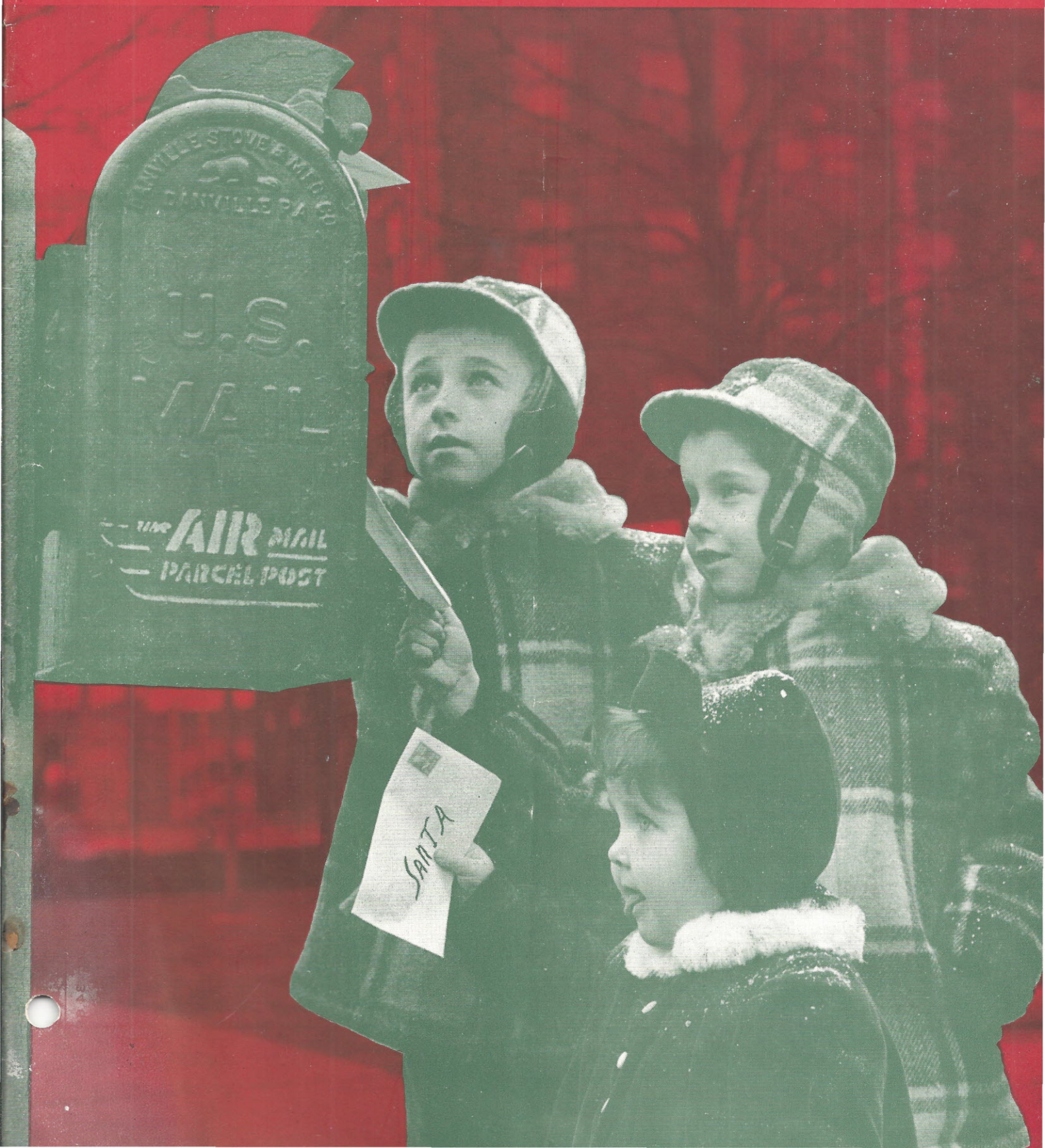




TRANSIT NEWS

DECEMBER-1951



FORMER CTA'ER KOREAN CASUALTY



PFC Maurice Angland, 23, on military leave of absence from the Chicago Transit Authority since last January, has been reported as killed in action on October 4 in Korea.

Maurice worked in the Material and Supplies department as a laborer at the 63rd Street yard from December 8, 1948, until he entered military service. He had been in Korea since last May.

One of ten children, he was brought to this country from his native Ireland three years ago by his uncle, Daniel Cronin.

He is survived by his father, Benjamin; five brothers, Thomas, Benjamin, Jr., Donald, Jeremiah and Michael, and three sisters, Margaret, Nora and Maureen.

His remains will be interred next to his mother in Clonfert Cemetery, County Cork, Ireland.

COVER PHOTO—A letter to Santa Claus is one of the best ways to make sure he knows what you want for Christmas. Following this advice are Theresa, Dennis and Patrick Birmingham, whose father, Thomas, is night clerk at the Kedzie station.

New CTA Additions To the Armed Forces

J. M. Birmingham—Shops and Equipment (Wilson Terminal)
J. Casey—Transportation (Blue Island)
J. A. Chunowitz—Shops and Equipment (West Shops)
J. E. Dacey—Transportation (Northside)
R. M. Evans—Shops and Equipment (Lawrence Bus)
T. M. Flanagan—Shops and Equipment (Blue Island)
A. J. Greene—Accident Investigation
S. Kudelka, Jr.—Shops and Equipment (West Shops)
G. J. Lenihan—Shops and Equipment (77th Bus)
R. J. Mackey—Shops and Equipment (West Shops)
W. T. Newell—Transportation (Westside)
T. M. Reidy—Shops and Equipment (South Shops)

Returned from Service

E. N. Clemens—Transportation (Devon)
R. J. Fisher—Transportation (Armitage)
G. J. McSwain—Accident Investigation
M. J. Mulligan—Shops and Equipment (North Trolley)
R. P. Niesman—Shops and Equipment (North Park)
E. L. Scott—Transportation (North Side)
A. P. Sturm, Jr.—Transportation (North)
K. L. Sumner—Transportation (Devon)
N. Truschke—Shops and Equipment (Lawrence Bus)

FROM A SERVICEMAN

Matthew F. Cioffe, former CTA draftsman, now PFC Cioffe, writes: "They have finally put me on a ship and pointed the ship toward the far East. We are on our tenth day at sea and will arrive at our destination tomorrow morning . . . The first two days out to sea the water was rough . . . The next

three days were just beautiful, but then came the storm . . . They have put all decks off limits to all troops . . . I've never seen anything so beautiful in all my life as this ocean, even when it's rough, but I'm sure the trip coming home will be even better."

VOLUME IV

CTA TRANSIT NEWS

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H. L. Pollard, Director of Public Information
W. M. Howlett, Editor

James J. Kennedy, Assistant Editor
Joan Peacock, Women's Editor

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Merry Christmas and a Happy New Year!

To each of you, and to your families, Greetings
and Best Wishes for the Holidays.

This joyous, yet solemn, season of the year has
deep religious significance for all of us. It is also
the time when, as individuals, we look back to see
how well we have done our jobs.

For us in the CTA, there is satisfaction in know-
ing that we have made an earnest effort to fulfill
our responsibilities to the public.

Working together through the New Year, as we
have in the past, we shall maintain our pride in the
performance of our jobs, and thereby better serve
the public.

In this way, "Men of Good Will" extend the
Christmas spirit throughout the year.

Walter J. Mc Carter
General Manager



"ACCOUNTING" FOR EVERYTHING

PART III

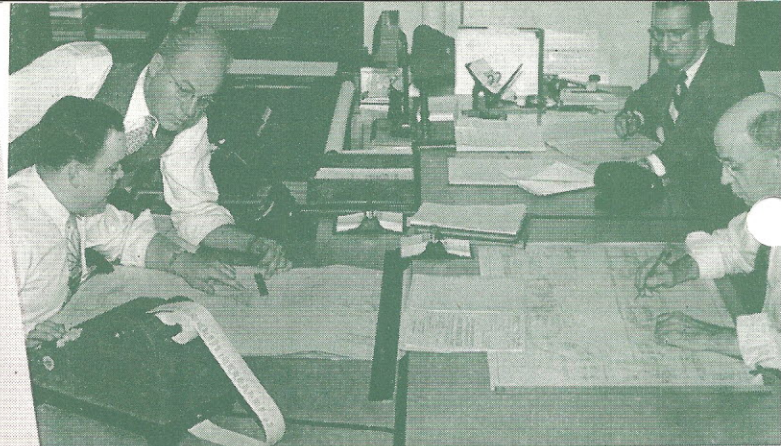
THE two preceding issues of CTA TRANSIT NEWS briefly described the purpose and functions of the general accounting, payroll and revenue sections of the Accounting department. The following article pertains to the duties performed by Property Accounting and Internal Auditing.

PROPERTY ACCOUNTING

THE Property Accounting section, under the direct supervision of John J. Cushing, is charged with the responsibility of maintaining an up-to-date, accurate record of all CTA property. The Supervisor of Property Accounting, located at 175 W. Jackson Boulevard, Room A-542, reports directly to P. J. Meinardi, Comptroller.

This record is kept in accordance with the terms of the Trust Agreement with the First National Bank of Chicago, which states that "The Authority . . . will cause the records and accounts of the transportation system to be kept . . . so as to show an inventory of the properties and the cost thereof in reasonable detail, the cost of retirements, depreciation, and additions to the capital investment."

The physical property of the CTA is classified into certain categories, the principal groupings being: land, track and paving, machinery and tools, electric line equipment, buildings, cars, buses, work trucks and service equipment, furniture, signals and interlocking, elevated structures, crossings, fences and signs, substation equipment, and telephones and



SEATED at the left, *D. P. Lark*, typist-clerk, maintains AFE register and card index, types various reports and assists in field inventory work. *E. A. Howe*, second from left, and *John Tordella*, far right, are engineers. Howe maintains inventory of track and roadway on Surface division, makes field inspections as new work is performed, and makes an analysis of cost of each job as work is finished. Tordella maintains inventory and cost record of all shops and roadway machinery and makes inventory and cost records on buildings and track. *H. F. Ebeling*, accountant, second from right, maintains an inventory and cost record of all rolling stock, records all additions and retirements, and balances all charges to AFE's with ledgers.

communications. This inventory shows that CTA properties now amount to over \$126,000,000.

Card System Inventory

An important reason for keeping a record of original cost of all property by units is to be able correctly to deduct from the capital investment the cost of such units whenever they are retired from service. In order to perpetuate a detailed priced inventory of all property, all units are listed by location and cost by using a card system containing upwards of 35,000 cards which are balanced with a general control ledger. On these cards are recorded all expenditures for additions to property and necessary credits for property abandoned, destroyed, sold or otherwise retired from service.

AFE'S and AFR'S

Before any department can make an addition to CTA property, it must prepare an authority for expenditure which is called an "AFE." This application is made for all new construction, whether in the form of extensions, additions, improvements, betterments, or the conversion of property from one class or kind to another. It also contains a complete description of work to be performed, a detailed estimate of labor and materials to be used, location of project and estimated gross cost. These are carefully checked and when they have been approved by the proper CTA officials, each project is assigned an AFE number and recorded.

Retirements of property are handled in a similar manner to AFE's and show units of property to be retired. These are shown as AFR's.

After an AFE has been officially established, the Property Accounting people must follow its progress very closely. As an example, AFE No. 11467 covers conversion of Fullerton Avenue from streetcar to trolley bus operation. This involves a great number of units such as poles (by size and kind), regular spans and feed spans, trolley trough, trolley wire, various types of overhead layouts, positive and negative cable, switch boxes, switches, lightning arresters, etc. At



THE Supervisor of Property Accounting, *John J. Cushing*, center, after discussing a report with his assistant, *O. S. Laughlin*, prepares to dictate to *Stenographer Alice Wallensack*.



ENGINEER E. C. KAROSS, left, maintains inventory of electrical distribution system, makes field inventory of all changes and analyzes and allocates the cost of labor and material for each unit of property. **W. H. Burkhart**, second from left, assistant engineer, helps in maintaining records of electrical distribution system. **Engineer C. J. Snow**, second from right, maintains physical inventory and cost record of all buildings, makes field inventory of changes or additions to buildings, and makes an analysis and allocates the cost of labor and material for each unit of property. **J. R. Boland**, clerk, right, analyzes all vouchers charged to AFE's and AFR's groups and enters description and cost of all material manifests charged to AFE's.

some later date any of these units may be retired independently of the others. Therefore, the "cost installed" of each unit must be determined. ,

Material is taken from storehouse manifests or vouchers (amounting to several thousand a month) and labor from the labor time reports. The details of all such charges are recorded on material and labor collection sheets. When the project is completed, the originating department makes out a completion notice which states that the project is completed and no more charges will be made to it.

