



# TRANSIT NEWS

NOVEMBER, 1953





# First Class Completes "L" Supervisor Training



CONGRATULATIONS were in order recently — when the 18 CTA men comprising the first class to finish a newly-established Rapid Transit Supervisor Training Program received their "Certificates of Completion." On hand to extend those congratulations were, standing from left, *Charles E. Keiser*, superintendent of transportation; *Arthur Heidecke*, superintendent of operations, rapid transit system; *James Blaa*, training assistant; *James Roche*, supervising instructor; *John F. Higgins*, assistant superintendent of operations, rapid transit system, and *T. B. O'Connor*, general superintendent of transportation and shops and equipment.

The 18 men, seated, who successfully completed the first course of the new program were *Joseph Dvorak*, *Randall Ferrari*, *John P. Flynn*, *George Hebbard*, *Marvin Hildbold*, *Eric W. Larson*, *Roland Lawshe*, *Herbert Lowenstein*, *Michael J. O'Connor*, *Fred C. Ohnesorge*, *Miles B. Olsen*, *Walter Pavoni*, *Burchard Pogue*, *Robert A. Roesing*, *Erwin Rosenwinkel*, *Arthur A. Sim*, *Edward Strey* and *Joseph Trosper*.

Purpose of the new program is to instruct and qualify rapid transit personnel in the duties and responsibilities of supervisors. These trained men, then, are immediately available to "fill in" as acting supervisors. Experience gained in this manner further qualifies the men for promotion to regular supervisory jobs when such vacancies exist.

Of the 18 men who completed the first course, a total of 15 were immediately assigned to regular supervisory positions in accordance with established CTA job vacancy procedures. The other three were given acting supervisors' assignments.

New classes are begun periodically. Notices of starting dates are posted in all rapid transit train rooms and terminals. Any men who are interested, and who have the necessary starting qualifications, are eligible to apply for enrollment. A total of 17 instruction sessions are held, each of approximately three hours duration. Men taking the course must do so on their own time. Every effort, however, is made to adjust work schedules to harmonize with the instructional sessions.

## PENSION PLAN REPORT

AN official report on the Retirement Plan for Chicago Transit Authority employees, covering the Third Plan Year (June 1,

1951 to June 1, 1952) and the Fourth Plan Year (June 1, 1952, to January 1, 1953), has recently been printed.

The report indicates that during the first four Plan Years a total of \$16,112,347.57 was paid into the pension fund, employees contributing one-third by means of payroll deductions and CTA contributing two-thirds.

Retirement payments for the four Plan Years amounted to a total of \$12,220,432. During the First Plan Year, an average number of 2,548 pensioners received average monthly benefits of \$64.76, as compared with 4,279 pensioners receiving average monthly benefits of \$85.59 during the Fourth Plan year.

The Retirement Plan for Chicago Transit Authority Employees became effective as of June 1, 1949, for the purpose of providing retirement allowances in cases of old age or disability for eligible employees of Chicago Transit Authority.

## RECENT CTA ADDITIONS TO THE ARMED FORCES

*T. A. Muldrow*—Transportation (77th)  
*M. J. Ziocchi*—Shops and Equipment (Skokie)

## RETURNED FROM SERVICE

*J. W. Bourke*—Transportation (North-side)  
*R. W. Christian, Jr.*—Accident Prevention  
*J. M. Gaura*—Electrical  
*B. J. Grant*—Electrical  
*B. Kivlehan*—Shops and Equipment (Keeler Shop)  
*S. Kudelka, Jr.*—Shops and Equipment (West Shops)  
*R. J. Mackey*—Shops and Equipment (West Shops)  
*G. W. Nelson, Jr.*—Electrical  
*E. Puntil*—Transportation (North Park)  
*S. A. Sluzinski*—Shops and Equipment (Lawndale)

VOLUME VI

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## Its First Anniversary



**FUNCTIONS** of the CTA Employee Suggestion Plan office, located in Room 7142 of the Merchandise Mart, are under the direction of **Thomas P. Lyons**, secretary of the employee suggestion committee.



**LOOKING** over a recent suggestion plan poster are **James J. Bittourna**, administrative assistant, and **Kay Corcoran**, typist, who perform the variety of detailed duties necessary for the successful operation of the plan.

EXPERIENCING its first anniversary on October 1 by rounding out one full year of system-wide operation, the CTA Employee Suggestion Plan has met with approval from many employees in all departments.

To illustrate, during that period a total of 1,705 suggestions were received. Of that number, final disposition was made on 1,601 suggestions and the balance were under investigation to determine their merit.

Ninety-two suggestions were accepted and cash awards forwarded to their individual employee contributors. Sixty-two of the awards were for sums ranging between \$10 and \$200. Cash payments totaling \$1,688 were made during that first year — an average of \$18.34 per accepted suggestion.

The Suggestion Plan was established for the purpose of providing all employees full and equal opportunity to have their ideas put to use in improving our operating methods, and to reward and recognize employees submitting useful ideas. The detailed work involved in carrying out the program is handled in the office of the Employee Suggestion Plan under the supervision of **Thomas P. Lyons**, secretary of the employee suggestion committee, and two aids, **James J. Bittourna**, administrative assistant, and **Kay Corcoran**, typist. Mr. Lyons, whose office is in Room 7142 of the Merchandise Mart, reports to **E. A. Imhoff**, general superintendent of personnel.

Each suggestion submitted receives careful individual attention and consideration. Following is an example of how a typical suggestion is processed:

Upon receipt, the suggestion is individually numbered, indexed and the date on which it is received is recorded. Then it is classified, briefed, and entered in a register book. Thereafter, it is checked against existing files for a duplicate suggestion. Name and subject cards are then made out and a letter of acknowledgment is sent to the suggestor.

Additional copies of the suggestion are made and a letter of investigation is prepared and forwarded to the proper department for determining the value and usefulness of the suggestion to the Authority. In the course of the investigation, all personnel who are in a position to determine the

usefulness and potentials of the suggestion are consulted.

An example is Suggestion No. 1435 — "A tool for removing windshield wiper engine shafts." A copy of this suggestion and a letter requesting comments were sent to the Shops and Equipment Department. After review, it was assigned by the Superintendent of Carhouses and Garages to the General Foreman for investigation. The foreman consulted with several of the garage foremen and with the repairman submitting the idea. Thorough tests were conducted and the merits of the tool were again reviewed. The idea proved useful and a recommendation for acceptance of the suggestion was made by the Superintendent of Shops and Equipment.

When the investigator's recommendations were received in the office of the suggestion plan they were dated and the entire file was then presented to the Employee Suggestion Committee for final evaluation. The suggestion was accepted. An award check for \$25 and a letter of commendation from the General Manager was sent to the suggestor. A copy of the letter of acceptance was also sent to the employee's department head and a copy was placed in the individuals personal record file. The necessary dates were then recorded in the register book and on the subject cards, closing the file.

The present Employee Suggestion Committee is composed of the following members: **Chairman Walter J. McCarter**, CTA general manager; **Vice Chairman E. A. Imhoff**, general superintendent of personnel; **S. D. Forsythe**, general superintendent of engineering; **T. B. O'Connor**, general superintendent of transportation and shops and equipment; **C. E. Keiser**, superintendent of transportation; **P. J. Meinardi**, comptroller; **H. L. Pollard**, director of public information; **R. J. Ruppe**, superintendent of shops and equipment, and **L. M. Traiser**, staff engineer.

In the event that a suggestion cannot be adopted, a letter of explanation, stating the reasons, is sent to the employee submitting the idea.

The system-wide CTA Employee Suggestion Plan, now little more than a year old, cannot function without the cooperation of CTA employees. Your ideas are always welcome!





**HENRY A. PRAITER**, right, supervisor of compensation and clerical section, has under his immediate jurisdiction the workmen's compensation clerk, *William S. Nott*, standing; *Jeanne Ludmann*, typist, left; and *Madeline Bliss*, clerk, inset. Mr. Praiter also exercises supervision over file clerks, typists, dictaphone operators and all other clerks in the Claim Department.



## CLAIM DEPARTMENT

### PART II

**FOLLOWING** is a continuation of the CTA Claim Department story which began in last month's issue of CTA TRANSIT NEWS. In the first installment, we described the overall operation of the department, under the jurisdiction of *Charles J. Mersch*, general superintendent of investigations and claims. This concluding article deals with employe compensation matters, the clerical and vault sections and the Photographic section.

#### Employe Compensation

**UNDER** the direction of *Henry A. Praiter*, supervisor of compensation and clerical sections, employe compensation matters are processed through the Claim Department. All personal injury reports by injured employes are forwarded to the Workmen's Compensation Clerk, *William S. Nott*. He interviews each injured employe, secures their version of the occurrence, makes up compensation settlement contracts, contacts doctors and employes by phone, refers employes to

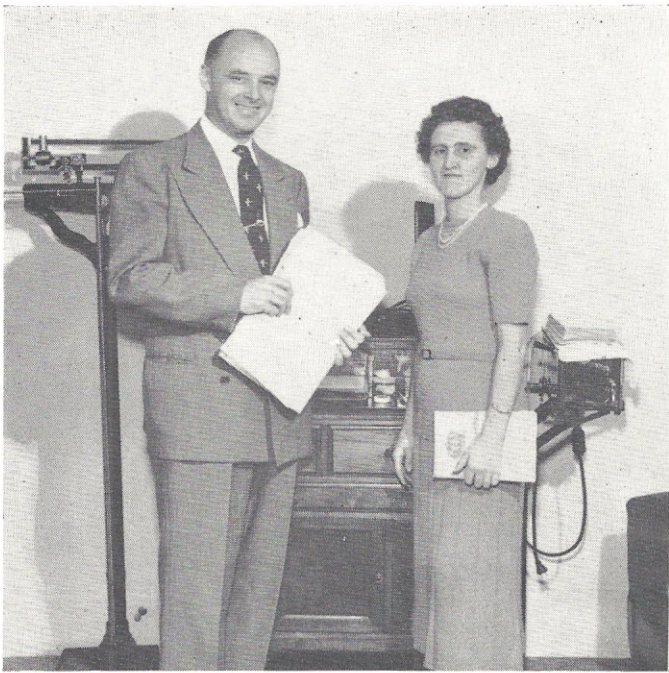
the CTA medical examiner, *Dr. Mitchell W. Bush*, for examination, and reports all employe accidents to the State Industrial Commission.

Mr. Praiter exercises supervision over file clerks, typists, dictaphone operators and all other clerks in the Claim Department. He reviews and approves vouchers, releases and checks prepared for payment of claims and other expenses connected with the department. Under his direct supervision, a typist and clerk handle settlement lists, prepare releases for Damage Reserve and Accounts Payable, and post on files and records all notice of liens and claim expense items.

#### Clerical Section

What is known as the clerical section of the Claim Department consists of seven girls, under the direction of *Grace Johnson*. The girls' duties include typing reports of each day's accidents on large day book sheets, placing each typed crew report in a numbered file and returning files to the vault. They also type location slips on each accident and report all personal injury cases to the Chicago Index Bureau as well as handle all statements, letters, etc. Another function





IN a recent organizational change, *Dr. Mitchell W. Bush*, who formerly reported to *Charles J. Mersch*, general superintendent of investigations and claims, now reports to *Dr. George H. Irwin*, medical director. Dr. Bush examines all employees claiming compensation and also physically examines claimants referred to him by accident investigators or adjusters. He studies x-ray films submitted by attorneys and accident investigators and renders first-aid treatment to employees and claimants. His stenographer is *Regina Kuzius*.

THESE four ladies are stenographers in the Claim Department. *Gladys Shuflitowski*, left, works for *Edward C. Somers*, assistant to *James F. Anderson*, chief investigator; *Florence Gray*, center, reports to Anderson; *Mary Welch*, right, is stenographer for *Michael J. McDermott*, assistant chief adjuster; and *Rita Winnes*, inset, handles the stenographic duties for *Vincent J. Moore*, correspondence adjuster.



of this section is to handle and deliver all mail, look up file numbers on all correspondence and route it into the vault where letters, liens, bills, etc., are attached to their respective files and referred to the correspondence adjuster for answer and distribution.

In the clerical section is a street index guide under which all accidents are filed according to location of the occurrence. With this guide file numbers covering any accident at any street intersection or in any street between intersections can be located in a moment's time. This index covers a period of ten years. The clerk in charge of it also applies our file numbers to police reports, statements and various other papers.

