Her other grandfather is *Sam Younglove* from Devon.

Team Off To Flying Start

WILSON SHOPS—Wilson Shops has a bowling team this year with the CTA league and started the year off by winning three games. The stars were *Leo Dreyer* with a 626 series and *Hank Wieting* with a 573 series.

Michael Felten suffered the loss of his father August 18. Our sincere sympathy to the *Felten* family.

Art Harty, inspector "B" at Wilson, is the proud father of a six-pound, nine-ounce girl. The cigars were passed proudly.

Paul Lorimer enjoyed his vacation with his family in Wisconsin fishing. But Paul had trouble with the large ones. They stole his rod and reel.

Harold Thomas, ex-machinist at Wilson shop, sent us a card from California while on vacation.

Joseph Bagdzius passed the cigars when his wife presented him with a baby boy August 27 . . . *George Tossi* was presented with a

LEGION NEWS

New officers of the Chicago Transit Authority Post No. 1216 of the American Legion will take their oath of office for the year 1954 at the Post Headquarters, St. Jude's Hall, 221 W. Madison Street on October 20, 1953.

The new commander is *William R. Kendall* of the Accident Prevention Department. Others elected to serve with him are *Robert Buerger*, Senior Vice Commander; *Steve Vukso* and *John Boland*, Junior Vice Commanders; *Walter Jandt*, Finance Officer; *Thomas Lyons*, Adjutant; *Carl Neisner*, Chaplain; *John J. Kilbride*, Sgt.-at-Arms; *Wilbert J. Allen* and *Louis Smith*, service officers. The retiring commander is *John Thorpe*.

Legionnaires are urged to attend the meeting of November 17. A wonderful evening of entertainment has been planned for them. Watch this column for further information concerning your legion post.

baby girl the day after Labor Day. The mother and baby are doing fine.

Karl Raab enjoyed some Wisconsin fishing with family and a nice quiet vacation.

Walter Sesko returned to work after recovering from his accident.

Robert Mueller and family enjoyed his vacation with short trips and a trip to Wisconsin . . . *Henry Wieting* has been sending some nice post cards while vacationing in sunny California.

Fred Plattner got the Pontiac out of the garage again and motored his family through the state of Indiana for a nice vacation.

Art Redlick made a trip to Wilson Shop to say hello. Art has been at home resting after his operation and is looking like himself again.

Frank Wagner, *Al Schmitz*, *Everett England* and families motored out to McCullom Lake for a day with *Bill Hermann* and family. The women played canasta and the men "Crazy Eights." Of course, canasta is understandable to most but "Crazy Eights" must be played to really understand it. One of our outstanding players was not able to be present due to a planned fishing trip. That was *Herbie Miller*.

Send in some news and pictures, fellows. It makes the writing much easier.

—EVERETT ENGLAND

Kedzie Now Back In The News

KEDZIE—Since our former reporter, *Jack Williams*, left Kedzie some time ago, we were not heard from in the *CTA Transit News*. Prior to 1947, when I came to Kedzie, your reporter was correspondent at Blue Island Station, and will now endeavor with your cooperation to bring Kedzie back in the news

items. Anyone with news of interest can contact me any day and I will see that your items are published. So here's hoping that we will be heard from each month.

Loretta Keag, wife of *Night Superintendent Leslie M. Keag*, presented him with a 7 pound, 8 ounce baby boy on September 7. Congratulations to the happy parents and a happy welcome to the little newcomer.

George G. Wilson, Jr., son of our efficient janitor, *George G. Wilson, Sr.*, was elected Commander of the Air Force Association for the State of Illinois a short time ago.

Motorman A. Nadeau is spending his vacation in southern California and reports having an enjoyable time.

Barbara Essig, popular daughter of *Motorman Ray Essig*, is attending Luther College at Decorah, Iowa, where she is taking up infant dentistry.

We have in our midst a rainmaker in the person of *Ernest Tocci*. It seems every time he sings it begins to rain.

Our sympathy is extended to the family of *Conductor Donald Lloyd* who passed away on September 15 after a short illness.

This is all the news I have for this time and hope with your cooperation that we will have more in the next issue.—C. P. STARR



"The fellow who's a 'good listener' is not only popular but he's liable to learn something!"

RECENT DEATHS AMONG EMPLOYES

DANIEL DARCY, 73, retired chief operator, Electrical. Died 9-5-53. Employed 7-10-05.

JOHN DEVENNY, 64, motorman, 77th. Died 9-15-53. Employed 6-18-26.

F. C. EGGERT, 66, retired superintendent, Elston. Died 8-18-53. Employed 8-10-18.

EARL EYER, 66, retired foreman, 77th Carhouse. Died 9-5-53. Employed 5-3-04.

H. H. GOODRICH, 75, retired motorman, Lawndale. Died 8-28-53. Employed 10-30-05.

HUGO HAMMER, 65, mechanic, Keeler. Died 8-27-53. Employed 7-19-45.

JAMES HOLOHAN, 72, retired conductor, Devon. Died 9-2-53. Employed 4-15-07.