The charges for labor and material are then summarized and checked with the amount necessary to complete the project. In most cases this requires a field inventory. When charges do not agree with actual installation, perhaps due to change in plans or for other reasons, the department doing the work is contacted and necessary adjustments are made. If charges vary more than 10 percent from the original estimate, the originating department is required to prepare

A GREAT many of the duties of Property Accounting employees are performed away from the office. **John Tordella, D. P. Lark** and **C. J. Snow** are making a detailed inventory and getting complete information on this bus washing machine at Archer bus repair.



a request for authority for the additional expenditures or for any other changes which might give rise to these variations.

Various items of material making up a unit are combined and the cost of labor is added to secure the "cost in place" figure of each unit by location. This is then transcribed onto a completion report.

Since October 1, 1947, over 2,000 projects, amounting to about \$58,000,000, have been analyzed and the units installed on such orders have been posted to the detail cards.

Other Functions

Property Accounting also computes the annual provision for depreciation of all properties as outlined in the Trust Agreement which states: "Such amounts shall be determined on the straight-line, age-life basis so that, with estimated credits for salvage, they will be adequate to amortize the cost of depreciable property over the remaining service life of such property as determined by considering the effect on such service life of existing service requirements, obsolescence, service inadequacy and the effectiveness of current maintenance."

Another duty of the department is to furnish insurable values of properties by locations. These values are based on costs of reproduction which, of course, are constantly changing. Current and historical data concerning the properties is furnished when requested for the annual report of the Chicago Transit Board, questionnaires and newspaper publicity.

INTERNAL AUDITING

TEMPORARILY located in Room A-559 at 175 West Jackson Boulevard, the Internal Auditing department is directed by Edward C. Burke, Internal Auditor, who also reports to P. J. Meinardi, Comptroller.

This department might well be termed the CTA "watch-dog" as its functions are to safeguard the Authority from losses of all kinds and to ascertain the extent of compliance with established policies, plans, and procedures.

Audit Clerks

Twelve audit clerks are constantly kept busy making surveys, as required, of the procedures followed in departments throughout the system, conducting test checks and making audits of various kinds, including the receipt, storage and issuance of all materials and supplies, operations of the various cash accounts and purchase contract procedures, verifying charges resulting from escalation clauses in large contracts, advertising and concession operations, and many other activities of the various departments of the Authority.

Cash funds in the hands of cashiers, receivers at depots, and agents on the Rapid Transit division are verified periodically by actual count. Transactions in the Savings Bond division of the CTA Treasury department are audited monthly to see that the physical count of the bonds on hand at the end of each month agrees with the quantities and amounts shown by the records.

Bank accounts are reconciled each month to prove that the cash actually on deposit in the various bank accounts agrees with the amounts shown by the books. Cancelled checks are delivered by the banks to the Internal Auditor.



INTERNAL Auditor E. C. Burke, the man responsible for safeguarding the CTA from losses of all kinds and ascertaining that policies, plans and procedures are complied with, gives an assignment to his secretary, Lillian Pellicore.

After being reconciled, the cancelled checks are turned over to the Treasurer.

Disbursements required by the Department of Accident Investigation, excepting payroll, are audited in detail to ascertain that releases have been secured from claimants and that all disbursement vouchers have been properly approved.

Reports from departments, showing the time worked by employees and from which the payroll is compiled, are verified to the extent of making appropriate test checks.

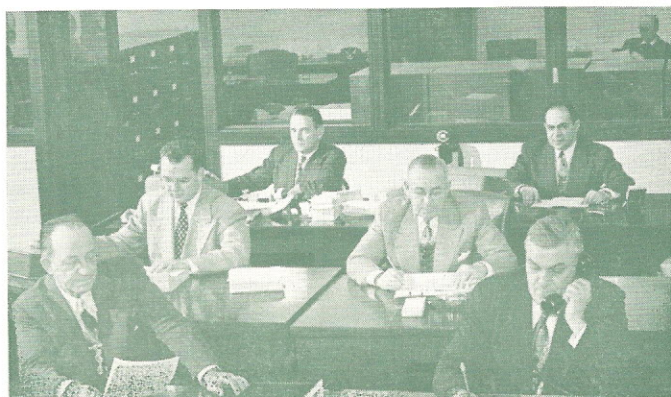
Audits are conducted periodically, usually quarterly, covering the contracts which produce income for the Authority. These include contracts for the sale of advertising space on CTA property, concessions, vending machines, etc. These audits also include income from any property operated on a management basis by the Authority's agent.

Another function is to check and prepare a monthly report of the certified checks, held by the Assistant Secretary, which are received with bids from various vendors soliciting business from the CTA.

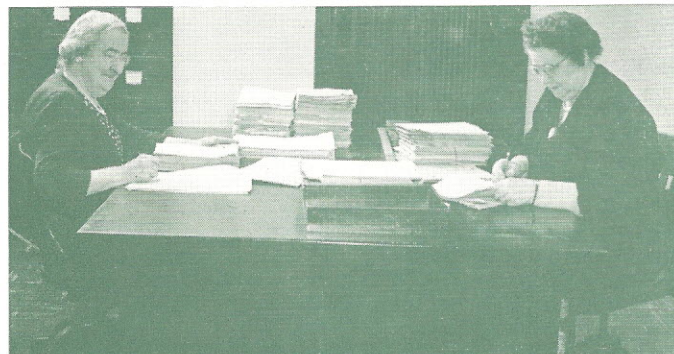
Time Checkers

Daily checks are made by the department's time checkers of Track department employees working on the streets all over the city. Reports are submitted each day to the Track department on employees who have been assigned to work. These reports are used in conjunction with reports of Track Department field checkers to verify the track workers' payroll.

ALTHOUGH these audit clerks and time checkers spend much of their time on field duties, the photographer managed to get this many together for a picture. From left to right are Ralph Luebkekmann, time checker; George Laica, audit clerk; Tom O'Brien, senior audit clerk; Tom F. Coan, balance clerk; W. N. Ternes, time checker supervisor, (front) and Jack Wexelberg, senior audit clerk, (rear).



Another duty of the time checkers is to verify the time reported as worked by employees in carhouses and bus garages at night. Each night a time checker visits several carhouses or bus garages, which have been selected at random, and checks the employees working at such locations. On this basis, each carhouse and bus garage is checked at frequent, but varying intervals.



CLERKS Mrs. Nona Morris, left, and Mrs. Delia Jennings are verifying trainmen's pay time as reported from stations by test checking with conductors' trip sheets.



Lund, also registers five gallons on the pump meter.

DELIVERY, consumption and storage of gasoline, diesel fuel and propane used by the CTA are continually being checked to ascertain that the safeguards and procedures established are adhered to. Audit Clerk Charlie Koller is verifying that five gallons of gasoline, pumped into a special calibrated container by Bus Serviceman H. W.

INTERNAL auditing employees make test checks of physical inventories of materials on hand at carhouses and bus garages. They see that instructions governing the taking of inventory are complied with. Before the counting is started, the Internal Auditing department prepares a special I. B. M. card for each item to be counted at each location. This card contains sufficient information that the only writing necessary by the counters is to insert the number of pieces. Test checking at Skokie shops are Joe J. Kubie (bending) and Ed W. Smith, audit clerks. In the background is Ed. J. Marks, assistant internal auditor.





ONLY MAN AND CHIMPANZEES
SUFFER COLDS... DOGS, CATS,
RABBITS AND OTHER LOWER
ANIMALS CAN'T CATCH COLD.

LET'S AVOID IT!



WORRIERS CATCH COLD
EASIER...IN FACT ANY
EMOTIONAL UPSET
MAKES PEOPLE MORE
LIKELY TO COME DOWN
WITH A COLD.

THE gay holiday season is almost upon us and we hope that it will be enjoyed by everyone. But there are many whose happiness will be marred by our number one enemy—*The Common Cold.*

Yes, it's that time of the year again, and if statistics and surveys are correct, we can tell you that quite a few CTA employes and their families will be sneezing, sniffing victims of the common cold come Christmas day.

Over the years plenty of proof has been established that up to 94 percent of the population comes down with a cold in any given year. However, some people are less likely candidates for the snuffle-sneeze brigade than others. For example:

- (a) Country people catch more colds than their city cousins.
- (b) Youngsters under ten years old are the most susceptible age group.
- (c) The 20 to 29 age group is the least susceptible.
- (d) The fair sex are half again as likely to catch cold as their boyfriends.
- (e) Fat people have fewer colds than lean ones.

Geography plays a part, too, according to the experts. Colds are slightly more prevalent in the West Central states, with the Far West and Pacific Coast next, and New England and the Middle Atlantic states not far behind.

Why you catch cold is something else again, and it's a real medical teaser. The problem all seems to hinge on the definition of a cold. Just because your nose and eyes are running and you're racked by coughs and sneezes, this does not necessarily mean you have a cold. A genuine cold is an ailment caused by a virus (or perhaps several viruses), a tiny particle so small that it cannot be trapped in the finest laboratory filter nor seen in the most powerful microscope. This invisible troublemaker travels around on a sneeze, a cough, and even bits of conversation. One of its favorite means of transportation is a kiss. In fact, the virus' methods of getting around are practically limitless.

Besides the bona fide virus-caused cold, there seem to be other conditions which look like the real thing, but are what doctors call "mechanical upsets." These may be brought



JUST BECAUSE YOU'VE
JUST HAD A COLD IS
NO REASON YOU WON'T
CATCH ANOTHER.....
AND ANOTHER.....

on by strained emotions—worry, unhappiness, mental conflicts, financial concerns, etc. Avoiding this kind of a "cold" is easy. Just get yourself into a happy frame of mind and stay that way. Science has proved that an unhealthy condition of the mind can be the cause of many a bodily ailment.

But what about the happy, well-adjusted person whose troubles are caused by the cold bug itself?

Again this year, as in the past couple of thousand years, no one has found the perfect answer. Presently there is no sure-fire method of preventing the common cold. The best recommendation is to avoid the cold in the first place. The following ten "common sense" rules have won general acceptance as the best ways known for dealing with colds:

TO PROTECT YOURSELF —

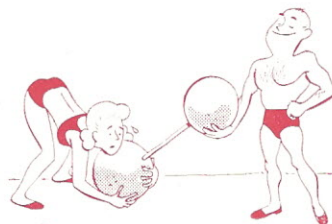
1. Avoid people with colds.
2. Stay out of drafts.
3. Get plenty of exercise and rest.
4. Eat well-balanced meals.
5. Avoid chills and wet feet by wearing warm clothing and rubbers or overshoes when the weather is cold or wet.

IF A COLD STRIKES —

1. Get into bed and rest.
2. Eat light, nourishing meals.
3. Drink plenty of fluids.
4. Don't blow your nose like a bugle—it forces the infection into your sinuses.
5. Call the doctor if chills, fever or racking cough last more than 24 hours—or if you have rust-colored sputum.

The common cold in itself is no more than a public nuisance. But it doesn't stop there. A cold can lower your resistance to a number of serious diseases. It can raise havoc with chronic conditions of the heart and other organs and can lead the way to irreparable damage to your system.

How to treat a cold? Treat it with respect because, improperly treated, a cold can start a lot of trouble.



APPARENTLY, WOMEN ARE
THE "WEAKER" SEX WHERE
THE COLD BUG IS CONCERNED.
POLLS AND SURVEYS SHOW
THAT MORE WOMEN CATCH
COLDS THAN MEN.



MAYBE IT'S NOT A
COLD. IF YOU'RE FEEL-
ING MENTALLY LOW,
YOU SOMETIMES THINK
YOU'VE GOT A COLD
WHEN YOU HAVEN'T.
TESTS PROVE THIS.

New Income Tax Withholding NOVEMBER 1-1951

BEGINNING with all wages and salaries paid after October 31, 1951, the Chicago Transit Authority is required under Federal law to increase the amounts of income tax it withholds from each paycheck.

The present rate, established by the U. S. Congress, is 20%, whereas the former rate was 18%. The new rate applies until 1954, unless the law is changed in the meantime.

The law *compels* employers to withhold income tax from wages and salaries paid. There is no choice in the matter. The amount to be withheld depends on your pay in each payroll period and on your exemptions. With this information, you can see for yourself on the accompanying table approximately how much income tax must be withheld from your wages and paid over to the Federal government.

Exemptions

In order to deduct the proper amount of income tax from checks, the CTA must know your "exemptions." The certificate you have probably already filed shows your exemptions. There is no need to file another unless your exemptions change. If your exemptions increase for any reason, be sure to file a new certificate. This will reduce the amount of income tax withheld from your check. Should your exemptions decrease, you must give the CTA a new certificate within 10 days after the change, showing the reduced number of exemptions.

How to Use the Table

Run down the first two columns to find your "pay" for the two-week period. Your "pay" includes regular earnings, overtime pay, bonuses, etc., before any deductions, including social security. Now look at the column headings to find the one for your number of exemptions. Then follow down to the line for your "pay." That is the approximate amount of income tax being withheld.