A Remington Rand Phonetic Index System is also maintained in the clerical section. The names of persons involved in accidents are filed according to code and then alphabetically. This enables our employees to know at a glance a "repeater" or person involved in more than one accident within a five-year period, even though the name of the person is spelled various ways. This index is under the direct supervision of Mrs. Johnson who types and files the index cards as soon as reports reach the office.

### Vault

A very important room in the Claim Department is the "vault" where all files are kept in numerical order. Under the supervision of *John Mahon*, chief vault clerk, nine employees file papers into folder jackets, file folders, answer telephone calls from claimants requesting status of their claim, make routine trips through the office to collect files that are to be returned to the vault and "chase" files for anyone requesting them.

ADJUSTERS handle their correspondence and reports by using dictaphone machines. The machine operators are, left to right, *Adelyn Trapper*, who is also a junior statement clerk, *Terry Kuzius* and *Antoinette Tortorello*.







THESE seven girls in the Claim Department are under the direction of *Grace Johnson*, inset. Clockwise, starting at the left foreground, are *Joyce McDaniel*, typist; *Mary K. Rowland*, clerk; *Marion Klauer*, statistical typist; *Grace Sheahan*, *Nora Cronin* and *Dorothy Angel*, typists; and *Bernice Condon*, clerk.

## PHOTOGRAPHIC

Photography, which is becoming more and more important as a tool of business and industry, was recognized nearly 40 years ago by predecessor organizations of CTA when the Photographic section was established. Then, as now, its primary function was to make pictorial records of the physical facts concerning accidents involving CTA property or personnel.

This section is in charge of *Alfred R. Chouinard*, who reports directly to *Charles J. Mersch*, general superintendent of investigations and claims. Chouinard's staff consists of *Ed Evenson* and *Thor Haaning*, photographers II, *Addison Jones*, photographer I, and *Joe Colello*, clerk.

The extent to which various CTA departments have availed themselves of the use of Photographic services has required the construction of modern facilities to handle the volume

of work. Located in room 7189, Merchandise Mart, the facilities are among the most utilitarian in Chicago. The arrangement of the studio for portraits, developing rooms, printing, enlarging and drying facilities are such that the work is handled on an efficient "production line" basis. The equipment includes stainless steel sinks and tanks, controlled water temperature and formica-topped work cabinets.

The camera equipment is basically standard 4 x 5 press cameras, but includes other types and sizes, ranging from a big 11 x 14 inch process camera to 35 m.m. candid cameras. In addition, special equipment, such as the automatic Graflex for Employment Department identification photos and 16 m.m. Bell and Howell motion picture cameras, is used.

The Photographic staff trains and directs a small group of part-time photographers, who are located in various depots, shops and departments, in the use of view cameras



THESE two clerks, *John W. Grimes*, left, and *Nick Dalitto*, handle the files on legal cases and send complete files to various attorneys as requested.

*JOHN MAHON*, chief vault clerk, inset, directs the activities of the vault section. In this important section of the Claim Department, the vault, all files are kept in numerical order, available immediately when needed. Clockwise, starting at the left foreground, are *Jean De Grazia*, clerk; *Tom Zahlman*, messenger; *John Jacoby*, *Geraldine Poteracki*, *John Eckel* and *Ray Tieri*, clerks.

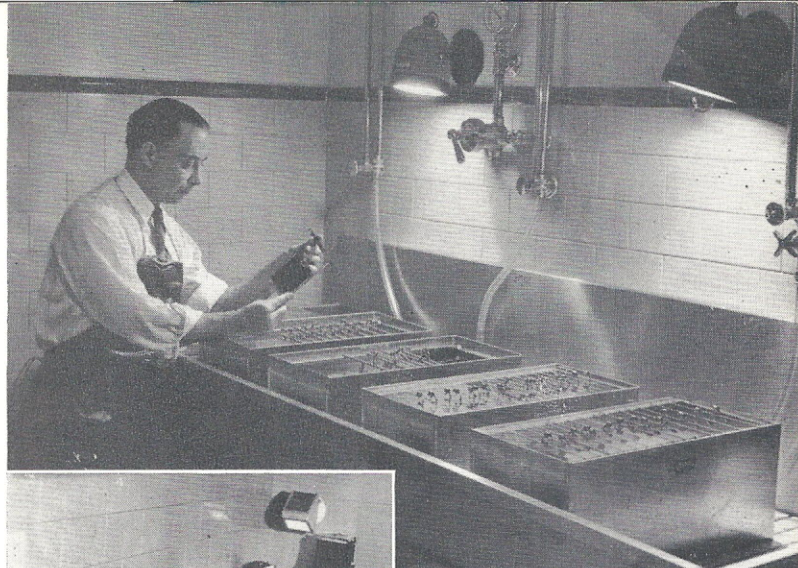




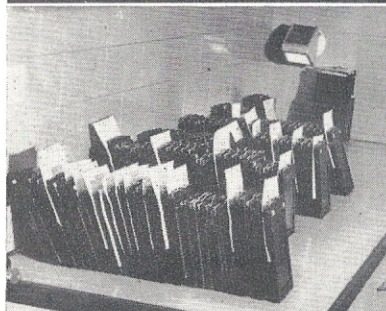
to record accident damage or related conditions immediately after occurrence. Negatives from this source amount to more than 20,000 per year. These are indexed and filed for as long as twenty years in some types of accidents.

Photographic evidence used in the court room by trial attorneys is generally considered more convincing than oral testimony. An on-the-scene investigation by the photographers is frequently necessary in order to pin point the exact place of the occurrence and to picture other contributing factors involved.

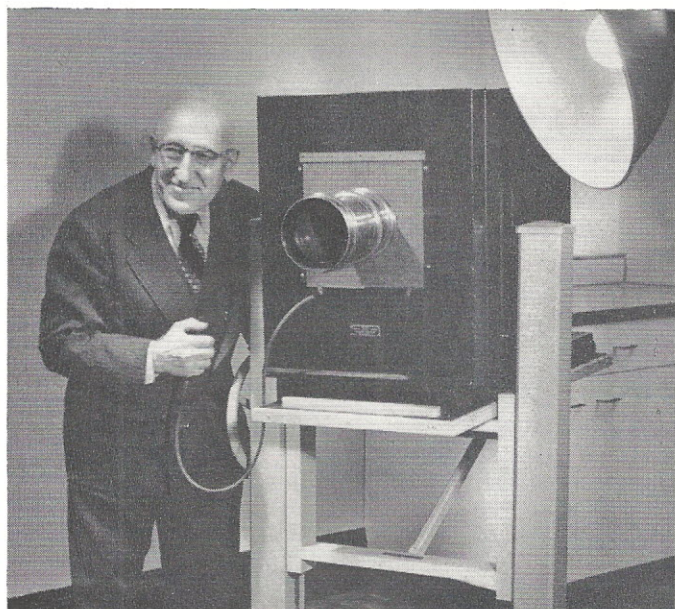
All of the photos used in CTA TRANSIT NEWS, unless otherwise credited, are the work of the Photographic section. Other departments using the services of Photographic are Accident Prevention, Engineering (Electrical, Mechanical and Planning), Shops and Equipment, Real Estate, Transportation, Personnel, and Way and Structures.



THE new Photographic studio has two identical dark rooms which are used for developing negatives. In this one, Addison Jones, photographer I, works with negatives received daily from shops and garages.



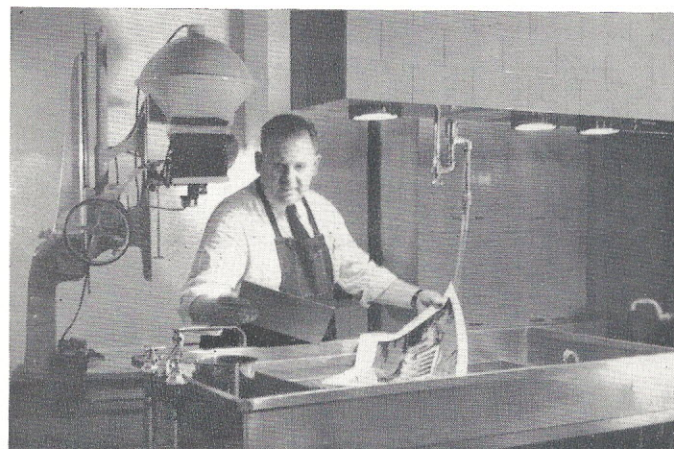
NEGATIVES from 14 different locations on the system — depots, shops and other departments — are delivered daily to the Photographic section for developing, printing and filing.



HEADING up the Photographic section of the Claim Department is *Alfred R. Chouinard*. This 8 x 10 camera, one of the largest used by the photographers, is utilized for portrait work in the studio, Room 7189, Merchandise Mart. Big cameras are no novelty to Fred. In 1903 (before enlargers) he worked with equipment as large as four feet by eight feet.

CTA PHOTOGRAPHERS are constantly called upon to take pictures at various locations on the system. Here *Ed Evenson*, photographer II, is performing such an assignment on an elevated train platform.

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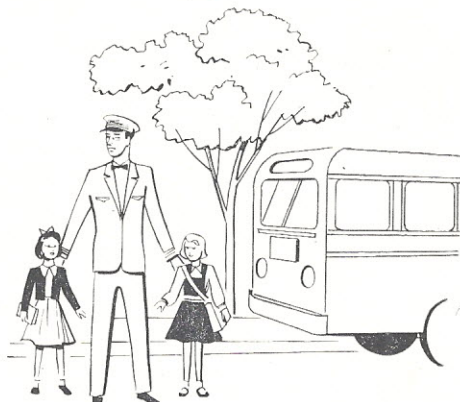
ANOTHER function of the photographers is enlarging and printing the pictures. *Thor Haaning*, photographer II, is busily engaged in this phase of the business. His work, however, is not restricted to the printing room. A considerable portion of his time is devoted to taking pictures, both stills and movies, of various types as assigned to him.

RECENTLY transferred to Photographic as clerk, *Joe Colello* is sorting negatives for filing. Joe formerly was receptionist in the Claim Department.





# our Public Speaks...



**AN important phase of public transportation work—or any job where customers are involved—is cour-**

tesy to these customers. We don't really have to work hard at being courteous. It's just being considerate and helpful. Courtesy makes life and our jobs so much more pleasant, and soon it becomes simply a habit to be considerate of others. Following are a few of the letters received recently from passengers commending our employees for their outstanding acts of courtesy and efficient work:

"I saw something happen this morning that prompted me to write, telling you of the conduct of the driver of a Diversey-Pulaski bus (Operator *Harold Johan-*

*nesen, Keeler*). Two very small girls got off his bus at Logan Boulevard, evidently on their way to school, although neither of them appeared to be six years of age. The youngsters stood petrified at the thought of crossing the street. Without a moment's hesitation, the driver hopped out of the bus, took the little girls to a point where they could cross safely and then very quickly returned to the bus. I have had the good fortune to ride with this same driver many times and he is always courteous and efficient. He is helpful to people who have questions to ask and has shown great patience with rather elderly people."

"Enclosed you will find eight CTA student tickets which are no longer useful to us since we have moved away from the city. We have lived in Chicago for the past 26 years and have enjoyed the convenience of the CTA—also its progress along the years. Out where we are now, we are not so fortunate as to public transportation, and, after two weeks of living here, certainly miss the CTA."

"An orchid to ticket agent No. 308 (*Agent Josephine Coveney, Northside*). She is a grand person that knows how to treat her public. A friendly smile and courtesy is what we riders are greeted with when she is on duty. She is at the Clark and Division station."



"It is with pleasure that I write of the actions of motorman No. 2213 (*Garret Foy, 77th*). A blind passenger was getting off his car; a motorist was determined on passing regardless of a red light; and the passengers were alighting. All the passengers but the blind man dashed for the curb. The motorman left his seat and took hold of the blind man's arm, not half a foot from the oncoming car. I want to congratulate the CTA for employing such a fine man."

**UNFORTUNATELY**, though, we sometimes hear from our passengers when they are not quite satis-

fied with the service they have received. Here are a few of these letters:

"Recently I boarded a bus that was not overcrowded so the driver had plenty of time to be courteous. I needed tokens and put 85 cents on the wooden plate in front of the driver's seat. This annoyed the driver as he took five tokens and threw them on the plate. One fell off and disappeared so I was out one fare."

**COMMENT:** Just a little extra courtesy on the part of the driver and this letter would never have been written.

"A crowd of about a dozen people were waiting to board the bus. As we got in, the driver began to yell at us very unnecessarily, I thought, to hurry up. I resented it and told him, so he continued to berate me until I transferred."

