



TRANSIT NEWS

JANUARY - 1951





Do You Believe In Making *New Year* Resolutions?

☆ **INQUIRING REPORTER HELEN A. LOWE** (Accounting) interviews **DANIEL FRUSOLONE**, IBM Operator: "Yes, I do believe in making New Year's resolutions. If you can keep them for the full year, it shows that you have will power, and you can do anything you set your mind to. For this reason I plan to do at least one good deed a day and to smile more often."

☆ **FLORA BLAND**, Clerk: "No, because I do not believe that the average person lives up to them. Therefore, it's a waste of time. Live up to the Golden Rule and you won't need to make any resolutions."

☆ **MICHAEL VERDONCK**, Clerk: "I personally think that one of the greatest gestures a person can do to start the New Year right is to make a lot of resolutions, that is, if they can be kept. There is one New Year's resolution that I made several years ago, and have been able to keep it. I promised my dear wife she would never have to get up in the cold winter mornings to make my breakfast because I don't think it is right—not after she gets up at 4:00 a.m. to look at the stove."

☆ **JANE HACKETT**, Stenographer: "Yes, I do, if they are made sincerely, and intended to be kept. I believe resolutions are a source of self-improvement, and almost any individual could stand a little more improvement. This year I have resolved not to attach too much importance to trivial matters."

☆ **GUS DRAWERT**, Special Bank Messenger: "Yes, to the extent that mine is to be more careful in boarding trains to avoid any future falls similar to those I've had. However, in my opinion, good intentions should be resolved more frequently than on a yearly basis in order to be more effective, and not forgotten by February 1."

IT SURE DID SNOW!

Weather and Traffic Tie Up Transit

WHEN the radio dispatcher's phone rang, he already knew what the trainman would say: "Automobile blocking the streetcar track, please send the emergency truck." During the week between Christmas and New Year's, when traffic is normally light, the dispatcher received over 1200 reports of stalled or double-parked autos and trucks blocking CTA services. The cause: Winter's double-barreled parting shot at the Year 1950.

Never in the history of Chicago's weather bureau had a winter gotten off to such a start. More snow fell during November and December (34.1 inches) than had ever fallen so early in a winter. Actually, the normal snowfall for an entire winter in Chicago is only 33.4 inches.

Then, piled on top of the snow was the severe cold. The average temperature in December was 19.4 degrees, which was 7.3 degrees below the normal December average, making it the coldest December in Chicago's recorded history.

There was snow on the ground during the entire month of December. Walks were slippery and streets were hazardous. Then, on Christmas Day, the snow started falling and the temperature began dropping. In the ensuing 24 hours the total snowfall amounted to 8.4 inches, increasing the snow on the ground to a depth of eleven inches. And the mercury hit a new low for December 27, with 10.1 degrees below zero.

16,500 Miles of Plowing

Maintaining service in the face of these weather obstacles has been a terrific job for the Chicago Transit Authority. We operate 80 bus lines and 29 streetcar lines. During November and December it was necessary to completely cover our 1500 miles of routes at least eleven different times with sand trucks and snow plows.

We were not completely recovered from the first snows of November when we were hit by the storms of December. The cost to CTA to fight this weather was between \$525,000 and \$625,000.

In clearing the streets we not only performed a service for local transit riders. We made local transit streets available for all types of traffic. For the better part of the month our streets were the clearest in the city. Which further complicated our problems. The streets were narrowed by the snow, and the flow of traffic was increased by being diverted to our streets.

Small wonder, then, that the surface division piled up a record number of delay calls. These delays in service occurred all over the city, on virtually every route. Unfortunately, as every transit employee knows, these tie-ups are

most prevalent in areas of concentrated traffic and population.

Each break in service during that week between Christmas and New Year's meant a delay of from five to ten minutes at the point where the block to traffic occurred. Vehicles would bunch up. This causes a gap which results in overloaded vehicles. Because of the overloaded condition, the vehicles go slower. This further increases breaks in service as the vehicles go toward the terminals. When the vehicles are late in reaching the terminal, they are late in leaving, which causes a break in the reverse direction. This all necessitates turnbacks and other expedients, causing inconvenience to both riders and the CTA. What started as a five minute delay could well be much longer when the vehicles reach the end of the line.

Tell The Facts

Our riders do not appreciate these facts. All they realize is that they have waited in the snow, and that no transportation has come.

Many of our "bad weather" riders ordinarily drive their cars. Although they consider the streets impassable for their own driving, the public expects the CTA to find a way through. Our daily patrons, accustomed to regularity in our service, fail to make allowances for the fact that heavy snowfalls reduce useable street space by as much as 50 per cent—that traffic is confined to one instead of two lanes, in each direction.

So then the complaints come in. There is a direct relationship between the severity of the weather and the volume of service complaints received.

However, even in good weather the traffic situation seriously impedes the movement of local transportation vehicles. Since 1945 there has been a rising trend, amounting to approximately 10 per cent per year, in the number of passenger vehicles registered. Cordon count data from 1946 through 1950 also shows a continuing increase in the number of private automobiles entering the central business district.

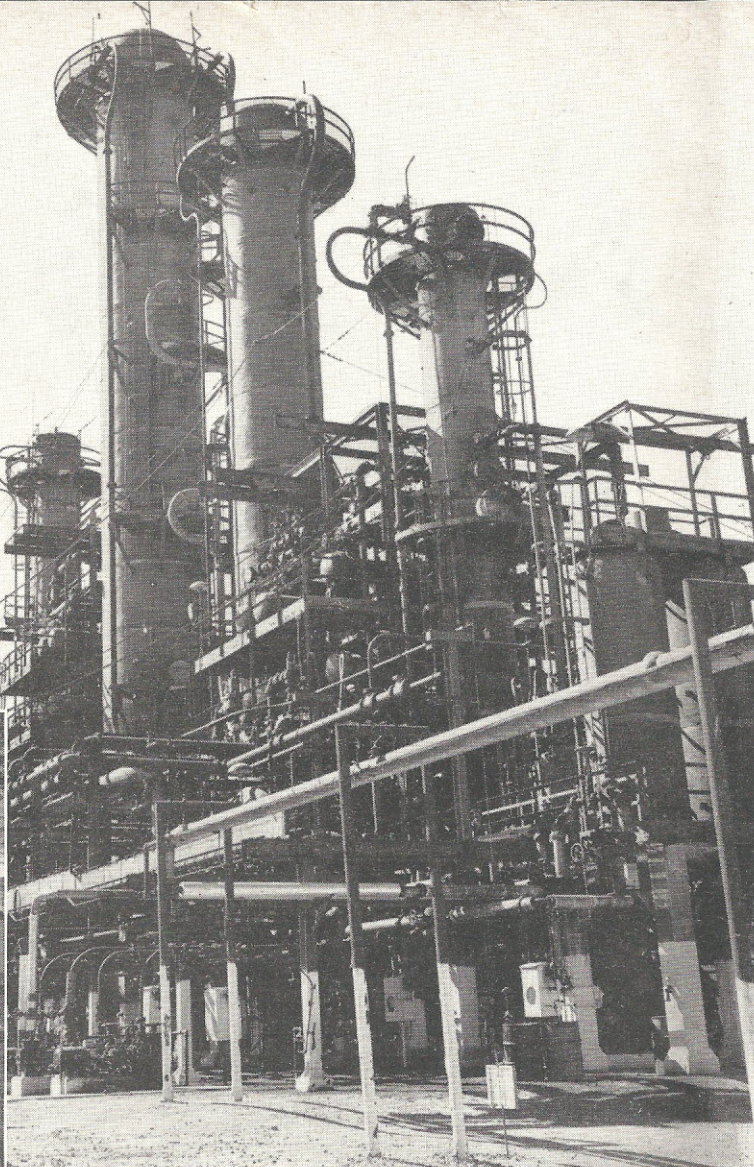
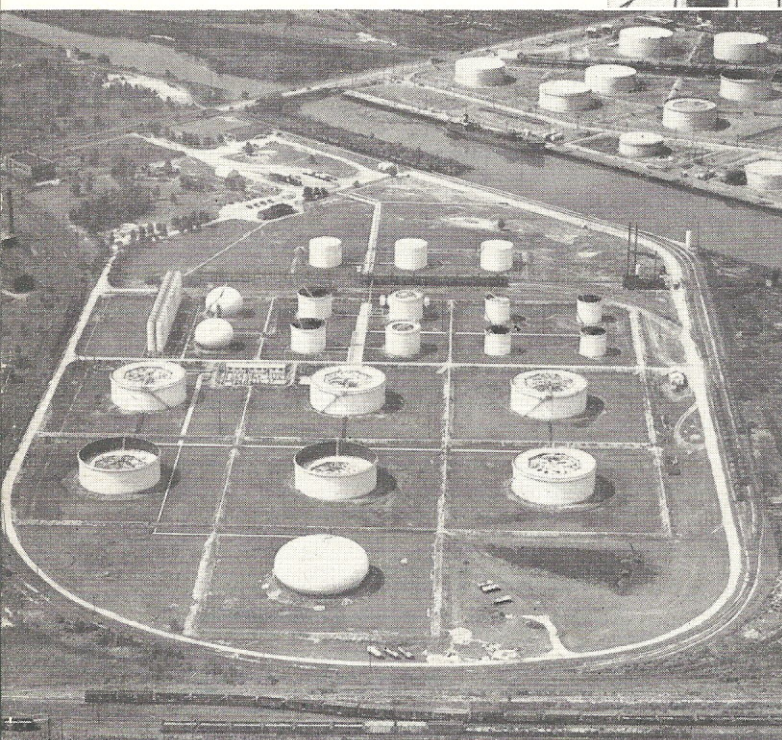
Traffic Controls

In face of this increased use of the streets by private automobiles and trucks, the importance of adequate traffic controls, parking restrictions, etc., cannot be over-emphasized. Chicago Transit Authority has little, if any, control over these traffic conditions. But fortunately public officials are aroused to the situation. The Mayor has arranged for comprehensive traffic studies, to be followed by helpful enforcements of appropriate orders, which unquestionably will materially improve traffic conditions.

The new traffic code with its anti-jay-walking provisions and its penalties for use of bus-loading zones as parking space are outstanding forward steps.

Propane in Transit

LPG is one of the petroleum products received through pipe lines and stored at Phillips Petroleum company's East Chicago terminal.

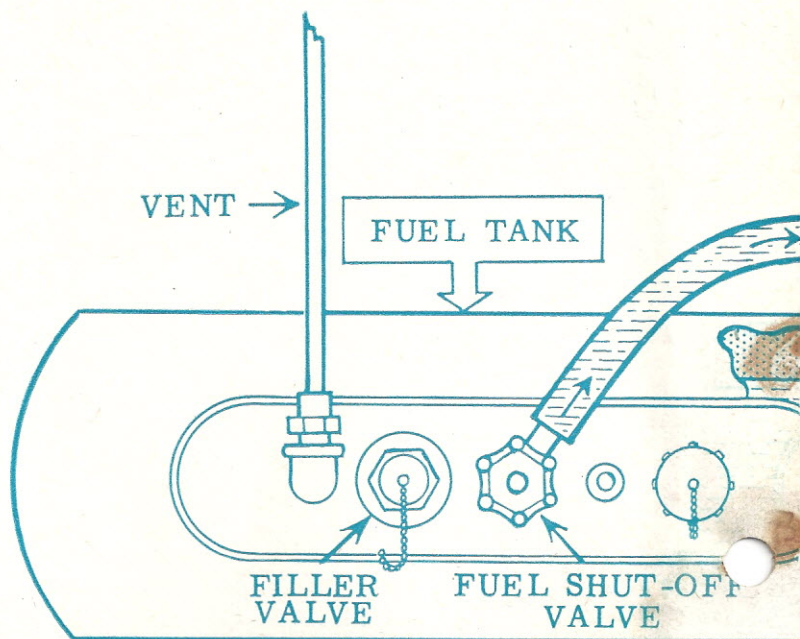


▲ This refinery at Phillips, Texas, can process 56,000 barrels of crude oil daily—one of the principal sources of LPG.

