



TRANSIT NEWS

JANUARY, 1953

**IDEAS GIVE AMERICAN
ENTERPRISE ITS DRIVE...**

CHICAGO TRANSIT AUTHORITY

EMPLOYEE SUGGESTION FORM

Please do not write
on this space

No.

Date _____

Mr. Walter J. McCarter:

I suggest that _____

If you need more space on which to write or to submit a sketch, use a separate sheet of paper.

(PLEASE PRINT THE FOLLOWING INFORMATION CLEARLY)

Name _____

Department _____

Home Address _____

Click or Badge No. _____

BUSINESS REPLY ENVELOPE
First Class Permit No. 6809 Chicago, Ill. 60601 U.S. & C. Office

FORWARD
NO POSTAGE
NECESSARY
IF MAILED
IN THE UNITED STATES

MR. WALTER J. MCCARTER, General Manager, Chicago Transit Authority.

Please print the following information clearly:
 Name _____
 Address _____
 City or Office _____
 State _____
 Zip _____
 Telephone _____
 Fax _____
 E-mail _____
 Please print the following information clearly:
 Name _____
 Address _____
 City or Office _____
 State _____
 Zip _____
 Telephone _____
 Fax _____
 E-mail _____

MAIL YOUR SUGGESTION . . . TODAY!



Suggestions Earn \$420.00 For 26 Employees

SINCE THE system-wide employee suggestion plan began on October 8, through December 31, 1952, 26 CTA employees were awarded a total of \$420.00 for sending in useful ideas which could be adopted and put into effect by the Chicago Transit Authority.

During the same period of time a total of 776 suggestions were submitted, with 609 coming from the Transportation Department, 77 from Shops and Equipment, 13 from Electrical, 14 from Way and Structures and 63 from general office and miscellaneous smaller departments. In addition to the 26 awards already made to employees, many of the other suggestions submitted also have merit and it is quite likely that a good many more awards will be made after the ideas have been thoroughly analyzed and checked.

Award winners from the Shops and Equipment Department are: *A. M. Lang*, \$25; *P. Rechs*, \$5; *W. A. Szabelski*, \$5; *J. Ritrovato*, \$25; *F. Cirrincione*, \$25; *F. A. Disch*, \$10; *George Dallessandro*, \$5; *C. F. Petersen*, \$25; *K.W. Johnson*, \$10; *Charles Wrobel*, \$5; *R. J. McCabe*, \$10; *James E. McCoy*, \$35; and *Alger Yodual*, \$25.

Transportation employees who earned awards are: *Sam Santangelo*, \$50; *G. J. Jordan*, \$5; *C. J. Bachara*, \$5; *M. G. Meehan*, \$5; *H. A. Mitchell*, \$5; *Ed Draejer, Jr.*, \$5; *M. B. Hildbold*, \$5; and *Elmer Riedel*, \$5.

Other award winners are: *Wm. J. Connolly, Jr.*, Claim, \$5; *C. E. Evenson*, Accident Investigation, \$25; *Ralph B. Tonn*, Revenue Accounting, \$25; and *John Pilip* and *R. W. Witrock*, Signal, each \$12.50.

RED FEATHER AND RED CROSS DRIVE RESULTS

THE final figures for the 1952 Community Fund and Red Cross fund raising campaign were released during December.

A total of 11,642 signed pledge cards were received from employees with annual contributions amounting to \$79,467.60.

Employees specified on their cards that \$40,182.76 was intended for the Community Fund and \$20,639.64 for the Red Cross.

On pledges amounting to \$18,645.20 annually, no indication was given on the cards as to whether the contributions should go to the Community Fund or the Red Cross. The distribution of the non-allocated amount between the two agencies will be determined by the CTA Retirement Committee in accordance with the provisions of CTA's one-drive plan.

In 1951 CTA employees contributed \$28,533.29 to the Community Fund and \$20,173.60 to the Red Cross.

Recent CTA Additions To the Armed Forces

Charles E. Core — Transportation (77th)
Gerald J. Healy — Shops and Equipment (Skokie Shops)
Arthur Miller — Shops and Equipment (Blue Island)
Frank M. Vitale — Claim Department

Returned from Service

Marshall Abraham — Way and Structures (Rapid Transit)
Bruno J. Bilek — Shops and Equipment (Archer)
Frank J. Citro — Transportation (Lawndale)
William G. Dobersch — Shops and Equipment (Ardmore Garage)
Eric J. Greene — Transportation (Northside)
Otis W. Hartley — Way and Structures (Rapid Transit)

Verne J. Johnson — Transportation (Northside)

G. M. Keating — Electrical
Ronald J. Laurencell — Shops and Equipment (Archer)
Robert H. Leyrer — Shops and Equipment (West Shops)
Willard G. Loerzel — Transportation (North Park)
Henrikas Macuras — Shops and Equipment (Lawndale)
Robert W. McCarthy — Material and Supplies (West Shops)
Martin A. McMahon — Transportation (Archer)
Mortimer Moriarity — Shops and Equipment (North Gas Garage)
C. H. Norris — Transportation (Lawndale)
L. T. Rudy — Shops and Equipment (Lincoln)
Edward Stack — Transportation (North)
George D. Strickland — Electrical
T. M. Szwec — Transportation (North)
Calvin J. Thomas — Transportation (Devon)
Thomas Togher — Shops and Equipment (Lake)
Richard H. Torp — Public Information
E. G. Ward — Transportation (Archer)
George H. Wendell — Transportation ((North)
F. J. Wischler — Transportation (Limits)

VOLUME VI

CTA TRANSIT NEWS

NUMBER 1

Published monthly by and for employees of the Chicago Transit Authority, under the direction of the Public Information Department.

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

Joan Peacock, Editorial Assistant
John J. Bowen, Production

Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.



REWARD notices like the one held by *Marion Huszti*, South Shops, have been posted in CTA vehicles and at various locations on the property. This bus was damaged by thoughtless teenagers after a high school football game.

EACH year acts of thoughtless and wanton damage by vandals riding CTA vehicles, unnecessarily add substantial amounts to the Authority's maintenance costs which are paid by the fares of car and bus riders. Some of this property destruction occurs in connection with school athletic events.

Increasing activity on the part of vandals during the last several months prompted adoption of an ordinance by Chicago Transit Board authorizing the payment of a reward of \$25 by the Authority for information leading to the arrest and conviction of any person committing acts of vandalism resulting in damage to CTA transit vehicles or properties. Such reward notices have been posted in buses, streetcars and elevated-subway cars and in prominent spots on CTA properties.

A member of the Lane Technical High School student council, who noticed newspaper publicity on the adoption of the ordinance at a regular meeting of the council, brought up the question of why such action should be necessary.

The ensuing discussion resulted in the president of the student council, *Leroy Roltgen*, appointing a Committee on Courtesy in Public Transit Vehicles, consisting of *Howard Bobroff*, chairman, *Charles Thompson* and *Mehmet Heirlich*.

After outlining a specific program to promote courtesy in public vehicles, two members of the committee, Bobroff and Thompson, personally called on *Harry L. Polland*, CTA Public Information Director, to secure his reaction to their ideas.

AS part of a program to promote courtesy on public transit vehicles, these posters were the result of Lane Tech's art department. Left to right are *Leroy Roltgen*, president of the student council, *Charles Thompson* and *Howard Bobroff*, members of the student council committee on courtesy, and *Ron Schmaedick*, student council secretary.