**COMMENT:** Employees should perform their duties in a courteous, accommodating and helpful manner at all times.

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

	Sept. 1953	Aug. 1953	Sept. 1952
Complaints	1,104	830	990
Commendations	111	86	72



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Wedding Bells Ring In Accounting

ACCOUNTING—Nuptial Mass at St. John the Baptist Church united *Joan Riordan*, Revenue, daughter of *Cornelius Riordan*, car inspector at the South Side Shops, to *Edward Rafa* in the bonds of matrimony on October 24. Five attendants in plum colored taffeta gowns, carrying white mums, set off the traditional white satin and lace worn by the bride, whose bouquet was of white orchids and stephenotis. *Dolores Gierhahn*, formerly with CTA's Employment department, and *Kathleen McCarthy*, typist at South Side Shops, were bridesmaids. Following a reception for about 400 relatives and friends, the newlyweds left for a Florida honeymoon.

*Lorraine Curry*, Pay Roll, became *Mrs. Albert Granholm* in a ceremony at St. Therese of the Infant Jesus Church on October 24. The bride was attired in a white satin gown trimmed with pearls and carried white roses and orchids. The two bridesmaids wore green velvet and net dresses with matching headdresses. Their bouquets were of bright yellow mums. About 150 friends and relatives attended the reception. The bride and groom honeymooned in the Smokies. *Lorraine* is the daughter of *Julia Curry*, ticket agent, Loop.

Wedding bells are due to ring out in spring for *Claude Worland* and *Ellamarie Emmerick*, both of Revenue, who announced their engagement recently.

*Phyllis Cusic* visited friends in Columbus, Ohio, while on vacation.

*Rosemary Kenny* and her husband, *Pat*, Treasury department, flew to Miami, Florida. It is hoped that the famous climate will speed her recuperation from a recent illness.

*Rocco Iacullo* entertained an aunt and uncle, here on a visit from Italy, on his vacation.

*Mary Morrison*, Stores, left CTA



## HALF-CENTURY CELEBRATION

COMMEMORATING his 50th year of employee service, general office coworkers of *Paymaster James Norton*, left, held a surprise celebration on October 16 in the Merchandise Mart. On the occasion, *Charles A. Burns*, CTA treasurer, presented Jim with two \$50 Savings Bonds and a silver tie clasp, bearing a miniature cable car, on behalf of many of the office employees as a token of their esteem.

Jim's first job in the local transit field, a half-century ago, involved building fires in the coal burning stoves which heated trailer cars. He began his employment with the Chicago City Railway company in 1903, working at the 61st and State streets location. On November 1, 1917, the veteran transit employee transferred into the Treasury Department, where he presently is working.

to be a homemaker. Her friends presented her with a gift.

*Violet Holt* reports having the "best vacation ever" visiting points of interest in San Francisco and Los Angeles, California, including a ride on the cable cars in "Frisco," and seeing the Grand Canyon enroute home.

Sympathy is extended to the family of *Michael J. Ryan*, Internal Auditing, who passed away on October 15. —HELEN A. LOWE

## TRANSITAD

WANTED TO RENT—Need 2 or 3-bedroom apartment or house. Three children, ages 7-11. Prefer West or Northwest side. Call *Frank Salandra*, EAST-gate 7-0727.

## Case of the A.W.O.L. Operator

BEVERLY — *Bus Operator Frank Black*, formerly of Beverly and now at 77th, and his wife were the objects of an extensive several-state search while on their recent vacation. The charge, according to a Chicago newspaper, was being A.W.O.L.—from their home and son, *Army Sgt. Frank, Jr.*, who had arrived home from a tour of duty in Korea to find that his parents were vacationing "somewhere in the south."

Through the help of a Chicago newspaper and the police, *Sgt. Black* sought his parents. Police of several southern states and

southern radio stations cooperated in the search for the missing CTA operator and his wife.

But before they knew they were being hunted, the vacationing Blacks called home from somewhere in the Smoky Mountains, sensing that their son might have arrived. After recovering from the surprise, they rushed home to find their son in good shape and a lot happier.

## Travelers

*Bus Operator Frank Rhomberg* and family, with his brother-in-law, *Father William Stanley*, a priest from Springfield, Illinois, visited the Southern states, stopping a few extra days to enjoy some Florida golfing and swimming.

*William Shipley* left the old Burnside depot about five years ago to visit and travel the Western plains with his wife in their Bantam auto. At present, he is staying at the home of *Bus Operator Louis Anchor*, and has returned to CTA in the bus repair department at 77th.

*Bus Operator Fred Rapp* and family traveled south to New Orleans, then west to Los Angeles to visit with his folks. On the way back they stopped at various places, but the Boulder Dam took the prize. He says it's a remarkable engineering achievement and that everyone should see it.

The AFL Convention in Vancouver, B. C., was attended by our board member, *Peter Flaherty*, and wife along with *Eddie Quinlan*. The plane ride was fast and not too bad. However, when they rode a cable chair lift that goes up to the top of a mountain it was a different story. When they talk about it, they still have to say "Oops." Something like that funny, ferris wheel feeling only more-so.

*Bus Operator Arthur G. Pinelli* and his wife evened-up the score. It's three boys and three girls now, as *Michael Francis* made the run from St. Bernard hospital to home on October 4.



John Walter Howard made his entry in the book of life at the Chicago Lying-In hospital October 2, and the scale rose to seven pounds, four and one-half ounces. At home, waiting patiently, was Alfred, age 6, and Donald, age 3, the other sons of Bus Operator Alfred Howard and his wife, Vivian.

Bus Operator John Mahoney, who transferred from the 52nd Garage, and his wife have added another girl to the family. Little Colleen Susan was born October 4. Their other daughter is eight-year-old Helen Marie.

Voting at the home of Bus Operator William and Mrs. Burbatt is going to be one sided, with Terry on the boy's side and Dorothy and Lillian going along with their new voting mate, Patricia Frances, born September 29.

Bus Repairman John Migdat and his wife, Ann, are busy taking care of Judy Marie, born at St. Bernard's hospital October 18, weighing eight pounds. Carol Ann, 13 months, is thrilled about having a baby sister.

—DANTE F. BRUNOD

## European Traveler

CLAIM AND LAW—We understand that Pat Mahoney, daughter of Attorney James Mahoney, is visiting in Italy, Ireland and France. Pat had the privilege of having an audience with the Pope.

Farewell to Eleanor Bonk, who left CTA to await her new arrival. Ceil Baggs replaced her as a legal stenographer in the Law Department . . . Joe Colello is now a photographer's assistant, and John Jacoby is our new receptionist.

Don Krueger, Ed Weingartner and John Rau bought new cars . . . While on a "new" subject we might add that Adelyn Trapper moved into her new home out in Skokie . . . The smiles on Nora Cronin's face radiate her happiness over the safe return of her son from Korea.

Lorraine McCarthy got a parachute for her birthday, and hasn't succeeded in getting it to say anything but "cheep-cheep" . . . Mrs. Gustafson, wife of Arnold, is recovering nicely from her operation, and we're happy to say that John

Mahon looks fine, and is back on the job.

John Hennessy is on a "maternity" vacation. Congratulations on the arrival of John, Jr. —G & M

## Time Marches On

DEVON — George 'Swede' Pearson picked a 151 run and went downtown on a bus for the first time in 20 years as an operator after lengthy service on No. 154 (Lunt). He wonders what happened to the cable cars? . . . Bill Hornkohl, former Rosemont Superintendent, left with his family for a three-week vacation to sunny California via motor, for a well-deserved rest . . . Supervisor Adam Walker's daughter, Barbara Jo, was married October 3 to Jim Sorenson and honeymooned at Niagara Falls.

Operator Johnny Lewis and wife, Ann, welcomed a second son, Stephen, in October. They are now nicely settled in their home in Skokie.

## Big Fish

Supervisor Adam Walker landed an 18½ lb. fish during his vacation in the north lands and is in the running for the biggest catch of the season for that type of fish.

Motormen John Buhr and D. Obert took their well-earned rest on October 1. May they enjoy their pensioned life to the fullest with the best of health and happiness.

We extend our sympathy to the family of Conductor W. Luttmier, who passed away last month after a long illness; also to the family of our very good friend, Chief Janitor John Chapp, who passed away suddenly.

Our best wishes to Conductor Len Baeuchler in his new home. May God bless his family and get them together soon.

Lee Cumber, our manpower clerk, is back from a well-earned vacation.

To all the new men who have started in the last month a big welcome to Devon. If you have any news that will help make this column more interesting, please give it to any clerk with one of our names on it. —AL BECK and

HENRY C. THELIN

## Two CTA Employees Make Trips by Rail

ELECTRICAL—Arthur Leland, 79th substation, became a rail fan and rode the Santa Fe to Kansas City where he visited his daughter and friends.

Theodore Kawol, a rail enthusiast for many years, traveled via rail to the deep south, passing through Georgia, Alabama, Mississippi and Texas, making several stopovers.

James O'Neill, operator's apprentice, is the proud daddy of a baby boy, Hugh Michael, who arrived on October 13.

Sympathy is extended to Bernard Toal, Harding substation, who sustained the loss of his mother on October 12; also to Fred Damrow, radio technician, in the loss of his father on September 29.

Walter Collins, 63rd substation, motored some 3700 miles to the sunny south. He spent some time in St. Petersburg, Orlando and Tampa, Florida. He visited relatives and friends in Birmingham, Alabama, and concluded his trip in Warm Springs, Georgia.

Arthur Hansel, Illinois substation, says he enjoyed his stay in the Ozarks in Arkansas. Fishing was good and the climate ideal.

We are glad to see Pauline Haralamos back to work after a siege of illness in the hospital.

We are glad to welcome to our ranks at Grand and Leavitt, Stanley Skonieczny who transferred from the Transportation Department.

—GILBERT E. ANDREWS

## Welcome to Carole . . . "So Long" to Bill

GENERAL OFFICE—Employment—Carole Johnson, employed recently as typist, was welcomed into the department. Bill Kurtz, interviewer, transferred to Schedule-Traffic, another step in his student engineer training.

Job Classification—Victoria Kenders and Tom Corcoran are the new clerks who have joined the department's force. Bill Platt was extended congratulations on the birth of his third child, little Mark Lewis, who was born August 27. Rose Ann McCabe was entertained at a farewell luncheon and presented with gifts and well wishes

## HOUSEWARMING



**TOM HENNINGSSEN**, industrial accident analysis clerk in the Accident Prevention Department, his wife, **Mildred**, and daughter, **Carol**, admire the beautiful anniversary clock which had just been presented to them by Tom's coworkers. The occasion was a housewarming party, marking the completion of their new ranch-type home in Niles, Illinois, which Tom built almost entirely himself.

Reported by Mary E. Clarke

from her friends and coworkers on the occasion of her leaving the company to take up duties closer to her home.

Personnel Services—Antoinette (Toni) Bovino became the lovely bride of Vincent Cardillo, recently returned veteran from Korea, at a beautiful wedding ceremony in Our Lady of Sorrows Church on October 12.

Chief Engineer's Office—Another Irish colleen, Catherine Ryan, joined the ranks of "Specs," replacing Colleen Dunne who became Mrs. R. Bourge. A warm welcome to Cathy. Belated best wishes, but none-the-less sincere, are extended to Jane Flood who has become engaged to Jack Chiovatero. H. G. (Moe) Williams moved his family into a new ranch-type home on October 24. The "Spec" gang says housewarming parties are such fun. Charlie Keevil and his wife spent a vacation in St. Louis and Kansas City, following a trip to the University of Illinois where they deposited their daughter, Dorothy, who will continue with her college studies. Vir-



## IN TENNESSEE



**HOME** is now in Newport, Tennessee, for **Frank Schaaf**, retired from the Accident Prevention Department, where he formerly worked with visual aids. He and his wife think the country down that way is wonderful and especially enjoy the mild winters.

Reported by *Mary E. Clarke*

*ginia Baldwin*, while on vacation, spent a few days visiting her former boss, *Colonel E. J. Blair*, and his wife down in Tyron, North Carolina. Virginia then traveled to New York where she greeted her sister-in-law who arrived on the Queen Elizabeth from a tour in Europe. —*MARY E. CLARKE*

## More News From Kedzie

**KEDZIE**—Were you surprised to see Kedzie back in the news last month? With your cooperation in bringing in items of interest, we will endeavor to keep going each month.

*Instructor Frank Nalevac* left CTA for new interests at Delavan, Wisconsin. We all wish him the best of luck.