NOTE: This table applies only to paychecks covering a two-week period.

If the payroll period with respect to an employee is BIWEEKLY

And the wages are—		And the number of withholding exemptions claimed is—									
At least	But less than	0	1	2	3	4	5	6	7	8	9
The amount of tax to be withheld shall be—											
60	62	12.20	7.10	1.90	0	0	0	0	0	0	0
62	64	12.60	7.50	2.30	0	0	0	0	0	0	0
64	66	13.00	7.90	2.70	0	0	0	0	0	0	0
66	68	13.40	8.30	3.10	0	0	0	0	0	0	0
68	70	13.80	8.70	3.50	0	0	0	0	0	0	0
70	72	14.20	9.10	3.90	0	0	0	0	0	0	0
72	74	14.60	9.50	4.30	0	0	0	0	0	0	0
74	76	15.00	9.90	4.70	0	0	0	0	0	0	0
76	78	15.40	10.30	5.10	0	0	0	0	0	0	0
78	80	15.80	10.70	5.50	.40	0	0	0	0	0	0
80	82	16.20	11.10	5.90	.80	0	0	0	0	0	0
82	84	16.60	11.50	6.30	1.20	0	0	0	0	0	0
84	86	17.00	11.90	6.70	1.60	0	0	0	0	0	0
86	88	17.40	12.30	7.10	2.00	0	0	0	0	0	0
88	90	17.80	12.70	7.50	2.40	0	0	0	0	0	0
90	92	18.20	13.10	7.90	2.80	0	0	0	0	0	0
92	94	18.60	13.50	8.30	3.20	0	0	0	0	0	0
94	96	19.00	13.90	8.70	3.60	0	0	0	0	0	0
96	98	19.40	14.30	9.10	4.00	0	0	0	0	0	0
98	100	19.80	14.70	9.50	4.40	0	0	0	0	0	0
100	102	20.20	15.10	9.90	4.80	0	0	0	0	0	0
102	104	20.60	15.50	10.30	5.20	.10	0	0	0	0	0
104	106	21.00	15.90	10.70	5.60	.50	0	0	0	0	0
106	108	21.40	16.30	11.10	6.00	.90	0	0	0	0	0
\$108	\$110	\$21.80	\$16.70	\$11.50	\$6.40	\$1.30	\$0	\$0	\$0	\$0	\$0
110	112	22.20	17.10	11.90	6.80	1.70	0	0	0	0	0
112	114	22.60	17.50	12.30	7.20	2.10	0	0	0	0	0
114	116	23.00	17.90	12.70	7.60	2.50	0	0	0	0	0
116	118	23.40	18.30	13.10	8.00	2.90	0	0	0	0	0
118	120	23.80	18.70	13.50	8.40	3.30	0	0	0	0	0
120	124	24.40	19.30	14.10	9.00	3.90	0	0	0	0	0
124	128	25.20	20.10	14.90	9.80	4.70	0	0	0	0	0
128	132	26.00	20.90	15.70	10.60	5.50	.40	0	0	0	0
132	136	26.80	21.70	16.50	11.40	6.30	1.20	0	0	0	0
136	140	27.60	22.50	17.30	12.20	7.10	2.00	0	0	0	0
140	144	28.40	23.30	18.10	13.00	7.90	2.80	0	0	0	0
144	148	29.20	24.10	18.90	13.80	8.70	3.60	0	0	0	0
148	152	30.00	24.90	19.70	14.60	9.50	4.40	0	0	0	0
152	156	30.80	25.70	20.50	15.40	10.30	5.20	0	0	0	0
156	160	31.60	26.50	21.30	16.20	11.10	6.00	.80	0	0	0
160	164	32.40	27.30	22.10	17.00	11.90	6.80	1.60	0	0	0
164	168	33.20	28.10	22.90	17.80	12.70	7.60	2.40	0	0	0
168	172	34.00	28.90	23.70	18.60	13.50	8.40	3.20	0	0	0
172	176	34.80	29.70	24.50	19.40	14.30	9.20	4.00	0	0	0
176	180	35.60	30.50	25.30	20.20	15.10	10.00	4.80	0	0	0
180	184	36.40	31.30	26.10	21.00	15.90	10.80	5.60	.50	0	0
184	188	37.20	32.10	26.90	21.80	16.70	11.60	6.40	1.30	0	0
188	192	38.00	32.90	27.70	22.60	17.50	12.40	7.20	2.10	0	0
192	196	38.80	33.70	28.50	23.40	18.30	13.20	8.00	2.90	0	0
196	200	39.60	34.50	29.30	24.20	19.10	14.00	8.80	3.70	0	0
200	210	41.00	35.90	30.70	25.60	20.50	15.40	10.20	5.10	0	0
210	220	43.00	37.90	32.70	27.60	22.50	17.40	12.20	7.10	2.00	0
220	230	45.00	39.90	34.70	29.60	24.50	19.40	14.20	9.10	4.00	0
230	240	47.00	41.90	36.70	31.60	26.50	21.40	16.20	11.10	6.00	.80
240	250	49.00	43.90	38.70	33.60	28.50	23.40	18.20	13.10	8.00	2.80
250	260	51.00	45.90	40.70	35.60	30.50	25.40	20.20	15.10	10.00	4.80
260	270	53.00	47.90	42.70	37.60	32.50	27.40	22.20	17.10	12.00	6.80
270	280	55.00	49.90	44.70	39.60	34.50	29.40	24.20	19.10	14.00	8.80
280	290	57.00	51.90	46.70	41.60	36.50	31.40	26.20	21.10	16.00	10.80
290	300	59.00	53.90	48.70	43.60	38.50	33.40	28.20	23.10	18.00	12.80
300	320	62.00	56.90	51.70	46.60	41.50	36.40	31.20	26.10	21.00	15.80
320	340	66.00	60.90	55.70	50.60	45.50	40.40	35.20	30.10	25.00	19.80
340	360	70.00	64.90	59.70	54.60	49.50	44.40	39.20	34.10	29.00	23.80
360	380	74.00	68.90	63.70	58.60	53.50	48.40	43.20	38.10	33.00	27.80
380	400	78.00	72.90	67.70	62.60	57.50	52.40	47.20	42.10	37.00	31.80
\$400 and over		20 percent of the excess over \$400 plus—									
		80.00	74.90	69.70	64.60	59.50	54.40	49.20	44.10	39.00	33.80

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

There Have Been Some Changes Made

ACCIDENT INVESTIGATION — Among recent changes in positions we find: *Norma Gossage* as secretary to the Arrest Department Attorneys; *Peggy Mulvihill* as brief writer for *Norman Graver*; and *Pauline Roberts* doing the combined work of *Dr. Bush* and assisting *Dr. Fanning* . . . Other changes moved *Dick Mecker* to locator, *John Naughton* to reception clerk, and *Girard McSwain* to legal clerk. We hope that all will be successful in their new undertakings.

Elvera Potensa is all starry-eyed about her forthcoming trip to Florida. She intends to celebrate the New Year with an old friend, *Jo Kelly*, retired, who is residing in Bradenton, Florida.

Nora Cronin doesn't get around much anymore as she is busy keeping track of all the TV shows . . . We hope that *Erna Buchholz* didn't jail too many people when she was on jury call for two weeks.

Harry Boness' daughter, who is really quite the lady, attended her first formal recently. We tried unsuccessfully to obtain a photo of the Miss.

Welcome to the following new employees: *Charles Oleikas*, night clerk; *Alden Lawson*, statementman; and *Sidney Balderman*, janitor. Best of luck to *Bob Myrman* and *Danny Martorelli*, presently in the U. S. Army.

Ed Reichard, having spent an unsuccessful day of pheasant hunting, was fortunate enough to have one run into his car on his homeward journey.

—G & M

Two New Arrivals For McEldowneys

ACCOUNTING — *Rita Anne* arrived on October 31 to join the family of *Edward McEldowney*, weighing in at nine pounds, seven ounces. Three days later a new Mercury joined the family Ford in the garage. The new car was won in a contest.

Season's Greetings from Your CTA Staff and Reporters

Helen Lowe	Jean O'Neill	Dave Gurwich
Paul A. Gade	Edith Edbrooke	Anne McCrea
Ted Shumon	Kitty Keegan	Justine Janasek
Dante Brunod	Ruth Hanson	Catherine Holton
Joseph Klein	Joseph Hiebel	Violet Carnes
Gilbert Andrews	Larry Hippert	Vincent A. Petricca
Cathy Barry	William Gehrke	Jack O'Reilly
Verna Raynor	Walter J. Reich	Mary Rowland
Julie Prinderville	L. C. Dutton	Grace Sheahan
Mary Clarke	Joseph Smith	Chester Pawlak
William Feiler	Wilbur Jensen	Harold R. Fragel
		C. Jack Williams

Mrs. McEldowney's requiring an emergency operation shortly after her return from the hospital caused some anxiety, but she is now well on the way to recovery.

Violet Holt enjoyed vacationing in Mobile, Alabama, and New Orleans, Louisiana. *John Ruberry* chose Miami Beach, Florida, for his vacation spot and found that it could vie with Chicago for the title of "Windy City."

When *William A. Gallagher* called his four-year-old daughter on October 29 and told her, "Your mother got you a baby brother," she flashed right back with, "Is that one of those things that grow up to be boys?" Attired in a 73-year-old dress of hand-made, Irish linen and lace, first worn by his maternal grandmother, her brother received the name of *William Joseph*.

Walter Jandt is convalescing after surgery, and *Charles Krug* (formerly 77th Street) is putting up a gallant fight at the Colonial Hospital in Rochester, Minnesota.

—HELEN A. LOWE

One White Rabbit Is Not Enough

BEVERLY — *Bus Operator Edward Rickert* is quite a hunter so he packed his trusty gun and away he went, telling his wife he was going to get some white rabbits and have some white bunny gloves made for her. After traveling 75 to 100 miles, he was lucky to bag one white rabbit. This was enough fur for only one glove. Any hunters reading this and having a white rabbit, please contact Ed Rickert. He wants the gloves for her Christmas gift.

But Operator Bill Fiala and family took care of the empty space he had in his deep freeze by going to Hayworth, Wisconsin. It was a very successful fishing trip, he getting his share of walleyes and northerns. Bill believes in keeping the deep freeze filled up. This is the first time we have heard of Fiala's method of baiting his hook. He buys different colored balloons and cuts them in small strips. He then places strips on the hook which resemble a very wiggly worm in the water. Might give it a try and fill your deep freeze in this manner.

Duck Hunter

Bus Operator Bill Puciski, out hunting ducks, bagged three of them. He got a fourth duck, but this one was alive. When his children saw this, they knew of nothing better than to keep it as a pet. Daddy and Mom had other ideas. Two days later, here's what Daddy Bill tried to explain to the children as to what happened to the duck: "You know that full length mirror on the hallway door. Well, when the duck saw herself in the mirror, she thought she was seeing a duck friend of hers. So, rushing to meet the other duck she hit the mirror with a bang, causing her to break her neck." Result, a dead duck and better yet, they had duck and duck soup for their Thanksgiving dinner. The children said if Daddy brings home another live duck they will take down the mirrored door.

From the Sun To the Snow

ARMITAGE—*Motorman J. E. Dustin* sent us some lovely scenic post cards from Florida and then came back in time to see the beautiful snow here in Chicago.

Motorman Ray Fisher, late of the U. S. Army, has received his discharge and is back home again.

Our belated, tho very sincere, congratulations to *Motorman Stanley Siekerski* and his charming wife, *Marie*, on their 35th wedding anniversary celebrated October 25.

Motorman Roy Croon spent three days tramping around in the cold and wind of northern Michigan, hunting deer, and found nary a one. Then he realized he had a dear at home, named *Olga*.

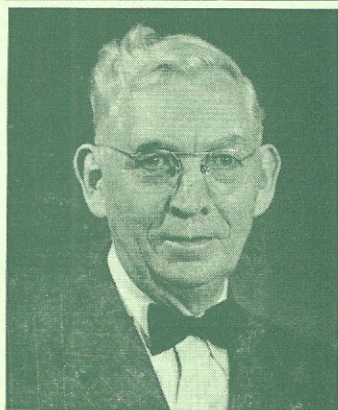
This winds up the old year, but don't forget January 1, it's *Motorman Frank Rudolph's* birthday.

—TED SHUMON

TRANSITAD

WANTED—Four room apartment for two adults and one child, ten years old. Telephone H. S. Milewski, Kildare 5-7038.

ENDS TRANSIT CAREER



ON December 1, Patrick Brown ended 41 years of service to Chicago's transit riders. His home and flowers are going to be his main interest now, according to Brown. At the time of his retirement, he was a motorman at the Devon Station.