THE student council of Lane Tech high school in general session wherein it adopted the program to promote courtesy on public transportation vehicles. Standing, facing the group, left to right, are *Ron Schmaedick*, and *Leroy Roltgen*, secretary and president, respectively, of the council.

THE Lane Tech student council listens attentively as *Howard Bobroff*, wearing sweater, explains to them the program outlined by the committee on courtesy. *Leroy Roltgen*, standing in center, president of the council, presided at the meeting. Seated at his right arm on chair, is *Ron Schmaedick*, secretary of the council.

Lane Tech promotes courtesy

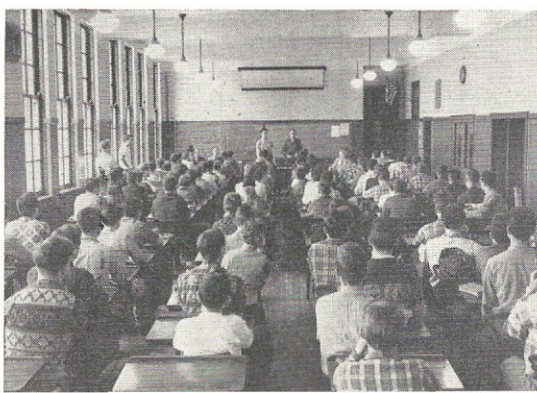
Mr. Polland agreed wholeheartedly with the program the young men presented and assigned two CTA engineers, *Ralph Tracy* and *Frank Barker*, to act in an advisory capacity whenever called upon by the committee.

As a result of the student council action, 100 posters pertaining to courtesy were made by the Lane Tech art department and posted at various locations throughout the school. Several articles about the importance of courtesy in public have been printed in the "Lane Daily," a four-page school publication which is issued every day as the name implies.

On December 12, representatives of the student council and CTA spoke over the central address system to the approximately 6,000 boys at Lane Tech. After the talks, each teacher devoted the rest of the class period to a discussion of the problem, including such points as pushing and shoving, smoking, loud talking, use of profanity or creating a disturbance of any kind.

Ralph Tracy, who spoke for CTA, used the following text:

"This student body ranks second to none when it comes to independently shouldering its responsibilities. As you have been told, certain acts have occurred on transportation vehicles which have tended to reflect on the reputation of high school students; acts which do not meet with the approval of the overwhelming majority of high school students. However, your student council has taken positive and effective action. We hope this program will extend to all public and parochial schools in this area. The council's action providing for a continuous program, is especially gratifying, and let me assure you, the CTA desires to cooperate with you completely. Your faculty, which has always encouraged the student body to handle its own affairs whenever possible, must be pleased at this fine program you have initiated. Your school pride and recognition of the rights of others are the same basic qualities which are necessary to create fine citizens. The citizens of metropolitan Chicago must again compliment the students of Lane Technical High school."



The SECRETARY'S OFFICE

To those familiar with the legal aspects of the Metropolitan Transit Authority Act, the office of Secretary is recognized for its vital role in the life of the CTA.

Many employees, however, may not understand the significance of this important office because it exists above the operational level. Many think of a Secretary as a person

IN addition to the responsibilities charged to the Secretary of Chicago Transit Board, *William W. McKenna*, who is a member of the Board, personally performs the function of signing Chicago Transit Authority bonds which may be issued from time to time to secure working capital. This picture was taken on September 24, 1947, as he signed the last of \$105,000,000 worth of bonds, the proceeds of which enabled the CTA to purchase the former Chicago Surface Lines and Chicago Rapid Transit Company.

who takes dictation and transcribes notes. A corporate Secretary, however, is quite different. In fact, the Secretary is one of the officers of a corporation specifically required by statute in most states, other officers being a president, a treasurer, and a resident agent for service of process upon the corporation.

The first organizational precept of the Metropolitan Transit Authority Act, which was approved by the Illinois General Assembly April 12, 1945, provided, in Sec. 22:

"As soon as possible after the appointment of the initial members, the Board shall organize for the transaction of business, select a chairman and temporary secretary from its own number . . ."

Section 24 of the same act provides for the permanent secretary, who . . . "before entering upon the duties . . . shall take and subscribe the constitutional oath of office . . ."

Section 42 of the act places this responsibility in the hands of the Secretary:



“... the Secretary, by order of the Board, shall issue subpoenas to secure the attendance and testimony of witnesses, and the production of books and papers relevant to ... investigations and to any hearing before the Board or any member thereof or any officers’ committee appointed by the Board to hear any complaint of an officer or employee who has been discharged or demoted.”

No legal action may be instituted against the Authority unless required information is filed with the Secretary according to Sec. 41.

Article 9, Sec. 909 of the Trust Agreement between the CTA and the First National Bank of Chicago requires that the Secretary receive on or before the first day of October in each year a tentative budget of current expenses and of capital expenditures for the following calendar year.

William W. McKenna has served as Secretary of the CTA Board since its organization. He is also a member of the Board. In fact, Mr. McKenna is one of the three original Board members, the other two being Phillip Collins and James R. Quinn. It was Mr. McKenna who signed bonds amounting to 105 million dollars which were issued to supply the cash that was used to purchase the CTA properties.

“These bonds were set up in denominations of \$1,000,” recalls Mr. McKenna. “It was necessary to go through the whole signing procedure twice because temporary bonds preceded the issuance of the permanent bonds.”

Not so long ago Mr. McKenna went through the same double process to give legal substance to a bond issue of \$23 million, a portion of the proceeds of which was used to purchase the Chicago Motor Coach Co.

Mr. McKenna also is charged with the duty of signing the bonds in connection with the issuance of equipment trust

certificates totaling in the millions of dollars.

The BY-LAWS in Section 15 provide for an Assistant Secretary “to assist the Secretary in his duties and in his absence to have the power to perform those duties . . .” This post has been ably filled for the past several years by Willis W. Helfrich, whose office is in Room 734, Merchandise Mart Building.

The specific functions of the Secretary are defined in Section 9 of the BY-LAWS as follows:

The Secretary shall:

“(a) Keep the corporate seal of the Authority and shall affix the seal to all papers and documents the execution of which on behalf of the Authority or of the Board under its corporate seal shall have been duly authorized by resolution or ordinance of the Board in accordance with law or with these by-laws, rules and regulations;

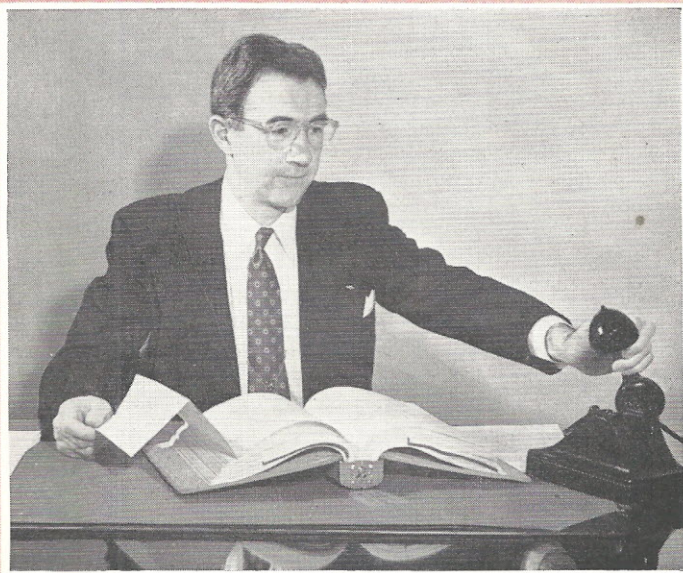
“(b) Have charge of all general corporate records, books, papers, files, contracts and deeds belonging to the Authority or to the Board.