*Receiver George Singer* has joined the ranks of homeowners by buying a house.

We wish to welcome all the new men who joined us recently. Don't feel backwards in seeking advice on anything you do not understand.

By the time these items reach you it will be turkey day again, so here's to a Happy Thanksgiving Day. —*C. P. STARR*

## And He Has Pictures, Too

**KEELER**—We wish to extend a hearty welcome to *Bernie Kivlehan* on his return to CTA from the U. S. Navy. Bernie collected a world of experience as well as some wonderful pictures. Traveling didn't change Bernie. Everytime you see him running, there is always someone behind him.

Our condolences and deepest sympathy to the families of *Nick Scarpelli* of the General Shops and *Joseph Gollnick*, bus operator at Keeler, both of whom passed away in the last two months.

*Gary Olson* was recently transferred here from West Shops.

*John Provenza* is getting set for his annual trek to Colorado in quest of deer. It's a funny thing. he never seems to get one.

*Frank Clemens* is off sick because of recent surgery. He recently paid us a visit at the shops.

—*JOSEPH LEBRECHT*

## Howes Now Total Four

**LOOP**—*Dorothy Howe* made *Jimmy* a proud father and presented *Jim, Jr.*, with a playmate, *Timothy*, born September 29, weighing about seven pounds. Jimmy was discharged from the Marine Corp August 25.

*Elizabeth Hill*, who was busy attending meetings at the convention, took five extra days to enjoy the beautiful scenery and gorgeous flower array of Vancouver and Victoria, the most English town outside of England. She also stopped for a tour of Seattle.

We offer our sympathy to *Julia Duffy* on the death of her sister.

The *Roland Regans* are driving to St. Petersburg, Florida, to visit those little green benches.

We welcome *Anna Goughan* back after a long disability siege and hope *Ann Gardner* will soon be back, too.

The inseparable twins, *Marie McAndrews* and *Julia Curry*, did not spend their vacation together. Marie only took a back porch one. Julia was busy arranging for her daughters' wedding at St. Theresa Church October 24 to *Albert Granholm*. The bride wore white satin and carried a white bouquet. Her

attendants wore green velvet with yellow mums. A reception followed at Legion Hall. The honeymooners drove to the Smokies.

*Horace Tolson* had a busy vacation finding a new home for his aged father, living in Missouri. The old home burned to the ground.

The *Herbert Templemans* flew to Washington, D. C., to visit their daughter and family in Alexandria, Virginia. The latter part of their vacation was spent at their farm in Ava, Missouri.

—*EDITH EDBROOKE*

## New Pick Shifts Shop Personnel

**MET INSPECTION TERMINALS**—The new pick at the Met Inspection shops went into effect on October 11. Logan Shop welcomes *John Daniels*, *Mike Cullinane*, and *George Styles*. Douglas shop rolled out the carpet for *Joe Serritella* and *Louis Ricciardi*. Garfield shop did likewise for *John Canella*, *Andy Passero*, and *Joe Bolice* . . . *Walter (Houdini) Hovald* is sporting a new 1953 Plymouth.

Congratulations to *Al Long*, Logan, who became an "A" repairman.

*Angelo Cosentino*, Douglas, returned to work after an absence of three months, during which he visited his father and mother in Italy, whom he had not seen in many years. A tragic note entered into his trip, when his mother passed away during his visit.

We are happy to see *Mike De Robertis*, Logan, back at work after being sick since June.

## Suggestion Award

*Herman Izzo*, Douglas, who recently won a suggestion award, was aided by *Casey (Rembrandt) Kaczor* who prepared the blue print he used. Casey is quite talented in the artistic line. . . . Continuing in the artistic vein, *John LaPeruta*, Douglas, is quite a camera enthusiast. For an amateur, some of his pictures are outstanding.

*Joe Labellarte*, Douglas, really got that black eye in an accident.

*Don Sanduk*, oiler at Logan, tells friends he is a big oil man from Logan Square.

—*JOE FEINENDEGEN*

## North Avenue Stars Receive Trophy

**NORTH AVENUE**—Our champion softball team is both happy and elated over the new jackets they received for winning the CTA softball title. They also received a huge trophy which is on display at our station. We are very thankful to *Mrs. K. Kuhnhofer* (of a nearby ready to wear shop) for her donation to the leading hitter of the team. This prize was won by *Mel Kuhlman* who nosed out *Andy Medema* by three percentage points.

The North avenue bowling team of the P.M. league is rolling right along. At this writing they are pushing the leaders by being in second place.

If *Operator Bill Meidema* does not watch out, he will sprout wings. Last month he traveled 9,000 miles through the clouds, making trips to California and Mexico.

We join in with *Catherine, Eugene, James, Kevin* and *Doretta Calt* in wishing their Mommy and Daddy a happy wedding anniversary. Daddy is *Supervisor Owen Calt*, and Thanksgiving Day is their 16th anniversary.

Congratulations to *Operator F. Fox* who celebrated his 25th wedding anniversary last month. "The most wonderful 25 years of my life," says Fox.

Again the names of *Operators Emil Miller* and *August E. Johnson* appear on the honor roll. Just think, 26 years without a chargeable accident!

While most people were celebrating Armistice Day, November 11, our *Douglas Halberg* was celebrating his 24th wedding anniversary.

Congratulations are also due *Operator Phil Smith* on his 26th wedding anniversary which was celebrated November 19. This is always a joyous day at the Smith's domicile.

You can add the name of *Operator Frank Braman* to the long list of grandpappy's as he was presented with a granddaughter last month.

The *Jack Hesters* are announcing their first born. The stork delivered a darling baby girl last month. She was promptly named *Peggy Ann*.

Wedding bells rang out last month for *Gertrude Wehmeyer*,



## KEELER RETIREMENT



AFTER 36 years of service, **Robert Connors** took his pension October 1. He was working in the mechanical department at Keeler Garage. Upon retiring, Connors reminisced that back in 1917, when he started working, conditions were not as easy as they are now. He was driving a bus then, and recalls the old-time winters when buses took the bridge path through Lincoln Park because Sheridan road was all ice. Connors is shown here holding a farewell gift from friends in the mechanical department.

Reported by Joseph Lebrecht

daughter of **Eddie Wehmeyer**. She was married to **Ronald Stach** who is attached to the Air Force and is stationed at Fort Worth, Texas. The reception was held at the Ridge Moor Community Hall.

A huge crowd gathered to help Operator **Tom Scanlan** celebrate his 25th wedding anniversary last month. From all reports this was a gala affair. Here's wishing them continued happiness.

—JOE HIEBEL

## "Chick" Thulstrup Visits Kimball Avenue

NORTH SIDE—Each month we see the pensioners as they come to get their riding card, but this month we all received a pleasant surprise visit from an old and good friend. The former Assistant General Superintendent, **F. A. "Chick" Thulstrup**, stopped in to visit at Kimball Avenue. He was in Chicago because his wife had to undergo surgery in St. Francis Hospital. He reported she was recovering very nicely.

Much has gone by since the last issue, but the biggest item is the promotion of nine of our North Side men to Supervisor. Five of them are working on the North-South Section and the others are working on the West Section. We

wish the best of luck to all of them.

We want to greet **H. A. Schleuter**, the new P.M. clerk at Howard Street, and to welcome **T. O'Brien** back after being off sick. **R. M. Sanford**, station superintendent at Kimball avenue, is also back after five weeks on the sick list.

**Otto Kopchynska**, the A.M. clerk at Kimball avenue, returned from his vacation in Mexico City and Acapulco still unmarried. If you want to see pictures of his trip, just coax him a little and hold out your hand. He can really produce them in a hurry.

That is just about it for this issue. If something happened that isn't here, it is because you didn't tell me about it. Send your items to me at Kimball avenue or, better yet, just —C. BOB BLANEY

## Another Bachelor Out of Circulation

SCHEDULE-TRAFFIC—**Patrick McStay** took that middle aisle trip on September 26, when **Virginia Marie Nolan** became Mrs. McStay. Many happy years of wedded bliss is our wish for the newlyweds.

**Joe Sabol** will be singing Happy Birthday on every September 26th as that was the date on which his first son, **Allan William**, was born.

**Joe Karel** has been doing some shrewd shopping and came up with a nice new Plymouth to park in front of the Karel residence.

Twelve years ago we notice that **Bob Boal** was taking up bowling, that **Andy DeGrazia** was installing a stoker and that **Bob LaVoie** joined the Schedule department family.

—L. C. DUTTON

## The Location Made No Difference

RAVENSWOOD—**George Slate**, who journeyed to New York in August to watch the White Sox lose three out of four, realizes now that he could have stayed home and seen the same thing at Comiskey Park.

Shop Superintendent **Don Wilson** has been acting superintendent of shops on the Boulevard system during the illness of **Andrew Forbes**. P. M. Superintendent **Frank Roback** has been in Don's place and Night Foreman **Earl Wilde** has been on the P.M. shift.

Mechanic **J. J. O'Connor** has recently been promoted to night foreman at Wilcox garage.

Mr. and Mrs. **Earl Rodgers** report they had a very fine vacation. They stopped first in Memphis, Tennessee, to visit, then on to Grand Canyon and a very extensive tour of the Colorado Rockies.

Operator **Russell Oddo** has been confined in Hines Hospital since August. All of us wish Russell a speedy recovery.

**John Kane** spent the week-end of October 10 at his Butternut Lake spot in northern Wisconsin.

Mr. and Mrs. **Irving Westlund** spent their vacation in the golden west. They journeyed to Arizona to visit friends, then went on to California to see the glamour and beauty of that state.

This is your column. If you have any vacation pictures and would like to see them in TRANSIT NEWS, just give them to me. That goes for news, also.

—GEORGE D. CLARK

## TRANSITAD

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

## He Came Out Ahead!

77TH—Supervisor **Bob Madigan** was assigned to look after the buses after a football game one Saturday in October. As the gentle children boarded the bus, they decided to enter at all openings and some were going through windows. Bob in his effort to forestall and prevent any loss of revenue, finished the day with four left shoes. He is now looking for shoes to match.

Bus operator **John J. Healy** No. 1, has been vacationing in Canada. After his return home, he received a long distance call from **John, Jr.**, who is in the U. S. Signal Corps, stationed somewhere in Europe.

Seems as though there is a new turnaround at 79th and Western. **Jim Geary** got lost and found a new way to get into the pocket.

We hope the wife of Bus Operator **Bob Rice** will not have to return to the hospital where she just recently spent some time for observation.

If you take notice, Bus Operator **Paul A. Smith's** initials spell Pa's. So on September 30, Mrs. **Smith** presented him with a new six-pound daughter.

Supervisor **Joe Rossbach** and his wife celebrated their 22nd wedding anniversary October 3.

Perhaps you noticed the "go to grass" cap **Switchboard Operator Joe Smith** was wearing recently. There's an explanation for that piece of hattery. Joe Smith recently moved from the City of Chicago to the Village of Oak Park. In the process, Joe's hat was packed and was found only after three weeks in the new residence.

—WILBUR JENSEN and  
JOE SMITH

## New Arrival At Sedivy Home

SKOKIE—Congratulations and the best of wishes to **Machinist and Mrs. Joseph Sedivy** to whom the stork delivered at St. Anne's a son weighing 10 pounds, 9 ounces and whom the proud parents named **George Joseph**.

Our deepest sympathy to the family of armature Foreman **Joe Antonucci** who passed away October 6 after a long illness.



*Upholsterer Mario Zivcchi* joined up with the U. S. Army October 14.

Our sympathy to *Truckman David Guerecca* whose father passed away October 15.

We wish a speedy recovery to *Air Brakeman Walter Zakes* who was injured while making repairs to his house.

Also we hope that *Machinist Louis Skulski* will soon recover from injuries received in an auto accident. —DAVE GURWICH

## Two New Fathers At South Shops

**SOUTH SHOPS**—Congratulations are in order for our proud fathers at the South Shops, namely; *Thomas Cashin*, Powerhouse, who became the father of *Kathleen Ann* on September 29; and *John McBride*, Machine Shop, who became the father of *Mary Kay* on September 26.

In a lovely morning ceremony at the Little Flower Church, *Joseph Kehoe*, Bus Overhaul, took for his wife the former *Margaret Roach*. A reception was held at the Greenwood Club which was attended by many CTA employes. The happy couple motored to sunny Florida for their honeymoon.