C. H. JONES, 81, retired attorney, Legal. Died. 8-29-53. Employed 2-1-04.

EDWARD KILMARTIN, 55, 77th Carhouse. Died 8-31-53. Employed 11-13-25.

A. LIPKEMANN, 66, retired motorman, North. Died 8-1-53. Employed 7-13-09.

V. LISOV, 73, retired laborer, Track. Died 9-6-53. Employed 7-11-23.

DONALD LLOYD, 55, conductor, Kedzie. Died 9-15-53. Employed 9-19-27.

GUST LUND, 84, retired motorman, Armitage. Died 8-24-53. Employed 10-30-05.

A. M. MADDEN, 72, retired agent, Loop. Died 9-1-53. Employed 6-4-14.

L. N. MARACICH, 84, retired watchman, Track. Died 8-19-53. Employed 4-27-22.

L. A. MARTIN, 62, retired janitor, Lincoln. Died 9-8-53. Employed 7-2-20.

J. F. McDONNELL, 69, retired conductor, Cottage Grove. Died 9-2-53. Employed 11-19-18.

THOMAS P. McNAMARA, 43, motorman, Southside. Died 9-6-53. Employed 11-5-43.

CHARLES B. MURPHY, 65, retired yard foreman, Southside. Died 9-2-53. Employed 4-14-15.

JOHN MILLAR, 79, retired motorman, Cottage Grove. Died 8-18-53. Employed 2-19-18.

W. F. OESTERMEYER, 84, retired motorman, 69th. Died 8-20-53. Employed 1-13-89.

CHARLES E. OLSZEWSKI, 53, motorman, North. Died 8-24-53. Employed 6-29-28.

CHARLES A. PETERSON, 59, janitor, Devon. Died 9-5-53. Employed 10-5-24.

L. PETERSON, 58, conductor, Limits. Died 9-13-53. Employed 11-24-15.

G. PHILLIPS, 85, retired carpenter, North Shops. Died 9-2-53. Employed 7-1-00.

J. RAU, 90, retired motorman, Archer. Died 9-2-53. Employed 12-16-09.

W. E. ROBINSON, 60, retired conductor, Cottage Grove. Died 9-1-53. Employed 6-3-26.

H. G. SCHULTZ, 81, retired conductor, Archer. Died 8-8-53. Employed 2-20-01.

RUDOLPH SCHULTZ, 73, retired motorman, Armitage. Died 8-23-53. Employed 7-8-05.

WILLIAM SHERWOOD, 72, retired vice-president, Chicago Motor Coach. Died 8-27-53. Employed 11-15-16.

WALTER CLAY SMITH, 41, trainman, Southside. Died 8-26-53. Employed 9-5-44.

R. STACK, 79, retired motorman, 77th. Died 9-2-53. Employed 1-8-13.

G. E. STRINGHAM, 69, retired motorman, Way and Structures. Died 8-13-53. Employed 4-18-08.

B. S. STROCKIS, 69, retired car repairman, Kedzie. Died 8-23-53. Employed 12-24-11.

J. J. SUTTON, 70, retired janitor, Devon. Died 8-12-53. Employed 10-5-16.

O. SWARD, 75, retired motorman, 69th. Died 9-3-53. Employed 5-20-08.

C. F. TUREK, 67, retired conductor, 69th. Died 9-15-53. Employed 3-23-15.

WILLIAM F. WENZLOFF, 48, crossing watchman, Northside. Died 9-1-53. Employed 10-13-44.

HENRY WIGAND, 75, retired motorman, 69th. Died 9-13-53. Employed 1-29-06.

Our Public Speaks...

FROM the number of cards and letters we receive from passengers commending Chicago Transit Authority operators and trainmen, we can see that a good job is being done in selling our service to the public. When an operator realizes that he is a salesman and that his job consists of selling bus rides, not just operating his vehicle—then we know we are doing a wonderful job of making friends for the CTA. Reprinted below are a few of the letters received which show how courtesy, a pleasant attitude and a genuine spirit of helpfulness have so impressed our passengers that they had to write and tell us about it.



"A short while back I left my handbag on the shuttle train that runs from Evanston to Howard Street, early in the evening. It not only contained papers and keys and other items that I needed very much but fifty dollars in cash that belonged to an organization of which I am a member. Because the operator (*Trainman John M. Noren, Northside*) turned the handbag in so promptly at Howard Street, I was able to get it back before 10:00 P.M. the same night. I know, of course, that all the conductors are obligated to turn in anything they find on the trains; nevertheless, I appreciate the fact that Mr. Noren acted promptly in this matter and saved me a good deal of inconvenience."

"I have been a regular passenger on your bus which departs from Rogers and Sheridan every morning. This is an unsolicited commendation on the driver's (*Operator Jerry Weber, North Park*) courteous, considerate, patient and careful handling of passengers and bus. During a trip south one morning last week the driver discontinued the trip because

of faulty brakes and transferred his passengers to another bus which he flagged down. I personally appreciate such consideration of my safety. I was impressed by this instance because I watched him repeatedly test the brakes before making the decision to discontinue the trip."