Bus Operator and Mrs. Lomer Arseneau were happy when their son, Bob, finished his Great Lakes boot training. He is to spend two weeks at home. He visited the depot with his Dad the other day and, being an architect in civilian life, thought our depot very nice.

An addition to the home of Bus Operator and Mrs. Robert P. Lavin was Lorell, six pounds, born at the Englewood Hospital. She was brought home in the season's first snowstorm. Daddy said, "And was that some trip!" They also have a boy, Bruce, age seven.

Leonard, the son of Mr. and Mrs. Harry Swanson, receiver at Beverly, and Gretchen Miller were married Saturday, November 17, at the First Baptist Church of Chicago. A reception was held at the church for friends and relatives.

Bus Operator and Mrs. Adelbert Godding, with their daughter, Barbara, age five, thought by taking their vacation in November and going to New Mexico they would enjoy some sunshine. Instead, they traveled through snow and ice getting down there, only to find out the snowstorm had started from New Mexico. So they turned around and headed straight back to Chicago.—DANTE F. BRUNOD

From the Third To the First

CLARK AND DIVISION—As we start down from the 3rd floor ferreting out the news among the old and new occupants, we are handed some items from Jean Sehrling about the folks in the office of Engineer of Buildings and Structures, who are now housed in Room 313.

Morris Eisenberg, who suffered a heart attack while at work, is confined to Jackson Park hospital. Co-workers want Morris to know that they are pulling for his speedy recovery and return to the office.

Wally Braff, formerly with Traffic Engineering, is now assigned to Buildings and Structures.

Tom Mulvey and wife spent sort of a second honeymoon vacation at Niagara Falls and seeing the sights in New York City, while Jim Gordon high-tailed down to Pakagon State Park in Indiana.

We poke our head in across the hall and find that Anne Zuhmanky of Central Records has scampered off to Arizona for a vacation.

Sliding down the banister to the second floor we find that the Employment department was happy to have Betty Birkeland join their ranks as a new co-worker.

Leaving CTA

Mary Stanley is planning on leaving the CTA the first of the year, and tho we are going to miss her very much, we extend our very best wishes for that happy event.

The Job Classification department is bulging at the sides and Jim Carney and Virginia Puccetti are perched on the window sill to make room for the new occupants: Student Engineer Tom Lyons, Arthur Gerber, architect; John Netti and William Platt. Bill, by the way, is a proud new papa. His son, William Chouteau Platt, weighed in at eight pounds, five ounces at Grant Hospital on October 28.

In the Accident Prevention department we find June Hamilton anxiously awaiting that first leave home for Bob Christian, who is winding up his boot training with the Marines. You guessed it, a department romance.

Bill Goodall has to be mighty careful as to what he says around his house these days. Reason? A

pet parakeet that more than repeats everything.

On the first floor we step into the office of the Chief Engineer and Specifications to learn that Harold Otis is a proud grandpa again, as of November 3, and that Helen Doherty's birthday on November 2 was celebrated in a big way as the gals in the department covered Helen's desk with gifts, and the fellows, not to be outdone, surprised her with two dozen beautiful roses arranged in an imported vase from the basement . . . and so goes the news.

—MARY E. CLARKE

Credit Union Meets On January 26

DEVON—Bill Washaw would like all of the Credit Union members to attend the annual meeting. This year it will be held at the American Legion hall at 1440 Devon avenue. You and your wife will both remember Saturday, January 26, for the good time you will have dancing to the five-piece orchestra, with refreshments and a service bar. Come early and pick out a choice table. All members are urgently requested to attend this business meeting, to be called to order at 7:30 p. m. All new business is taken up at this meeting. Your Board members are governed by the decisions and issues decided at this meeting for the coming year. One of the major questions to come up at this meeting will be that of the taking up of insurance for outstanding loans. Don't leave it up to the other fellow. Circle the 26th of January, and make it a point to be there.

Charles Draonek is back to work after being off for one month on sick leave. Ben Yerkes and his motorman, Tim Wall, took a four day trip down to Seneca, Ill., looking for Indian arrowheads. Ben had promised Tim two quarts of beer if he found the first six arrowheads. Tim did. Tim nursed the beer for three hours while Ben was looking on.

Matt Borek has moved his family into their new ranch type home . . . Charley Unsworth had to take two days off to attend the wedding of his niece. . . . Pat McCarthy

WINS SCHOLARSHIPS



MAKING her parents proud is Eleanor Pierson, daughter of Bus Operator and Mrs. John Pierson, Beverly. Upon her graduation from high school in 1946, Eleanor received a scholarship from North Park College. She then took three years of nurse's training at West Suburban Hospital. Recently she won her second scholarship; this time from Wheaton College. The Pierson's have four other daughters, Betty, Frances, Mildred, and Donna, who hope to follow in Eleanor's footsteps.

Reported by Dante F. Brunod

is resting and recuperating very nicely in the hospital.

Louis Smith has a German make camera that he wants to trade in for a realist camera. This camera will take two pictures at one click. One in black and white, and one in color. This 35mm camera will project the color slide in third dimension. Viewers will have to wear special glasses to get the benefit of the third dimension. The camera, projector, wall size screen and the glasses will cost in the neighborhood of \$1,850, that's all.

Bob Christensen will be out for some time recuperating from illness. At the present time he is at St. Anne's hospital.

Stanley Wisz found himself all alone at picking time. That thing protruding out of his mouth, and he called it a cigar, came all the way from Mexico. That is the reason the windows were open when he picked.

Joe Kuklicucz is back to work after being off sick for the past seven months.

—JOE KLEIN

Two CTA'ers Return From Army Service

ELECTRICAL—It was a real Thanksgiving season for two Electrical department employees who have just returned from military service, safe and sound. *Patrick Holley*, Grand and Leavitt, served three years in the army in Japan and Korea. He was wounded and recovered very nicely and is back to work. *Albert Henderson*, lineman helper, served approximately 14 months in Korea and is now able to resume his regular duties.

Leo Dresden, lineman, is the proud daddy of a baby boy, "*David Leo*," who arrived on October 14. This is the third child for the Dresdens.

Sympathy is extended to *Ernest Anderson*, chief carpenter at Grand and Leavitt, who sustained the loss of his 90-year-old father. Also to *Lineman Charles Franklin* in the recent loss of his son.

—GILBERT E. ANDREWS

WEDDING DAY



WEDDING vows were exchanged on October 27 at Our Lady of Victory Church by *Eileen Donovan*, Accounting, and *Thomas Caron*. Following a reception held in Skokie, Illinois, the couple honeymooned at Biloxi, Mississippi, and New Orleans, Louisiana. *Eileen's* dad, *Thomas Donovan*, is a retired motorman from Armitage, and the groom is the son of *Conductor Michael Caron*, also from Armitage.

Reported by *Helen A. Lowe*

CTA FISHERMAN HELPS RESCUE WOMAN

A DAY of fishing turned out to be more than *Janitor John Chapp*, Devon, and a friend of his, expected it to be. At 6:30 a.m., a recent Sunday morning, John and his partner reached Irving Park and the Lake just in time to see a woman in a fur coat plunge into the water. John tried to reach her with his fish line, but she kept drifting out. He then ran three blocks to the police station and an emergency crew was sent to the scene within five minutes. They were able to make the rescue, attributing her ability to stay above water to the fur coat she was wearing. Later in the hospital, the rescued woman thanked John for helping to save her life, and John went home with no fish.

Reported by *Joe Klein*

August Idea Becomes Reality

GENERAL OFFICE (175)—It was one bright and clear day last August when the girls from Purchasing received the bright and clear thought that they would like to dine out some nice, clear night. Results: it was a nice, clear night that all sixteen journeyed to the Boulevard Room of the newly named Conrad Hilton hotel for the ice show and dinner.

From the hallowed walls in the Service section of Public Information comes forth the name of a new occupant, *Elaine Doyle*, who was transferred from Employment. In gathering everything for her great move downtown there was one thing she did not want to forget, so on November 23, 1951, (as records show) Elaine celebrated her birthday.

With New Tenants

When Charter Service moved into its new quarters, Room 1515, 175 W. Jackson, *Amy Sirotny* became one of the new tenants.

In the November 5, 1951, issue of the Chicago Tribune, *Jane Mitchell*, secretary to the general manager, made the headlines under the by-line of *Ruth MacKay*.

The statement of the month came from Real Estate: "No Comments."

Quoting a quote by *Mr. Ralph Budd* from our 1950 Christmas party: "We hope by next year at this time we will all be under the same roof at the Merchandise Mart." Right now in '51 it has turned out to be a great defense casualty as the Army did not move

from our space at the specified time. We may not all be together this year but let's hope that 1952 finds us all at the Mart.

—CATHY BARRY

and VERA RAYNOR

Ticket Seller Won the Bird

KEDZIE—*Edward Riley* is taking a ribbing as the result of a turkey raffle in which he sold chances at the American Legion. We know it was just a coincidence, and the luck of the Irish, that gave Ed his Thanksgiving dinner.

We all know that *Paul Rosenstrater* is Chicago's number one hockey fan, but did you know that Paul once played hockey in a Detroit league with such stars as "*Mush March*?" (Attention: *Mr. Tobin*.)

The new pick terminated a checker contest between *Thomas Graham* and *James Pankey*. Their wit and ability had attracted a large number of spectators each day. Who was outplayed and outtalked is still a question.

Motorman Harry Cotton spent his vacation in the deep south. After a week in Biloxi, Mississippi, he drove on to Florida. He especially liked Daytona Beach. Harry then raced the cold weather to Chicago and arrived a few hours before our first snowstorm. . . . *James Coburn* also visited Florida, and *Ed Holt*, Hot Springs, Arkansas.

Harold Burda is a proud daddy of an eight-pound, two-ounce boy, *Craig*, who arrived November 13.

Kedzie station lost seven men December 1 via the pension route. They were *Conductors Lee Deering*, *James Dalton* and *Frank McGovern*, and *Motormen James Ruane*, *John Smith*, *Nick Andruzzio* and *William Seamann*.

Motorman Ralph Powell was very happy when he left a choice, hoping to pick a run which he long wanted. When the day's picking was over *Chief Clerk Charles Starr* was still in possession of Ralph's choices, as all the runs had been picked. Ralph had tried to pick one day ahead of schedule. No wonder these runs were still open when he left the choices.

—C. JACK WILLIAMS

He Paid for His Mistake

NORTH—Have you seen a mysterious person around the trainroom lately? You could not miss him because of the odd outfit he wore. Let me describe him to those who didn't see him. He wore an old air raid helmet, a catcher's mask with a football nose guard, a chest protector and shin guards. In one hand he held a plunger, in the other a broom and a mop dangled from behind. A guy must love his job pretty much to come to work

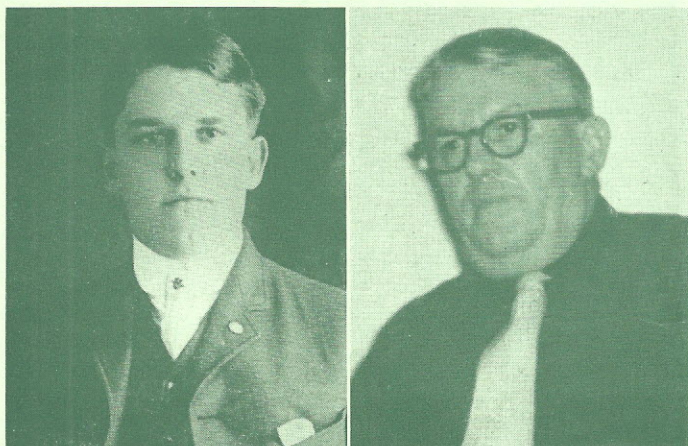
GOOD FISHING



THE end of a perfect day of deep-sea fishing is shown by *James Hand*, husband of *Agent Bertha Hand*, Loop. The couple vacationed at St. Petersburg, Florida, and found time to enjoy fishing on the Gulf of Mexico.

Reported by *Edith Edbrooke*

THEN . . . AND NOW



JUST a few of us will remember the little office boy who started in the Accounting department of the old Chicago Union Traction Company back on November 4, 1901, but we all know the material clerk in Material and Supplies department today. **Fred Nagel**, born on March 2, 1886, celebrated his fiftieth year with the company on November 4, 1951. As he says, it seems more like 20 years than 50. He has seen a lot of changes, such as from horse drawn wagons to trucks for receiving and issuing material, hand operated machines to electrical, and the changing of the company's name several times—now known as Chicago Transit Authority. A luncheon was held in honor of Mr. Nagel at the Atlantic Hotel on November 2, 1951, when he was presented with lovely gold cuff links and a money clip set from "his girls" who work for him.

Reported by Jean O'Neill

in this getup. But what could I do? Our chief maintenance man and manager of the janitors, **Thomas Frei**, had his entire force looking for me. (Whoops I let the cat out of the bag.). So sorry, Tom, that we listed you as a porter in a recent issue. It was an honest mistake.