“(c) Have charge of and be responsible for the mailing or serving of all notices of meetings of the Board or of the Committee in accordance with these by-laws, rules and regulations.

“(d) Keep an official register of the address to which all notices and communications to each member and to each officer of the Authority shall be sent as from time to time may have been designated by them respectively;

“(e) Attend meetings of the Board and keep a full and accurate record of the proceedings of each regular and special meeting of the Board in a journal provided for that purpose;

“(f) Record all resolutions, ordinances and orders



VERY frequently, *Willis W. Helfrich*, assistant secretary, is called upon for information about ordinances which have been passed at Board meetings. He has just completed reviewing minutes of a meeting in the *Journal of Proceedings of Chicago Transit Board* in response to a telephone request.



AS secretary to *Willis W. Helfrich*, assistant secretary of Chicago Transit Board, *Mildred Humes*, among her other duties, handles the typing up of the draft of the minutes of Board meetings which are dictated to her by Mr. Helfrich and sees that all bids over \$2,500 received in the mail are properly stamped. This picture was taken as she was reviewing and marking correspondence for file.

passed by the Board in a book to be kept for that special purpose immediately after their passage, respectively and before the next regular meeting of the Board;

"(g) Cause due publication to be made of all resolutions, ordinances or advertisements for bids which are required by law or by the action of the Board to be published;

"(h) Have general supervision of the principal office of the Authority.



AS received, all bids amounting to less than \$2,500 are time stamped by perforation, registered and deposited in a file which is kept locked in the Purchasing Department. Each day at 2:00 P. M. the Purchasing people provide the key and Mary Miller, assistant secretary's office, (top) works the combination to open the file. The bids are then opened and checked off against the bid registration sheet (bottom).

"(i) Perform such other duties as may be required of him by law or as may be imposed upon him by any and all resolutions or ordinances of the Board.

"In the absence or inability of the Secretary to act at any meeting, the Board shall delegate an Assistant Secretary to act as temporary secretary of that meeting."

After each meeting of the Board the Secretary must transmit copies of ordinances to the proper CTA officials who are to execute the orders of the Board.

Other vital functions carried on by the offices of Secretary and Assistant Secretary are:

1. Preparation of advertisements for bid from approved specifications when CTA property, with a value of more than \$2,500, is offered for sale. Similar advertisements, asking for bids, must be prepared for all construction contracts and contracts for supplies, materials, equipment and services when the expense will exceed \$2,500. In the same way, advertisements for bids, covering all leases of CTA property for a term of more than one year, must be prepared. All these advertisements are then transmitted to the Director of Advertising for publication in one of the metropolitan daily newspapers at least 10 days before the bid opening date.

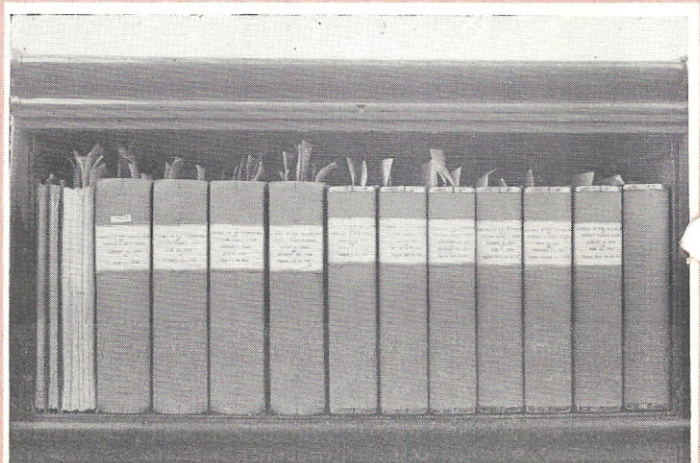
2. Reception of all bids, which are recorded and kept in locked compartments until the bid opening dates, respectively, when they are opened and read aloud. At this time the name of each bidder is entered opposite the docket number of the bid. Checks are required to accompany bids as evidence of good faith on the part of the bidders and are to be held until returned. A docket of all such checks is maintained and kept separate and apart from the checks.

3. Certification of ordinances, resolutions, agreements, sets of Journal of the Proceedings of Chicago Transit Board and any other documents held in official custody of the Secretary.

4. Appearances to give testimony before various courts, commissions and hearings regarding matters under the Secretary's jurisdiction.

5. Preparation of ordinances and resolutions for consideration by the Board and processing of contracts for the signatures of the Chairman, and the General Manager, affixing the ordinance number authorizing such contracts and affixing the seal of the Authority when contracts are properly signed.

THE complete record of minutes of CTA Board meetings since the first meeting on June 28, 1945, is contained in these Journals of the Proceedings of Chicago Transit Board. These bound volumes in the assistant secretary's office are constantly being referred to for vital information about Board activities.





6. Expediting contracts by periodic follow-up.
7. Signing of all applications for state and city vehicle licenses, amounting to more than 5,000 annually.

ALL bids amounting to more than \$2,500 are opened by a committee each Wednesday at 2:00 P. M. in the Board room. The assistant secretary, *Willis W. Helfrich*, second from right, attends all these official bid openings and keeps a record of the proceedings. Others in the group are, left to right, *Robert L. Manville*, assistant purchasing agent; *Charles W. Ricker, Jr.*, specification engineer; *David R. Watson*, attorney; *Edgar L. Coates*, chief clerk, purchasing department; and *Walter Jandt*, audit clerk, extreme right.



WRITING letters to return "good faith" checks and contracts over \$2,500 awarded to successful bidders is one of the duties of *Stenographer Astrid Hedberg* in the assistant secretary's office. She handles most of the letter writing in the department, indexes minutes of board meetings (a card file system is kept), and types up advertisements for bids for newspaper publication on items over \$2,500.



ASSOCIATED with the Secretary's office is *Nell Schneider* who types multilith masters for duplicating the Journal of the Proceedings of the Board and is available to handle secretarial work for Board Members.



Inquiring Reporter: **THOMAS H. MOONEY**

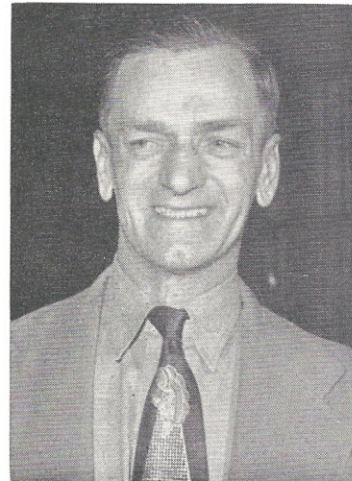
Location: Wilcox Garage

What Is The Most Absent-Minded Thing You've Done?

CHARLES DRYFHOUT, Bus Operator: "After I had finished work one evening, I walked to Madison Street and took the streetcar home. As I was walking up the front steps, I realized that my car was still parked in front of the garage where I had left it when I drove to work that morning."



LEO THOMPSON, Bus Operator: "I came home from work early one evening to take my wife out to dinner. After dressing, I waited around the house for more than an hour wondering where she was. Then I suddenly realized that I was to meet her at the home to which we had been invited for dinner that evening."