IN 1935 the first propane buses were pioneered by a north-western transit company. It was not until the post-war years, however, that operation of local transit buses was feasible on a large scale. The biggest obstacle was overcome by design and production of a high compression automotive engine capable of taking full advantage of the estimated 125 octane rating of propane. Gasoline for automobiles and trucks has an octane rating of 70 to 90. Aviation gasoline octane rating varies from 100 to 145.

At the present time more than 20 transit companies are operating, or have ordered, propane fueled buses. The CTA's purchase of 500 propane Twins, however, is the largest propane bus order ever placed anywhere.

From outward appearance, one can't tell a propane bus from any other bus. The important differences are in the

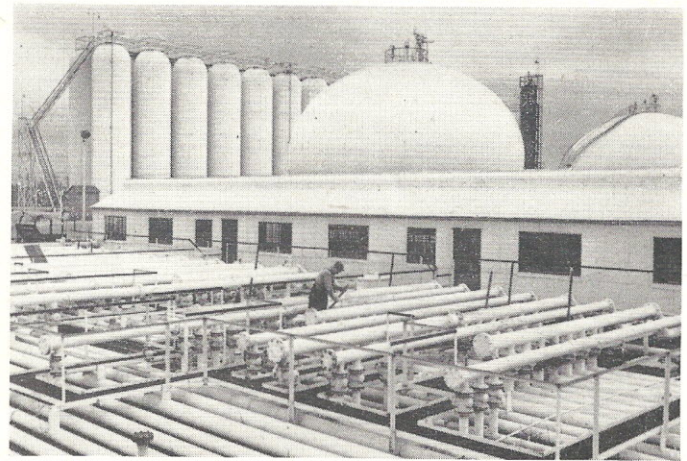


THIS is the second of two articles being carried by CTA TRANSIT NEWS on the subject of propane and its uses. The first article appeared in the December, 1950 issue.

engine, and in engine performance. The engine is specially designed to burn high octane fuel, and consequently has a higher compression ratio than automobile and truck motors burning gasoline.

The fuel tank on a propane bus is constructed of heavy quarter-inch boiler-plate steel, capable of withstanding a pressure of 1,000 pounds per square inch, although actual working pressures are considerably less. In the event of a collision, a propane tank has over twenty times the resistance of an ordinary gasoline or diesel bus tank. In addition to cylindrical design advantages, pressure within the propane bus tank resists crushing or damage. Securely mounted on the bus frame, and with valves and fittings recessed for added safety, the tank outlets are provided with shut-off valves that function automatically in case the fuel line or valves break. The fuel line is extra heavy copper tubing such as used in a home mechanical refrigerator.

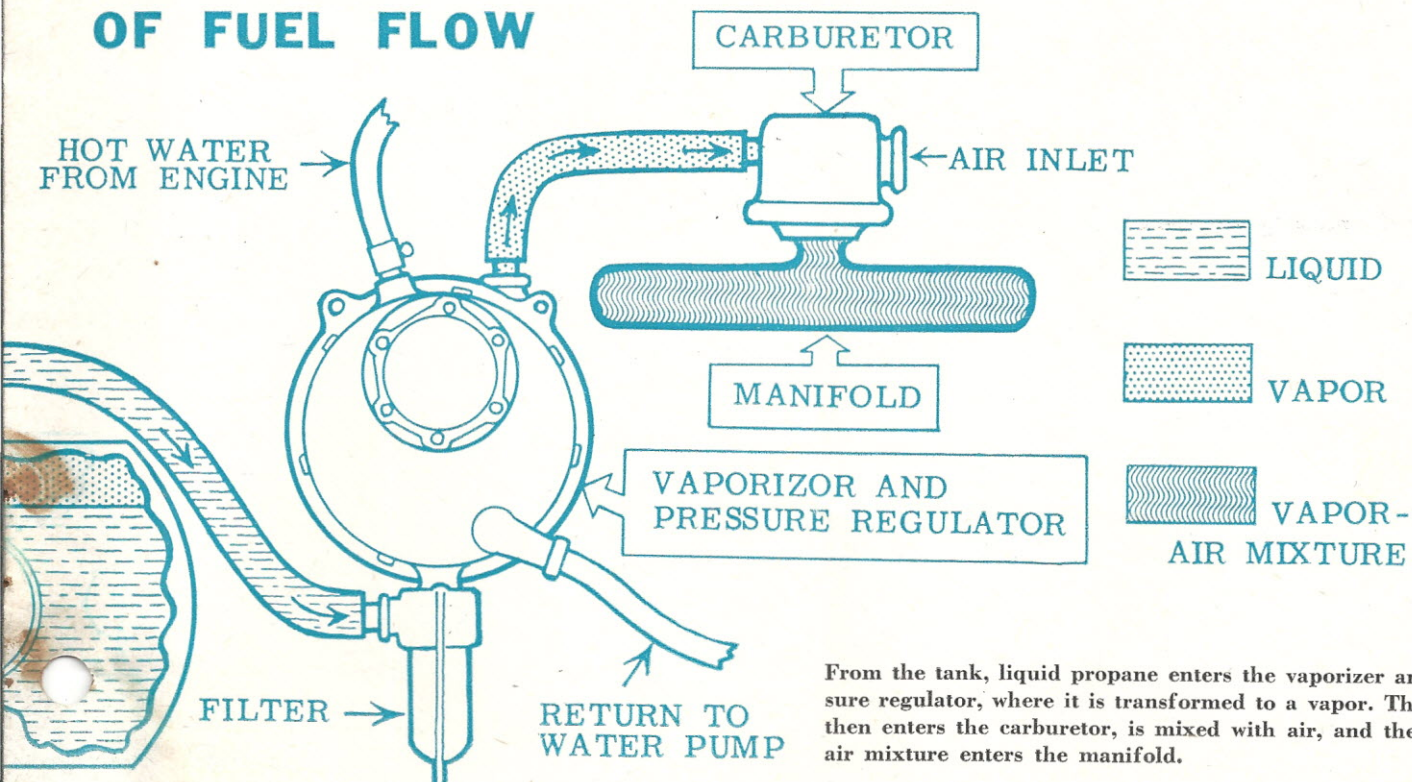
Between the tank and the engine, the liquid propane must be changed to a gas, and air must be added. The liquid is



COMMERCIAL propane, in its liquid form, is sent through pipelines direct to the East Chicago Storage Plant.

forced from the tank by its own pressure, thus eliminating conventional fuel pumps. The transformation to gas is accomplished by means of a vaporizer heated by hot water from the engine cooling system and a gas pressure regulator. The gas is then taken into the carburetor where it is mixed with air. From the carburetor, the gas and air, mixed in proper proportions, enter the engine. The mixture is then ignited by spark plugs, just as atomized gasoline is fired in a gasoline motor.

SIMPLIFIED DIAGRAM OF FUEL FLOW

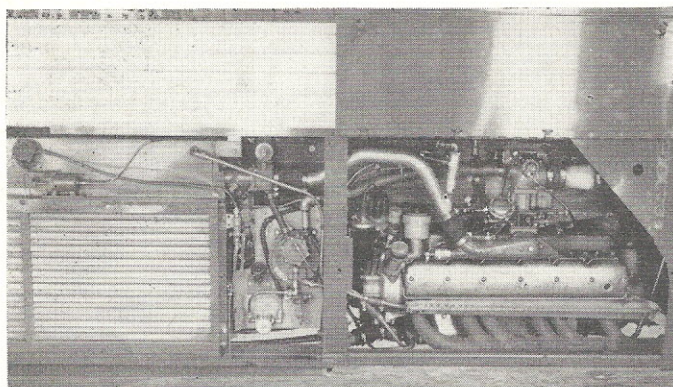
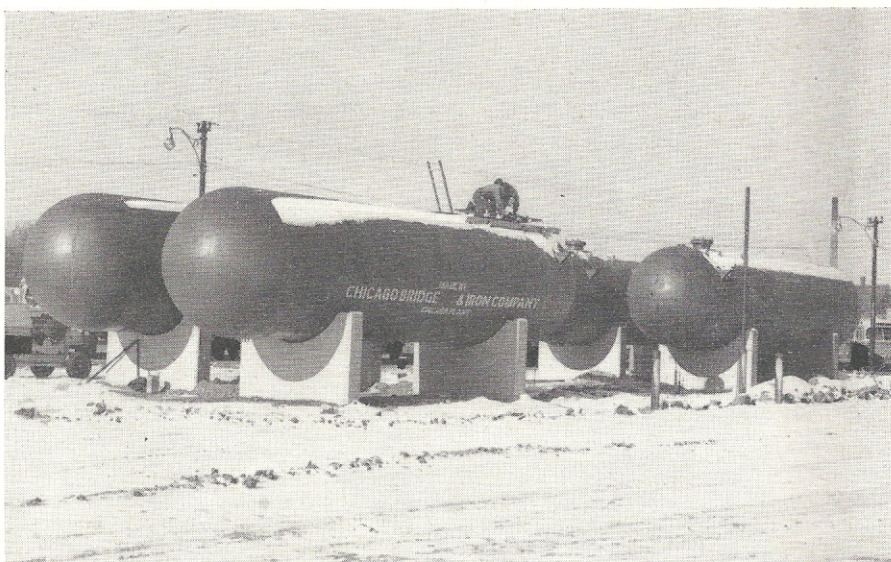


From the tank, liquid propane enters the vaporizer and pressure regulator, where it is transformed to a vapor. The vapor then enters the carburetor, is mixed with air, and the vapor-air mixture enters the manifold.

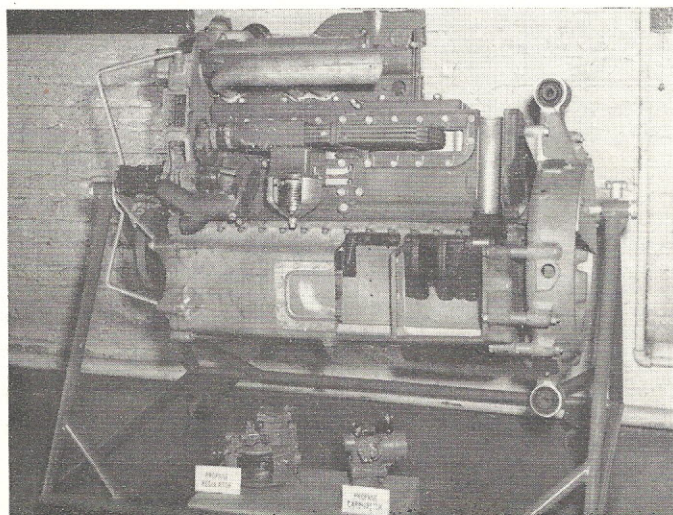


The huge tanks for storing the liquid propane under pressure were brought to North Park by truck. A second truck was used to operate a winch to pull the tanks into position on the concrete bases.

Each of these four tanks at North Park has a liquid capacity of 18,000 gallons. Tanks are also being installed at North and at Lawndale.



The new Twin buses have a high compression engine capable of taking full advantage of propane's high octane rating.



At the school at Division and Western special operating and cutaway models of propane engines are used to instruct maintenance men.

Through extensive research, laboratory tests, and closely observed "in service" operations, petroleum and automotive engineers have determined that propane offers a number of advantages over gasoline or diesel oil as a fuel for automotive equipment, particularly buses and trucks.

Propane results in a noticeably smoother engine performance and, consequently, produces a smoother transit ride.