Honk! Honk! Here comes **Mechanical Engineer Ed Glonke**. For those who haven't come in contact with Eddie, he has a horn attached to his broom as a warning to move or else be brushed aside.

Congratulations to **Theo. Rapey** on his 15th wedding anniversary which was celebrated November 7. Wonderful 15 years, says Rapey. . . . Congratulations are also due **Paul Dziak** who celebrated his 17th wedding anniversary and his birthday on November 6.

It's another boy at the home of **Harry Forbes**. This makes five boys and two girls, and is Harry proud!

The new arrival was named **Dennis Michael Forbes**, by the way, has transferred to the high lines and is now working on the Logan Square trains.

Congratulations to **Melvin Kuehlman** who received a large bundle of joy in **Michael**, who weighed ten pounds, two ounces. He was born September 27 at Belmont hospital. Kuehlman is one of our star ball players, having won the batting championship two years in succession.

It's "Hi Ho, Silver" for **Eddie Glonke**, who celebrated his silver wedding anniversary November 24. A large gathering of friends were on hand to help celebrate this grand occasion.

Received word from our good friend, "**King**" **Tutt**, who is enjoying his pension at Pasadena, California. He tells of an exciting day when he went to Mexico to see the bull fights. Six bulls were killed

that afternoon. That's a lotta bull, says **Herman Neeley**.

Instructor **Bob Christian** was a patient at Saint Anne's hospital. . . . **Pat McCarthy** was also hospitalized and is recuperating at home. . . . **Walter Hansen** is back on the sick list with his old ailment. To these fine fellows we hope for a speedy recovery.

The newest addition to our grandpappy's club is **Joe York**. Joe sure is proud of his new grandson.

Mrs. Florence Blaa, our popular typist, and her hubby, **Despatcher Joe Blaa**, have returned from a very pleasant vacation to Clear Water, Florida.

Congratulations to **Operator Peter S. Hans** on his 5th wedding anniversary, which will be celebrated December 21. —**JOE HIEBEL**

We Hope She Can Bring Some Back

LOOP—**Lillian Scott** made stops at Cincinnati and Lookout Mountain, Tennessee, on her way down to Florida to park on the "Little Green Benches" of St. Petersburg. Both she and her apartment mate, **Gertrude McCarthy**, are absorbing the sunshine and warmth, trying to invent a way to bring it back to tide over the winter months here. It is an ideal spot this time of the year agrees **Mary Griffin**, who with her sister and niece, returned from there recently.

After browsing around the wonderful shops on Fifth Avenue, a tour through Rockefeller Center, the Little Church Around the Corner, and other points of interest, New York cannot look for a better booster than **Mary O'Malley**.

Magdalen Burggraf enjoyed her tour of Mexico, especially the two day trip to San Jose Purua, a beautiful resort, and the Floating gardens.

George Pitman, pensioner, was down visiting his old pals. He is really enjoying a life of leisure.

Pvt. Thomas O'Meara, student platformman, is in the hospital at Pusan, having been wounded by a mortar shell. He has been overseas since April.

Our sympathy is extended to **Sylvia Welter** on the death of her

brother-in-law, and **William Donoly** on the loss of his brother.

In the recent election, **Elizabeth Hill** retained the office of executive board member of the Loop.

—**EDITH EDBROOKE**

Where's the Rest Of the Catch?

MATERIAL AND SUPPLIES—**H. F. Hoyer**, assistant general storekeeper, vacationed at fisherman's paradise in Minocqua, Wisconsin. He brought back a head of a "musky" mounted as a souvenir, but the story will never be told.

Martin Flanagan, stock clerk at South Shops, just purchased a lovely new home at Calumet City. That should start the New Year right.

We extend our sympathy to **William Cummane**, laborer at West Shops, in the sudden death of his son, who was eleven years old, on October 28, 1951.

Dagmar McNamara, stenographer, just returned from a wonderful vacation visiting relatives in Sante Fe, New Mexico, and friends in Phoenix, Arizona.

—**JEAN O'NEILL**

RECEPTION SCENE



TAKING time out from the festivities of their reception, **Mary and George DeVito** pose for a picture with the bride's parents, **Bus Operator and Mrs. Joseph Lazzara**, North. The wedding took place October 27, at St. Philomena Church, followed by a breakfast at the Lazzara home. The reception was held at Petricca's Lounge and was attended by 300 guests.

Reported by Joe Hiebel

INTERESTING TRIP



WHAT started out to be a fishing trip to Canada turned out to be a successful hunting expedition for *Motorman Louis Smith*, Devon. He and a friend brought their shot guns along and, after catching two northern pike, they decided to do a little hunting. The first day Louis got 15 ducks and a deer (shown here) that weighed 209 pounds. The next day, the two fishermen-hunters shot another deer and, believe it or not, a bear. Good hunting for a fishing trip, wasn't it!

Reported by *Joe Klein*

Three Reasons Why He Celebrated

SCHEDULE-TRAFFIC — *Art Langohr* had a three way holiday Thanksgiving. His 32nd Wedding Anniversary and his birthday all came on November 22.

Mr. and Mrs. *Dave Jacobs* and son, *David Gregory*, are very proud of seven-pound, eleven-ounce *Richard John*, born November 12.

Pfc. *Patrick McStay* found time to write a nice letter covering the conditions in Germany as he finds them. We have been very interested in a letter from *Kenneth Kaiser*, Petty Officer 3rd, located in Hawaii and enjoying nice 85° temperature.

Gene Lukes has taken a tip from the birds and is now basking in the sunshine in Miami, Florida.

—L. C. DUTTON

ALERT BUS OPERATOR HELPS GIRL

WHILE driving his bus southbound on Western avenue, between 95th and 96th streets, *Bus Operator Harry Lovis*, Beverly, noticed someone moving alongside of a building. He turned his bus toward the curb where the bright headlights picked out a man running away into the darkness. The lights also showed a young girl on the ground. Lovis stopped the bus, when he heard the girl yelling and screaming, and rushed to help her.

After the girl rested for a few moments, she told Lovis that her folks were waiting to meet her at 115th and Western avenue. He immediately drove her there and turned her over to the parents who called the Police.

Reported by *Dante F. Brunod*

The Stork Report From South Shops

SHOPS AND EQUIPMENT (SOUTH SHOPS)—We would like to congratulate the following men and their wives on the arrival of their heirs: *Tony Casto*, a baby girl who answers to the name of *Mary Ann*; *Tom O'Connor*, who named his newcomer *Maurice*; *George Streich*, who welcomed a girl; and ditto for the *Leonard Stanishes*.

Wasn't easy saying good-bye to *Anton Drasites*, (Blacksmith Shop), *August Kraujalis* (Woodmill), and *Steven Panczyszyn* (Upholster), who all called it a day on October 31, 1951, and decided to stop punching a time clock and begin a life of leisure.

We heard from *Pvt. Ralph Roter*, (formerly of the office) and he sure is enjoying Germany which pleases us very much.

Le Roy Goering and *Clarence Penberthy* resumed working at the South Shops after an absence of a year, which time was spent at the West Shops.

Tom Sattler (Frog Shop) was burnt very badly last August when a switch box exploded, and he spent a couple months in the hospital. The other day we were very happy to hear that Tom had been given an OK by the doctor to return to work.

Frank DeWitt (Office) is very busy week-ends—he and his mother are house hunting. We're looking forward to that house-warming party when they're finally settled.

Thomas Reidy (Miscellaneous) left his friends and co-workers be-

hind on October 29, for a new life in Uncle Sam's Navy.

Best wishes for a speedy recovery are being sent to *Hattie Huard* (Printing department), who has been off sick for several months.

Watchman Harold W. Stedman, 78th street Yards, announced recently that his wife gave birth to a baby girl, *Diane Patricia*, on October 13. Diane weighed in at 7½ pounds.

—ANNE McCREA
and JUSTINE JANASEK

Such Talent Should Be on TV

77TH—*Motorman Patrick Looney* has accomplished the great feat of wiggling his ears and nose simultaneously. Joe Smith, bottom man on this column, can wiggle one ear at a time or both at the same time, but he never thought of wiggling his nose along with them.

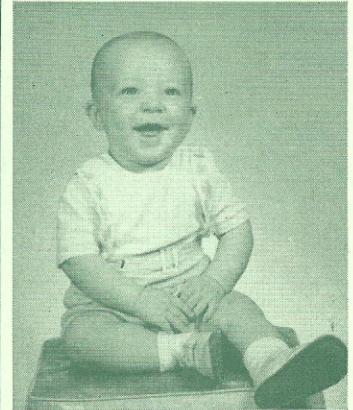
Motorman Scotty Mitchell, along with two friends, *John Devlin* and *John Keating*, visited Washington, D. C., while *Princess Elizabeth* of England was in the country.

Motorman George Hillebrand is the proud grandfather of a baby girl, *Ellen Marie*, whose father is his son, *Sgt. George Hillebrand*.

Mrs. Roscoe Wakefield, wife of *Switchboard Operator Roscoe Wakefield*, was again in Columbus Hospital at Urbana, Ill., and underwent two operations on November 4. She is coming along as well as can be expected, inasmuch as both operations were major and convalescence is slow. We wish her the best and speediest recovery possible.

Janitor Tom Thorton is recovering from an automobile accident

SMILE PAYS OFF



THIS little guy with the winning smile is *Jeffery John*, 9-month old son of Mr. and Mrs. *John Jankus*, who was the winner of a \$25.00 Savings Bond as the "Baby of the Month" at a photographic studio in Roseland. His father is stock clerk at South Shops.

Reported by *Jean O'Neill*

that happened during the early part of November,

Tom Spencer, son of *Conductor Claude Spencer*, has been attending to the Korean situation for the past six months, and *Motorman Peter Remy's* son, *Don*, left on October 29 to help him. Good luck and speedy return to them.

We don't wish to snitch on *Stitch, John Stitch*, that is, but the reason for his acquiring a certain piece of cheese cake was because he was nosy and looked into *Neil Kinnish's* lunch can, saw a piece of cheese cake and solicited same. Solicitation was honored with cheese cake.

Lt. James Cahill, son of *Bus Operator Paddy Cahill*, flew from Indianapolis, Indiana, and was married to *Miss Mary Helen Cortilet* at St. Thomas the Apostle Church, on Sunday, November 4. It was a big wedding with all the trimmings and a reception in the South Shore Hotel. The newlyweds had their honeymoon in Florida.

Mr. and Mrs. *Jesse Rodriguez* have a new baby girl, named *Kathleen Jo*. This little girl makes three for the Rodriguez family.

—WILBUR JENSEN
and JOE SMITH

GENERAL FOREMAN RETIRES



AMONG the employes retiring from CTA service during the month of November was **General Foreman Ralph Tadevich**, Way & Structures, Surface Division. He was presented with a wrist watch and lighter by co-workers shown with him. Tadevich started his transportation career in 1907 and remained until 1918, when he resigned. In 1921 he was re-employed and in March, 1946, was named general foreman. A son, **Stanley**, is also a CTA employe, working as a stockroom clerk at West Shops.

New Quarters

TRANSPORTATION AND INSURANCE—Well, here we are, ensconced at 2660 North Clark Street—Transportation and Insurance on the 2nd floor, the Medical department on the first floor—all as comfy as bugs in a rug.

Temporarily gracing the Transportation department we have **Thomas Shanahan**, a supervisor from Central District, and **Wm. L. Kennedy**, transfer instructor. Bill is a very popular person. He lives west, drives his car to work, and picks up the West Side girls who work at 2660 N. Clark. **Howard H. Perry**, who for 11 years was a trolley pilot out of Armitage, has transferred to transportation as a clerk. Howard held the distinct honor of being No. 1 selective service man "chosen" from Armitage in World War II.

Rose Sirt has resigned her position to give her undivided attention to homemaking. **Ida Lee Heaney**, our "hello" girl, wishes to introduce **Master Fred Warren**, who made his worldly debut November 10, weighing in at eight pounds, eight and one-half ounces.

Another **Fahey**, cousin of **Rose Fahey** and **Anne Cyr**, has joined

the ranks of CTA. **Kay** is in the Pension department. Just previous to her employment, Kay toured Europe for three months, visiting almost every country over there, lingering just a bit longer to drink in the beauty and romance of the Irish Isle—beauty so far as the Lakes of Killarney are concerned, and romance, "well, much can be said about those stouthearted sons of St. Patrick," sez Kay.

There is no special time of year for hayrack parties—so the girls in the Insurance department proved when they gathered at Stalfords Stables in LaGrange a few nights ago, and went for a delightful ride. Even tho the horses wore overcoats and the wagon was a covered affair, 'twas a rare evening in June so far as the girls were concerned. Along with **Nancy Eustace**, **Arlene Fethke**, **Charlotte Koseck**, **Kae Fahey**, and **Wilma Stancich**, went **Dr. Mosny** and **Ed Donahue**. After refreshments, the gals and boys square-danced the rest of the evening away.