JOHN S. KAMIEN, Night Mechanical Foreman: "Some years ago I was sent out on a 'road call' to replace a dead battery. I took a new one and placed it in a coach. After I had secured the tools with which to work, I jumped into a coach and drove to State and Jackson to replace the dead battery. It was then that I realized I had taken the wrong coach and that the good battery was still in the garage."



DWAIN E. STICK, Bus Operator: "One night after I had finished work, I got into my car and drove home. I pulled up to the front, parked the car, and started for the house. It was only when I put my hand on the front door that I realized I had moved that morning."



SY GOLDFINE, Bus Operator: "After I had finished shopping one morning, I walked the six blocks home with two armloads of groceries. When I came to the front of the house, I noticed the car was gone. After going into the house, I asked my mother which one of my brothers had taken the car. She said, 'You should know, you're the one who drove it to the store!'"

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

New Year— New Quarters

ACCIDENT INVESTIGATION — We're sending New Year's greetings to all from our new home, which is located on the West end of the Mart.

Congratulations to *Vince Moore*, whose wedding date has been set for Feb. 14. . . . Congratulations are also in order for *Gene Borowczyk* and *Tom Reilly* on their new arrivals. Score: 1 boy, 1 girl . . . Welcome to *Pat Cagney*, *Gary Hamilton*, *Walter Thornton* and *James Rapp*.

. . . *Dick Doyle*, presently in the Navy, dropped in to see us while home on leave.

Mr. and Mrs. Mahoney spent the holidays in Bradenton, Florida, while visiting *Jo Kelly*, retired.

—G & M

It Pays to Advertise

BEVERLY—"Skipper," a three-year-old dog belonging to the household of *Bus Operator Fred Riecke*, is now back home. *Mr. and Mrs. Riecke* even went to the dog pound trying to locate Skipper, but no luck. They advertised in the Mt. Greenwood local paper which resulted in the dog being located only a few blocks from home. The house he picked was just like his master's home. Mistaken identity on the dog's part, but Skipper and the Riecke household are happy again.

Bus Operator Malcolm Daigre, one of our (we thought) confirmed bachelors, gave us all somewhat of a surprise, by tying the matrimonial knot with *Miss Lucille Wesley* on December 9. Their honeymoon is being reserved for a trip through the South, including the Mardi Gras at New Orleans.

Bus Operator and Mrs. John Fisher celebrated their 25th wedding anniversary by enjoying a delicious steak dinner and an entertaining stage production. Celebrating with them were friends *Mr. and Mrs. Tom Cagney* and *Mr. and Mrs. Walter Holderness*.

Bus Operator and Mrs. Harold F. Bradshaw are the proud grandparents of a boy, *John Gerard, Jr.*, born November 22. The parents, *Mr. and Mrs. John Bradshaw*, are very busy people these days.

—DANTE F. BRUNOD



AGENTS FETED AT ANNUAL DINNERS

ANNUAL retirement banquets were held by both the Metropolitan and South Side Ticket Agents Clubs to honor fifteen members who retired from CTA service during 1952.

Master of ceremonies *George A. Roesing*, assistant superintendent of operating stations, top photo, did the honors for the South Side Club in presenting appropriate remembrance gifts to *James A. Christopher*, former superintendent of agents and porters, *Mary Murtaugh*, *Mary Tracey* and *Martha Strauss*. *Agnes Mallon* was unable to attend the affair held at the Crystal Room of the Palmer House on November 20, 1952.

Five members of the Metropolitan Club who attended the dinner at Toffenetti's on Monroe Street on December 7, bottom photo, received orchids, accompanied by traveling clocks equipped with alarms, from *Fred Till*, west side station superintendent, who acted as master of ceremonies assisted by *Margaret Queenan*, assignment agent, extreme left. Honored guests are, from left to right, *Mayme Creighton*, *Margaret Verschure*, *Catherine Bludau*, *Florence Todd* and *Julia Gallaher*. Unable to attend the banquet were *Bertie Parsons*, *Mary Spencer*, *Carrie Higgins*, *Emily Kerner* and *Dorothy Considine*, who also retired as agents during 1952.



Henry Asks For Help

DEVON—I would like to fill this column with news about Devon men and their families. With your help, we can make it very interesting. Please give any news you may have to any clerk, with my name on it, and they will give it to me.

To the new men of Devon, *Mr. Smith* and *Mr. Kerr* want you to know that you are always free to come in to see them about any problem you might have. You will also find the clerks and supervisors very helpful.

A. Trigg has left us to go and take care of his aging parents and their farm. . . . *Motorman Harry Carlson* has taken a disability pension. . . . Also retiring is *Motorman Bob Kempick*, who worked as door guard here at Devon. He has been with us since May 1, 1907. . . . *Motorman Pat Walsh* also took his pension as of December 1.

Fellows, if you have any snapshots of your vacation or other doings, we will be happy to use them.

Roy Hendrickson, former Devon man, now has his own gas station at Ridge and Devon. He says to drop in if you are in the vicinity.

On behalf of *Mr. Smith*, all the clerks, and myself, may you have A Very Happy and Blessed New Year. —HENRY C. THELIN

Janice Egan Wins Scholarship

DIVERSEY — *Jim Egan*, Central Shops, is a proud father these days with the announcement of a scholarship award won by his daughter, *Janice*, from St. Patrick's Academy in Des Plaines, Illinois. She will attend Alverno College in Milwaukee, Wisconsin.

Mr. and Mrs. John Karczewski welcomed the stork November 24, with the arrival of a daughter, *Kathleen*.

One of Diversey's most eligible bachelors, *Operator Al Drewke*, has been the latest victim of leap year. Congratulations are in order for both bride and bridegroom.

Speedy recovery to *Joseph Fagnusaro*, night mechanical crew, who has had a siege of illness.

We are very happy to welcome *William Hornkohl* to Diversey Ga-

BRIDE AND GROOM



RECENT newlyweds are the former Marilyn Christian, and Frank Krautsak, shown at a reception following their marriage at St. Bartholomew's Church. Marilyn, who works in the Employment Department, is the daughter of Robert Christian, CTA instructor at Limits. Frank was formerly employed in the Building Department.

Reported by Mary E. Clarke

rage as our new superintendent. He was transferred from Rosemont Garage to succeed Mr. Loughran.

—JOSEPH LEBRECHT

Stork Descends Twice

ELECTRICAL—A blessed event took place in the home of Paul Malone, operator's apprentice, on November 14, when little Maureen Jeane came to gladden the hearts of her parents. This now makes two girls for the Malones. . . . The stork also dropped a package at the home of Ronald Dwyer, operator's apprentice, on December 16.

Arvin Wilmont, operator at Western substation, motored some 2,300 miles to the deep south. He spent some time in Florida, Mississippi and the Mammoth Cave in Kentucky.

Sympathy is extended to Alfred Morf, chief estimator, who sustained the loss of his brother on November 17; and also to Henry Richter, now retired, in the loss of his wife on December 23.

We say "Welcome back" to Rose Scheid of Wilson Avenue after two and one-half months of illness, and extend the same warm greeting to

George Strickland and Duane Reed, both of whom returned from military service.

—GILBERT E. ANDREWS

They Marched On and On and On . . .