Power output at low and high speeds is materially increased. This is an important factor in local transit operations where heavy loads, and frequent stopping and starting, put heavy strains upon engines.

Because propane enters bus motor cylinders as a true gas, there is no crank case oil dilution. Consequently oil consumption is reduced and the effectiveness of lubrication is improved. The interval between oil change is doubled, even trebled, as compared with the life of lubricating oil in a gasoline or diesel engine.

Propane burns completely and cleanly. There is no residue left in the cylinders, little if any carbon deposit on rings and pistons. Because propane has a high octane rating, there is no knock or ping.

Since there is less wear on moving parts, less strain under heavy loads, maintenance costs are reduced. The period between complete overhauls is often twice that normal for a gasoline or diesel bus motor.

Mileage obtained per gallon of propane compares favorably with gasoline, and propane is cheaper than either gasoline or diesel.

All of these benefits flowing from propane mean lower operating costs. In the CTA, which is a service-at-cost operation, this is a direct benefit to the riders whose fares pay the bills.

In propane's favor there is considerably more than its proven economic advantages.

Propane is a completely odorless motor fuel. It burns without the trace of a smell; without a trace of toxic vapor in the exhaust.

It is also a non-strategic fuel, and consequently should be abundantly available if national defense considerations should require the rationing of gasoline, and the fuel oils that power jet planes.

The Phillips Petroleum Company is the world's largest marketer of LPG, as well as one of the largest producers of natural gas used in this midwest area.

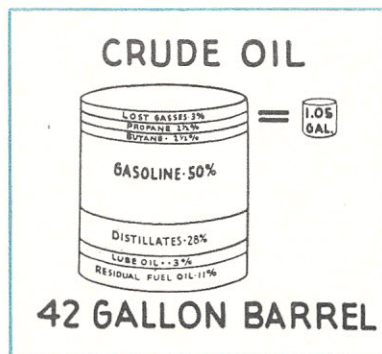
Its leadership in LPG marketing resulted directly from its extensive production of natural gas. To be carried cross country by pipe line, natural gas must be free from propane or butane, because it liquifies under pressure required to push natural gas through a pipe line.

Phillips consequently had a large supply of LPG available from its natural gas activities, and it turned vigorously to finding and expanding uses for LPG. The company conducted and is still conducting its own extensive research and marketing program. It has also cooperated for years with engine, truck and bus manufacturers in designing and testing engines capable of taking full advantage of LPG's qualities as a motor fuel.

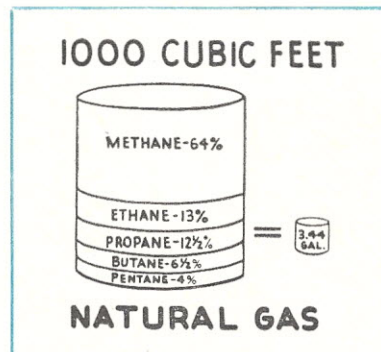
The LPG Phillips is supplying to the CTA comes from two main sources, the refinery at Lemont, Ill., and the pipe line terminal at East Chicago, Ind.

Most of the CTA's propane comes from Lemont, where it is produced in the process of refining crude oil piped to Lemont from the oil fields in Texas, Oklahoma and Wyoming.

The LPG which comes from East Chicago, however, is produced at Phillips refineries in the southwest, and trans-

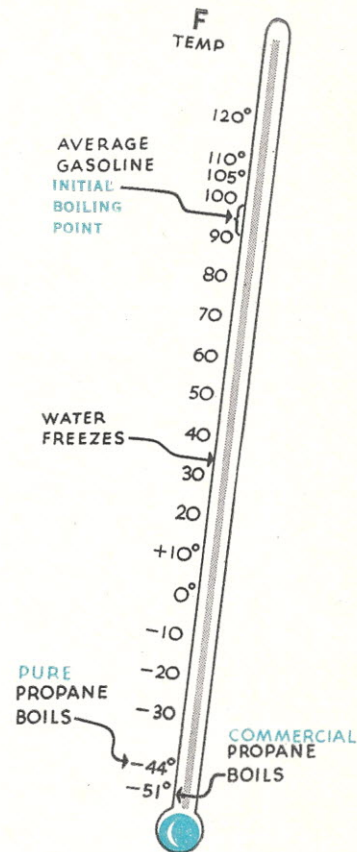


The two major sources of propane are natural gas wells (65%) and refineries where crude oil is processed (35%).



ported to East Chicago by pipe line.


The CTA is fortunate in having the leader in the propane field as its supplier.



Because of its low boiling point, liquid propane must be kept under pressure in order to keep it from returning to a gaseous state.

When the first of CTA's fleet of propane buses arrived, Board Chairman Ralph Budd and General Manager Walter J. McCarter were on hand to inspect them. Newspapers and TV stations covered the event. The buses are painted in CTA's new color scheme.





COURTESY CARD

I am required to report any unusual incident which occurs. Your assistance will be the basis for fair treatment to all concerned. I will greatly appreciate your co-operation.


Your CTA Employee

Name George Jorg Phone _____

Address _____ City _____

REMARKS: Don't know

CTA 7004



COURTESY CARD

I am required to report any unusual incident which occurs. Your assistance will be the basis for fair treatment to all concerned. I will greatly appreciate your co-operation.

Your CTA Employee

Name Y Phone _____

Address _____ City St. Louis

REMARKS: _____

CTA 7005

THESE courtesy cards are from the files on two CTA accidents. They were signed by witnesses and submitted by CTA employees to help the Authority win its cases. What would you have done if you had received these cards?

What's Wrong Here?

WITNESSES are highly important in the settlement of any accident case. If you are ever involved in an accident, get as many as possible of the passengers and bystanders to complete Courtesy Cards. There is no such thing as "too many" witnesses. As one member of our Accident Investigation department put it: "Out of four witnesses taken today, two may be dead, one moved away and one on vacation when the case finally comes up in court two

years from now."

The first step in getting witnesses is the passing out and collection of courtesy cards. As you collect each card, *check each signature and address for legibility and spelling.*

The employees who accepted the courtesy cards shown here should have taken another 30 seconds to check them. In the one case the spelling could have been verified by printing in the proper name and address. In the other case the

witness could have been provided with a sharpened pencil, or a pen with an adequate ink supply.

Illegible and incomplete Courtesy Cards waste time and cost the CTA money.

Remember, when CTA pays for an accident everyone loses. Money spent for accident settlements cannot be used for service improvements, modernization, wages or other operating costs.

So verify those Courtesy Cards.

Our Public Speaks

IN any business that requires the patronage of the public, courtesy is of major importance. This is particularly so in the mass transit business.

How CTA passengers react to courteous and thoughtful treatment can be determined by reading the letters received from them commending the transportation personnel. These letters show that courtesy is appreciated and not just a wasted effort on our part. They show, too, that courtesy is a sure way to encourage passengers to use CTA vehicles when they travel around the city and suburbs. When they know their patronage is appreciated, the people will continue to use our services. The best way we can show them our appreciation

is through courtesy.

Reproduced here are excerpts from some of the commendation letters received in recent weeks from satisfied passengers.

"I'm writing to commend *Bus Operator P. Whitman*, Archer. His attitude is contagious: everyone on the bus was doing as he — being nice to their fellow passengers."

"It is with great pleasure that I bring to your attention driver No. 6128 (*Bus Operator W. Baker*, Limits). He is most courteous and ever solicitous of his passengers' safety and comfort."

"In my work I ride public transportation a lot every week and I find riding much more pleasant when I get on a

bus driven by men like No. 14606 (*Bus Operator A. Schwegler*, North Park). He is courteous and helpful and answers questions intelligently."

"Of all your employees I have come in contact with, the driver of the bus I ride in the morning (*Bus Operator G. Rausch*, North Park) stands out far above any other I have met. He makes everyone feel as though they were receiving personal service and that each was his good friend. He calls out all the streets and is never sarcastic or rude." "Just a little note of thanks to your "L" ticket agent at Addison and Lincoln, *Florence Dietz*. She always has a smile, is very cheerful and always helpful when someone asks for information."

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

CTA Employees Cause Additional Shortages

ACCIDENT INVESTIGATION — The Prodigal Daughter has returned! *Norma Gossage* is with us again minus her appendix . . . Speakin' of shortages—the supply of Plaster-of-Paris has diminished due to the sealing up of *Ad Jones'* broken leg and *Eddie O'Connell's* broken arm.

When asked "What was the happiest day of your life?" *Dan McNamara* gayly answered that it was the day baby *Mary Ellen* hung her diaper on their line.

More new faces among the vault files . . . *Richard Doyle*, *Frank Vitale* and *Joseph Vodvarka*. The new female with the dictaphone plugs is *Daisy Stubinger*.

The loud wails from the *Dennis J. Crowley* household is not a new infant. 'Tis just his TV Christmas gift from the missus, with D. J. C. trying to do the adjusting himself.—"JERRY and CAL."

From One Whiskered Gent To Another

ARMITAGE—Now that the man with the long whiskers has returned to the North Pole the boys are beginning to worry about the man with the long whiskers in Washington. Of course we are all happy to pay our income taxes, with a smile. However, Uncle Sam demands cash.

Conductor *J. B. McHale* retired January 1 and our best wishes go with him. We will all miss his breezy column in the Union Leader.

Mr. Dorgan and *Mr. Powers* thank all the men who worked overtime and off days to "Keep 'em rolling" during the recent snow storms and holiday rushes.

We all offer our sincere sympathy to motorman *Roy Felton* whose mother died a few days before Christmas.—TED SHUMON.



HOME FROM HUNTING

A successful hunting season was enjoyed by *Carpenter Joseph Dudak*, West Shops, and his son, *Vladimir*, at Kansastown, Illinois, 180 miles from Chicago. Some of the game they came home with included four pheasants and 30 rabbits.

—Reported by *Catherine Holton*

Now It's All Just A Memory

ACCOUNTING—The Christmas party on December 22, ushered in the festive holiday week-end.

The program started with the chorus singing Christmas hymns. Then came greetings by Messrs. *J. H. Finch*, *P. J. Meinardi* and *W. J. McCarter*. The rendition of the Anniversary Waltz by the chorus in honor of his golden wedding anniversary on Christmas Day preceded the speech of *Mr. Ralph Budd* . . . *Verena Langhammer* sang a contralto solo "Through the Years" which was followed by piano selections by *Harry Rosen-dahl*, *John Cannon* sang "Christmas in Kilarney" and *Sig Shonts* obliged with "So In Love." The demonstration of Jiu Jitsu by *Willis Helfrich* and his instructor *Prof. Moscata Tamura* was a real thrill.

The Christmas tree winners were announced — Purchasing Department, first; Payroll, second; and

I.B.M. third awards. *Helen Weisolek* walked off with "The Thing" which had everyone guessing from the start of the party. Her guess, a walking doll, most nearly described it. It was a large drum majorette doll . . . After a soprano solo by *Eleanor Klosowski*, all joined in for a community sing.

The committee who planned the party: *Emily Coyne*, *Harold Don-ih*, *Lydia Johnson*, *Mabel Magnuson*, *Felix Palilunas*, *Doris Stahl*, *Agnes Samek*, *George Seiler* and *James Touhy*.

Our deepest sympathy is extended to *Felix Palilunas*, whose father passed away on December 21, and also to *Kenneth McNeely*, whose father suffered a fatal heart attack.

There are two new engagements. *Eileen Donovan's* third finger, left hand, proudly displays a diamond placed there by *Thomas Caron*, and *Rita Kasmarek's* ring is from *Henry Lagowski*. — HELEN A. LOWE.