## GOLDEN ANNIVERSARY



**OPEN HOUSE** was recently held at the Flint Lake, Indiana, home of *Mr. and Mrs. Wilbur C. Bailey* in celebration of their 50th wedding anniversary. Well known throughout the Rapid Transit System, Bailey retired November 1, 1947, as a southside conductor. Over 75 friends and relatives were on hand to help the couple celebrate.

Reported by *Leo J. Bien*

## FAREWELL PARTY



**COWORKERS** in the Accident Prevention Department extended farewell wishes and a U.S. Savings Bond to *Glee Hoskins* upon her departure from CTA on October 9 after ten years of service. *Charles M. Smith*, superintendent, presented the gift on behalf of the department. *Glee* and her husband, *Ernie*, also a former CTA employe in the Accounting Department, left Chicago to make their home in Tucson, Arizona, where it is hoped *Ernie* will regain his health.

Late vacationists to enjoy the beautiful fall weather are: *R. H. Martz*, *J. Rosendhal*, *Tom Pawley*, Blacksmith Shop, and *Jim Conway*, Clerk.

Good health and luck to *John Tranelis* and *Alfons Kumza*, both of the Carpenter shop, who retired on October 1.

—FRANCES LOUWARD AND MARY ANN YERCICH

## They Didn't Go to Waste

**SOUTHSIDE**—A very amusing incident took place while *Motormen Bill Davis* and *John Loughlin* were on vacation out west. It seems that, when they were returning, one of those roadside stands appealed to them. A stop was made and three pounds of grapes were purchased. Signs near the border stated that fruit could not be taken out of California, so *Bill* said, "I'll be darned if I will throw them away." He ate all but six grapes.

At the border, the guard asked if any fruit was being taken out of the state, and *Bill*, with a look of victory on his face, said, "Only this bag of grapes." Whereupon the guard stated that grapes were not on the restricted list.

It was nice to see the South Section so well represented at the Union Convention which was held in Vancouver, Canada. *Board member Charles Burns*, *delegate Charles McMorrow* and *President Edward A. O'Hara* indicated that it was a wonderful experience mixing pleasure with business. An unusual honor was bestowed upon *Mr. Burns* when he was selected alternate delegate to the A F of L convention in 1953-54.

*Conductor Carl Scheuerman* seemed very happy as he made preparations for the wedding of his daughter, *Irene*, who said "I do" on November 14. The newlyweds spent their honeymoon in Florida.

The South Section is proud to extend congratulations to: *Joseph Dvorak*, *Miles Olsen*, *Malachy O'Connor*, *Robert Roesing* and *Joseph Trosper*. May they have continued success in their new assignments as supervisors.

A commendation was received by *Switchman Ed McGuire* for a job well done. By his quick thinking and action, he prevented serious injury to a fellow switchman in the 61st street yard.

—LEO J. BIEN

## Retires After Thirty Years

**STORES**—We wish a long and happy retirement to *August Moreland*, mail clerk in general office, who is retiring as of November 1. *Mr. Moreland* has completed thirty years with the organization.

We wish a speedy recovery to *Gudrun Hanssen*, typist in our general office, who was hit by a car on her way home from bowling. We understand she is doing fine and hope she will be back in our midst soon.

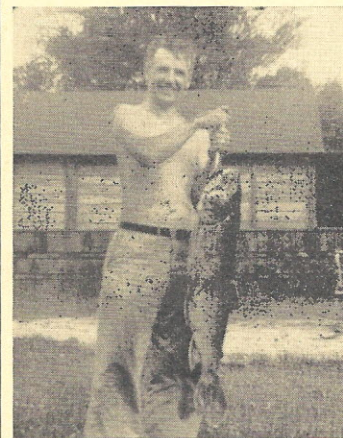
We extend our sympathy to *Leo Gallagher*, clerk in our general office, who lost his sister on October 23.

We are happy to announce that *Charlene Davis*, formerly a typist at our west shops, is the proud mother of a big, bouncing boy, *Thomas Eugene*, born on October 20.

That extra special smile that *Margaret Sares*, typist in our general office, is wearing is due to the fact that she became an aunt for the first time on October 14. Her little nephew's name is *John Stacy Sares*.

Lots of luck and happiness to *Mr. and Mrs. Marvin Castle*, who were married recently. *Marvin* is a stock clerk at West Shops and *Mrs. Castle's* maiden name was *Vera Lois Lutz*. The couple honeymooned in Florida and the Smokey Mountains.

## BIG ONE



**DURING** his fall vacation, *Operator Bill Miedema*, North Avenue, landed this 32-pound, 10 ounce steelhead. Only *Bill's* smile seems bigger.

Reported by *Joe Hiebel*



## FLIGHT TO FLORIDA



**DURING** their October vacation, these CTA cuties took to the air, for their first time, and alighted in Florida to spend a sun-filled week. *Marie McClaughry*, stenographer in Public Information, left, and *Marilyn Horan*, comptometer operator in Accounting, enjoyed the salt-water pool of the Allison Hotel during their stay in Miami Beach. Highlights of the trip, before hopping a return plane for Chicago, were several exciting sessions on water skis.

Reported by *Cathy O'Malley*

Those new faces in our department are *Morris Glaser*, mail clerk in general office; *Paul Bilan*, laborer at West Shops; *Zigmunt Litwinko*, laborer at Grand and Leavitt; *Edward Schielka*, stock clerk at Skokie storeroom; and *Albert Skrabutenas*, laborer at 63rd street yard.

*Henry Ehrich*, mail clerk in general office, vacationed in that beautiful vacation state of Florida.

—JEAN O'NEILL

## Injured Eye Needs a Lot of Explaining

TRANSPORTATION AND INSURANCE—Lo and behold, our little bride, *Nancy Eustace Meerman*, arrived at the office wearing dark glasses—protecting an injured eye. Nancy practically had to produce a statement from the doctor who removed the foreign body before her co-workers would believe the honeymoon was NOT over and *Ralph* was in no way responsible.

Comes the fall of the year and southern highways lured *Jim Tucker*, who spent part of his fall vacation visiting relatives at Nashville and Lebanon in Tennessee. *Jim* and *Violet Luvisi* returned to Brentwood, Wisconsin, to vacation at the scene of their marriage, which took place just two months ago.

Latest Stork Report: *Lois Eileen* came rattling into the home of *Bea* and *Harry Wilson*, consigned as a companion for *Carolyn Ruth*, now 6 years old.

It will take a long time to dim the stars in the eyes of *Dispatcher Budoff*, since his trip home by air from the west coast. *Charlotte Hoyer*, who has been commuting between Valparaiso and Chicago for almost two years while her husband finished his studies in physical education at Valparaiso University, is now back in Chicago and rides the good old CTA to work. Her husband is teaching at St. Paul's Lutheran School and they reside in a house on the campus. *Patricia Feller*, daughter of *Fred Feller*, who has operated out of Ravenswood Depot for the past 25 years, has joined the ranks of Insurance. However, within the next few days, when *Carol Clendening* of that department advances into the Real Estate department, *Patricia* will go not on, but in, Pension. *Amy Sikora* resembles a paid agent of the West Coast Chamber of Commerce when she relates highlights of her trip to Las Vegas, Los Angeles, Hollywood and San Francisco. As proof of the pudding,

*Amy* plans a similar trip whenever another opportunity, like a three-week vacation, presents itself.

Our best wishes to *Roseanne McCabe* who left CTA to assume duties in a hospital in Skokie, in which position *Roseanne* will find more time to care for her mother.

*David* and *Mrs. Flynn*, returning from a trip to Florida, report that on an especially rainy Sunday morning native worshippers removed shoes and stockings and happily paddled along to church.

—JULIE PRINDERVILLE

## Chauffeur Retires After 47 Years

WAY AND STRUCTURES—We wish *Tony Bennett*, Emergency Service chauffeur of the Utility and Emergency Service Division, who retired last month after 47 years of service with the organization, happiness and good health. He is planning to stay in Chicago where he and his wife have their own home.

Our condolences are extended to *C. R. Potter* and his family in the recent death of his mother who had been ill for some time.

That nice October weather, wasn't appreciated by everyone, especially *John P. Flynn*, centralized control, who was home ill with the Flu for a few days. We are glad to see that he is back and enjoying good health again.

*V. B. Olson* is glad to be back from his vacation which he spent around his home laying out the ground work for a new coat of paint which he hopes to apply some day.

In the past month or so the following Surface Track men have retired to take up their own hobbies at home or just a well-earned rest:

*Frank Bosnak*, foreman, 42 years of service; *Nicholas Stasich*, paver, 32 years of service; *Alex Ferraro*, watchman, 24 years of service; *Duka Vaslevich*, laborer, 23 years of service; *George Sineni*, laborer, 11 years of service; *Jack Grebenar*, laborer, 10 years of service. We wish them luck and happiness.

—VIOLET CARNES

## Regniers Celebrate 27th Anniversary

WEST SHOPS—*Horace Regnier*, bus overhaul machinist, celebrated his 27th wedding anniversary on October 5. He and his charming wife, *Ardath*, have raised five children and speak proudly of five grandsons and a granddaughter. Congratulations to this happy family.

We received a letter from *Louis Turek*, formerly of bus overhaul, who resigned and moved to California because of his son's health. *Louis* says the boy is doing far better than they expected. They are living in Van Nuys, California.

*Sam Tucci* is back on the job after a five-week battle with the medicos. *Tucci* underwent a serious kidney operation but says he now feels fine.

*Fred Simmons*, former booth clerk in the paint shop, has transferred to the boulevard division. He is now a mechanic apprentice at the Diversey shops.

*Martin Prazenka* is back from a three-week vacation, and is now regaling his buddies in the carpenter shop about the perpetual sunshine of Florida.

Welcome to mechanics, *Morris Mantell*, *Antone Quilici* and *John Durkin* who transferred recently to the bus overhaul department from Diversey. *Michael Lavek*, carpenter shop, retired on pension November 1, after 32 years of service. Our best wishes go with him.

*Jim Cooney* is back from a three-month vacation. *Jim* and his wife visited friends and relatives in various parts of Ireland.

—TED SHUMON

## Sid Gets the Edge on Harry

WESTSIDE—*Sid Schapiro* bought a new home in Hinsdale. *Sidney* is

## 40-YEAR EMPLOYEES RETIRE



**Clara Gieseke**, agent, Southside, retired November 1 with 40 years service.



**Harry V. LeGros**, motor man, Kedzie, retired November 1 with 45 years service.



**George J. Eichaker**, conductor, Limits, retired November 1 with 42 years service.



**Michael J. Collins**, motor man, Limits, retired November 1 with 41 years service.



meeting competition very well with *Harry Forbes*. Harry's eighth child and Sidney's ninth were born recently.

Receiver *Richard Arrowood* left Chicago October 18 for a vacation in Florida.

Motorman *John McCarty* was presented with a baby daughter, *Patricia Ann*, on October 13.

Switchman *Henry Soellner* and his wife were in a serious automobile accident October 13, which confined both to a hospital.

*Bernard J. Lewis*, Logan Square, is in the Sherman Hospital, Elgin, Illinois, suffering injuries, including three broken bones in his knee cap.

Collector *Nordstrom* expects to be back on the job very soon. Trainman *Clarence Hearn*, Motorman *Richard Heidtman*, Conductors *Robert Crawford* and *Frank Card*, Gatemen *John McCarthy* and *John Dunne* have been on the sick list for quite a while.

Our deepest sympathy goes to the family of *John F. Haupt*, motorman, Douglas, who passed away October 10.

—WALTER J. REICH

## Agent Celebrates 26th Wedding Anniversary

WESTSIDE (Met.) — Agent *Edward Durkin* started his vacation with a bang. He went to the Notre Dame game, and in the evening he celebrated his 26th wedding anniversary. Then, he was off to Peoria, Illinois, for a long visit with his nephew who is a priest.

Agent *Frank Zima* spent his vacation in Chicago breaking in his new Pontiac and getting acquainted with his new English bulldog. . . . Agent *Beatrice Shewe* flew to Florida.

Assignment Agent *Margaret Queenan* enjoyed herself in Chicago and Agent *Ruth Hanson* did likewise. Ruth says it's wonderful to sleep in the mornings.

Other agents on vacation are *Catherine Quinlan*, *Margaret Sheehan*, *Dorothy Davis*, *Helen McMann*, *Mary (Scanlon) Winters* and *William Smith*. Porters on vacation are *Ernest Caldwell*, *Clarence Williams* and *John Day*.