GENERAL OFFICE (MART) — Well, Mary Pat McDonnell finally packed her pencil and left for her new steno position in Real Estate. Jean Herbert made room for Mary Pat by being transferred to Executive. Into Mary Pat's place in Purchasing came Eleanor Rachen (a new bride this past October). Pat Stratton now is order typist No. 2. . . . Another two who packed their pencils were, Kathie Benson to Office Services and Edel Kreutzer to Way and Structures. Into their places marched Bill Barnes and Iris Phillips. Sue De Christopher is now a member of the purchasing clan.

This Christmas marked the first time Tom Galante went shopping for toys for his first grandchild. . . . Away down yonder in Room 7180, Kay Corcoran now hangs her hat. And from 7180, Mike Korosy flew via American Airlines far, far away to Mexico.

A short note from Jim Bittournay of the Suggestion Department is, "Please send all suggestions fast and furious, but 'Please' just one on a sheet; we have lots of paper; and we just love to get bags and bags of mail." —CATHY BARRY

Did He Shoot Them?

GENERAL OFFICE (4221) — Jack Penny (Traffic) went to Spooner for 10 days on a hunting trip for deer, ducks, etc. He came back with a small mess of pan fish.

Frank Cashman recently made a speedy week-end trip by air to visit his mother in New York City, who is gravely ill.

Robert Lamping, president of our Local No. 1381, became a grandpa for the first time on November 12. Name of the arrival is Timmy O'Laughlin.

Sympathy is extended to Mrs. A. Daly upon the death of her husband, Joe Daly, who passed away on November 4, 1952. He was manager of Chartered Service until September 1, 1952, when he went on retirement.

Florence Gray spent her vacation during December at the Shoremede Hotel, Miami Beach, Fla.

Astrid Platto spent the Christmas holidays at Detroit with her brother and family.

—HAROLD A. CUNNINGHAM

Three Meet on Leave in Japan

GENERAL OFFICE (1165) — (Accident Prevention) — A letter was received from Joe Clark, formerly of A.P.D., now serving with the armed forces in Korea. Joe states that while on leave in Japan he met up with Bob Christian, another A.P.D. boy, now with the U.S. Marines, and Don Redmond. A rip snortin' good time, including the gobbling up of contents of a wonderful Xmas box from A.P.D. coworkers, topped a not-to-be forgotten leave for all three lads.

Santa Claus could not wait until December 25 to deliver Tom Reilly's Christmas present. So, on December 13, a little bundle of sweetness, tagged Kathleen Ann, arrived for Tom and his wife. This is the second daughter for the Reillys.

(Employment) After searching about for the past two years, Eddy Boles finally found his dream house and is now the proud owner of a 6-room bungalow located on the northwest side of Chicago. . . . Newcomers welcomed to Clark and Division are Irene Mostek, now assisting Dr. Kline, and Evelyn Mocerino who, by the way, celebrated her birthday on December 25, and Theresa Focht. Evelyn and Theresa are now working in Central Records.

(Specifications) Helen Doherty took her vacation during the month of December and had two exciting weeks soaking up the sun 'n stuff on the shores of Miami Beach, Florida. . . . Jo-Anne (Kennebec) Spanos' husband, Nick, surprised her by getting home for Christmas on military leave from Laredo, Texas, where he is stationed with the U.S. Air Forces. . . . Floyd Graham also travelled to Florida where he spent his vacation at Fort Lauderdale. —MARY E. CLARKE

System Pick Moves Men Around

LIMITS—Our second system pick is now in effect. Welcome to all the new men and the best of good luck to those who moved to new depots.

It was with regret that we saw our superintendent, Elmer Milz, go to another depot. We always enjoyed working with him.

We all welcome our new night boss, Superintendent Warren Powers. I feel sure we are all going to enjoy working with him. Warren says he hopes that he is now settled for quite some time as all the

other depots where he has worked are now closed.

Conductor Victor Gorski is now the proud grandpa of little Corrine. Victor's daughter, Sylvia, is formerly of 600 Washington.

From our bus repair department, Mr. and Mrs. Henry J. Schoffen are happy in the gift of Henry, Jr. While we are thinking of our bus maintenance there is no doubt but that they should have a big vote of thanks for they really keep our stock rolling in tip top condition. All they ask of you, fellows, is that you mark up on the sign-in sheet anything that is in need of attention. This is important. An operation on Operator Elles Young proved fatal on November 5. Our deepest sympathy to his family.

Paul Godwin spent his vacation in Mexico and reports many interesting things.

Chief Clerk Rog Ward and his wife took the sunshine route to Florida for their vacation. Their only reason for returning—duty called them. —C. F. GREER

James Long Given Watch on Retirement

MATERIALS AND SUPPLIES — We wish lots of luck and happiness to James Long, stock clerk II at South Shops, who retired on January 1. He was presented with a

A DOLLED-UP DOLL HOUSE



THIS beautiful doll house was built for his little granddaughter by Otto Hoyer, assistant divisional storekeeper at South Shops.

There are eight rooms which are completely furnished, including electric lights in each. All windows are framed both inside and outside, and there are inlaid linoleum squares in the kitchen and utility room. The house can be opened on all four sides.

Reported by Jean O'Neill

KIMBALL SHOP FOREMAN RETIRES



WHEN Foreman Adolph Nelson (wearing white shirt) retired after 45 years service, a group of fellow Kimball shop employes gathered to honor the occasion. On behalf of his fellow employes, William Buerger, repairman, presented Adolph with an Elgin wristwatch and a cash gift.

lovely wrist watch from his fellow employes.

Emily Krautsak, typist in general office, added another name to her Xmas list this year. She acquired a new little niece named Nadine on November 29, 1952.

Tony Gorzkiewicz, stock Clerk I at West Shops, and Jean, former employe at West Shops, became the proud parents of their first son, John Bruce, on November 22, 1952.

George Linden, stock clerk I at West Shops, and his wife are proudly introducing their second child—a boy, Gary James, born on November 10.

Our newest employes are Mary Quinn, typist in general office; Edward Heirly, laborer at South Shops; and Sam Canella, and Ben Cutrera, transferred from the Track Department; and Ralph Oquist, stock clerk I, transferred from Shops and Equipment Department. We welcome them all.

—JEAN O'NEILL

Off to New Zealand

NORTH—Best wishes to Bob Craig, who retired on pension recently and left for New Zealand to visit a brother he had not seen in forty years. . . .

That popular fellow, Harry Dillon, also took his pension. He had thirty-nine years of service in the transportation department.

Speaking of nice people, where could you find a nicer fellow than our Paymaster Al Peters? We were especially glad to see him two days before our regular pay day—just in time for Christmas.

Congratulations are also due Augie Johnson on his 26th wedding anniversary which was celebrated January 22.

The Terry Regans are rejoicing over the new arrival at their home.

Operator Arthur Habich is doing nicely after his recent operation. He was a patient at Bethany hospital.

Have you noticed any change in Operator Sam Tamburino lately? He just became a grandpappy.

—JOE HIEBEL

Wins Second Place In Oratorical Contest

NORTH PARK—Charles, son of Bus Operator W. Warner, placed second in the oratorical contest sponsored by the American Association of Radio and Television Manufacturers. The boy, who is a student at Taft High School, was awarded a beautiful Parker "21" pen and pencil set in recognition of his achievement.

Had a nice card from Tom Greenslade, former supervisor. He is now enjoying his pension in Vero, Florida, at 2046 34th Ave-

nue. He would like to hear from the boys.

Congratulations are in order for Bus Operator Bob Walton and his wife on the arrival of an eight pound bouncing boy.