The Same Birth Date, But Different Birthdays

BEVERLY — *Garage Foreman* and *Mrs. Robert McClelland* were blessed with another daughter, named *Patricia*. She was born at the Little Company of Mary hospital December 10, and weighed an even seven pounds. The date, December 10, is also the birthday of their older daughter, *Peggy*—who was four years old on that date.

Bus Repairman and *Mrs. James Lee* had an addition to their family. It was *Patrick Joseph*—seven pounds, eleven ounces, born December 9 at Little Company of Mary hospital. *Jim*, the big brother (one year old) was patiently waiting at home.

Beverly was in line with the Christmas spirit with its tree decorated by *Byron Dean* and *Edward Mrozek*.

Two girls from the St. Joseph convent in Milwaukee, Wisconsin, came home for Christmas: *Aspirant Germaine Gertzen*, daughter of *Bus Operator* and *Mrs. Joseph Gertzen* and granddaughter of *Motorman* and *Mrs. John Gertzen* of 77th; and *Postulant Therese O'Connor*, daughter of *Superintendent John O'Connor* of Archer.

Thanksgiving day turned out to be the wedding day for *Bus Operator Donald Springer* and *Miss Marge Kissel*, who is from Whiting, Indiana. They were married at the Immaculate Conception Church, Whiting. Now they have taken up housekeeping, just like a couple of Hoosiers.

Bus Operator William Hazelip and family went to Effingham, Illinois. Pasttime: duck hunting. Everyone enjoyed a wonderful duck dinner while they were there. —DANTE F. BRUNOD.

TRANSITAD

FOR SALE—Universal hard coal heater. Grey enamel. Best offer. *Al Rook*, 3005 W. Cermack road.

Double Reason to Celebrate



THE excitement of a wedding and graduation was enough to keep the home of *Motorman Anton Dubrick*, *Kedzie*, busy for several weeks. . . . His eldest daughter, *Bernice Ann*, provided the wedding excitement when she became the bride of *Leonard Elizovich* at St. Basil's Church. . . . The couple attended a reception held in their honor and then honeymooned in Florida. . . . They are shown here with the bride's parents. . . . A few days following the wedding ceremony, Anton's youngest daughter, *Gladys*, announced that she had passed the state board examinations to become a registered nurse. . . . Gladys received her training at Little Company of Mary Hospital, Municipal Contagious Disease Hospital and Jacksonville State Hospital.

Reported by R. D. Knox

Farewells and Welcomes To Changing Employees

GENERAL OFFICE (175) — *E. P. Wade* is back again with the gang in Real Estate after a short illness. *M. McMahon*, formerly of Real Estate, is now having his mail addressed to Clark and Division . . . Farewells were given to *Lumina Morgan* (Shay) who set sail in a motor car for California, her new home state . . . *Betty Byrne*, formerly of Purchasing, is now a resident of the South Shops . . . *Mary Pat McDonald* and *Mary Ann Walsh* are the newest members of the Purchasing Department.

Eleanore Klasowski of Purchasing not only received a ring on the phone Christmas Eve, but also one for her finger.

For the Christmas season *Emily Helfert* of invoice had two new arrivals in her household: *Charles, III*, her nephew, on Christmas Eve; and a pet canary Christmas Day (it sings like "Bing" is the tale that is told, that's his name, too).

Anniversary bells echoed once again for *Mr. and Mrs. Ralph Budd*. This year they had that golden tone to them. Mr. and Mrs. Budd were married fifty years on Christmas Day.—CATHY BARRY and LAVERNE CHWISTEK.

TRANSITAD

WANTED—2 to 4 room unfurnished apt., with pvt. bath and kitchenette. Northwest or nearby suburbs. Telephone Mrs. E. Miller, HARRISON 7-4500, Ext. 165.

Some Like It Hot— Some Like It Cold

GENERAL OFFICE (79)—*Ruth Souter* decided she liked it hot, so away she went to spend the holidays in California in the home of her sister . . . Eyebrows were raised as to why all forty-one grab bag gifts purchased by the employees of the Chief Engineer's office seemed more or less juvenile. Now it can be told . . . These grab bag gifts were delivered to a home for underprivileged children . . . *Chas. Ricker, Jr.*, and *Tom Turcotte* have joined the midnight oil burning club—TV that is . . . *John Cannady* was guest speaker at the regular Thursday luncheon of the Western Society of Engineers. His presentation was a very interesting speech on "What the Star of Bethlehem Might Have Been." Even *Mr. Olmstead's* kick in the shin failed to quell his eloquence, nor did *Jack Larkin's* setting fire to an ash tray affect his oratory.

A group of employees from Ways and Structures arranged a get-together in honor of *H. G. Peterson* who left on pension. Among other things he was presented a fly rod, to "fish" away his leisure hours . . . *Tom Mulvey* played host to a group of his old neighbors and friends from Villa Park, including the postmaster, when they unexpectedly surprised him at his home on the occasion of his 65th birthday. Tom was presented some unusual gifts—each one awarded for correctly answering questions in a quiz game.

John Stephenson and his Missus recently returned from a trip to Asheville, North Carolina. On reaching Asheville they signed up for an eight-day tour and saw the Smoky mountains from top to bottom . . . *James K. Miller* is laid up with the flu . . . *Chas. Gylling*, chief instructor, was receiving congratulations recently on attaining forty-four years of service.

And just getting in under the line to spend Christmas "at home," we introduce for the first time, *Brian Wm.*, first born of *Bill Rooney*, *Timothy John*, first born of *J. P. O'Connor*, and *Mary Ellen*, first born of *Dorothy Dockham Crowley*.

CLARK & DIVISION—Santa Claus came to Clark and Division at the invitation of *J. T. Carney* and his Christmas Party assistants: *Virginia Allshouse*, *Audrey Johnson* and *Jo Anna Wilson*, who engineered a buffet luncheon in the reception room of the Employment Department that would surely tempt Santa to delay his midnight ride.

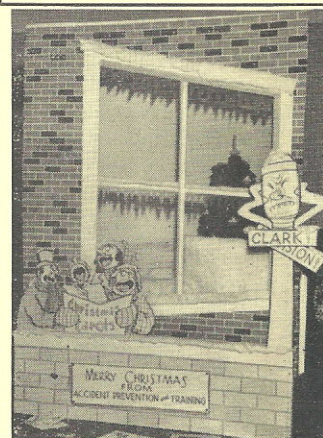
Flash bulbs were popping in the hands of *Marilyn Christian*, who manned the cameras.

Those missed at the celebration were *Dr. Tom Beveridge*, who flew to sunny California for the holiday; *C. E. Keiser*, who headed south to be home for Christmas in Tennessee, and *Mary Stanley*, who traveled to Lancaster, Pa.

Newcomers welcomed to Clark and Division during the month were *Winifred Connors* and *W. McMahon* in job classification; and *Bob Grove*, *Bernard Hodson* and *Adele Ackerman* in Accident Prevention.

Flash!! *Gordon Wagner*, supervisor of training, hopped aboard Santa Claus' sleigh as it raced toward the Little Company of Mary Hospital on Christmas morning where Gordon received the nicest present of all . . . a baby son, *Paul Edward*.—MARY CLARKE and JULIE PRINDERVILLE.

HOLIDAY GREETINGS



CLEVER holiday display created by *Artist Fred Burtis, Jr.*, extended Christmas greetings to all fellow CTA'ers from the Accident Prevention and Training Department.

Reported by Mary Clarke

A Christmas Star For Her Finger

MATERIAL & SUPPLIES—Santa Claus brought a beautiful "sparkler" a little early (December 23 to be exact) to *Dorothy Schleiter*, typist in General Office, from Eddie Korajczyk.

Stanley DeLeshe, assistant stock clerk at Grand and Leavitt, and wife proudly announce the arrival of little blonde, blue-eyed "*Susan*" born on December 14, 1950, weighing 8 pounds, six and one-half ounces.

A. E. Harris, stock clerk at Storeroom 43, and wife enjoyed their vacation in December, fishing at Manitowoc, Wisconsin.

Our new employees this month are *Joseph Kilcullan* and *John Devine*, laborers at our South Shops; and *Thomas Kiley*, laborer at our West Shops . . . *John Coverick*, laborer at our South Shops, has just donned Uncle Sam's uniform. —JEAN O'NEILL.



That Payroll Savings Plan certainly opened MY eyes!

Those Wedding Bells Keep Ringing Out

METROPOLITAN (Loop)—With all the wedding bells over the holidays, *Charles Rattray* can still hear them ringing. Son *Richard's* wedding took place Thanksgiving day. Daughter *Carol* persuaded him to forsake those clothes built for comfort for "White-tie-and-tails" for her wedding on December 27! . . . *Marie McAndrews* also gained a daughter in January by her son,



CHRISTMAS parties were plentiful around the CTA system and many were for those who enjoy this holiday more than anyone else—the children . . . The CTA Surface Post of the American Legion held their annual party at Oddfellows Hall where a large group of children received presents from Santa Claus . . . Ready to leave after an eventful evening are *Philip Altosino*, grandson of former CTA employee, *Harry Brady*, and *Charles Mills*, grandson of Conductor *Charles Carlson*, Lawndale . . . Santa paid a visit to the

party given for 180 children by the CTA Elevated Post of the American Legion. Some of the youngsters who attended are shown receiving their presents from the man with the white beard, namely *William Buerger*, Kimball Shop . . . the youngest guest to receive a gift from Santa at the party given by the Veterans of Foreign Wars Post of CTA was *Charles E. Boyer*, left, one month old son of *Bus Operator Earl Boyer*, North Park, who is shown holding him.



Jack's, marriage.

The passengers will miss two old-time platform men after January. *Joseph Rauch* will take life easy from now on. *Harry Brooker* is going to pack bag and baggage in "Old Betsy" and, with his wife,

head for Bisbee, Arizona, their future home.

Condolences to *Joseph DeLong* in the death of his brother. *Agnes Sullivan* and *Lydia Ruck* spent their vacations trying to beat the bakers with their holiday pas-

tries . . . *Ann Schrieder* visited her sister in Michigan.

Margaret Courtney and *William Deegan* are answering the roll call again after their long illnesses . . . Hope *Nellie Kerns* soon will be back.—EDITH EDBROOKE.

The Snow And Ice Didn't Bother Them

KEDZIE DEPOT—Escaping the trials and tribulations accompanying the recent period of bad weather were *Dominick Masella*, our congenial car placer, who spent several weeks at Phoenix, Ariz., where the temperature has been hovering in the near 80's, and *Conductor Michael Kenny*, who visited his son Gregory, out in sunny Los Angeles, California, during his vacation.

The fact that *Walter Gorey* was seen with a pocket full of Irish money recently is no need for anyone to make a rush on their local bank. The status of the American dollar in the world money mart is just as sound as it ever was. Walter was merely preparing to send some cash Christmas presents to relatives in Ireland.

The nicest present we can think of is the one delivered to the home of *Mr. and Mrs. John Corcoran*. A baby girl, *Dianne* by name, who is going to call Christmas her birthday from now on.

We all wish good luck and God Speed to *Andrew Wingard* who has been called back into the service from the enlisted reserve.

All their friends wish long health and happiness to the following trainmen who took their pensions on Jan. 1, and whose aggregate service amounts to approximately 440 years: *Conductors Patrick Scanlon, Edward Zeh, Patrick Flanagan, John Kelly and Elijah Bates; Motormen Dan Gee, Thomas Keough, Paul Theinpoint, John Mul-*

Plenty of Venison



JUST three days after the deer season opened at Jacobsville, Michigan, *Terminal Dispatcher Hugh Kelley*, Southside, bagged this eight-point, 186 pound deer. He later shot and wounded a black bear and another deer but both got away into a beaver swamp. With the deer not cut into thick pieces of venison, Hugh is planning to mount its head and make gun racks out of its feet. Hugh's wife, *Ethel*, who also finds hunting an interesting hobby, shot a large red squirrel the same day. While on the hunting trip, the *Kelley's* picked out the huge Christmas tree shown in the background.

larkey, James Dolan and Winfred McGivern. All his friends will also miss our head janitor, *Alex Bombicino*, who also retired Jan. 1, with 47 years service.