"I boarded a Cottage Grove streetcar yesterday and I would like to compliment the operator. (*Zonophon Abraham, Cottage Grove*). He announced each street very clearly. When each passenger was ready to get off he reminded them to hold the handle, watch their step and watch the cars. My intention was to take a cab but when he saw me unable to get one he motioned me on the streetcar. I am actually glad that I did get on."

"On July 10, while attending the Lions International Convention, I was tremendously impressed with the courtesy of your transit drivers. In particular, I want to commend driver No. 1889 (*Charles Wesley, 77th Street*). His courtesy and consideration of all passengers, in particular the Lions, was most impressive. It is an action such as this which brings visitors on return trips to your great city."

OF course, we hear too from riders who are unhappy with the service they received on our vehicles. Reprinted here are several of these letters:



"I wait for a State Street car going north every day. At least once or twice a week the streetcar passes me by without stopping and I am trapped in the middle of the street with heavy traffic going in all directions."

COMMENT: When an employee fails to stop to permit passengers to board or alight, he is performing not only a disservice to the patron but to the Chicago Transit Authority as well.

...

"Recently I boarded the Montrose bus, put a token in the box and sat down in about the third seat. I was no sooner down than I realized I had to have a transfer. I immediately got up and asked the driver if he would please give me one. He was insulting and refused to give me a transfer."

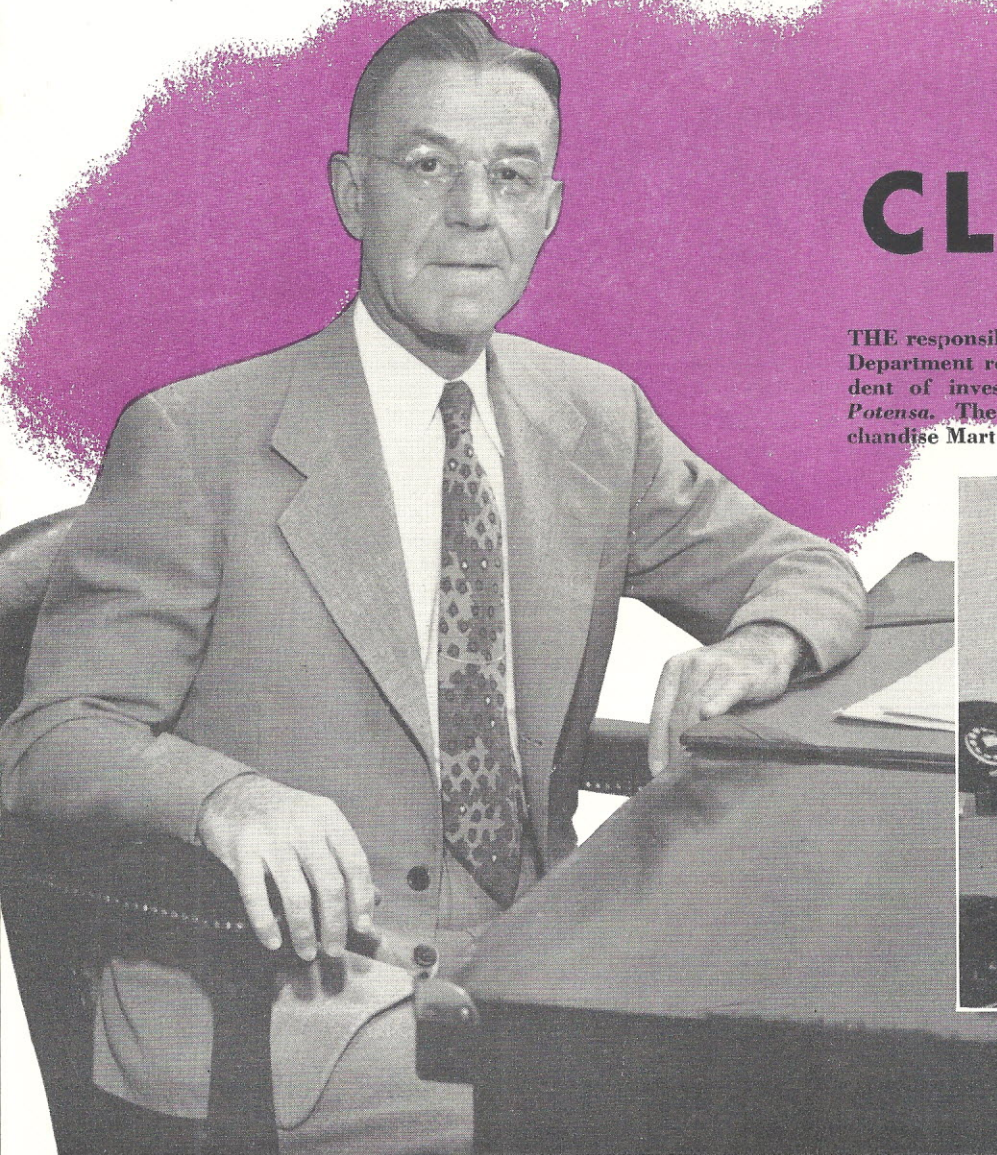
COMMENT: Although transfer rules and regulations state that transfers are to be issued only at time fare is paid, employees are expected to use discretion and good judgment in such matters.