Our sympathy is extended to Agent *Eva Devitt* in the loss of her sister and to Porters *Harold South*



## LEGION HOLDS INSTALLATION

JOINT installation of the newly elected officers for the 1953-1954 term was held the evening of October 20 by CTA Post No. 1216 of the American Legion. The combined Legion and Ladies' Auxiliary ceremonies took place at St. Jude's Hall, 221 W. Madison street, where the regular monthly meetings are also conducted.

Officiating at the ceremonies were Installing Officers *Harrison D. Wilson*, planning engineer in the CTA Electrical Department and a past commander of the post, and *Loretta Lynge*, retiring president of the auxiliary. The new officers are shown in the accompanying photographs.

Legionnaires assuming new duties were, from left to right, front row, *William Kendall*, commander; *Robert Buerger*, senior vice commander; *John Boland*, junior vice commander, and *Tom Lyons*, adjutant. Above, from left, are *Carl Neisner*, chaplain; *Walter Jandt*, finance officer; *John Kilbride*, sergeant-at-arms, and *Wilbert Allen*, service officer. *Steve Vukso* was also installed as a junior vice commander, but was not present for the picture taking.

Auxiliary members who were installed are, seated from left, *Tillie Phelan*, president; *Beth Laska*, 1st vice president; *Verna Smyser*, secretary, and *Hattie Walters*, treasurer. Standing, from left, are *Loretta Lynge*, retiring president; *Alice Brown*, 2nd vice president; *Genevieve Herzog*, historian; *Evelyn Tyslan*, chaplain, and *Rose Cammon*, sergeant-at-arms.



and *Major McNeal* in the loss of their fathers.

Congratulations are in order for *Porter John Dodd* who has become a grandfather for the first time.

*Pensioner Augusta Kearin* enjoyed a visit with *Pensioner Pearl Walsh* who now lives in Kansas City, Missouri.

*Pensioner Henry Boesenberg* dropped in for a visit and is looking wonderful.

We are sorry to hear *Porter John Perry* was injured in an automobile accident, but hope to see him back on the job soon.

Best wishes and many years of happiness are extended to Agents *Judith Eileen Gallagher* and *Ella Sullivan* who have retired.

We are glad to see Agent *Nellie Jennings* off the sick list and back to work again.

—KITTY KEEGAN AND  
RUTH HANSON

## The Spelling Makes A Big Difference

WILCOX—Operator *Earl St. Pierre* was telling some of the fellows about his vacation in Canada. But, when he talked about hunting, some of the fellows don't know if he meant "bear" or "bare."

*Robert Feldmann*, operator, is telling all his friends about the beauties of the north and the north-west which he visited on his recent vacation.

We extend our deepest sympathy to Clerk *Henry Kirbach* upon the death of his son-in-law and to Operator *Joseph Gilio* upon the death of his father.

Operators *Ray Yarbrow* and *Russel Crouse* are both hospitalized as the results of auto accidents. We wish them well and hope to see them back to work soon.

Operators *Lou Ebby*, *Harold Fowler*, *Edward Bellings*, *Henry Riccio*, *John Wilhelmi* and *Victor Le Beau* are all on the sick list. We hope to see them all back on the active list soon.

Station Superintendent *John Frugo* wants to thank all the men for the fine record we had last month on reducing accidents.

—THOMAS H. MOONEY



## Vacations Still In the News

WILSON SHOPS—George Kerns and family enjoyed a vacation in sunny Florida again this year. He likes it better each year. . . . Theodore Szymanski enjoyed a week in Michigan during his vacation and two weeks of work around the home. . . . Frank Rakstis became a proud husband during his vacation and moved into a new home.

Arthur Redlick returned to work recently and is looking great after his operation. We welcome him back.

Louis Cortopassi also returned to work recently after his long-time illness.

James Clark was hospitalized for

five days with burns on his face. He is now back on the job.

Our sincere sympathy to A. Antonucci and family. Joseph Antonucci passed away October 6 at the Edgewater Hospital. Joseph had forty years of service with the CTA, all but six months of which he spent at Wilson Shops.

Ralph DuFresne was off work a week due to the loss of his mother-in-law. Our sympathy to the DuFresne family.

It was nice to see the faces of the ex-foremen from the Northside shops, W. Rocco, W. Ford, A. Broska and J. Jennings while attending a meeting at the Northside shop office of E. Hendrickson. C. Dowling and H. Rose were present also. —EVERETT E. ENGLAND

## VETERAN TRANSPORTATION MEN PASS AWAY

WITHIN a short time interval, five long-time workers in the local transportation field passed away. Widely known throughout the entire CTA system, these men will long be remembered by their many friends and fellow employes as outstanding individuals. Each having achieved success in a different field of endeavor, yet bonded together in local transit work, these men were indicative of the great cross section of people and skills required of those who pioneered the Chicago transit industry.

Patrick J. O'Connor, recording secretary of division 241, died on October 25 at the age of 69.

He started in local transit work in 1907, beginning as a motorman for the old Chicago Union Traction Company. He helped pioneer the union movement and was instrumental in effecting the consolidation of the old south side section, division 260, with division 241. His first official union capacity was that of executive board member, to which O'Connor was appointed in 1912. He became vice president of division 241 in 1938, and in 1950 took the position he held at the time of his death.

Surviving O'Connor in the United States are his widow, Helen G.; a daughter, Eileen M.; a brother, Daniel J. and two sisters, Julia M. and Sister M. St. Helen, R.G.S. One surviving brother and two sisters reside in County Kerry, Ireland.

Charles J. Ernst, 47, distribution engineer, Electrical Department, died of a heart attack on October 17.

Beginning his transit career in February of 1926, Ernst was first employed by the old Chicago Rapid Transit Company as a draftsman. Three years later he became a rodman and worked in that capacity nearly a year. Ernst was promoted to a surveyor on December 1, 1929. He worked in various surveying capacities until 1944. During that year, he rose to the job of line engineer. On April 26, 1945, Ernst assumed the position of distribution engineer, the title he held upon his death.

His widow, Elenore; a daughter, Virginia, and a granddaughter, Lynn Marie, survive.

James K. Miller, attorney, Law Department, passed away on October 22 at the age of 64 years. He retired in 1952.

Miller's entire transit career was spent in legal work. He entered the local transportation field on February 1, 1916, when he started as an attorney. He remained in the legal department until his retirement.

Surviving are his widow, Rose M.; a son James R., who is employed by CTA in the telephone information office; a daughter Marion E. Vaclavik, and three grandchildren.

Andrew S. Forbes, Superintendent of garages, Boulevard System, died October 30, at the age of 61, after completing 34 years service in the local transit field.

## RECENT DEATHS AMONG EMPLOYEES

JOSEPH ANTONUCCI, 54, foreman, Skokie Shops. Died 10-6-53. Employed 7-29-14.

F. M. BARTLETT, 73, retired motorman, Devon. Died 9-20-53. Employed 5-24-04.

FRANK S. BIELSKI, 55, retired conductor, 69th. Died 10-07-53. Employed 5-06-26.

ELIOT BLUNT, 62, retired cleaner, Keeler Shops. Died 9-13-53. Employed 3-04-25.

JOHN BONO, 67, retired watchman, Track. Died 9-02-53. Employed 7-16-29.

JOHN W. CHAPP, 46, janitor, Devon. Died 9-25-53. Employed 4-25-29.

RICHARD G. COLE, 43, machine operator, Accounting. Died 9-22-53. Employed 11-25-42.

JOHN H. ELLERBROCK, 56, motorman, North. Died 10-11-53. Employed 10-4-19.

J. H. FINCH, 83, retired chief clerk, Southside. Died 10-03-53. Employed 9-20-92.

L. P. FISHER, 78, retired agent, Westside. Died 10-07-53. Employed 9-07-18.

G. J. FOSTER, 55, retired motorman Kedzie. Died 10-01-53. Employed 2-02-28.

D. H. GUEST, SR., 82, retired lampman, 61st Street. Died 10-11-53. Employed 11-26-98.

ROY HALM, 75, retired motorman, North. Died 10-09-53. Employed 9-30-07.

JOHN F. HAUPT, 57, motorman, Westside. Died 10-10-53. Employed 12-17-18.

JACOB KRAUS, 61, retired gateman, Westside. Died 10-10-53. Employed 5-04-29.

NICK LALIC, 66, watchman, Track. Died 9-27-53. Employed 8-9-26.

ARNOLD LEWAND, 63, conductor, Limits. Died 10-12-53. Employed 1-26-15.

EDWARD J. McHALE, 57, motorman, Limits. Died 9-25-53. Employed 7-21-26.

S. MUCKSHAW, 82, retired car cleaner, South Shops. Died 9-20-53. Employed 8-04-20.

PETER OMIELAN, 71, retired car cleaner, Kedzie Carhouse. Died 10-11-53. Employed 5-07-26.

R. C. PASSMORE, 71, retired motorman, Archer. Died 9-22-53. Employed 5-22-14.

L. P. PETERSON, 58, retired conductor, Limits. Died 9-14-53. Employed 3-01-14.

M. J. RAGEN, 87, retired foreman, Road. Died 9-23-53. Employed 5-09-19.

FRED ROGERS, 60, motorman, Southside. Died 10-8-53. Employed 3-2-19.

ERCOLE SCARPELLI, 56, carpenter, Keeler Shops. Died 9-30-53. Employed 12-8-28.

HARRY STALEY, 85, retired chauffeur, Utility. Died 9-23-53. Employed 4-15-02.

W. TOWNSEND, 70, retired agent, Westside. Died 10-03-53. Employed 6-08-27.

JOHN WARNER, 75, retired motorman, Lincoln. Died 10-06-53. Employed 5-17-07.

W. L. WHEELAND, 64, retired motorman, 77th. Died 9-17-53. Employed 11-30-23.

RALPH C. YOHN, 54, Purchasing department. Died 9-25-53. Employed 3-1-32.

J. E. ZINK, 75, retired agent, Westside. Died 9-18-53. Employed 11-25-42.

Starting his transit career as a mechanic on August 1, 1919, Forbes was first employed by the old Chicago Motor Bus Company at the Rosemont garage. In 1923, the advent of the former Chicago Motor Coach Company, Forbes was transferred to the south side 52nd street garage as superintendent. When the west side Wilcox garage was opened in 1924, he was appointed its first superintendent, remaining in that capacity for the following 20 years. On June 1, 1945, Forbes was appointed to the position he held at the time of his death.

Surviving are his widow, Emma, and two sons, 1st Lt. Robert and Donald.

Ralph C. Yohn, 54, buyer in the Purchasing Department, died September 25th after completing more than 21 years of service.

Beginning his employment with the old Chicago Rapid Transit Company as a clerk on March 1, 1932, Yohn rose in the CRT Stores department to the position of general storekeeper. On December 1, 1947, he assumed the duties of the position he held until his death.

Yohn, a Navy veteran of 26 months service during the first world war, was a resident of Waukegan, Illinois. He is survived by his mother and two brothers.



# What is your idea of a perfect way to celebrate Thanksgiving Day?

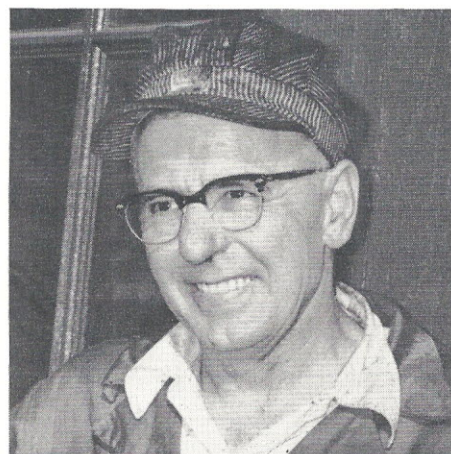
**PATRICK CRONIN**, Operator: "Thanksgiving is a family day. What better way could it be started than in church, giving sincere thanks for health, home and family. Then I like to spend an afternoon of fun with the children, working up an appetite for the traditional feast. Afterwards, a quiet evening at home makes it a perfect Thanksgiving."



**CHARLES DeCOOK**, Operator: "Getting up early to play with my son while my wife, who is a wonderful cook, prepares dinner is the way I like to begin Thanksgiving. We should give thanks for being able to live in the U. S. A. There's nothing like a little nap (not just to get out of doing dishes) before taking an afternoon drive in the country. Then back home to relax makes the day complete."



**R. S. DeSALVO**, Receiver: "I think that Thanksgiving should be celebrated for what it really stands for—going to church and giving thanks to God for what we have, being particularly thankful that we're living in a country like this. I like to spend a nice, quiet evening at home with my family."