Sympathy is extended to the Jacobs family in the loss of husband and father, Supervisor Joe Jacobs.

Remember, this is your column and it is up to all of you to keep it going. So let's keep the wheels rolling with those news items. Give them to one of the clerks for me or give them to me in person.

—WILLIAM GEHRKE

Pensioners Sure Get Around

NORTH SIDE — Four pensioners stopped in to see us recently on their way south for the winter. W. Garvos has moved to Mesa, Arizona; J. James was going to Mexico; A. Washo to visit his daughter in Prescott, Arizona, and A. Scheller was just stopping over on his way from Arizona to Florida.

V. J. Johnson, J. P. Kelly, J. J. Kedney and J. Catalinotto are all back from military service and are working like they had never been away. . . . A. P. "Andy" Andersen is happy because his son was discharged from the Army in time to be home for the holidays. . . . T. J. McGovern, our station super-

intendent, also had cause to celebrate. His son came home for Christmas from the west coast, where he is stationed with the Marine Corps. . . . Conductor N. Klefbeck had his son home from the east coast, where he is stationed with the Coast Guard.

Angelo "Honest Andy" Bianchini is a proud father again and now counts his blessings as three girls. . . . S. L. "Siggy" Malm and A. Sayres are on the sick list, but should be back to work soon.

Conductor F. J. Leary and his wife were very enthusiastic over their extensive late fall vacation. They toured Everett and Seattle, Washington, and passed through Glacier National Park on the way; visited the Naval shipyards at Bremerton and also spent some time in Tacoma, Washington. They were quite impressed with Yakima Pass at Mt. Rainier. On the return trip, they stopped off in St. Paul and Minneapolis, Minnesota, before coming back to Chicago.

—C. R. BLANEY

Meet the Boss at Ravenswood

RAVENSWOOD — Let us introduce you to our superintendent, Herman Erickson. He came here 28 years ago and, after working both ends of a double deck bus, the management found that he was needed in more difficult spots.

George Slade, mechanic, went

TAKE VOWS



WEDDING BELLS rang out for Cathy Barry, Purchasing, and Joseph O'Malley at the Most Holy Redeemer Church in Evergreen Park on September 13, 1952. The happy couple honeymooned in Denver, Colorado.

MINNESOTA WEDDING



THE smiling faces above belong to the former *Eleanor Carter*, Purchasing, and groom *Lyle Roschen*. Their wedding ceremony took place on October 4, 1952, at the First Congregational Church in Wabasha, Minnesota. Lyle is in the Navy and is stationed at Great Lakes.

Reported by *Cathy Barry*

rabbit hunting at *Pat O'Byrne's* Wonder Lake home. He shot his limit in no time off Pat's front porch.

Ben Miller has invited the boys to his Twin Lakes place before the season closes.

Sam Klein returned to work recently after a five-month illness at home.

Walter Sundling visited the boys at Ravenswood on December 22 after a year's illness at home and in Hines Hospital. He looks good and expects to resume work in the near future.

Rader Gustafson has been confined to his home for several weeks. We visited him recently. He hopes to be back soon.

Operator and Mrs. Emil Schrieber spent the Christmas holidays in Milwaukee. Emil seems to go for that Milwaukee sausage and cheese as he is always bringing some back for me.

Horace Mitchell reports that farming was very good on his Eagle, Wisconsin, farm this year. So Mr. and Mrs. Mitchell are each driving their own car.

Our sympathy to *John Ambrogio* whose father died on December 3. May his soul rest in peace.

—GEORGE CLARK

New Superintendent At Rosemont

ROSEMONT—The New Year finds our Garage with a new Superintendent, *John Granahan*, as *Bill Hornkohl* moves over to Diversey after 20 years here.

John Bork welcomed his second addition, *John Thomas*, November 4. . . . *James McKenna* was called back into the Army. . . . *Pat Van Ausdell* has his Iowa farm and home all set for his retirement. . . . *Paul Johnson's* son, *Paul, Jr.*, is burning up the cinder track at Iowa State college and may give football a tumble soon. . . . *Harold Dowe*, our capable credit union custodian, once studied for the priesthood in Italy. . . . *Harry Pearlman* hacked a cab for 20 years in Chicago. When he couldn't beat us, he joined us. . . . *George Lewis* is Senior Vice Commander, La Salle American Legion post this year. *Art Higgins* is the Junior Vice Commander of the same post. . . . *Alex Chisholm* is back checking at the Devon Terminal. . . . *Bill Madsen* is now a Road man and he enjoyed showing his mother and father, who came over from Sweden, our good old United States. . . . *Ira Ahlborn* is back driving after being off over 6 months. . . . *Tom Joyce*, former CTA conductor, is our transfer instructor and a very capable teacher he is. . . . *Johnny Paakonen* is still talking about his 12,000-mile trip by auto over the Alcan Highway last vacation. . . . *George Cook* is a steady customer of the Mayo Brothers, Rochester, Minn.; we hope they cure him once and for all. . . . *Kenny Oestreich* (Deerfield Flash) is having a good bowling season this year. . . . *Joe Leake* and *Lou Daniele* look sharp in their tailored blues. . . . *Buddy Tertz* is still fuming over the rider who clipped him for his change bag by a clever trick. The same phantom got *Charley Freeland* for a tidy sum. . . . *Harold Anderschat* has come on driving days after years of nights. . . . *George Ewald* is sporting a fancy, fur-collared, short, gray driving jacket—really neat. . . . *Frank Detman* finally got his Xmas wish, the steady night receiver's job, but only to lose his boy to the Army a week before the holidays. . . . *Joe Eiffes* was a foreman for years with Bowman Dairy before he quit following the horses and got mechanized. . . . *Ray Doneske* is an excellent house painter and decorator by trade,

but don't ask him to estimate your place on his day off. . . . I would like to close for now with this thought: "The real charm of Christmas and New Year lies in the thought that we live in the memory of our friends. . . . Happy New Year from Rosemont. —AL BECK

Men of Good Will

77TH—The numerous acts and expressions of good will that took place through the men of this station during the Christmas holiday makes a person stop and wonder if there is a finer organization to be found any place else in the world. From top to bottom they are above tops and their deeds of good will would fill quite a volume. And the reporters of this column feel sure that the many beneficiaries of their good will are grateful to the point of being speechless. In some cases their acts of kindness have done more than just create a fleeting feeling of gratitude; they have restored some men's sense of values and proven to them that all is not woe in this vale of tears. And so, we reporters salute them and thank them in the name of those recipients of the good will of the full complement of 77th Street Station.

On Monday, December 29, 1952, Supervisor *Jim Kane* posed for the cameramen of the south Chicago

neighborhood papers and the south suburban newspapers, the occasion being his retirement on January 1st, 1953, with forty-six years of service in the transportation division of CTA and preceding companies.

A couple of months ago, *Bill Pugh*, 3134 W. 114th Place, was taken ill and signed the sick book. That gent is still at home, and, if anyone of his buddies would like to call him or go to see him, he'd be right happy.