Terry Focht is looking forward to the next election with a great deal of interest—she has reached her twenty-first birthday and will cast the first vote of her career.

Nancy Eustace's vacation could not have had more of a Gay Paree touch, had she spent it on the French Riviera. The Dude Ranch Remuda in Wickenburg, Arizona, where Nancy vacationed, was but a mite removed from Williams Field where six French soldiers were stationed, sent from Paris on a special assignment. Nancy is now practically able to speak French, and in return, those French boys will return to Paris with a perfect knowledge of the square dance.

Our Angel of Mercy, **Marge Robandt**, who for many years brightened the homes of employes on the sick list, has retired to await the arrival of a very important person.

—JULIE PRINDERVILLE

Windy City Loses Another to Florida

SKOKIE—**Blacksmith Helper Martin Soderberg** retired from service the 1st of December. He intends to sell his home here in Austin and move to Florida, where, as a hobby, he will have a little wagon shop to toy around with. Best wishes and congratulations to him. Martin was employed with the "L" since July, 1935.

Welcome to Skokie shops to: **Blacksmith John Franczak**, who came here from Wilson avenue shop; **Machinist Ray Laskowski**, who came here from the West Shops; **Machinist Walter Lesner** and **Welder Daniel Scully**, both from the West Shops.

"Rex," our watchdog at Skokie, tore loose from his chain and off he went painting everything red, but a few days later he returned with an injured shoulder and had to be hospitalized.

Machinist Paul Ehmke spent a few days with his son, who is in the U. S. Air Force stationed in St. Petersburg, Florida.

Mrs. John Foley, sister of **Machinist Nello Paolicchi** and who also resides with him, won a brand new, completely equipped Ford Victoria. Nello had to plead with his sister to buy the 25c ticket that won the Ford for her.

Machinist Foreman Auggie Feindenegen celebrated his birthday on November 20. He wouldn't tell his

NEWLYWEDS



SOLEMN High Mass, sung by his brother, the **Rev. Thomas F. Cannon**, united **John E. Cannon**, Accounting, and **Mary Helen McDonnell** in Matrimony at St. Bernard's Church on October 27. After a reception at the Tudor Tea Room for 150 guests, John and his bride motored to Miami Beach, Florida. They are now at home in their new house in Park Forest, and commuter John is becoming quite adept at reading train schedules.

Reported by **Helen A. Lowe**

age. To make sure however, we will say that he was just 39 years old.

A Thanksgiving Eve baby was born to **Mr. and Mrs. Frank Knight**. **Estelle** joined the Knight family on November 21, and weighed exactly eight pounds, five ounces. Frank is a scrubber here at Skokie. —DAVE GURWICH

They Must Have Won on "Turkeys"

WEST SHOPS—Recently 14 of our West Shops and Bus Overhaul bowlers were winners of turkeys for high series. **Eleanor Meyer** for the girl's teams; **E. Druggan**, **E. Blake**, **J. Lidzinski**, **D. Bongie** and **P. Clancy** for the Men's teams of West Shops; **T. Gibson, Jr.**, **H. Stuvee**, **T. Lullo**, **O. Schmidt**, **G. Vikeras**, **P. Lowenstrom**, **B. Lukes** and **C. Greco** for Bus Overhaul. It's the Gay Jokers in first place for the Girls, Paint Shop for the Men, and Team No. 5 for Bus Overhaul. **Betty Smith** holds high individual

average and R. Lazzeroni and Bill Woss are doing the same in their respective leagues.

Jerry Vondras was one of the three lucky people to win a turkey on the Bowling League turkey raffle.

We are happy to welcome two new employees, Vivian Woith and Pat Cagney . . . but sorry to lose Joe Tunzi to Grand and Leavitt.

Ray Evans recently left us to join his Uncle Sam. . . Pvt. Stanley Kaminski flew in from Pennsylvania and paid us a visit.

Mr. and Mrs. Thomas Lindsay Walker celebrated their 25th wedding anniversary with an open house for 250 guests.

On Saturday, November 3, Chuck Karnick played host to fifteen of our West Shops boys and girls. Everyone reports a "Whooper-do" of an evening.

Congratulations to Mr. and Mrs. Thomas Gilleran on the birth of Elizabeth Margaret, who arrived on November 11.

Pensioner Eddie Evans reports he is now enjoying himself in Miami, Florida.

—CATHERINE HOLTON

A HUSBAND NOW



THE smiling face shown here belongs to Statementman Howard Clark, Accident Investigation, who was married November 10, to the former Patricia Lang at Sacred Heart Church. A reception was held for 250 guests at Viking Hall.

Reported by G & M

PICTURE OF THE MONTH



"HAVE I gained or lost?" seems to be the question in the mind of Elmer Rea Stevens, four months old son of Yard Foreman Elmer Stevens, 63rd and Loomis streets. This striking photograph of young Elmer was made by Motorman Alfred Grabe, Southside.

EACH month CTA TRANSIT NEWS will select the "Picture of the Month" for publication in the Inside News section of the magazine. Selection of the photograph will be made from those submitted by CTA employees. Any type of picture may be submitted, including scenic, action, portrait and still life. Entries should be given to your departmental reporter, or sent direct to the CTA TRANSIT NEWS, Attention: Photo Editor, Room A-1125, 175 W. Jackson Blvd., Chicago 90, Illinois. Be sure to include the story relating to the picture and the full names of individuals in the picture.

IF YOU KNOW of a CTA employe who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room A-1125, 175 W. Jackson Blvd., Chicago 90, Ill.

* * *

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

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)

Cards and Flowers Cheer Sick Agent

WESTSIDE (MET.) — Agent Margaret Verchure wishes to thank her co-workers for the many cards she received and also the Pensioner's Club for the beautiful plant sent to her in the hospital. Margaret is in St. Anthony's Hospital and is doing very nicely.

Conductor Gene O'Connell spent his vacation in Beloit, Wisconsin, with his daughter, Josephine, who was one of our former agents. Gene says she is very happy and has two lovely daughters. She says "hello" to all the girls.

We are glad to hear that Agent Lill O'Connell is home from the hospital and that she wasn't hurt too seriously. Lill had the misfortune of having a light shade fall on her head from the top of the booth.

Our sympathy is extended to the family of Pensioner Mary Dominick, and to Agent Ann Fay in the loss of her brother.

—KITTY KEEGAN
and RUTH HANSON

TRANSITAD

Newly furnished master bedroom and adjoining sitting room available for single man or couple. Location 74th & Peoria St. Phone J. Bowen, Aberdeen 4-0099.

MEXICO VACATION



THE beauty and charm of Taxco, one of Mexico's most picturesque colonial resort towns, was recently enjoyed by Agent Mary Dye, Loop. Mary also found time to visit Monterrey and Mexico City during her vacation.

Reported by Edith Edbrooke

RECENT DEATHS AMONG EMPLOYEES

EDWARD AKER, 71, retired conductor, Lawndale. Died 10-31-51. Employed 11-23-21.

JOSEPH BAKUTIS, 73, retired watchman, 77th Shops. Died 10-27-51. Employed 5-30-20.

JAMES BELL, 74, retired motorman, 77th. Died 11-10-51. Employed 6-26-05.

JOHN BRYSON, 49, retired conductor, Kedzie. Died 10-21-51. Employed 7-29-25.

ORE COBB, 62, conductor, 77th. Died 11-7-51. Employed 5-7-14.

JOHN CONNOR, 82, retired car repairman, Archer. Died 10-17-51. Employed 2-26-04.

CHARLES J. CUNNINGHAM, 70, retired carpenter, Skokie. Died 11-6-51. Employed 1-21-37.

CLARE R. DANHOUR, 54, retired clerk, 77th. Died 9-22-51. Employed 4-27-25.

ARTIMES L. DAVIS, 75, retired janitor, Blue Island. Died 10-31-51. Employed 12-16-07.

CHARLES DIVER, 71, retired motorman, Lincoln. Died 9-23-51. Employed 4-25-10.

DAVID A. DURKIN, 70, retired conductor, Cottage Grove. Died 10-8-51. Employed 12-11-17.

BERT EVANS, 66, conductor, Southside. Died 11-10-51. Employed 10-31-44.

ROBERT F. FINNEY, 75, retired motorman, Lincoln. Died 10-13-51. Employed 3-1-09.

MICHAEL FLICK, 79, retired conductor, Noble. Died 11-9-51. Employed 3-2-06.

JOHN J. GARRITY, 81, retired guard, Southside. Died 10-30-51. Employed 2-28-22.

OTTO GOETZ, 63, flagman, Westside. Died 11-10-51. Employed 3-28-23.

ARCHIBALD GRAHAM, 57, Accident Investigation. Died 10-31-51. Employed 2-3-18.

PATRICK GRANT, 71, retired motorman, Lincoln. Died 11-5-51. Employed 10-12-12.

GERALD J. GROSS, 46, conductor, Armitage. Died 10-30-51. Employed 3-6-43.

JAMES C. HARDCASTLE, 47, conductor, Southside. Died 11-15-51. Employed 9-16-46.

WILLIAM HARDERS, 79, retired watchman, South Shops. Died 9-30-51. Employed 12-11-18.

NORMAN L. HEDGE, 50, motorman, Devon. Died 10-27-51. Employed 6-30-43.

ARTHUR H. HEDRICK, 68, retired iron Worker, Way and Structures. Died 11-8-51. Employed 10-9-42.

CHARLES HODUR, 71, retired painter, Road. Died 10-12-51. Employed 6-5-04.

JOHN KERSTEN, 64, motorman, 77th. Died 10-23-51. Employed 3-24-24.

JOHN F. KOTOWICZ, 63, retired motorman, Lincoln. Died 10-2-51. Employed 9-25-18.

LEWIS LARSON, 87, retired conductor, Devon. Died 11-6-51. Employed 7-25-02.

CARL LINDQUIST, 72, retired foreman, Northside. Died 9-8-51. Employed 8-12-08.

AUGUST H. MARKLUND, 70, retired motorman, 77th. Died 10-28-51. Employed 10-4-26.

PATRICK F. McLAUGHLIN, 49, retired trainman, Northside. Died 10-19-51. Employed 12-27-27.

JOHN C. NOTHHELPER, 58, retired extra guard, Northside. Died 11-7-51. Employed 10-7-16.

MICHAEL O'CONNOR, 76, retired motorman, 77th. Died 10-26-51. Employed 8-4-04.

THOMAS J. PATTERSON, 72, retired conductor, 77th. Died 10-12-51. Employed 1-9-20.

WILLIAM PETERS, 53, retired conductor, North. Died 10-17-51. Employed 1-23-20.

THOMAS PIERCE, 70, retired conductor, Kedzie. Died 11-7-51. Employed 3-19-04.

DAVID T. ROBB, 65, retired motorman, 77th. Died 11-5-51. Employed 12-22-20.

STEVE T. RUSEV, 55, retired watchman, Building. Died 10-18-51. Employed 10-28-30.

NIKOLAS SCHAEFFER, 76, retired crossing watchman, Lake Street. Died 10-18-51. Employed 12-16-22.

OTMAR O. SCHMUTZER, 66, retired conductor, Westside. Died 10-6-51. Employed 2-27-27.

EMIL C. SCHWICHTENBERG, 62, retired trainman, Westside. Died 11-5-51. Employed 5-6-07.

ROBERT SCOTT, 72, retired motorman, Lincoln. Died 10-31-51. Employed 7-7-21.

FRED W. SPIERING, 73, retired motorman, Limits. Died 11-12-51. Employed 6-28-01.

VINCENT SWOBODA, 80, retired gateman, Westside. Died 11-2-51. Employed 4-19-16.

EMIL M. P. VARBELOW, 67, retired motorman, Cottage Grove. Died 10-28-51. Employed 3-9-05.

PATRICK C. VAUGHN, 50, retired motorman, Cottage Grove. Died 11-8-51. Employed 7-24-29.

THOMAS R. WEAVER, 73, retired conductor, Lincoln. Died 10-23-51. Employed 4-20-07.

HARRY WELLMAN, 70, retired motorman, Cottage Grove. Died 10-22-51. Employed 3-23-05.

ANTHONY WERNER, 43, conductor, Devon. Died 11-16-51. Employed 1-4-36.

NED T. WOJCIECHOWSKI, 67, retired motorman, Kedzie. Died 10-15-51. Employed 9-7-09.