—R. D. KNOX.

Them That Has Always Gets More

LAWNDALE—With the holiday season definitely behind us we can concentrate on more important things, such as *Chet Kules'* winning a contest sponsored by the Holy Name Society and walking off with a 17-inch Westinghouse television set. Of course this happened shortly after he had bought a set.

The Credit Union dance, scheduled for January 20, promises to be as well attended as last year's affair, which was an artistic and financial success . . . The *Jimmy Smiths* became proud parents again. It's a girl, this time . . .

If you have any news that you want printed, just hang it on 220 run tag. *Bill Moloney* and I will toss a coin for it.—BILL FEILER.

One Can In the Car Is Worth Two Downstairs

LAWRENCE—*Charley Davis* bought some permanent anti-freeze and put it away in a good place—down in the basement. Mrs. Davis used the car on one of those early cold days. When she came out to the car and started it she found that it was frozen—with all that anti-freeze in the basement! What we would like to know is how *Charley* talks his way out of these things.

Walter Ambrose is working on Central Ave. The other day his trolley poles came off as he pulled into the pocket at Lexington. Walter put up his poles and got back into the bus, but found that he had no power. He walked back to Harrison and called the Dispatcher, to trade off his dead bus for a new one. When he came back he looked at his trolley poles and switched the one from the span wire onto the live wire. He got into the bus, ready to go—and the bus did.

Otto Carlson came into the east terminal on Higgins one Saturday, and as his passengers were leaving the bus he spied a half dollar right out in the street in front of him. He rushed the people off the bus so that he could pick up his find. Just as he was on the last step, someone came along and picked up the coin. Otto was left all alone talking to himself!—JOE KLEIN.



"Don't look down your nose at me. I am on the Payroll Savings Plan too."

IF YOU KNOW of a CTA employee who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 1226, 79 West Monroe Street, Chicago 3, Illinois.

Name.....

Home Address.....
(Street and Number)

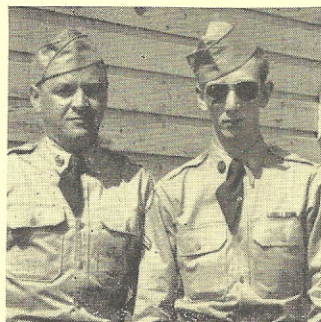
(City) (Zone) (State)

I am employed in the.....
department, located at.....
I have recently moved from:

Old Address.....
(Street and Number)

(City) (Zone) (State)

"Uncle Sam's" Men



BACK in business with "Uncle Sam" are *Sergeant Ray Fisher*, left, and *Corporal Walter Mootz*, who left CTA when they were recalled to active duty early in October. Ray formerly was a motorman at Armitage and Walter worked as a bus operator at North Avenue. Their present mailing address is: 301st Signal Photographic Company, Camp Gordon, Georgia.

—Reported by *Ted Shumon*

Wanted: A House With Gas Heat (No Ashes)

SCHEDULE-TRAFFIC—It appears to engineering assistant *Ralph Tracy* that home owning simply is a job of shoveling snow, shoveling coal and carrying out ashes . . . Traffic checker *Edw. Crowe* decided he would spend the holidays with his family in Toronto, although a view of the weather here looks like he could have seen enough winter in Chicago . . . Winter vacationists include schedule clerks *Wally Thomas*, *Bill Dentamaro*, *Ed Hill* and *Clark Johnson*. Also statisticians *Roy Drysdale* and "Pete" *Donahue* and Supervisor of Traffic Checkers *Ed Reilly*. Duplicator Operator *Pete Mills* spent the holidays in Cleveland . . . Traffic Clerk *Joe Sabol* has been on the sick list, but we hope all his troubles are over by now . . . Typist *Marie Shumon* has decided that the next time she moves into a new home, it will not be 10 days before Christmas. It seems that Santa Claus gets into the middle of the furniture arranging program.—L. C. DUTTON.

Just Like A Game Of Musical Chairs

LIMITS—With a clerk's pick recently, chief clerk *Dick Penny* went back as night clerk, *Ray Simon* and *Bob Peterson* stayed as receivers. Leaving Limits were *George Isaacs* to North, *John Walther* to Armitage, *Stanley Micek* to Lawrence and *Walter Berthold* to Armitage. Coming to Limits are *Fred Murbarger* as chief clerk, *Haddon Phillips*, No. 2 clerk; *Henry Pudelek*, No. 5 clerk and *William Cerkan*, relief clerk.

Congratulations to *Sylvia Lishecke*, formerly of 600 legal department. She presented her daddy, Conductor *Victor S. Gorski*, of Limits, with an 8 pound, 8 ounce, grandson, naming him *Jeffrey Richard*, 2nd.

Bus Operator and Mrs. *Hartwell Johnson* broke in their new car recently, motoring through the Eastern States for a total of 2,800 miles.

Motorman *Leroy Pressnell* spent two weeks down in Hot Springs, Arkansas, relaxing and basking in the sun.

Bus Operator *Fred Nagle* was resting for two weeks at Miami Beach, Florida, and deep sea fishing. What, no fish? Not even a fish story!

Congratulations to *Brother Carl Huberts* who was recently married. They honeymooned a few days in Tri-Cities.

Bob Kirby of Bus Repairs had

a surprise visit when his son came home from Pasco, Washington, to spend the holidays. Bob also spent his vacation during the holidays at home.

Our deepest sympathy is extended to *Brother Victor Johnson* whose father passed away recently . . . *Brother Ray Wandrey* has been off sick. — HAROLD C. SEDIN.

More Men Transfer To Uncle Sam's Dept.

SHOPS & EQUIPMENT (*West Shops*) —*Bill Collins*, formerly of material handling, and now in Uncle Sam's department, reports from Ft. Leonard Wood, Mo. . . . Come January 5 it was goodbye to three more of our boys. *Pat Porcelius* left for active duty with the U. S. Navy and *Bob Bock* and *Ted Hastings* also joined up with the Navy.

Our mail boy, *Frank Brady*, joined us here at West Shops on December 1.

Best of luck to *Simon Shank*, *Peter Stegvilas*, *August Bremer*, *Felix Rykaczewski*, *Henry Schip-*

Christmastime at Limits



TYPICAL of the many and colorful holiday decorations around the CTA system was the huge white Christmas tree and greeting message at Limits depot. The annual Yuletide party at this depot included singing of Christmas carols with music provided by the accordionist in the background, right.

pers, *Joseph Riska*, *Andrew Prindes*, *Bernard McAlinden*, *John Dolan* and *Edward Williams* who are retiring on pension.

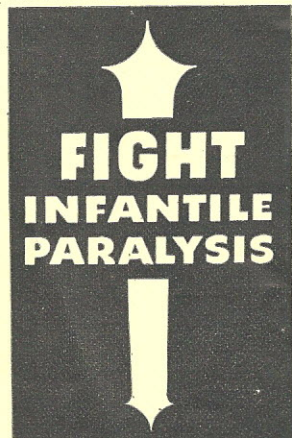
The Christmas spirit at West Shops was exemplified by the many beautiful trees . . . The annual Christmas party and dinner for the Shop Department foremen was held on Thursday, December 21, at the 48th Club . . . The lads and lassies from *Mr. Wendt's* office celebrated Christmas on Friday afternoon, December 22, at the V. F. W. hall in Bensenville.

Mr. and Mrs. A. Drogosz are the proud parents of an eight pound baby girl, *Nancy Marie*, born November 21. Mrs. Drogosz is the former *Eleanor Mozeris* of *Mr. Anderson's* office.

Eileen Mangiantini of Bus Overhaul is wearing a huge sparkler on her third finger, left hand. Lucky boy: *John Sarno*.

Christmas Day marked the arrival of *Margaret Mary* into the *George Fyock* home. *George* works in Bus Overhaul. — CATHERINE HOLTON.

MARCH OF DIMES



JANUARY 15-31

RETIREMENTS



John A. Ferguson, Motorman, 77th. "It was a good job. It enabled me to buy my own home and raise three children."



William H. Sander, Conductor, Elston. "Now I can devote more time to my rock garden which I have worked on since 1930."



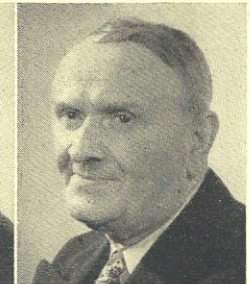
Emerson C. Springer, Conductor, 69th. "Worked on all kinds of cars in my 45 years of service."



H. C. Poggendorf, Master Mechanic, Throop St. Shops. "Never had time for fun before, but will make up for it now."



Frank Randolph, Machinist Foreman, Southside Shops. "Going to take it easy for awhile and then would like to travel."



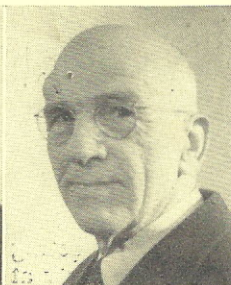
Richard Leahy, Flagman, Beverly. "Would like to take a trip to Detroit to see my daughter."



Gus G. Hyde, Foreman, Skokie Shops. "Plan to head for Florida and stay if I like it there."



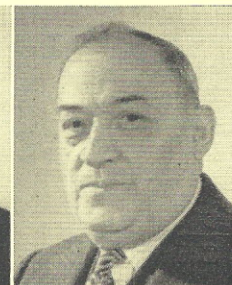
Otto J. Arndt, Watchman, 77th. "No comparison of working conditions of yesterday and today."



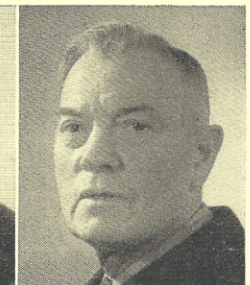
Albert R. Sabey, Conductor, Devon. "I've worked everything except the horsecars and buses."



Harry Wellman, Motorman, Cottage Grove. "I was born in the country and that's where I want to live now."



Alexander Bombicino, Janitor, Kedzie. "I liked my work, had good bosses, so I stayed 47 years."



Carl G. Wallin, Motorman, Elston. "Cars now a pleasure to work on compared to when I started."

A More Pleasant Memory For Dec. 7

NORTH—It was Pearl Harbor Day when the stork descended to the home of Conductor Roy Gaess and delivered Richard Allen. He was born at the Oak Park hospital and weighed eight and one-half pounds . . . They do things up in a big way at the home of "Willie" Williams. An extra large stork had to deliver Phillip, who weighed an even ten pounds. This makes two sons for the William's and a new playmate for Charley, his other son . . . Our congratulations to Operator Bernard Scholz, who was also presented with a fine baby boy last month. The lad was named George Bernard, and is daddy proud!

Our hats off to William Moore and William Thom on the fine job they did on decorating our depot Christmas tree. Just think these swell fellows came out of retirement to take over this job and I do mean job. Again we say thanks for

a job well done.

What is Christmas without Santa Claus? Ask any kid in North Lake City what they think of the guy with the long white whiskers who was none other than our own "Sandwich" Banky. Yes Sir, Banky was head man in the Santa Claus parade seated on a huge float passing out candy bars and balloons to the children of this suburb.

Our pension list grows as fifteen more old timers left January 1. There were five conductors and ten motormen. The conductors were Clarence (King) Tutt, Joseph Craig, James J. O'Keefe, Louis Rickert and James J. Regan. The motormen were William E. Beyer, Peter J. Cunningham, James D. Dillon, John S. Kledzik, John Lydon, Louis B. Miller, Thomas O'Malley, Charles F. Radke, Frank Zumner and Emmett Raidy.