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

| | August 1953 | July 1953 | August 1952 |
|---------------|----------------|--------------|----------------|
| Complaints | 830 | 926 | 840 |
| Commendations | 86 | 64 | 83 |

CLAIM *Depa*

THE responsibility of directing the activities of the CTA Claim Department rests with *Charles J. Mersch*, general superintendent of investigations and claims. His secretary is *Elvera Potensa*. Their office is located in Room 7146 of the Merchandise Mart.



WHAT happens when a claim for personal injury or property damage is filed against the CTA? This sounds like a simple question, requiring only a simple answer, such as: Claims are received, recorded, investigated and settled either by mutual agreement between the claimants and the CTA or by court orders if litigation results.

However, the foregoing does not begin to tell the story of the many complicated procedures which must be performed by the employees of the Claim Department in handling claims from their inception to closed cases.

The Claim Department, located in Room 7146 of the Merchandise Mart, is directed by *Charles J. Mersch*, general superintendent of investigations and claims. The department is divided into two divisions—the Claim or Adjusting

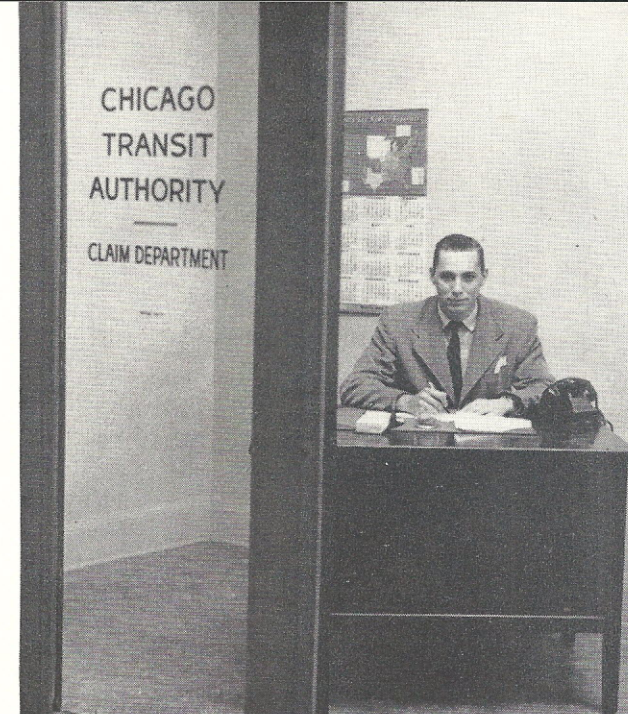
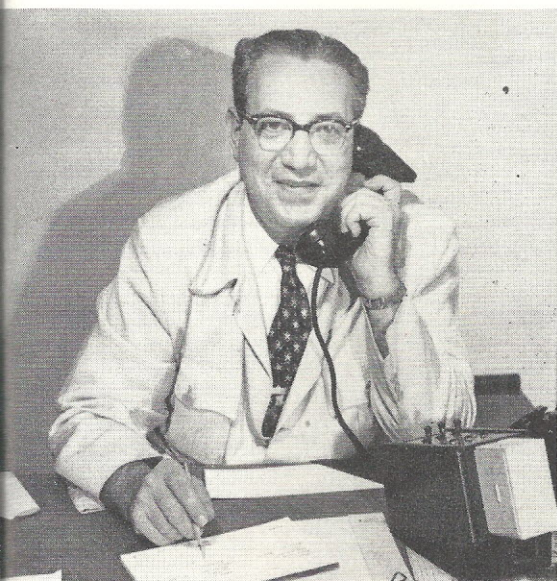
division, headed by *Edward J. Healy*, chief adjuster; and the Investigation division, under *James F. Anderson*, chief investigator.

When the CTA is involved in serious accidents, the crews report by telephone to *Joseph Koch*, accident clerk. He se-

HEADING up the adjusting division of the Claim Department is *Edward J. Healy*, center, chief adjuster. His two assistants are *Edward Weingartner*, left, and *Michael J. McDermott*. Weingartner has 16 outside adjusters under his direct supervision, while eight inside adjusters report to McDermott.



Department



PEOPLE personally coming in to the Claim Department offices are greeted, screened and referred to the proper individuals to see by *Joe Collello*, receptionist.

TELEPHONE calls to the Claim Department by employees about incidents that have happened which may result in claims against the CTA and from people who intend to make a claim for damages are handled by *Joseph Koch*, accident clerk. He secures full details and prepares written reports which are distributed to the proper people in the Claim Department for further handling.

cures all the details of the occurrence and prepares a report of the accident. One copy of the report is forwarded to the chief adjuster and one copy to the chief investigator for their decisions as to the extent of CTA liability.