NEW CTA LEGION POST ELECTS OFFICERS

ELECTION of officers for the newly created Chicago Transit Authority Post No. 1216 of the American Legion was held Tuesday, November 20, at 221 West Madison street. Named as the first Commander of the new post was *James T. Carney* (above) second from left, seated. Others elected to serve with him for the ensuing year were, seated, left to right, *Carl Neissner*, Senior Vice Commander; and *Edward Joyce* and *James Kehoe*, Junior Vice Commanders. Back row, left to right, *Robert Buerger*, Sergeant-at-Arms; *John Ferris*, Chaplain; and *Harrison Wilson*, Finance Officer. Elected to the Board of Directors of the post were, (below) front, left to right, *Rene Primeau*, *Joseph Gurga*, *John Cushing*, *George Apfel* and *Frederick Stout*. Rear, left to right, *William Allen* and *H. Mills*. Also elected to the Board of Directors, but not shown, were *E. A. Imhoff*, *Otto Malinowski* and *John J. Dwyer*.



DURING recent weeks, several major service changes have been made by Chicago Transit Authority. A summary of these changes is reprinted here for the benefit of CTA employees.

DOUGLAS PARK "L" BRANCH

ESTABLISHMENT of skip-stop express service on the Douglas Park "L" branch became effective on Sunday, December 9.

During rush hours, Mondays through Fridays, "A" and "B" express trains operate on the section of the route between 54th avenue and the Loop. There are no local trains during those periods. In the evening and night hours on weekdays, and all day Saturdays, Sundays and holidays, trains make all stops. During midday hours on weekdays, all Douglas Park trains stop at all regular stations, except Racine and Halsted.

Under the new arrangement, 7 stations formerly served by Douglas Park "L" trains have been closed. These are Kenton, Lawndale, Drake, Homan, 14th Place, Laflin, and Wells street terminal.

A new station has been established at Central Park avenue to serve passengers of the closed Drake and Lawndale stations, and to provide a convenient transfer connection with CTA buses on Central Park and Ogden avenue.

Three little-used stations — Douglas Park, Wood and Roosevelt — have been retained as "partial service" stops. Entrance to these stations is made through special turnstiles operated only by Rapid Transit system adult tokens.

Placing of four new streamlined rapid transit cars on the Douglas Park "L" branch on November 23 marked the start of equipment modernization on the third of CTA's rapid transit routes. A total of 32 of these modern all-metal units are being assigned to this "L" branch.

GARFIELD PARK "L" BRANCH

SERVICE revisions on the Garfield Park "L" route, effective December 9, provide for a western terminal for rail service at Desplaines avenue in Forest Park, Mondays through Saturdays, and at Laramie avenue on Sundays and holidays. Buses have been substituted for rail service on the west end of this line.

"A" and "B" all-express trains operate between Desplaines avenue and the Loop during rush hours, Mondays through Fridays. There are no local trains during those periods. At all other hours on weekdays, and all day Saturdays, Sundays and holidays, all trains make all stops.

On weekdays, buses operate north in Balmoral (in Westchester) from Canterbury street to Roosevelt road; east to Westchester Blvd.; north in Westchester Blvd. and Bellwood avenue to Madison street in Bellwood; east in Madison to Desplaines avenue, Forest Park; south to a connection with the Garfield Park "L", returning to the terminal in Westchester over the same route.

On Sundays and holidays, two new bus routes provide service in the city and suburban areas west of Laramie avenue. Both lines connect with the Lake street "L", one at Marion street station and the other at Central avenue. The lines operate over the following routes:

Route No. 1—Beginning at a terminal at Westchester Blvd. and Roosevelt road in Westchester; north in Westchester Blvd. and Bellwood avenue to Madison street in Bellwood; east to Harlem avenue in Oak Park; north to a connection with the Marion street station of the Lake street "L"; west in Circle avenue to Franklin; west in Franklin to Desplaines; south in Desplaines to Madison street; returning to Westchester over the inbound route.

Route No. 2—Beginning at Jackson Blvd. and Desplaines avenue, Forest Park; thence north in Desplaines to Madison; west to Jackson; south and east in Jackson to Harlem; south in Harlem to Harrison, east in Harrison to Austin, through Columbus Park to Harrison and Canal, north to a connection with the Lake street "L" at Central avenue, returning to Forest Park terminal over the inbound route.

LOOP REROUTINGS

ESTABLISHMENT of new routings for CTA streetcar and bus lines operating in the central business district became effective November 10, when the City of Chicago inaugurated its downtown system of east-west, one-way streets.

Lines rerouted under the new plan

are Canal-Wacker, Lake street, Ogden-Randolph, Milwaukee avenue, Madison street, and Harrison-Adams. Also affected were the following downtown bus routes which serve the various railroad depots during morning rush hours on weekdays: Archer, Clybourn, Harrison-Adams and Taylor-Merchandise Mart (also operates in p.m. rush).

Under the city's new, one-way street system, Randolph, Madison and Adams now function as westbound streets, and Washington and Monroe as eastbound streets.

CICERO AVENUE

NEW trolley buses replaced streetcars on Cicero avenue on a daily schedule, effective November 25. Off-street terminals for Cicero buses are located at Pensacola avenue (4332 north) and at 24th place (2450 south) in the town of Cicero. Cicero avenue streetcars formerly terminated at those points. Service on this route is provided by new 49-passenger trolley buses, with a total of 47 of these vehicles assigned to replace the one-man streetcars.

HALSTED STREET

ON November 25, modern motor buses were substituted for streetcars on Halsted street on weekends and holidays. The buses follow the same route as regular Halsted streetcars with terminals at 79th street (7900 south) and Broadway (3700 north). Buses also provide service on the Halsted-Downtown route which operates on Saturdays only between 79th-Halsted and Clark-Illinois. A total of 69 buses have replaced 62 streetcars on Saturdays, and 50 buses have replaced 41 streetcars on Sundays, permitting a greater frequency of service than was formerly provided on Halsted street on weekends and holidays.

N. KIMBALL BUS ROUTE

AN experimental rerouting of service on the North Kimball avenue bus route to serve a new shopping area was recently inaugurated by Chicago Transit Authority. The North Kimball bus route, which formerly terminated at Kedzie and Peterson avenues, is now being rerouted to a new off-street terminal in the vicinity of Kimball and Lincoln avenues to provide service to the new Lincoln Village commercial and shopping center.

TRANSIT IN THE NEWS



THOUSANDS of children from throughout the city and suburbs were on hand recently to celebrate the arrival of Santa Claus and his reindeer for the 1951 Christmas season. The huge toyland parade, which has become an annual event for local youngsters, turned Chicago's famous State street into a fairy wonderland for old and young alike. Because of the parade, seven CTA surface routes operating on State street were rerouted for one hour and ten minutes, after which regular service was restored.

CTA OFFICES MOVE TO NEW LOCATIONS

IN recent weeks, a large majority of CTA offices have moved to temporary locations pending the availability of space leased in the Merchandise Mart Building where all general offices will eventually be located.

Under the present arrangement, offices formerly in the building at 79 West Monroe street are now at the following locations: Chief Engineer, 1165 N. Clark street, SUPERIOR 7-1550; Electrical, 4430 Broadway, LONGBEACH 1-5210; General Storekeeper, 111 W. Jackson Blvd., HARRISON 7-4500; Insurance and Medical, 2660 N. Clark street, BUENA 1-8820 and GRACELAND 7-4054; Legal, 600 Washington blvd., STATE 2-9250; Public Information (Advertising and Employee Magazine), 175 W. Jackson blvd., HARRISON 7-4500; Schedule and Traffic, Merchandise Mart, 222 N. Bank drive, MOHAWK, 4-6840; Staff Engineer, 358 S. Kedzie avenue, KEDZIE 3-2393; Traffic Engineer, Merchandise Mart, 222 N.

Bank drive, MOHAWK, 4-6840; Transportation, 2660 N. Clark street, GRACELAND 7-3809.

In the Insurance Exchange building, 175 W. Jackson blvd., the offices that have moved to new locations within the building (with their new room numbers) are as follows: Chairman of the Board, A-609; Members of the Board, A-612; General Manager, A-605; Executive Assistant to General Manager, A-644; Management Assistant, A-610; Statistical Assistant to General Manager, A-545; Transit Engineer, A-610; Assistant Secretary of the Board, 1515; Comptroller, A-601; Budget, A-517; Internal Auditor, A-559; Office Services, A-609; Acting Treasurer, A-530; Purchasing, A-640; Director of Public Information, A-604. The Charter Service, Commercial and Service sections of the Public Information department are now located in Room 1515 of the Insurance Exchange. The telephone number for offices in this building is HARRISON 7-4500.



TURKEY ON THE HOUSE

ALTHOUGH Thanksgiving Day meant work to many CTA employees, those who were located in the vicinity of Kimball and Lawrence avenues were still able to get a turkey dinner—and free, too. *H. S. Fischhoff*, the proprietor of a drug store and lunch room at 3401 W. Lawrence avenue, offered free dinners to any CTA employee at Kimball Terminal who had to work on Thanksgiving Day. At the end of the holiday he had served 52 dinners to CTA shopmen, office employees, conductors and trainmen. Among those who enjoyed the meal were, left to right, front booth, *Supervisor R. W. Meisner*, *Conductor J. Pascento*, and *Supervisor Matt Bernarely*. In the rear booth, left to right, are *Repairman Mike Felton*, *Repairman Francis Fawcett*, *Motorman J. P. Golden*, and *Conductor W. Paney*.



HOMECOMING QUEEN

QUEEN of the recent 42nd annual homecoming at the University of Illinois was *Clarice C. Davis*, 19, daughter of CTA Conductor *Clarence R. Davis*, Cottage Grove. Placing the crown on her head is *Chuck Studley*, captain of the Illini football team. Clarice, a senior in the school of Liberal Arts and Sciences, was named queen in a general student election.

"TEN MILLION WHEELS"

"TEN MILLION WHEELS," a seven program series of drama-documentaries surveying the entire traffic problem in the Chicago area, is now being heard on radio station WMAQ, Saturdays, from 6:30 to 7:00 p.m.

Cooperating with the Citizens Traffic Safety Board in spotlighting the city's critical traffic troubles are the Chicago Transit Authority, National Safety Council and Northwestern University's Traffic Institute.

The first broadcast was an introduction to the Chicago situation as part of a national picture of increasing congestion on streets and highways with its resulting costs in human life, property, time and money. Other programs in the series point up in more detail Chicago's particular problem of congestion, parking, the driver, law enforcement, the role of the pedestrian in traffic control, and a summary of the problem and suggested remedies.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF OCTOBER 1951 AND 1950, TEN MONTHS AND TWELVE MONTHS ENDED
OCTOBER 31, 1951

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

	Month of October 1951	Month of October 1950	Period Ended Oct. 31, 1951 10 Months	Period Ended Oct. 31, 1950 12 Months
Revenues	\$10,005,743	\$ 9,788,639	\$93,091,168	\$112,584,387
Operation and Maintenance Expenses	8,694,903	8,472,051	82,757,642	100,662,065
	1,310,840	1,316,588	10,333,526	11,922,322
Debt Service Requirements:				
Interest Charges	318,003	318,003	3,180,243	3,816,250
Deposit to Series of 1947 Bond Reserve (Note 1)	107,000	107,000	1,070,000	1,284,000
	425,003	425,003	4,250,243	5,100,250
Balance before Depreciation	885,837	891,585	6,083,283	6,822,072
Provision for Depreciation—Current Period	625,000	541,667	6,250,000	7,333,333
Balance (Deficit) (Note 2)	\$ 260,837	\$ 349,918	\$ 166,717 *	\$ 511,261 *

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) 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. Monthly deposits not exceeding \$75,000 are to be made to the Operating Expense Reserve Fund in any month 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 and Operating Expense Reserve Fund.

* Red Figures

PASSENGER STATISTICS

Total Revenue Passengers	61,661,216	67,038,075	615,773,507	748,404,067
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM

November 19, 1951

1950 Orders—

	Delivered To Date	Remaining To Be Delivered
Propane Buses	551	—
Trolley Buses	138	211
El-Subway Cars	198	2
	887	213
Delivered under previous orders	1,714	—
	2,601	—

What's Your SCORE?

BOWLING is one of the most popular winter-time sports among CTA employees. At present, there are over 90 teams participating in various CTA leagues around the system. Recognizing this vast interest in bowling, CTA TRANSIT NEWS presents the first of two articles on how to improve your bowling. They were prepared under the supervision of Radio's Tenpin Tattler, a veteran of 21 years in this sport, and a keen student of proper bowling form.

If you don't find the answers to your bowling troubles in this article, the January issue of the magazine will conclude the series with a discussion of correct delivery and how to grip the ball.

Starting Stance

WHETHER you employ a four-step or a five-step approach, your starting stance should be taken at a point anywhere from 12 to 15 feet back from the foul line, depending on the number and length of your strides. Do not use a three-step approach, for this places a strain on the right arm and usually results in a jerky, zig-zag approach and an inaccurate delivery.

The starting position should find the right foot placed slightly to the rear of the left one. Your shoulders should be squared to the pins, and your weight resting evenly on both feet. The weight of the ball should be on the left hand, the ball itself being held at waist level or thereabouts. Begin slowly and work up momentum gradually.