Operator Tom Slenka is still looking for a flat, S-O-O-O, if you hear of one!

Our congratulations to Motor-

man Louis Traub on his 30th wedding anniversary, which was celebrated recently. Louie is one guy who never forgets this special occasion.

January 22 is always a big day at the home of Augie Johnson, for on this day twenty-five years ago, Augie said, "I do." So its Hi-Ho Silver! and best wishes on your silver wedding anniversary.—JOE HIEBEL.

Sporting Paraphernalia For Pensioners

WAY & STRUCTURES (West Side)—Fred Buckman, carpenter foreman, and Andy Piwowarski, painter, went on pension lately. They were presented with fishing tackle, rods, reels, etc., by their fellow workers.

Mike Haffey, trackman, who was badly burned by a flash from the third rail, is making a rapid recovery. He has gone home from the hospital.

It is very hard to part with an old friend says Bill Metzger, track

foreman, but he got rid of the '39 Chevy for a snappy looking '49 Plymouth . . . Ben Roglin has forsaken the city life for the peace and quiet of the country. We wish him and his family well in the new home in Lombard . . . We were sorry to hear of the death of Joe Houle, pensioned sign painter, who passed away at Hines Hospital—JACK O'REILLY.

WAY & STRUCTURES (North-South)—In spite of the weather our first Christmas party was a huge success. Those who braved the worst snow storm we had in seven years did not regret coming.

A few more of our old hands will go on pension, John Miscikaites, Carpenter, December 1, James Moran, Trackman; Frank Grabski, Paint Foreman; Herman Behrendt, Carpenter, will leave January 1, 1951.

We extend our sympathy to William Taylor, Trackman, on the recent loss of his mother. —VINCENT A. PETRICCA.

Agents Get Oak Park Lit (With Lights)

METROPOLITAN (West) — The streets in Oak Park were pretty dark in the mornings, so *Florence Todd* and *Elizabeth West* (being tax-payers) pestered the officials with calls until they finally got results. For awhile they thought they would have to carry lanterns in order to get to work.

Agents *Katherine Carney* and *Elizabeth West* were happy to have their sons home from the armed forces for the holidays . . . Agent *Madeline Hayes* came back from sunny Florida to hit one of our worst snowstorms. Her suntan soon vanished.

The following agents are now back on the regular list again: *Marcella Hogan*, *Ann Walsh*, *Katherine Carney*, *Margaret Nolan*, and *Kathryn Prinderville*.

Our deepest sympathy is extended to *Mary McGuire* and *Nellie Jennings* in the loss of their brothers. *Nellie's* brother, *Roy Wyman*, was one of our trainmen on the Garfield.—KITTY KEEGAN and RUTH HANSON.

Daughter Takes Place In Spelldown

77TH—*John (Scotty) McLaughlin's* daughter, 14-year-old *Mary*, who attends Holy Cross school, won a place in the Daily News spelling bee.

A son was born to the *George Lally* family on December 7. His name is *Jerome Francis*.

Patrick Shawn was born to the *Edward Mulhearn* family on November 8.

Frank J. Mitchell has well-earned the title of being the "international trainman!" During all of his working years he has been working on, or in connection with trams and trolleys. From 1911 to 1914 he worked for the Glasgow City Company as conductor and motorman. Between 1914 and 1919 he served in the Scottish Horse Light Cavalry. Mustered out, he went back to the trams in Glasgow in the electrical department. He stayed until 1923, and came straight to Chicago, where he has been on the cars ever since.—WILBUR JENSEN and JOE SMITH.

They Keep 'Em Running



AMONG the men who help keep the CTA surface system running smoothly are these three employees who represent members of the number one Emergency crew. Everyday they average from six to seven calls that require fast and efficient repair work. Left to right, they are *Lineman John Litrenta*, *Helper Herbie Harner*, and *Chauffeur Robert Schenk*.

VETERAN TRACK FOREMAN RETIRES



SHOWN with the group of men he supervised *Foreman Andrew Micetic*, Track, (Third row with dark cap and coat) who retired December 1, 1950, after 47 years of transit work . . . In recognition of his long service as a member of the Track department, Foreman Micetic was presented a wrist watch and pen and pencil set by fellow employees . . . After working two years as a laborer and paver, Micetic was promoted to foreman in 1906 and retained that duty until his retirement . . . His oldest son, *Victor*, has been a surface system employee since 1936, and is now working as a bus operator at the Limits station.

We'll Let Him Keep the Title

METROPOLITAN (Douglas)—*Motorman Fred Zabel* became a grandfather for the third time when his daughter, *Mrs. Robert Jahnke* gave birth to a girl at the Illinois Masonic Hospital.

After falling with one leg between the ties, while flagging, extra *Trainman George Linhart* is back on the job.

A. M. Clerk Pierce Fleck has completed a two-week bout with bronchial pneumonia. He claims to know better ways of spending two weeks.

We have news all the way from Florida that *E. H. Johnson*, retired conductor from Lake street, and his wife have opened a self-service laundry in Pinellas Park. His son, who worked on the Lake street line for 17 years, is also down there in business operating a trailer camp.—ROY WHITE and ARTHUR DICKSON.

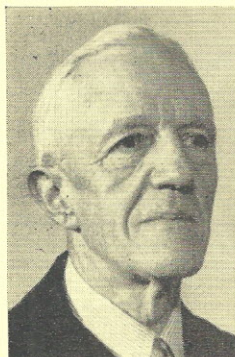
HAPPY TRAVELERS



IMMEDIATELY after his retirement in July, 1950, former *Station Agent Oakley Page*, Loop, and his wife, *Cora*, purchased a new trailer so they could visit some of the interesting locations in this country. Since that time they have traveled many miles in touring such states as Minnesota, Texas, and Missouri. They plan to take in the sights of New Orleans during "Mardi Gras."

Reported by *Edith Edbrooke*

AMONG THE NEW C.T.A. PENSIONERS



William L. Mannig, Motorman, North-South. "I've seen a great many improvements in Chicago's transportation system."



Herbert G. Stolz, Conductor, North-South. "Liked all 51 years on the job."



Joseph Schuele, Motorman, North-South. "Liked the company so much I stayed 49 years."



Herbert Burnett, Conductor, 77th. "Never regretted decision to work for the street car company."



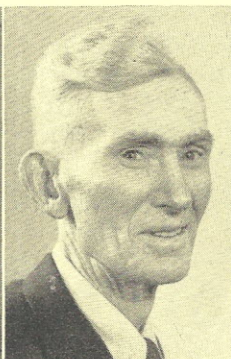
Cornelius Van Dyke, Towerman, West. "Going to make use of my shotgun and fishing pole."



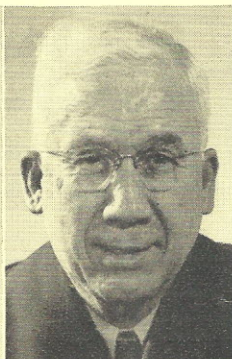
John Frawley, Conductor, North-South. "Golf and fishing are my hobbies. I'll be able to enjoy them now."



August W. Norman, Yard Foreman, North-South. "May make a trip to California."



James D. Dillon, Starter, North. "Wonderful job. I put ten children through school."



Perry G. Elbersen, Motorman, Devon. "Working on the new P.C.C. cars was wonderful."



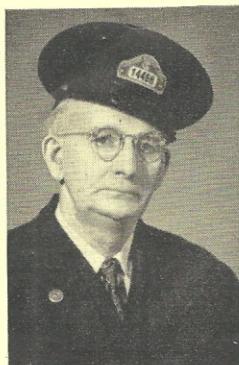
Nickolas Mootz, Motorman, Elston. "Would like to go to California."



Daniel M. Gee, Motorman, Kedzie. "Transportation has come a long way."



Paul R. Thienpont, Motorman, Kedzie. "Going to head the car toward Indiana."



Patrick J. Scanlon, Conductor, Kedzie. "It was a good steady job."

TRANSITAD

WANTED — 3 room, unfurnished apartment. North or South side. Urgent. Dan Arnold, Yards 7-6548, after 6:00 p.m.

RECENT DEATHS AMONG EMPLOYEES

JOSEPH A. BLAZIS, 55, car repairman, 69th. Died 11-20-50. Employed 5-5-37.

PETER CALTEN, 72, retired teamster helper, Utility. Died 12-7-50. Employed 8-14-11.

WILLIAM CARLSON, 60, truckman helper, Northside shops. Died 11-13-50. Employed 2-4-27.

JEREMIAH COLLINS, 61, retired motorman, Kedzie. Died 12-17-50. Employed 12-26-17.

EDWARD J. DALEY, 52, retired conductor, North. Died 10-22-50. Employed 5-22-23.

CHRISTOPHER DAY, 82, retired master mechanic, Shops. Died 10-31-50. Employed 2-13-93.

RICHARD GRUHN, 69, retired conductor, North. Died 11-1-50. Employed 7-24-05.

LAWRENCE KEARNS, 71, retired motorman, Archer. Died 11-16-50. Employed 11-5-09.

LEO KNIAT, 57, retired conductor, North. Died 12-8-50. Employed 2-19-20.

SWAN LARSON, 86, retired motorman, Kedzie. Died 11-14-50. Employed 1-1-93.

GEORGE LURTZ, 71, retired conductor, North. Died 11-13-50. Employed 1-28-14.

THOMAS LYNCH, 58, chauffeur, Utility. Died 12-12-50. Employed 5-6-04.

GEORGE MADIMENOS, 70, retired bus cleaner, Blue Island. Died 11-10-50. Employed 2-1-17.

THOMAS MALONE, 71, retired conductor, 77th. Died 11-15-50. Employed 7-26-11.

VINCENT MAX, 65, repairman, 69th. Died 11-25-50. Employed 10-7-22.

FRANK MORRELL, 76, retired blacksmith, 77th shops. Died 12-19-50. Employed 3-27-12.

JOHN X. MULCAHY, 43, motorman, Kedzie. Died 12-4-50. Employed 2-28-29.

JOHN MURRAY, 81, retired conductor, Cottage Grove. Died 11-10-50. Employed 10-9-95.

MATE NINCEVICH, 64, watchman, Track. Died 11-22-50. Employed 5-21-27.

PATRICK NOLAN, 73, retired motorman, North. Died 11-25-50. Employed 4-19-09.

GEORGE A. OAKE, 53, janitor, Cottage Grove. Died 11-29-50. Employed 10-7-22.

MICHAEL O'CONNOR, 75, retired motorman, 77th. Died 12-3-50. Employed 8-4-04.

TERENCE O'ROURKE, 82, retired flagman, Burnside. Died 12-9-50. Employed 4-3-06.

GEORGE PAUL, 44, conductor, North. Died 11-21-50. Employed 10-31-33.

STEPHEN J. PETRAS, 54, retired conductor. Died 11-18-50. Employed 1-13-27.

BENJAMIN PONZO, 62, retired motorman, Lawndale. Died 11-16-50. Employed 11-26-19.

PAUL RAYPHOLTZ, 51, motorman, Lawrence. Died 11-18-50. Employed 11-1-26.

MILUTIN SAROVICH, 74, retired watchman, Track. Died 11-27-50. Employed 11-3-25.

JAMES SINKLER, 84, retired motorman, 69th. Died 11-16-50. Employed 9-26-95.

WILLIAM WINTER, 70, retired motorman, Blue Island. Died 11-16-50. Employed 2-25-09.

SOCIAL SECURITY CHANGES

CHICAGO TRANSIT AUTHORITY employees, who were covered by Federal Social Security until October 1, 1947, once again are in covered employment.

Social Security benefits were restored to CTA employees by the recent Federal Social Security law amendments, effective January 1, 1951.