**GEORGE SLATE**, Mechanic: "What the pilgrims went through runs in my mind on Thanksgiving Day. I like to spend it at home, offering thanks to God because I'm living in America as well as for other favors, including my good health."

**LEONARD WALKER**, Operator: "On Thanksgiving Day, I like to just take it easy, giving thanks for being in a country where we are free to worship and have an abundance of everything. A nice nap, after enjoying a turkey dinner, and then watching TV finishes the day."

## INQUIRING REPORTER:

George Clark

## LOCATION:

Ravenswood







**A MARKED** decrease of 17.1 percent in the total number of accidents reported over the entire CTA system during 1952 as compared to the 1951 accident figures is the encouraging report from the Accident Prevention Department. During last year, a total of 33,134 accidents were reported, as contrasted to 39,989 during 1951. The decline of 6,855 accidents is a direct tribute to all employees whose conscientious efforts, exerted in cooperation with the accident prevention program, were responsible for the downward tumble in the 1952 figure.

**IMPROVEMENTS** were made in CTA's 1952 accident experience in nearly every major department. However, regardless of how well the figures may look, it must always be remembered that we can do better. Accidents will occur, of course — whether in shops, on streets or in the home. It is recognized that carelessness is a major contributing factor in most cases. Accident prevention places emphasis on guarding against inattention. The following paragraphs outline the 1952 accident experience records of the various departments.

## TRANSPORTATION

Combined operation of Surface and Rapid Transit Systems shows an overall decrease of 18.1 percent in the total number of accidents in 1952 over 1951. The Rapid Transit System alone showed a decrease of nine percent.

New equipment and conversion of streetcar lines to bus operation, coupled with safer operating practices on the part of all employees, enabled the Surface System to show a decrease of 18.7 percent. This decrease was generally uniform throughout the year, each month showing improvement over the same month in the previous year. Final figures disclose that there were 6,111 fewer Surface System operating accidents than in 1951.

Although mileage on the Surface System was reduced by 4.7 percent, and the number of passengers carried declined 6.6 percent, the figures are well offset by the 18.4 percent decrease in accidents and is definitely a marked improvement over 1951's record.

Transportation Department employee injuries on the com-

bined systems were reduced from 1,060 in 1951 to 727 during last year. The decrease of 31.4 percent is far superior to the 3.5 percent decrease which was shown for the 1951 experience over the year 1950.

## SHOPS AND EQUIPMENT

An encouraging reduction of 7.9 percent was reported in the total number of employees injured. There were 208 lost-time injuries during the year, a decrease of 24 over 1951. However, there was an increase in the falling-object type of accident. More extensive use of safety shoes would definitely have eliminated much of the time lost due to this type of accident. Two fatalities occurred during 1952.

## WAY AND STRUCTURES

The total number of employees injured was reduced by 28 throughout 1952. In the combined Surface and Rapid Transit divisions there occurred a total of 265 accidents, as compared with a total of 293 for the previous year. One fatality resulted in 1952. There was none in 1951. Nine employees in the department were struck by either CTA or private equipment while working, resulting in a decline of four over 1951, when 13 employees were involved in such accidents.

## ELECTRICAL

Eye injuries accounted for quite a number of the 98 employees who were reported hurt throughout the department. Proper use of safety goggles could have eliminated many of the occurrences and considerably cut down lost time accidents, which increased 18.4 percent — 38 in 1951 as contrasted to 45 last year — within the department. There was however, a one percent decrease in the total number of accidents during the 1952 period. There were no fatal accidents in 1952, as compared to one in the preceding year.

## STORES

Regrettably, there was an increase of 12 accidents during 1952 in this department. A total of 44 throughout the year, contrasted to only 32 in 1951, resulted in an increase of 37.5 percent.

In the past, the majority of accidents that occurred in this department were mainly due to falls and the dropping of objects. The wearing of safety shoes, no doubt, accounted for a decrease in foot injuries from 17 in 1951 to 9 in 1952.

It is hoped that attention to proper material handling, as a result of an extensive instruction program, will be a contributing factor in bringing about a reduction of accidents in this department in 1953 as compared with 1952.

## Outlook in 1953

Although figures for 1953 are not complete, preliminary surveys are greatly encouraging and indicate it will be an even better year for CTA employees than was 1952.

Accidents are going down! Let's keep it that way!



## TRANSIT IN THE

# News



MILWAUKEE and Suburban Transport Company employees, approximately 300 strong, arrived at the West Shops the morning of October 10 to begin a tour of various CTA properties and facilities.

### Milwaukeeans Tour CTA

EIGHT buses, carrying approximately 300 employees of the Milwaukee and Suburban Transport Company, rolled up to CTA's West Shops on Saturday morning, October 10, to mark the beginning of an extensive tour of CTA properties and facilities. Comprised of members of the Milwaukee Transport Technical League, of which *Ralph Larson*, chief civil engineer, is president, the group was in all probability the largest to make such a tour of CTA.

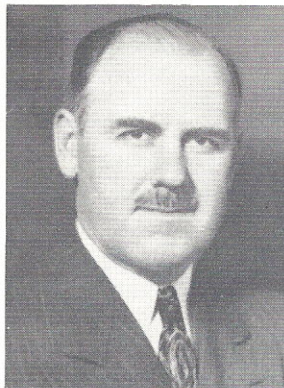
Upon arrival at the West Shops, the guests were welcomed by *T. B. O'Connor*, CTA general superintendent of transportation and shops and equipment; *Ralph Martz*, superintendent of surface division shops; *J. F. Gillen*, superintendent of carhouses and garages, and *Heinz Doering*, general foreman of the west shops. The visitors were arranged in groups of 50 and each group was conducted through the shops by CTA shop supervisory personnel on hand for the occasion.

*Walter J. McCarter*, CTA general manager, joined the Milwaukee visitors when they moved to CTA's Division and Western location. There the group reviewed CTA's mechanical school facilities before continuing to North Park bus garage.

Station Superintendents *William Calderwood* and *Elmer*

*G. Milz* were on hand at North Park, along with *John Harnett*, general foreman of bus garages, to aid the large group throughout their visit at the last stop of CTA facilities on the tour. Just as the clock was approaching 4 p.m., our guests from Milwaukee began their homeward trip.

### RECENT APPOINTMENTS



*Dr. George H. Irwin*

EFFECTIVE October 12, *Doctor George H. Irwin* was appointed head of the CTA Medical Department as Medical Director in a bulletin issued by *E. A. Imhoff*, general superintendent of personnel, and approved by *General Manager Walter J. McCarter*. Reporting to the Medical Director are *Doctors M. W. Bush, J. B. Cipriana, R. W. Kline, S. D. Mosny* and *Nurses Leta Crowley* and *Louise Knipfel*.

Dr. Irwin has been affiliated with CTA and predecessor companies for 31 years. He presently is serving as Secretary and Treasurer of both the Medical and Surgical Staffs at St. Francis hospital, Evanston, in addition to his other duties. Having been long connected with the transportation field, Dr. Irwin is a member in good standing with the American Association of Railway Surgeons, as well as other noted medical organizations such as the Chicago Medical Society, American Medical Association, and the American College of Surgeons.

In another bulletin, issued by *H. L. Polland*, director of public information, and approved by *General Manager Walter J. McCarter*, the following assignments were made in the Public Information Department. *William M. Howlett* was named Supervisor of Publications, and *John J. Bowen* was appointed Supervisor of Advertising Production.

### CTA Purchases Section of "L" Right-of-Way

ON OCTOBER 16, Chicago Transit Authority became owner of an approximate eight-mile stretch of "L" right-of-way,



including all tracks, which total 27 miles in length, upon completion of negotiations with the Chicago, Milwaukee, St. Paul and Pacific Railroad, former owners of the property. Purchase price of this important section of right-of-way, which extends between Montrose avenue, Chicago, and Linden avenue, Wilmette, was \$7,000,000. The property has been utilized for rapid transit operations, under various lease arrangements with the Milwaukee Road, for the past 46 years.

The transfer of ownership was effected at noon on the above date. To finance the purchase, CTA issued \$7,000,000 Series of 1953 Revenue Bonds, bearing interest at the rate of 4½ percent, which were purchased at a public, competitive bid opening by the Milwaukee Road.

Although the bonds were issued for a term of 28.9 years, it is intended that the CTA sinking fund will retire them in 28 years, about one year prior to maturity.

Substantial saving in annual operating costs will be effec-

ted through purchase of the property. CTA had been paying an annual rental of \$466,593.20. Increased rental charges proposed by the Milwaukee Road in a notice preceding the purchase agreement would have raised CTA's annual costs in connection with this right-of-way to at least \$558,933.93.

Under the purchase plan, the average annual cost will be \$496,907 to pay interest on the bonds and pay off the debt in 28 years. Thus CTA will save more than \$62,000 a year for the next 28 years, and thereafter will save the full rental cost.

## Bargain Fare Tuesdays

EACH Tuesday during November is a bargain fare day for shoppers utilizing CTA services. A special ten-cent fare, effective between the hours of 9:30 a.m. and 1:30 p.m., was established by the Chicago Transit Board on all four Tuesdays during the month.

The bargain rate, although established especially as an attraction for shoppers, also benefits other adult riders. Normal transfer privileges are included in the special bargain fare, which is effective throughout CTA's operating territory except in the area north of Howard street and west of Desplaines avenue, Forest Park.

The series of bargain fare days is an experiment to determine to what extent promotional fares will increase riding during off-peak hours. Local merchants, who urged CTA to make the test, are cooperating in this experiment.

It is hoped that the bargain rate will induce more shoppers to take advantage of the conveniences offered by CTA vehicles and thereby point the way to halting or reversing the downward trend in off-peak transit riding.

## New Devon-Sheridan Bus Route Established

A CONSOLIDATION of CTA's Devon Avenue (No. 36A) and Howard-Ashland (No. 155) bus lines—the new Devon-Sheridan route—began operating on an experimental basis October 18, following authorization from the Chicago Transit Board. The consolidated route features a convenient, new connection with all North-South rapid transit trains at the Loyola "L" station, which is served by "A" and "B" express trains as well as Evanston-Loop rush hour express trains.

CTA TRANSIT NEWS

### CHICAGO TRANSIT AUTHORITY

#### CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF SEPTEMBER 1953 AND 1952, NINE MONTHS AND TWELVE MONTHS ENDED SEPTEMBER 30, 1953

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

	Month of September 1953 (4)	1952	Period Ended Sept. 30, 1953 9 Months (4)	12 Months (4)
Revenues .....	\$9,946,362	\$9,385,770	\$93,079,159	\$125,660,371
Operation and Maintenance Expenses .....	8,419,266	7,957,267	78,998,587	106,904,717
Available for Debt Service .....	1,527,096	1,428,503	14,080,572	18,755,654
Debt Service Requirements:				
Interest Charges .....	397,814	318,003	3,619,285	4,832,045
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1) .....	150,000	83,334	950,000	1,200,000
Revenue Bond Reserves (Note 2) .....	23,000	—	207,000	253,000
	570,814	401,337	4,776,285	6,285,045
Balance Available for Depreciation .....	956,282	1,027,166	9,304,287	12,470,609
Provision for Depreciation—Current Period .....	795,709	750,861	7,446,333	10,052,830
Balance Available for Revenue Bond Amortization Fund (Note 3) .....	160,573	276,305	1,857,954	2,417,779
Revenue Bond Amortization Fund .....	—	—	900,000	1,200,000
Balance Available for Other Charges (Note 3) .....	\$ 160,573	\$ 276,305	\$ 957,954	\$ 1,217,779

#### PASSENGER STATISTICS \*

Originating Revenue Passengers .....	54,694,180	58,239,448	512,295,202	692,320,865
Transfer Revenue Passengers .....	2,320,503	2,204,346	21,492,332	28,480,940
Total Revenue Passengers .....	57,014,683	60,443,794	533,787,534	720,801,805

\* Includes Chicago Motor Coach Company passengers for comparative purposes.

#### STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as at September 30, 1953

##### 1952-53 Orders:

	Delivered to Date	Remaining to be Delivered	Total
Propane Buses .....	22	278	300
EL-Subway Cars .....	—	250	250
			550
Delivered under previous orders .....	2,814		
Less—P.C.C. Streetcars to be converted to EL-Subway Cars .....	250		2,564
			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.



Under the new arrangement, buses operate east in Devon avenue, from Kedzie avenue to Sheridan road; north in Sheridan (stopping at the Loyola All-Stop "L" station) to Pratt boulevard; west in Pratt to Ashland avenue; north in Ashland to Howard street, and west in Howard to Western avenue. Return buses follow the same route in the reverse direction.