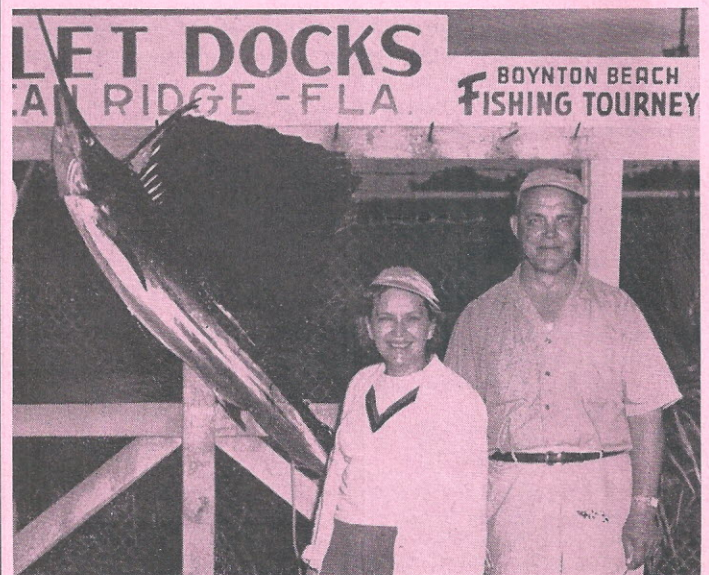
Ray Schimek suddenly passed away a few days before Christmas and we extend our deepest sympathy to his family. Ray was well liked among the men and it was a shock to hear of his passing away.

—WILBUR JENSEN
and JOE SMITH

Sounds Like Things Were Jumping

SCHEDULE-TRAFFIC—The Schedule-Traffic Christmas party was a huge success and turned up some excellent talent in the way of jitterbugs. *Frank Salato* and *Fred Weber* seem to be acclaimed the best, and *Helen Reilly* will attest to their superiority. Anyway, everyone had a good time. . . . The sick list for families of employees has been high, but we can report everyone doing

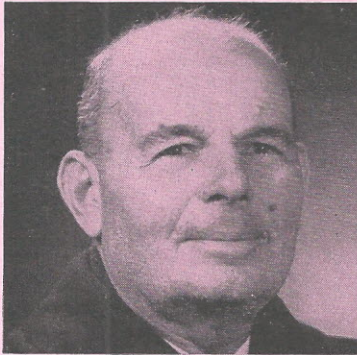
LAND SAILFISH



OPERATOR *Louis Ebby*, Wilcox Garage, and his wife, *Hedwig*, proudly display one of the three sailfish which they caught on a recent Florida vacation. Largest of the three, this fish weighed 48 pounds and measured 7 feet, 6 inches.

Reported by *Thomas Mooney*

RECENTLY RETIRED CTA MEN WITH 40 OR MORE YEARS OF SERVICE



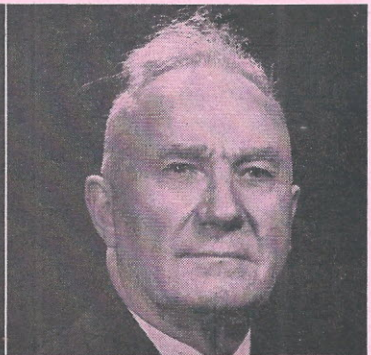
Christ Bilotich, motorman, Kedzie, retired January 1 with 46 years service.



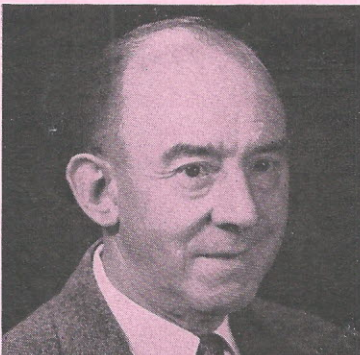
Owen McGovern, motorman, Kedzie, retired November 1 with 40 years service.



Richard Kempiak, motorman, Devon, retired December 1 with 45 years service.



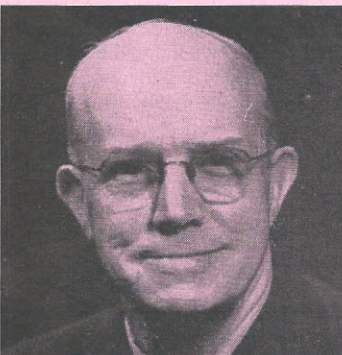
Adam Cocks, motorman, Kedzie, retired January 1 with 43 years service.



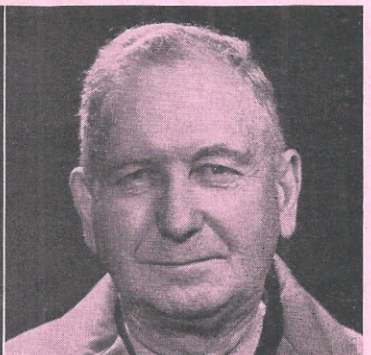
Michael Conway, conductor, Southside, retired December 1 with 40 years service.



James J. Kane, supervisor, District "A," retired January 1 with 46 years service.



Joseph M. Wigginton, motorman, Southside, retired December 1 with 45 years.



Carl Johnson, conductor, Northside, retired January 1 with 42 years service.

well now. This includes the wives of *John Bennis*, *Sam Soll*, *Ed. Feinberg*, *Sol Indes*, the daughter of *Fred Weber* and the sons of *Ed. Reilly* and *J. McBride*. . . . We welcome *George Hanus*, who recently transferred into this group. . . . *Bill Hodges* is still on the sick list, but has our hopes for an accelerated recovery.

—L. C. DUTTON

Orville Lang Back from Korea

SKOKIE—Welcome to *Orville Lang*, son of *Oliver Lang*, maintenance foreman, who after 13 months of fighting in Korea came back to work at Skokie. . . . Warm welcomes are also extended to *John Meyer*, electrician, recently transferred here from West Shops, and to *Fred Storhman*, laborer, who transferred from Kimball Avenue shops.

Congratulations to *Mr. and Mrs. Lawrence Boskelly*, painter, to whom, on December 7, 1952, the stork delivered a baby girl, *Deborah*. . . . *Mrs. and Casimir Jozefiak*, painter, are also proud parents. A son, *Casimir, Jr.*, arrived on December 10, 1952.

Edward Reynolds, blacksmith helper, and his wife became the parents of a baby girl, *Patricia Ann*, born on December 30.

Best wishes and congratulations to *Andrew Hodowanick*, truckman, who was married in November of 1952. . . . *Carpenter Claus Carlson*, who recently underwent a major operation, is well on the road to recovery.

—DAVE GURWICH

Cupid Arranged This Hunting Trip

SOUTH SHOPS—"Going deer hunting," was the answer *Frank Molath*, bus overhaul, gave his co-workers when asked about his va-

cation plans. Only upon his return did the fellas learn that Frank's "dear" answered to the name of *Elizabeth*, and wedding bells had rung for them October 16, 1952.

William Mayer, clerk, happily announced the birth of his granddaughter, *Nancy Jean*, on November 6.

On December 6, *Bud Rosendahl*, industrial engineering, placed a diamond ring on the 3rd finger, left hand, of *Virginia Johnson*.

Henry Cade, car wiring, and *Stanley Stankus*, car repair, after being employees for over a quarter of a century, retired and are now their own bosses.

Stanley Rakauskas, woodmill, fractured his left instep when an iron riveting block fell on it.

New additions to the Carpenter Shop are *Peter Brady*, *Fred Cernek, Jr.*, *Michael Fabits*, *Anton Jarosz*, *Frank Krautsak*, *Frank Wietrzak*, *Joseph Wojciechowski*, *Albert Wysopal* and *Alexander Zawistowski*.