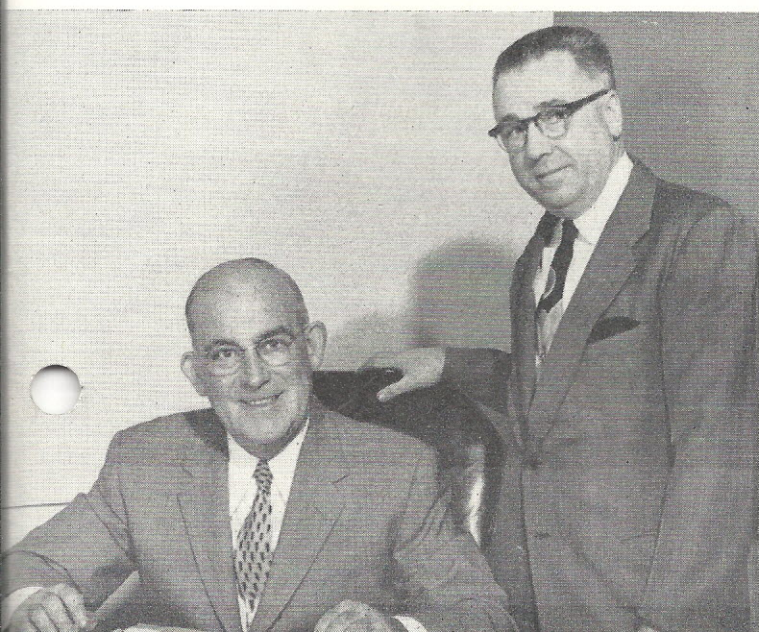
The employees involved in accidents, such as train crews and bus operators, later make a written report which is delivered by night mail to the Claim office. A night crew of four stenographers, under the supervision of *Frank Cunningham*, chief night clerk, types 14 copies of each report. These are then distributed to the various interested departments. The depot or garage where the involved employee

is located gets a typed copy of the accident report the day after the accident occurs.

After careful study of the typed reports, *Edward Weingartner*, one of the two assistant chief adjusters, assigns one of his crew of outside adjusters to call on the people involved in the accident to learn their version of the occurrence and protect the CTA from any open liability by making adjustments for damages claimed when the facts warrant such settlement.

Telephone calls from people who intend to make a claim for damages are also handled by the accident clerk. He invites the person into the office for a personal interview. These people tell their story to a statement taker who puts it in writing. They are then referred to one of three inside adjusters, *Otto Geiger*, *Martin Garrity* or *P. J. Tiggelaar*.

In addition to the above-mentioned men, *Michael J. McDermott*, assistant chief adjuster, has under his direct supervision five other inside adjusters. A great many small property damage claims received through the mail are settled by *Vincent J. Moore*, correspondence adjuster. The other inside adjusters who work from records, as contrasted with personal interviews, are *John C. Williams*, *Sol. J. Garro*, *Sam N. Fisher* and *Harry E. Boness*.



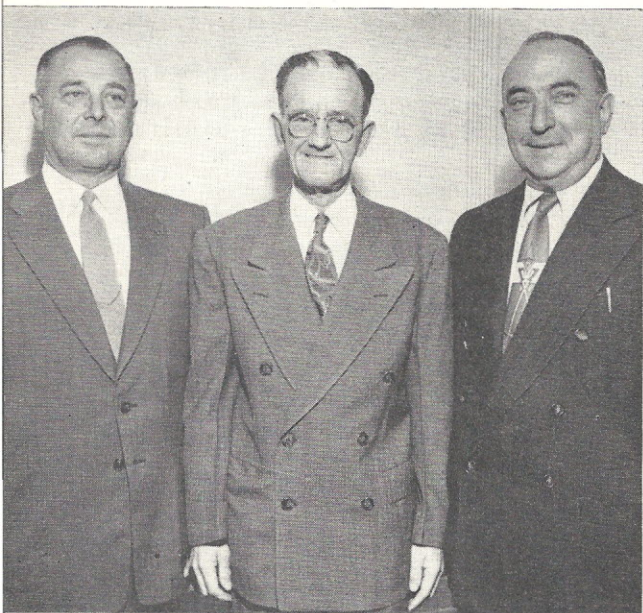
THE work of the Investigation Division of the Claim Department is in charge of *James F. Anderson*, seated, chief investigator. His assistant, standing, is *Edward C. Somers*. In addition to the necessary office help, 37 outside statementmen and legal investigators are attached to this division.