During the three years and three months of uncovered employment, CTA pensioners received additional benefits comparable to Social Security benefits. These extra benefits were financed by payroll deductions, and by contributions from CTA, in lieu of Social Security.

For the payments in lieu of Social Security, CTA employees contributed at the rate of one per cent of individual earnings of \$3,000 or less per year. The CTA contributed a matching amount.

In addition to extending Social Security coverage to CTA employees, the recently enacted legislation made two other major changes in the Social Security program as follows:

1. Various benefits of Social Security were increased.
2. A new schedule of payroll taxes was established.

The new Social Security program provides larger monthly payments for those now receiving benefits and for those now eligible to file claims. For example, retired CTA employees who had been receiving monthly Social Security payments of approximately \$46.00 each have had them increased to approximately \$68.50 per month. These payments were in addition to CTA pension payments.

To obtain the full benefits provided by the new law, a CTA employee retiring at age 65, on or after July 1, 1952, must have worked at least six calendar quarters under the new act and earned at least \$50 in each of these six quarters. If he has not worked at least six calendar quarters when he reaches age 65, he may, by continuing at work until this condition is met, receive the full

FROM October 1, 1947 until January 1, 1951, CTA employees were able to continue their employment after age 65 and receive Social Security benefits for which they were eligible. This was possible because they were not covered by Social Security during that period. Under the new law, which embraces CTA employees, those who remain at work after age 65 cannot receive Social Security payments also until they have reached age 75.

CTA employees over age 65, who have been permitted to remain at work, and have been drawing Social Security benefits, must return, uncashed, Social Security checks received for January, 1951 and subsequent months, or be subject to penalty. These checks should be taken to the Social Security field office nearest you.

Under the revised Social Security Act, persons over 65 years of age may remain at work, and payroll deductions for Social Security will continue, and the individual will build up additional credits under the new act. Social Security payments will cease, however, until the individual either retires or reaches age 75. Individuals who continue at work after age 75 may then receive Social Security payments and no further payroll deductions will be made.

These new restrictions regarding Social Security payments to individuals who remain at work after age 65 apply as well to their beneficiaries.

Failure to return these checks (to which you are not entitled) will subject you to a penalty of the loss of not less than one month's benefits.

benefits of the new law. A calendar quarter is a period of three months, beginning January 1, April 1, July 1 or October 1.

Benefits to be derived under the new law remain based upon the average earnings of the employee. However, the maximum annual earnings which can be credited to an employee's social security account were increased from \$3,000 to \$3,600 a year beginning January 1, 1951.

The amount which will be deducted from CTA employees' checks for social security will be 1½ per cent through 1953. At that time deductions are to be raised to two per cent, and to be further increased to three and one-quarter per cent by 1970.

Each dollar you pay for social security is equaled by Chicago Transit Authority as its contribution to social security benefits for employees. This money is then sent to the Government Social Security Board. Whenever your deductions for this program are increased, CTA's contributions are also increased.

The cost to Chicago Transit Authority for 1951 social security benefits to em-

ployes will be approximately \$1,035,000. In addition, CTA will be paying, in 1951, an estimated \$3,326,000 to the employee pension plan. This projected pension figure includes the increase from four to five per cent to be assumed by the Authority in June, 1951. During this same year, each CTA employee will contribute \$54 to his social security benefits and approximately \$89 to the pension plan.

When the CTA pension plan was revised, effective June 1, 1949, employee contributions were established at two per cent for the period from June 1, 1949, to June 1, 1951, and at two and one-half per cent for the period from June 1, 1951, to June 1, 1952.

CTA contributions were established at three per cent for the first year, four per cent for the second year and five per cent for the third year.

During the month of December a booklet, entitled "Social Security . . . and You" was distributed to all employees of Chicago Transit Authority. This booklet contains detailed information and examples of the new amendments to the Social Security law.

They Do Their Work The



COTTAGE GROVE—Front, *Charles J. Powers, Ernest F. Potenberg, John P. McCune.* Rear, *William J. Walsh, and John A. Hockenbery.* Not present for photo: *Harry W. Hewitt, Joseph B. Condon, Fred Dimoline.*



ELSTON—*Jack Eckmann, Stanley Czerlanis, Tobias Dever, and Herman Wirth.*



LINCOLN—*Jensinius Nelson, and Frank Madock.*



LAWRENCE—*Kasper H. Hanneman, and Melvin Coleman.*

SAFETY records of surface trainmen show that the operating personnel of Chicago Transit Authority is doing an outstanding job in maintaining passenger and vehicle safety.

During 1949 there were 6,671 surface transportation employees who operated their vehicles with no avoidable accidents involving another vehicle or a passenger. This represents 72 per cent of the 9,232 men who operated vehicles for the full year period. The men who achieved this record were recently presented safety honor roll cards in recognition of their safety work.

In 1948, approximately 56 per cent of the surface division trainmen who worked the full year maintained this no avoidable-accident record.



69TH—*John Maloney, William Butler, Fred Murray, and Paul Burandt.*

Of the qualifying trainmen in 1949, 58 have operated 23 consecutive years without an avoidable accident. This record is particularly outstanding in that many other no-accident records are based merely on years of operation, which omits a bad year and counts only accident-free years.

In setting up the no-accident records, every accident is reviewed by the trainman's superintendent and the Department of Accident Prevention to determine whether or not an accident was avoidable.

Safe Way



NORTH—Seated, *Daniel Sullivan, Michael Caron, Julius Fisher, and Michael Masterson.* Rear, *Emil Miller, Patrick McFadden (retired), August E. Johnson, Louis Martina, Herbert Schomer, and Edward Jaggi.* Not present: *Frank Smith.*

Safety Awards Won By CTA

The best way to insure the safety of our passengers is to practice safety in our work. Proof that this is being done at CTA is shown in the recent presentation of two employee safety awards to operating divisions of the Authority by the American Transit Association.

Winner of the Silver Certificate Award for completing 500,000 consecutive man-hours without a disabling or lost-time injury was the Archer bus station. Archer is the first unit of CTA to win the Silver Certificate.

The Bronze Certificate Award of the ATA, which is presented to transit companies or departments completing 250,000 consecutive man-hours without a disabling or lost-time injury, was won by the entire surface system of CTA. This award has also been won by ten other departments or stations within the CTA.



77TH—Front, *William Balling, and William E. Lawler, II.* Rear, *Adam Jacobs, Patrick J. Conlon, and Joseph Keane.* Not present: *Nicholas C. Schubert, Garrett A. Powers, Michael Fitzgerald, John W. Downey, John J. Durkin.*

Shown on these pages are many of the men with a no-accident record for 23 consecutive years. Among those who could not be present when the photographs were taken are: **Kedzie**—*Paul Sitkiawitz, James Daly, John McGrail, Frank Abbey, Dennis Scanlon, David Sax, Thomas Galvin, Patrick Ruane.* **Devon**—*Michael Size and Anthony Granahan.*

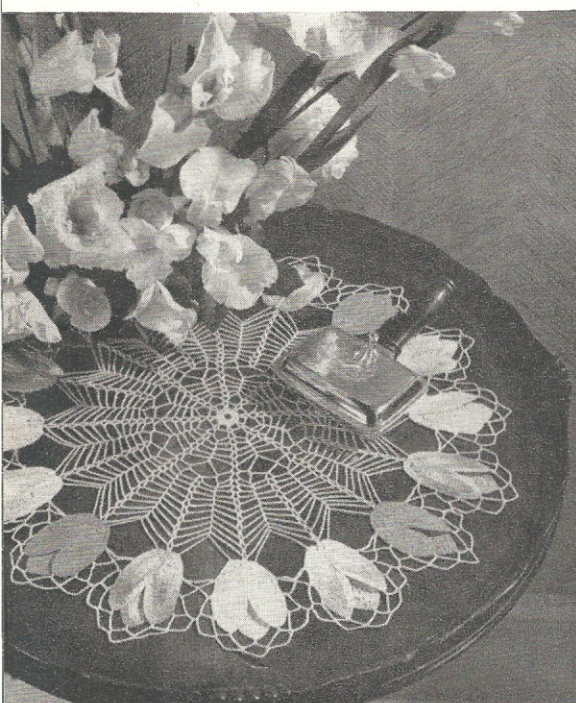
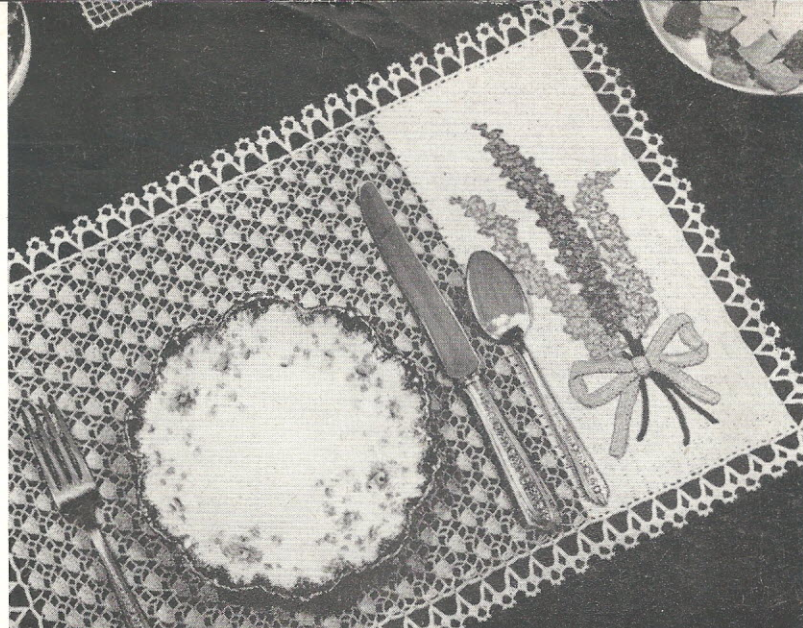


LAWNDALE—Front, *Anton Wilhelm, and Emil Vlach.* Rear, *John Holly, Edward Chutel, and Michael Hanley.* Not present: *William Wilson.*

TO THE ladies

from Joan

WHAT could be cheerier for your table setting than floral place mats worked in soft pastels? This design features pink and blue larkspur on a background of white solid crochet which borders a lacy lavender mat



THE tulip doily's lacy center is pale green and the ring of tulips is crocheted in a variety of shaded colors.

IF YOU'RE sorry that all the Christmas fun is over and your house doesn't look as bright as it did before, don't despair. Console yourself with the fact that spring won't be very long in coming and that you can brighten things up with a little painless painting.

Painting doesn't necessarily mean a tiresome amount of drudgery and messy aftermath—if a few chore-saving painting facts are known.

For instance, it is important to select

the right type of paint brush for the job you intend to do. There are some new nylon-bristled paint brushes on the market which are reported to top the performance of any other type of brush. It is claimed that they last three to five times longer than any other, lay down a smoother surface, the bristles won't break off, and that they're easy to clean. (By the way; did you know that more women than men purchase paint brushes?)

When the paint has been mixed, the brush conditioned by flicking it across the palm of the hand to remove any stray, unset strands; small holes in wood and cement filled in with patching plaster, and greasy spots washed with soap and water, spread the drop cloths or newspapers—and start to work.

And here's how to produce a professional-looking job:

1. Dip the brush in the paint can to only half the length of its bristles.
2. Tap the excess paint quickly off against the *opposite* inside of the can, with a forehand and backhand motion. Do not tap too much of the paint off, as this means added dippings that will tire you soon.
3. Except where inconvenient, grip the brush on the metal ferrule, the handle between the thumb and forefinger. Always paint toward and into the surface previously coated. This eliminates shadow and brush marks when the paint dries.
4. Don't "ride" the brush. A heavy

forcing stroke does not distribute paint properly and ruins your brush. Work steadily so that the paint does not dry before the adjoining strip can be applied, or you will have lap marks.