Timing, rhythm, and coordination are the secrets of bowling success. So start out right, timing the swing of the ball with the movement of your feet. As you step forward on the right foot (in a four-step delivery), put the ball in motion with a smooth pushaway forward and outward. You must be careful here not to lower the ball in a sudden jerk, lest you lose the correct rhythm. Proceed in the same manner for a five-step delivery, except start on the left foot and begin the pushaway motion on the second step instead of the first. The remaining steps duplicate those of the four-step style.

To develop a smooth approach, begin slowly, with a short, almost half-step on the first pace, taking a slightly longer stride on each succeeding step, and increasing the momentum accordingly. As a general rule, one should move at about the speed of a fast walk, the last step being a smooth glide that carries up to, but not across, the foul line. The ball is released at the slide's climax.



CORRECT starting stance finds the right elbow in close to the body, the ball held at waist level or thereabouts, and the right foot placed slightly to the rear of the left one.



AT the peak of the backswing, the ball should be at shoulder height or less, the body bent slightly forward, and the eyes directed straight ahead.

The approach should be made in a direct line with the pin or pins you are attempting to hit. Keep the body relaxed and the knees slightly bent throughout. Concentrate on timing, taking each step deliberately, with special care taken not to overthrow the backswing. Do not tighten your grip on the ball as you advance, but hold it easily and securely. Keep reminding yourself that the momentum of the ball produced by the backswing will be sufficient to topple the pins.

If your approach is orderly, you will be going up to the foul line with your body under perfect control, the ball will be swinging easily at the end of your outstretched arm, and enough room will have been left at the foul line to assure that you will not foul.

The Backswing

YOUR starting stance, your first and second steps, and the motion of the ball on those paces, are all simply a build-up for the backswing, which in turn is merely a build-up for the delivery or release. Your first two steps, if taken slowly and smoothly with a slight increase in speed on the second stride, should bring you up to the backswing in good style. Why, then, do you go wrong?

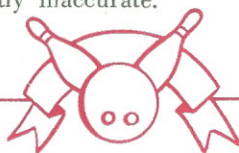
The attempt to throw a faster ball is generally the answer. As a result of this sudden speed-up, you overthrow the backswing, causing the body to sway from one side to the other, your steps to zig-zag, and the delivery to be jerky and consequently inaccurate.

Backswings vary with individuals, but as a general rule the ball should be taken back no higher than the shoulder. At shoulder height, you have built up sufficient momentum for the downswing and delivery without the tendency toward excessive speed.

As most of us know, the object of the game is not to overpower the pins but to contact and "mix" them. Pins hit by a speedball are often driven from the lane in an upright position, causing them to miss or go between other pins without contacting them. A slower ball will spin the pins and make them move while in a horizontal or semi-horizontal position, thereby giving you, in effect, two shots at each pin because either the tops or the bottoms of the moving pins may contact other standing sticks.

Relaxation should be the keynote of your game, and especially at the peak of the backswing. Don't try to make the backswing a separate project in itself. It is only a component part of the entire process.

At the backswing's peak, the body should be bent slightly forward, the left arm set out slightly from the body for balance, and the knees bent a bit for easy, smooth motion. The eyes are directed straight forward. Take the ball straight back—do not swing it around behind your back sidearm fashion or your body will no longer be facing your object. Remember that the ball will traverse the same arc on the downswing as it traced on the backswing.



WHAT DO YOU REMEMBER MOST VIVIDLY ABOUT CHRISTMAS IN YOUR EARLY CHILDHOOD?

Inquiring Reporters: Wilbur Jensen and Joe Smith

Location: 77th



WILBUR JENSEN



SCOTT BROWNLOW, Bus Operator, is interviewed by Joe Smith:

"After we children went to bed, the older members of the family put up the Christmas tree and decorated it. On Christmas morning, when we got out of bed, it was all ready and we truly believed that Santa Claus had done the job."



WALTER JUGIN, Bus Operator:

"When I was a boy my family always had a mid-night supper on Christmas Eve. I shall always remember the Nativity scene in the very center of the table: the Holy Infant, Mary and Joseph, the animals, and the adoring shepherds all placed on real hay."



THOMAS NOLAN, Conductor:

"My parents always provided something exceptional for Christmas. Looking forward to Christmas morning was always a pleasure. Gifts like a sled with steel runners made a real impression upon me. In those good old days the snow came early and remained until spring."

HARRY BARRY, Bus Operator:

"The sight of presents under the tree, wrapped in colored and white tissue paper, dotted with bright seals, and tied with green, gold and red ribbon impressed me most from the time I can first remember Christmas."



WALLY OSE, Motorman:

"I'm not sure just how old I was at the time, but my eyes were taken by a little witch and a little stork with baskets on their backs, filled with candy. They impressed me so much that I still have them saved from that Christmas of years ago."





SHOWN presenting the bronze safety award of the American Transit Association to Blue Island Station Superintendent T. F. Screen, is Charles Smith, Supervisor of Accident Prevention for CTA. Blue Island is one of seven CTA units to win this award thus far in 1951.

SAFETY AWARDS WON BY CTA UNITS

EIGHT bronze certificates were recently awarded to units of Chicago Transit Authority by the American Transit Association for outstanding safety records. The certificates are given to units that have completed 250,000 consecutive man-hours without a lost-time accident.

In the Surface division, the winners were Devon and Blue Island stations, the Equipment Department Carhouses, and the entire Transportation department. The Metropolitan section of the Rapid Transit division won two awards and the Transportation section of the Rapid Transit received one. The CTA Transportation department, which includes the "L" and Surface divisions, also won a certificate.

Since January 1, 1948, the American Transit Association has been offering awards to transit companies having exceptional employee safety experience. All CTA operating departments are eligible to work for the awards and compete only with their own safety records, not with each other. A bronze certificate is awarded for 250,000 consecutive man-hours without a lost-time accident, a silver certificate for 500,000 consecutive man-hours, and a gold certificate for 1,000,000 consecutive man-hours.

During the time the awards have been offered, Chicago Transit Authority units have won ten other bronze certificates and one silver award. In 1950, the Archer station of the surface division was recipient of the silver award when it completed 500,000 consecutive man-hours without a lost time accident.

In winning their award, 12,262 employees of the Surface and Rapid Transit divisions of the Transportation department completed three successive days, or 274,288 hours, without a lost time accident. According to an ATA spokesman, it is unusual to find such a large number of employees working together for three days without a disabling injury.



THE bronze safety award won by the Equipment department Carhouses of CTA.

HOW eight CTA units won safety awards from the American Transit Association is shown here.

Surface Division

Group	No. of Days	No. of Employees	No. of Hrs. Worked
Transportation	6	9,139	420,408
Devon	113	689	443,716
Blue Island	214	273	333,840
Equipment department Carhouses	65	724	268,748

Rapid Transit Division

Transportation	14	3,145	251,600
Metropolitan Transportation....	42	1,556	373,440
Metropolitan Transportation....	35	1,556	311,200

Surface and Rapid Transit Division

Transportation	3	12,262	274,288
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TO THE Ladies ... from JOAN

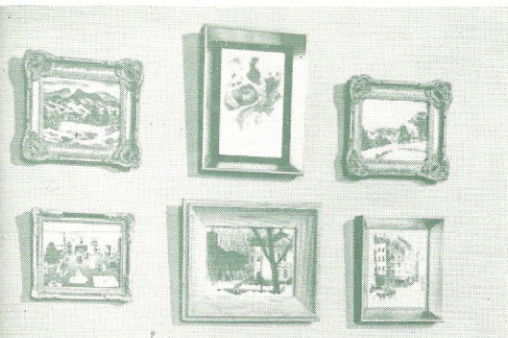
The Christmas Tree

THE tradition of the Christmas tree is an old and treasured one. Primitive man is known to have worshipped trees and, in the 10th century, legend has it that the trees all bloomed and bore fruit the night of Christ's birth.

There is also a story told of how Luther, coming home on Christmas Eve, was so enthralled by the wonder and beauty of the starlit sky that he set up a tree for his children, with winking candles to match the twinkling heavens. This could well have been the first time that decorations were placed on the Christmas tree.

In our present day, one of the happy occasions of the holiday season is decorating the tree with lights, ornaments, greeting cards, imitation snow, strings of cranberries or popcorn, etc. The Christmas tree, with these colorful and varied decorations, is just another of the many ways we observe the joyful season of Christmas.

Collector's Items



LOOK at the paintings on the Christmas cards you send and receive—you'll find famous names and some of the best contemporary art. Not every American can visit the great art galleries and few can afford to purchase original paintings for their homes. But almost everyone can collect fine art on Christmas cards—"the art gallery of all the people"—as it has been termed. Framed Christmas cards, from the fine art reproductions so popular on cards, are widely used in home decoration. And the most popular American artist at Christmas is 90-year-old Grandma Moses, the sprightly New York State farm



wife and great-grandmother who began painting at the age of 76. Grandma's works, depicting nostalgic rural scenes, appear annually on Christmas cards. She paints on a kitchen table, frequently keeping several canvases going at once.

Christmas Wrapping Can Be Fun



THE right materials, plus imagination, spell success for even the most amateur of gift wrappers. Here are some hints:

1. Short lengths of cellophane tape make neat corners and aid wrapping of odd-shaped gifts. Tight-sticking, the tape eliminates difficulty of holding ends while trying to tie a bow on a package.

2. Gay decorations can be attached to the package with cellophane tape by making a circle of the tape with the sticky side out and overlapping the tape's ends. To the outer side of the tape press bells, bows of ribbon, little figures or whatever you have.

3. Ribbon secured with tape need not be tied in knots or bows; much less ribbon need be used when sticking it to a package this way.

4. For a ribbon effect without the expense of ribbon use plain tape and figured paper together (as in the lower right hand box). The plain paper provides the illusion of ribbon, and uses up small pieces of left-over paper.

THE delightful Christmas tree garish around the ham is actually easy to make. Cut chilled cranberry sauce into $\frac{1}{4}$ inch slices. Cut out a paper tree pattern, and place on slice of sauce; carefully cut around pattern with point of knife. Place on Florida orange slice. Cream a small amount of milk with cream cheese; put through pastry tube onto trees in scallop pattern to resemble Christmas tree garlands.

Ham for Holiday Buffet

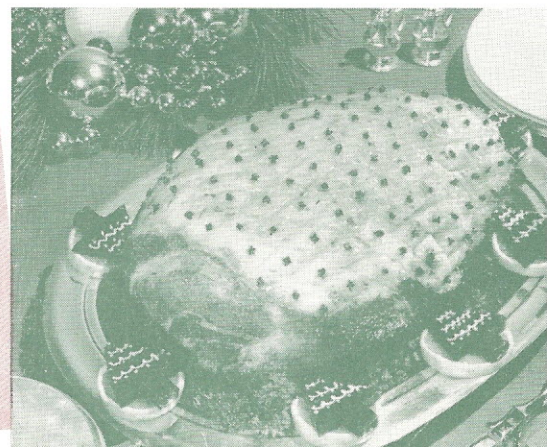
WHAT could be more delicious fare for a holiday buffet than a big, beautiful ham? And yet a ham takes little preparation time. There are several styles to choose from at the market. The "ready to eat" hams or baked hams are ready to serve cold, or they may be heated just enough to set the glaze you give them. To serve these hams hot, allow about 10 minutes baking per pound. Then there are the regular hams that are baked according to the following chart:

Oven Temperature—(300°F. to 325°F.
Thermometer Reading Minutes Per Pound

Ham, whole		
Uncooked,		
10-12 lbs.	160°	18-20
Ham, Half,		
Uncooked,		
6-8 lbs.	160°	22-25

Place ham fat side up on rack in open roasting pan. Do not add water. Do not cover. Do not baste. Bake in slow oven (325°F.). If you have a meat thermometer, insert it through outside fat into center of thickest part of ham so bulb does not rest on bone or fat.

To glaze a ham, any fruit juice, or syrup from canned fruit, can be thickened over heat with 2 teaspoons of flour, and a little sugar added, to make a shining, clear glaze for ham. Allow about $\frac{3}{4}$ cup of fruit juice. Just pour the thickened liquid over the ham and bake in a moderate oven (325°F.) for half an hour, or until the glaze is set. Many hostesses like to score the fat of a ham, and insert a whole clove in the center of each scored section. To prepare the ham for glazing, peel the rind from the ham with a sharp knife. Then cut diagonally across the fat of the ham at one inch intervals, and then diagonally in the opposite direction. This will make a diamond pattern in the ham to stud with cloves. The glaze is poured or spread over the fat, and then baked. Marmalade, or currant jelly, or a sweetening like molasses, honey or brown sugar, also makes a good glaze for ham.



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FOR YOU?

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FOR THE
CARS, PLEASE!

*Merry
Christmas!*

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