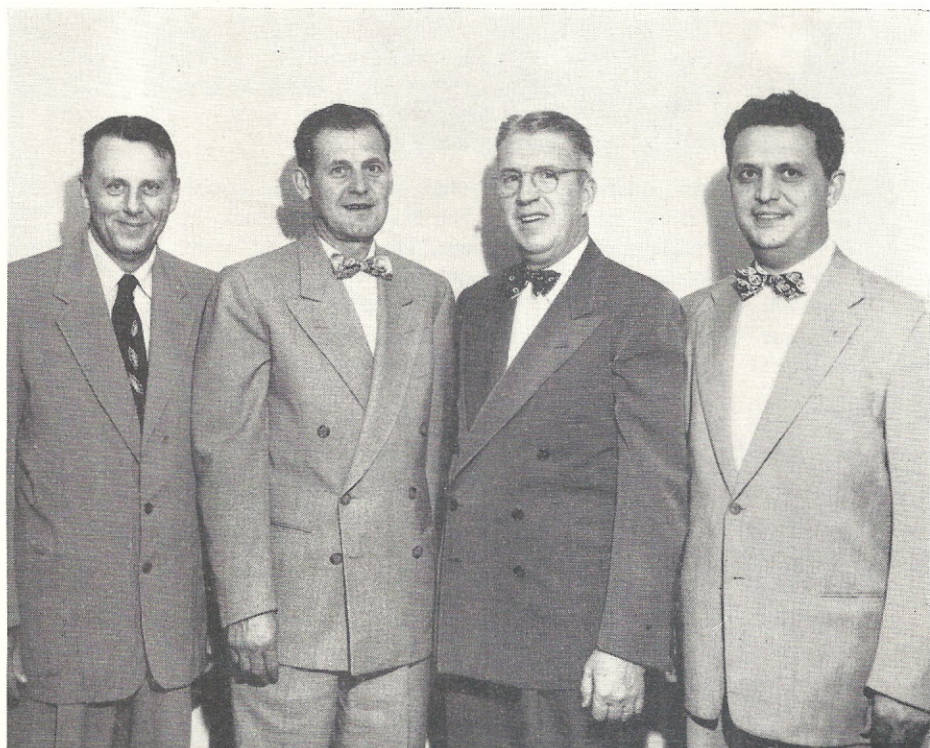
THESE outside adjusters receive their assignments from *Edward Weingartner*, assistant chief adjuster. They call on people involved in some accidents to learn their version of the occurrence and protect CTA from any open liability by making adjustments when warranted for damages claimed.



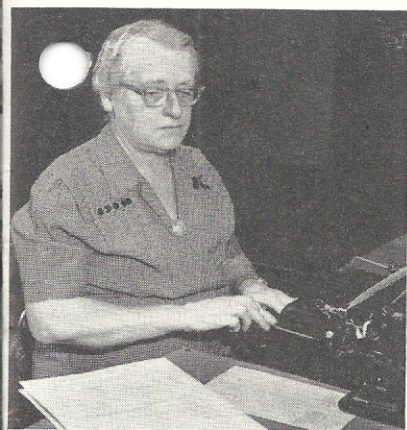
NIGHT stenographers, under the supervision of *Frank Cunningham*, standing, make copies of written reports received during the day from employees involved in incidents which may result in claims. The next day these copies are in the hands of various departments and stations interested. Seated, from left to right, are *James Rapp*, *William Pittman*, *Walter Thornton* and *Julius McMillan*.



AFTER personal callers have talked with a statement taker and signed a typed statement of their cause for a claim for damages, they discuss the matter with one of these three inside adjusters, left to right, *P. J. Tiggelaar*, *Martin Garrity*, and *Otto Geiger*.



IT is the function of these four inside adjusters to consult with claimants' or plaintiffs' attorneys in connection with claims or suits to effect a mutually satisfactory settlement of the cases. Their object is to settle claims before suits are filed, if possible, or to secure dismissal of suits already in progress before a court ruling is reached. Left to right are *John C. Williams*, *Harry E. Boness*, *Sam N. Fisher*, and *Sol J. Garro*.



THOSE people who come into the Claim Department office for the purpose of filing a claim against CTA for damages are referred to *Barbara Anderson*, statement taker, who secures the details and types up a statement for the claimant's signature before referring them to an inside adjuster.



John Dupere



Donald J. Curtin



THESE statementmen and legal investigators are under the direct supervision of *Donald J. Curtin* and *John Dupere*, supervisors. They talk to witnesses of incidents involving a claim against the CTA, secure signed statements to verify facts, try to locate additional witnesses, interview plaintiffs, check past and present physical conditions, and contact doctors, employers and others in an effort to get the complete true story of the incident and any after effects.

QUITE a few claims for property damage are received through the mail. These small property damage claims are handled by *Vincent J. Moore*, correspondence adjuster. His stenographer, *Rita Winnes*, was on vacation when this picture was taken.

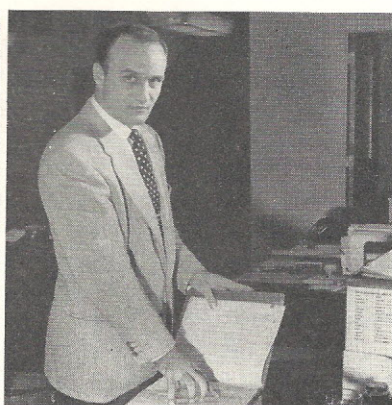
THE principal duty of *Daniel Perovich*, investigation clerk, is to maintain accurate records and have them available at all times for the adjusters.



Investigators

Many times the stories told to adjusters by claimants do not agree with our employes' versions. Such cases require further extensive investigation. This activity comes under the direction of *James F. Anderson*, chief investigator, and his assistant, *Edward C. Somers*. Their force consists of two supervisors, *Donald J. Curtin* and *John Dupere*, and 37 statementmen and legal investigators.