5. Don't poke or jab a large brush into the corners. Cut in around corners with a trimmer—the brush designed for the job.

6. When you take time out for relaxation, always stop your painting in a corner.

Cleaning Your Carpet

While you're still in the cleaning mood, here are the most satisfactory rules for cleaning your carpet: carpet-sweep daily, vacuum clean once a week. Have carpeting cleaned by a professional once every year or so. Between these professional cleanings, you can give your carpets a cleaning yourself with a commercial cleaning fluid or absorbent powder cleaner. Avoid soap cleaners which may leave a residue, and ammonia solutions which may destroy color. Soapless dry lathers do a good job, but be sure to follow directions carefully. Don't try to wet shampoo any rug—dampness may injure the fibers and rug backing.

... The crocheted items shown on this page would give fresh appeal to any house. Write to Women's Editor, CTA TRANSIT NEWS, 79 West Monroe St., for any of these free patterns.

Signs Of Safety



Chicago Tribune Photo

Sees Marine Son in TV Movie

THE miracle of television recently revealed to *Ticket Agent Helen Quinlan*, Loop, a picture of her son, *Pfc. Joseph Schuler*, as he was assisting a fellow marine from a truck at Yonpo airstrip near Hamhung, Korea. Joseph, 22 years old, formerly worked two years as a platform man and trainman for Chicago Transit Authority. Mrs. Quinlan arrived home from work Tuesday evening, December 19, and was told by her sister-in-law, *Mrs. Robert Schuler*, that she recognized Joseph on the *Chicago-land Newsreel* on WGN-TV. Mrs. Quinlan contacted the television station which arranged for a special studio showing of the film the following day. Robert joined the Marines August 8, and a few weeks later was sent to Korea with the 1st Division. At the time of the broadcast he had written his mother that his physical condition was good except for slightly frostbitten hands and feet.



Daily News Photo.

TO promote safety and help direct traffic on Wabash Avenue in the Loop area, the Wabash Avenue Association recently made arrangement to have reflecto-lite double arrow signs placed on all elevated columns along that thoroughfare. The signs, which are being installed by Chicago Transit Authority employees, were paid for by the Asso-

ciation. Among those present when the first sign was placed on the elevated column at Wabash and Washington Street were, left to right, *Walter J. McCarter*, General Manager of CTA; *Lynndon H. Lesch*, *David W. Kimball*, *Capt. Michael Ahern*, *Frank M. Whiston*, *George W. Swanson*, and *C. F. McCollum*.

Track Photo Wins Prize

AN early Sunday morning photograph of CTA streetcar tracks at a Loop location won seventh prize for *William Buzan*, 2600 North Hoyne Avenue. The picture was entered in the annual Merchandise Mart Hobby Show, held recently at the Mart.

Acme Photo



CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF NOVEMBER 1950 AND 1949, ELEVEN MONTHS AND TWELVE MONTHS
ENDED NOVEMBER 30, 1950

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

	Months of November		Period Ended Nov. 30, 1950	
	1950	1949	11 Months	12 Months
Revenues	\$9,489,602	\$9,987,492	\$105,809,367	\$116,208,007
Operation and Maintenance Expenses.....	8,570,369	8,319,358	92,721,457	101,830,197
	919,233	1,668,134	13,087,910	14,377,810
Debt Service Requirements:				
Interest Charges	318,003	318,003	3,498,247	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	107,000	107,000	1,177,000	1,284,000
	425,003	425,003	4,675,247	5,100,250
Balance before Depreciation.....	494,230	1,243,131	8,412,663	9,277,560
Provision for Depreciation—Current Period.....	541,667	541,667	5,958,333	6,500,000
Balance available (A) for Reserves for Operating Expense and Municipal Compensation; and (B) for Modernization. (Note 2)	\$ 47,437*	\$ 701,464	\$ 2,454,330	\$ 2,777,560

NOTES:

- (1) Available to pay interest or principal on any interest or principal payment dates whenever amounts in funds set aside for such purpose are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 Revenue Bonds.
- (2) Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month that earnings are available therefor, before any deposits shall be made to Municipal Compensation Reserve Fund or set aside for Modernization; \$856,158 of the balance available for the eleven months and \$1,179,389 for the twelve months ended November 30, 1950 were applied to cover prior period deficiencies in deposits to the Depreciation Reserve Fund.

* RED FIGURE

PASSENGER STATISTICS

Originating Revenue Passengers.....	61,575,477	65,266,312	687,804,896	755,708,428
Transfer Revenue Passengers.....	3,236,669	3,131,463	34,607,671	37,739,134
Total Revenue Passengers.....	64,812,146	68,397,775	722,412,567	793,447,562

Honesty—Plus!

CALIFORNIA bus driver Kenneth Fahs should never have reason to question the honesty of his patrons. He dropped a roll containing 100 tokens. They rolled in every direction, some even out the door. There was a scramble of passengers as everyone tried to retrieve them. They returned 104 of them to Fahs!

—Mass Transportation

Pays Fare for Ride He Took Back in '93

Mayor Kennelly gave a quarter Friday to Ralph Budd, chairman of the Chicago Transit Authority. It was for a car ride—taken in 1893 by a former resident of Chicago.

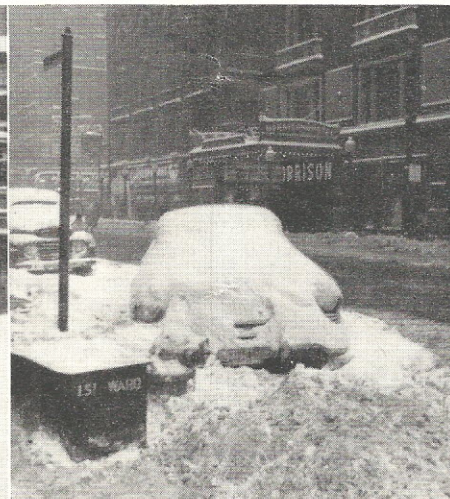
He told the mayor about it in a letter enclosing the 25-cent piece. "The car was so full I never did see the man to pay the money," the penitent wrote. "Consequently I feel I still owe the fare. I try to make all wrongs right as they come to memory."

—Sun-Times

Fighting King Snow



Even on downtown State Street snow drifts got as deep as three feet.



The heavy storm emphasized the importance of no-parking regulations.

IT was rough-going for all Chicago when the record 10 below zero weather hit Chicago on December 27, immediately following Christmas day's nine-inch snowfall. The heavy burden was cast on CTA of clearing snow from local transit streets, carrying our regular passengers, carrying the extra passengers who would ordinarily drive their own cars, and at the same time combating the effect of cold weather on our equipment . . . General Manager McCarter had the highest praise for the manner in which CTA employees in all departments helped "keep 'em rolling" during the crisis . . . Estimated cost to CTA in fighting this storm was \$200,000. Previous snow removal costs amounted to about \$125,000 in November, and another \$200,000 from the storm of December 6, 7 and 8.

Irvin L. Porter, Transit Board Member, Dies



IRVIN L. PORTER, 69, treasurer and board member of Chicago Transit Authority since October 1, 1947, died Sunday night, December 24, in Evanston Hospital. Mr. Porter, a director of the First National Bank of Chicago and treasurer of the University of Illinois, lived at 324 Sheridan road, Kenilworth.

Born in Alexis, Warren County, Illinois, Mr. Porter was a graduate of Knox College, Galesburg, where he was trustee and chairman of the finance committee at the time of his death. He was also a member of the American Institute of Banking, the Association of Reserve City Bankers, and chairman of the Investment Bankers Association. During World War II he headed the third war loan drive for the Chicago and Cook County area.

Mr. Porter is survived by his widow, *Madeline*, and three

daughters, *Joan*, *Mrs. Blair Bacon*, and *Mrs. Madeline Coyne*.

Text of the resolution adopted by the Chicago Transit Board extending sympathy to the family of Mr. Porter is as follows:

WHEREAS, We, the members of Chicago Transit Board, are deeply grieved by the death of Irvin L. Porter, Treasurer and member of Chicago Transit Board; and

WHEREAS, Chicago Transit Board has lost a valued and able member and this community has lost a leader of outstanding ability in business and finance who unselfishly exerted his unusual talents for the many civic and business enterprises which he served so faithfully and so well; and

WHEREAS, His friendliness and kindness endeared him to all who knew him and were associated with him, and have made his death a personal loss to his many friends and associates; and

WHEREAS, We note with gratitude his service to Chicago Transit Authority as a member of Chicago Transit Board and as Treasurer from the inception of Chicago Transit Authority and his conscientious devotion to and great assistance in the management and modernization of the local transportation facilities of Chicago; now, therefore,

BE IT RESOLVED BY CHICAGO TRANSIT BOARD
OF CHICAGO TRANSIT AUTHORITY:

That we, the Members of Chicago Transit Board, extend to his family our sincere and heartfelt sympathy, that this resolution be spread upon the minutes of this meeting of Chicago Transit Board, and that an engrossed copy of this resolution be conveyed to Mr. Porter's family.

New "L" Fare Collection System

A new method of fare collection, eliminating inconvenience and delay for 12,000 daily passengers, was established at Howard street on the CTA Rapid Transit system, effective Sunday, December 31.

All fare collections on trains are now made between Main street and Howard street stations. Previously they were made at the Howard street platform.

The average time saved by each of 6,000 through riders (Chicago and Evanston-Wilmette) under the new method is 1½ to 2 minutes. The 6,000 southbound passengers who board their trains at Howard street each week-day have been relieved of the inconvenience of obtaining and presenting identification tickets.

Among Her Wedding Memories

PROBABLY two of the happiest occasions of a married couple's life are the day they get their license to wed and the wedding day. More than likely, if you are married, there is some memento safely tucked away in a dresser drawer or jewel box that will enable you to remember one or both of these days. It may be a handkerchief, flowers, or jewelry. For *Mrs. Mary Schneider*, 79 years old, it's all of these, plus, believe it or not, two streetcar transfers.

The story goes back to a spring day in 1895, April 29, to be exact. *Mathias Schneider* had already proposed marriage to *Mary Kleiner* and it was the day they were to get their wedding license at City Hall. Mathias reached his fiancée's home early that day and together they boarded a

Halsted streetcar to travel to the Loop. Eager to arrive at their destination, Mathias paid the fares and was handed two transfers, which were not needed for the ride downtown.

For some unknown reason, he handed them to his future wife who unconsciously placed them in her purse. When she arrived home that evening she found the two transfers still in her purse and decided then to keep them as a remembrance of that exciting day. Mrs. Schneider still has the transfers, both of which are in very good condition, considering their age. "Whenever I look at them," she says, "they remind me of one of the happiest days of my life."

Mrs. Schneider's husband, who passed away in August, 1948, was employed three years as a cable car motorman for the old Chicago City Railway Company.

—Reported by Dante Brunod



DO YOU KNOW WHAT THESE FIGURES ARE?

1,075,000,000 (1946)

1,034,500,000, (1947)

963,000,000 (1948)

847,000,000 (1949)

750,500,000 (1950)



THESE figures are a challenge to all of us for the Year 1951.

They show the approximate number of riders carried by CTA for the years indicated. Note that each year shows a decrease from the preceding year.

IT is important to you — to your family — and to CTA that this continuing decline in the number of our passengers be stopped.

We have a record amount of new equipment to work with.

We are continuously putting in new service improvements.

We have good service to offer.

If we each do our work the best we can,

If we give our riders efficient, courteous treatment,

We can reverse the trend in these figures.

Let's set that as our goal for 1951.



THE CHICAGO TRANSIT AUTHORITY
P. O. Box 1151, Chicago 90, Illinois

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