The convenient, new entrance to Loyola "L" station is located on the east side of Sheridan road. It is open from 7 a.m. to 10 p.m. on weekdays, and from 7 a.m. to 6 p.m. on Saturdays. Although closed as an entrance at all other times of the week and on holidays, the new entrance serves as an exit at all hours daily. When the entrance is closed, transfers can be effected through the other entrance to Loyola station, which is located on the west side of Sheridan road.

Effective on the same date, a minor revision was made in the north terminal operation of Sheridan Road (Route No. 151) "short line" buses. Use of the former off-street terminal facility at Devon and Broadway was discontinued. The new north terminal for the "short line" is located on the east side of Broadway at a point near Devon avenue. Buses now operate north in Sheridan to Granville, west to Broadway, north to Devon, and east and south in Sheridan over the regular route.



## Owen Duncan Memorial Scholarship Established

IN MEMORY of the late *Owen T. Duncan, Jr.*, recently chief clerk of 77th Station, members of Division 52 of the Ancient Order of Hibernians established the Owen Duncan Scholarship Foundation on September 30. Approximately

85 of the members, most of whom are CTA employees, witnessed *President John Donovan*, Accident Prevention Department, make the initial check presentation to the *Reverend Paul T. Hoban*, division chaplain and National Director of the Society of the Little Flower. The scholarship funds will be used to educate a Carmelite seminarian for the Roman Catholic priesthood. Presentation was made at the National Shrine of the Little Flower, 6400 S. Woodlawn.

Owen T. Duncan, a 37-year transit employee, who was widely known throughout the CTA system, died last July 19 at the age of 55 years. He was a founder, organizer and the first president of Division 52. Duncan held that capacity at the time of his death. In addition, he was the secretary of the 77th Station Literary and Athletic Club, and was active in the Knights of Columbus as well as other organizations.



## Sportsmanship Award

A NEW award, known as the *John J. Donovan Award*, was presented for the first time this year to the football team displaying the best sportsmanship in the annual game between Fenger and Chicago Vocational high school teams.

The game was played on October 31 at Gately Stadium, 103rd and Cottage Grove. Fenger was the first winner of the trophy.

Donovan, shown here with the trophy, is a CTA Transportation Department employee, assigned to the Accident Prevention Department as assistant to the district superintendent of accident prevention. His work, in addition to accident prevention, includes efforts to help reduce vandalism in connection with CTA property, particularly during the football season.

As a member of Roseland Lodge No. 1061, Loyal Order of Moose, and in cooperation with the neighborhood Safety Council, Donovan frequently appears before community groups to give talks pertaining to safety and ways to combat vandalism among the younger set.

## Wind Up Golf Season

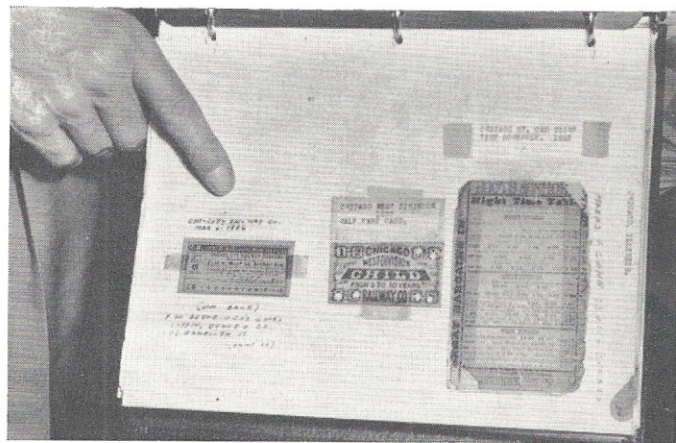
FOURSOMES began teeing off at 7:30 on Saturday morning, September 26, marking the start of the final CTA office golf outing of the year. Thirty-four CTA'ers participated in the grand slam, which was held at the Westward Ho Golf Club. When the play was over, *Roger Justice*, storeroom 56 clerk, emerged the winner of a handsome desk set for shooting an 83 low gross. Five CTA'ers tied, on the handicap basis, for low net with scores of 73. *Arthur F. Stahl*, superintendent of employment, won in a draw.





## "Quite A Collection"

A FABULOUS collection of over 10,000 transfers is prized by William L. Kennedy, CTA transfer instructor working out of North Avenue station.



FIRST PAGE in one of several volumes comprising Kennedy's transfer collection contains the oldest item—a child's half-fare card dated in 1877. Transfer to which collector points, dated in 1886, has commercial advertising on back.

THE COLLECTING Kennedys include 14-year-old Carole, who treasures her miniature cups and saucers; Madelyn, wife and mother who aids them all; Patricia, the married daughter; William L. Kennedy, who also collects stamps and coins, and Bill, the 17-year-old son who is compiling a variety of foreign and domestic cigarettes.

OVER ten thousand varied transfers is quite a collection—and, fittingly, it belongs to CTA Transfer Instructor William L. Kennedy. He also has a fine collection of stamps, coins and old monies as well. In addition, Kennedy's son, Bill, has gathered together varied types and kinds of cigarettes, and the youngest daughter, Carole, has accumulated over 60 miniature cup and saucer sets. As Mrs. Kennedy puts it, "They've got quite a collection."

"My transfer collecting began," Kennedy recalled, "about a year after I went to work for the old Chicago Surface Lines as a conductor back in 1926. The 'old timers' around Kedzie depot always talked about the early 'horse-car' traction days and I found it interesting. Then one day one of them gave me a transfer dated in 1904 as a souvenir."

Thereafter the word spread that Kennedy was collecting transfers. Coworkers throughout the system began sending him old transfers, tokens, half-fare cards, and the like, many of which were of marked historical value. The present day collection includes varied transfers, tickets and tokens issued by approximately 800 different transit companies throughout the world.

The oldest item in Kennedy's collection is a half-fare card issued by the Chicago West Division Railway Company in 1877. Half fare at that time applied to children between three and ten years old. The card had eight spaces. Conductors were required to punch out one space for each ride.

One of the most interesting transfers in the collection was issued about 1900 by the Mobile Street Railroad Company in Alabama. It bears pictures of seven varied faces, five men and two women, which portrayed the styles of the time. One woman is shown without a hat, and the other wearing one. The men are pictured clean-shaven, bearded, with a mustache, with a goatee, and with a mustache and goatee. It was the conductor's responsibility to indicate with his punch the face most closely resembling the transfer rider.

Actually, the collection is a remarkable history book. According to Kennedy, who has not yet discovered exactly when transfers first came into use, all Chicago streetcars operating prior to 1880 met at Madison and State streets. There conductors walked their passengers to the cars they wished to board and the transfer was effected.

Sharing Kennedy's interest in collecting, Bill, the 17-year-old son, is making a collection of various brands and types of cigarettes. The St. Mel's high school senior has compiled 78 variations, including Canadian, English, Russian, Japanese and Mexican tobaccos as well as U.S. brands, and feels it is only the beginning. Fourteen-year-old Carole, a sophomore at Siena high school, is also a collector. She possesses about 60 miniature cup and saucer sets obtained over a three-year period from 20 different states. And of course, as wife, and mother, Mrs. Kennedy endeavors to aid the entire family in their individual collecting pursuits.



# TO THE Ladies

... from JOAN

CHRISTMAS is getting to be the most discussed topic of conversation these days. Lists are being made out and those who make many of their gifts are deciding on appropriate designs. To help you we have selected a few items that would all be ideal as Christmas gifts. Free direction leaflets are available for these items by writing Women's Editor, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.

A BEAUTIFUL roast turkey is assurance of a glamorous thanksgiving dinner. And with sweet potato orange cups, topped with shredded coconut, serving a twofold purpose — framing the turkey and making a harmonious eating accompaniment — you have a combination that is sure to tempt and please the appetites of family and guests.

This perfectly prepared turkey with the simple but appropriate garnish is ready to prove its deliciousness to an eager, hungry family. With today's turkeys of such uniform high quality, it is easy for anyone to have excellent results when tested methods for cooking are followed. There is a turkey size to fit every

**TWO FOR THE MONEY** — A winning combination — this brother and sister act. The young man is sporting a V-neck sweater with cable trim on the long sleeves and outlining the neck and front. Sis wears a high neck pullover knitted in a tiny box pattern. Both sweaters can be knitted in wool or nylon—and will make ideal Christmas gifts for any children in the family.



## ROAST TURKEY

### Pretty As A Picture

need and purse. You may roast the bird with or without stuffing. Stuffed or not stuffed, proceed with this easy, tested method:

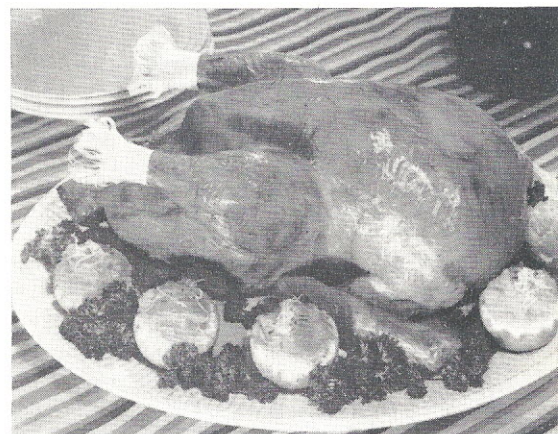
1. Truss (shaping for compactness) the bird: If desired, stuff the turkey. Bring the neck skin onto the back and fasten with a skewer. Close the cavity opening with cord and skewers. Then bring the drumstick ends together and tie securely to the tail. Or, if there is a band of skin across the abdominal opening, push the drumsticks under this band. Skewers and cords are unnecessary. Grease the skin with fat.

2. Place turkey, breast up, on a rack in an open shallow pan. Cover the top and sides loosely with aluminum foil or a fat-moistened cheesecloth. Do not wrap the bird in the foil or cloth.

3. Roast at constant low temperature (325°F.) until done. Do not sear or cover the pan. Do not add water to the pan. Basting may be done, but it is not necessary.

4. The time required for small turkeys, 6 to 12 lbs., is 3¾ to 5 hours; medium turkeys, 12 to 16 lbs., 5 to 6 hours; and large turkeys, 16 to 20 lbs., 6 to 7½ hours. The times given are based on turkeys purchased ready-to-cook style and stuffed for roasting.

**GAY ADDITIONS** — A kitchen set to delight the heart of a happy homemaker. This set makes an ideal Christmas gift, too. The two casserole jackets are practical and novel. The oblong design is crocheted in canary yellow in the shell pattern with fudge brown scalloped trim. The round jacket combines aqua and white. This new double-thick cotton is particularly effective for potholders because its firm texture guarantees protection to tender hands. Both sets are interesting in design and simple to make.



5. About a half hour before the turkey should be done according to the times above, test the bird in this manner: Press the fleshy part of the drumstick, it should feel very soft. Or, move the drumstick up and down. It should give readily or the joint should break when the turkey is done.

6. It is a good plan to allow 20 to 30 minutes more than the time required for roasting so that the turkey has a waiting period before dinner is served. Juices will be absorbed into the meat and the bird will be easier to carve and slice more attractively.

**PETE the Pooch** makes a crocheted cuddler. He's the toy dog variety—small, flexible and loads of fun for the small fry. He carries his two favorite accessories around with him wherever he goes—pointed hat and two-tone ball. Button eyes lend a comical expression. You'll be able to crochet him of wool in very little time.





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

Form 3547 Requested



My Fellow Employees:

The Chicago Transit Authority's Employee Suggestion Plan has just completed its first full year of operation.

During these past months many of you have contributed ideas for the improvement of all phases of our operations. Ninety-two suggestions have been adopted and a total of \$1,688.00 has been awarded. Many of these winning suggestions are now in effect and those of you submitting the ideas have the added satisfaction of seeing them put to use. I want you to know that all of us benefit—your fellow workers, your department, the Authority and our passengers.

The Suggestion Plan is a means for achieving progress. It offers an opportunity to all employees. We know that good ideas come from all ranks. It is the sincere purpose of the Management to make the Suggestion Plan an instrument through which your ideas can win recognition and suitable awards.

Greater participation and more and better suggestions will give each of us a greater degree of satisfaction in the proper performance of our jobs, and enable us better to serve the public. This is your Plan. Use it. Become a contributing member of the team. With your help, we can make our second year even better than the first.

*Walter J. McCarter*

General Manager  
Chairman, Employee  
Suggestion Committee

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