It is the latter's duty to interview witnesses to incidents





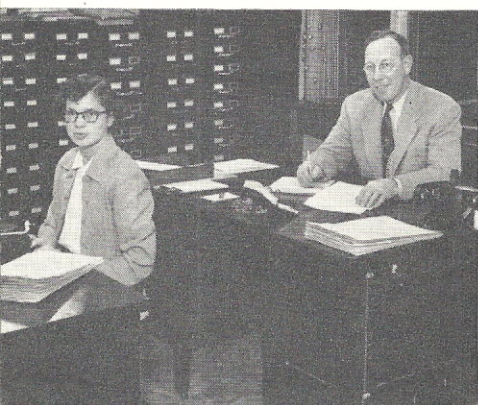
DR. DAVID J. FANNING, medical counsel, studies claim and litigated files, contacts attending physicians and renders a medical report, setting forth the medical facts as compared to medical allegations. He also attends actual trials as medical advisor to trial attorneys. His stenographer is *Edith Riddle*.



THE accident assignment clerk, *Bill Peterson*, center, assigns work to the statementmen and keeps daily, weekly and quarterly records of statementmen. His typist is *Ethel Peterson*. *Robert A. Galante*, right, accident investigation clerk, enters in a record book the work assigned to statementmen. When their jobs are completed, he checks it off the man's record. He also issues "stop work" orders when a case is settled.



LAW clerk in the Claim Department is *Howard D. Smale*, left. With his two assistants, *Donald E. Krueger*, seated, and *David Munyer, Jr.*, he records the names and addresses of all witnesses, keeps a record of names of crews or others necessary for court appearances and sends out locaters to verify witnesses addresses. Smale also issues subpoenas for witnesses to appear in court. These subpoenas are delivered personally by legal investigators, statementmen and locaters.



SOME inquiries relate to incidents wherein no reports have been received. These cases require additional search through considerable correspondence to various depots and departments. This work is handled by *Vernon Thornton*, who also checks trip sheets, requests car inspections, and makes special checks on depot repair records. His typist is *Elaine Wanderski*.

WHEN a fatality involving the CTA occurs, it is the duty of *Dennis Crowley*, inquest man, to phone the depot clerks to send in the crew involved and notify the court reporter and inquest attorney when and where the inquest will be. He attends inquests, takes the names of all witnesses and records the testimony, and makes a monthly report of each death case, showing the name of the deceased, age, date and time of accident, date of death, place of accident and nature of occurrence.



WHEN claims are litigated, the entire files are referred to brief writers, *Clarence Guilliams* and *Naomi Jenkins*, standing. They prepare briefs containing all the facts and make suggestions for further investigations to be made. Their stenographers are, left to right, *Doris Jeanne Huston* and *Lorraine McCarthy*.



involving the CTA and secure signed statements from such witnesses in an effort to verify the facts of an occurrence. They also canvass the vicinity of the accident for additional witnesses, check with police for information and check the loss of earnings claimed by injured parties.

When claims are litigated, the entire file is referred to a brief writer who prepares a brief of all the facts and makes suggestions for still further investigations. It is then necessary to interview plaintiffs and question them about the accident, injuries, medical attention and expenses. It is also necessary to check past and present physical condition, interview physicians and employers and others who may be helpful in establishing the facts of the case. These men also occasionally assist in special sleuthing assignments.

Another concern of the Claim Department is to determine the possibility of collections for damages done to CTA properties. Such collections are handled in close cooperation with the Law Department.

When the Claim Department is unable to effect a mutually satisfactory settlement with a claimant, the latter usually brings the case to the litigation stage. At this point, the entire file is turned over to the Law Department for handling in court.

(In the November issue of *CTA TRANSIT NEWS* this story will be continued with brief descriptions of employe compensation matters and the clerical and vault sections of the Claim Department, under *H. A. Praiter*, and the Photographic Department, under *Fred Chouinard*, which also reports to *Charles J. Mersch*, general superintendent of investigations and claims.)

TO THE Ladies

... from JOAN



IN October we think about tempting "double-duty" desserts—something that travels well in a lunch box or may be served at the table. And finally, most mothers like desserts that are easily and quickly prepared.

Old South Cupcakes with their Lemon Fluff Frosting are really good to round out a noontime lunch. There's a nutlike flavor and caramel goodness that all children as well as grown-ups like. These little individual cakes are baked in fluted paper cups to insure freshness for several days.

Old South Cupcakes

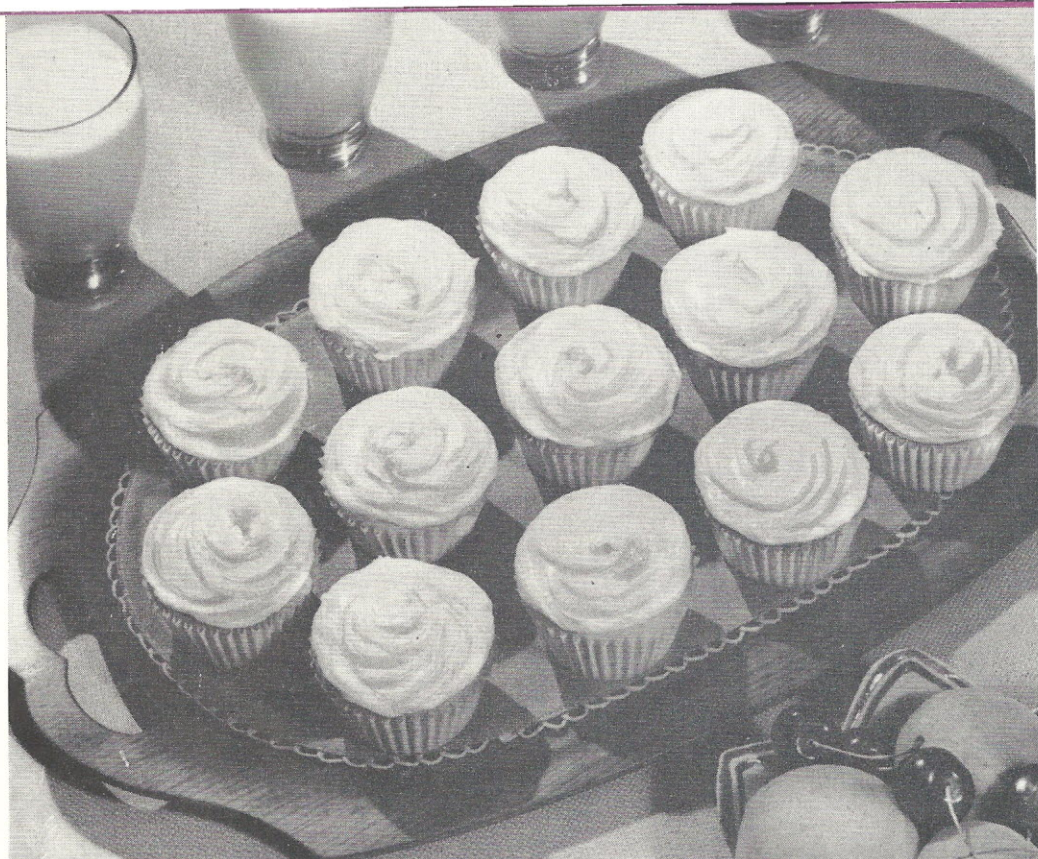
1¾ cups sifted enriched flour
2 teaspoons baking powder
½ teaspoon salt
⅓ cup shortening
1¾ cups brown sugar
1 egg
¾ cup milk
1 teaspoon vanilla extract
¼ cup chopped nuts

Sift together flour, baking powder and salt. Cream together shortening and sugar until light and fluffy. Add egg and beat well. Add flour mixture to creamed mixture alternately with milk and vanilla extract. Stir in nuts. Spoon batter into greased or paperlined muffin cups. Bake in moderate oven (350°F.) about 20 minutes. When cool, frost with Lemon Fluff Frosting.

Makes 16 2¾-inch cupcakes.

Lemon Fluff Frosting

2 tablespoons butter or margarine
2½ cups sifted confectioners' sugar
1 egg
1 teaspoon shredded lemon rind
½ teaspoon lemon extract



TALL glasses of milk, fresh fruit and Old South Cupcakes made good eating for

those after-school snacks. They travel well in a lunch box, too.

Cream butter or margarine. Add ½ cup confectioners' sugar and beat until smooth. Add egg and beat well. Add remaining sugar. Beat until fluffy. Add lemon rind and extract. Makes enough frosting for 16 cupcakes.

TIMELY TIPS

SOAP can be a great help to painters. Next time you decide to touch up or paint a room, be sure first to coat the doorknobs, hinges, and locks with thick soapsuds. Then if paint splashes settle on these spots, they'll disappear when the paint job is done and you wipe the suds off with a damp cloth.

THE experts say that nylon stockings get "tired" and wear out faster if not allowed to rest between wearings. After a day's "work," your nylons should be washed in lukewarm soapsuds and rinsed, dried, and put away for a day or so.

A NEW dish washing aid is a flexible cellulose sponge mop designed to scoot around curves, dig down in corners, and generally do the dirty work. A similar smaller mop slides easily into bottles and tall glasses to remove those difficult smears. Both sizes are equipped with long handles to help keep your manicure intact.

WARM AND LOVELY

Crochet a wool afghan that you can use in the bedroom, the living room and in the car. This beautiful afghan, crocheted in a bonnie Clan tartan, has yellow cross bars striping the scarlet and black squares. It is fringed with wool of the same three colors. Directions for making this Highland Home Afghan are free to you for the asking. Write to WOMEN'S EDITOR, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.



JOE OPERATOR

DOES A LITTLE SELF ANALYSIS ON HIS FALL DRIVING

THE CHICAGO TRANSIT AUTHORITY
P. O. Box 3555, Chicago 54, Illinois

Form 3547 Requested



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