After working at the West Shop for several years, these South Siders returned "home": *Thomas Coates*, *Ray Hoevel*, *Stanley Janasak*, *John Kehoe*, *James Lamont*, *John Witkus* and *Richard Zajac*.

The battle for first place in the bowling league has begun. *Pete's*



NATIONAL SAFETY COUNCIL

ENDS TRANSIT CAREER



GIFTS were in order to honor *John M. Long*, information clerk, right foreground, upon his recent retirement after 32 years of service in the Accident Investigation Department. On behalf of the department employes, *James O. Dwight*, chief attorney, Accident Division, center foreground, presented John with a clock and \$105 in cash. John expects to make his future home in Arizona.

Foods hold the title at present. The *Building Dept.* is second, and *Mal's* team is in third place. The *Bud-dies*, who have climbed from last to fourth place, are giving these three top teams fair warning that they intend to walk away with top honors at the end of the season.

The two fellows you see walking around with long faces and talking to themselves are *Frankie May*, bus overhaul and *Bud Rosendhal*,

industrial engineer. Even though they have a 170 and 150 average, respectively, in the bowling league, they lost to two females one Sunday afternoon at the Hollywood Bowling Alleys. The irony of it is that they did not spot the fair sex any pins. They bowled on the same alleys they bowl on every Friday night, and these two sensational women have a combined average of 150.

—JUSTINE JANASEK
and MARY ANN YERICICH

IT'S A SHARK!



ALDO FASCIOLA, stock clerk I at West Shops, enjoyed a vacation trip to Key West, Florida, in his new car. He proudly presents this hammerhead shark which he caught while there.

Reported by *Jean O'Neill*

Texas Visitor Knew His Alphabet

SOUTHSIDE—A very humorous incident was experienced by *Harold Blich*, platform man, at Indiana Ave. during the recent Live Stock Show. A cowboy, with a Texas drawl, who was a stranger in the city, inquired as to what train he should board for 63rd and Halsted Street. He was told an "A" train. At about the same time, a "B" train was coming into the station and the Texan observed it with a confused look. With hands on his hips, he turned to Harold and, with a defiant attitude, said, "if you think I am going to wait for all trains from "B" to "Z" before an "A" train arrives, you're silly."

A pleasant visit with pensioner *Alfred Buchanan* was experienced after his return from a trip to

We Need MEN

... for Surface Transportation Work

If you know of someone interested in a transportation job with CTA's surface division, send him to the Employment Department, 1165 North Clark Street.

Hiring Requirements:

Good Physical Condition

Ability to pass simple qualifying tests

Scotland. While over there, he went to his birthplace, and also dropped in to have a chat with the parents of *Thomas Mullen*, secretary of Division 308.

Frank Kugler, pensioned motor-man who was seriously ill, is up and around again. He wishes to thank everyone, especially those concerned with giving blood.

A happy and proud mother was personified by *Assignment Agent Geraldine Vinzens*, whose daughter was recently wed. . . . *Station Supt. Ralph Wenstrom* is progressing nicely in his recovery from a recent illness. —LEO J. BIEN

Another "Hello Girl" Sez "I Do"

TRANSPORTATION AND INSURANCE—*Joanne Glover*, telephone, surprised her co-workers by announcing her recent marriage to *George Kelly*. Any similarity to another person

of the same name, in the same department, is purely coincidental.

A new instructor has joined the ranks of Training. On November 24 little *James Richard* joined up with the two other Wagner boys, *Gordon John*, age 4½, and *Paul*, aged 2. . . . *George Harrington*, superintendent of District B, paid a Christmas call on the radio dispatchers. With a glint in his eye, he told them he was on his way to California, a combined vacation and furlough. . . . On the occasion of being called for the first time to balance the scales of justice by serving on a jury, *Martha Neffus* portrayed the part of a modern Portia as she was summoned for her first case. The modern Portia's spirit was somewhat dampened, however, when, having been called for case after case, Martha was disqualified each time — because each item on the docket pertained in some manner with CTA operation. JULIE PRINDERVILLE

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 742, Merchandise Mart, Chicago 54, 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)

HOLD REUNION



ON December 6, 1952, a reunion party was held for **Olaf Schau**, who retired as a court assistant on January 1, 1952. He was presented with \$125 in Savings Bonds as a remembrance from fellow employees of the Law Department, Accident Investigation Department, and CTA per diem attorneys. Attending the party were, left to right, **George Katter**, **Emil Tangen**, **George Griffin**, **Schau**, **Ernest Hoskins** (foreground), **William Connolly, Sr.**, **Gus Streater** and **J. G. Nattinger** (extreme right foreground).

Reported by G & M

Celebrate Golden Wedding Anniversary

WAY AND STRUCTURES—**Paul Scalotta**, formerly employed as a foreman in the Surface Track Division (North) and who has been retired since December 1, 1942, was a recent visitor. He is now living with a daughter in San Jose, California. Paul and his wife, who visited their sons in Chicago, celebrated their

Golden Wedding Anniversary on January 18.

All the girls in the Department of Way and Structures and the Specification Department celebrated the Yuletide Monday night, December 22, by having dinner at Jim Sain's Restaurant where they exchanged Christmas gifts.

Mrs. Henrietta Zander, Rapid Transit Division, left CTA at the end of 1952 to raise a family. She was presented with many gifts from her co-workers.

A Yuletide vacationer was none other than **Nevis Bradicich**, Surface Track Division, who took the Sante Fe to Los Angeles to visit her friends and relatives. We hope she will bring back pictures of important places and will have many pleasant experiences to relate.

We extend our appreciation and best wishes to **Louis Vugdeliya**, **Dominic Cannova**, **Frank Czarny**, **Martin Strickich** and **John Giovenco**, Surface Track Division, who have recently retired.

—VIOLET CARNES

TRANSITAD

FOR SALE—1940 Oldsmobile. 4-dr., 6-cyl., R.-H. Good running condition. Will sac. \$200. Telephone **Gene Sullivan**, PALISADE 5-6851.

Family Reunion on 90th Birthday

WESTSIDE (MET.)—**Agent Mildred Leppla** gave a party on her mother's 90th birthday, December 4, 1952. One of Mildred's sisters came from South America, another from Europe, and a brother from California to attend the affair. Two sisters and a brother from Chicago completed the gathering.

Fine vacations were enjoyed by the following agents: **Henry Kostka**, **Robert Maloney**, **Wm. J. Smith**, **Eva Devitt**, **Ruth Hanson**, **Mary Winters**, **Marie Schoos**, **Nelly Reidy**, **Helga Nordstrom**, **Mary Doyle**, **Katherine Carney**, **Helen Ryan** and **Sara Simmons**.

Laura Sullivan suffered a broken wrist in a train accident. . . . **Pensioner Millie Brice** fell down the stairs at home and broke her arm. . . . **Agent Margaret Jurgens** is still on the sick list as this is written. . . . Sympathy is extended to **Madeline Hayes** on the death of her brother, and to the family of **Thomas Ennis**, pensioner, who passed away December 27.

—KITTY KEEGAN
and RUTH HANSON



NATIONAL SAFETY COUNCIL

RHYME AND REASON

"It isn't the number of guards
put on,

Or the stairs with the well kept
rails;

It isn't the light that they install
Or the lack of rusty nails—

It's true that these all help a bit
But when all's been done and said—

The thing that prevents the
accidents

Is the way you use your head!"

—Anonymous

CAKE CUTTERS



CARPENTER George Kemske, Skokie, is shown with his bride cutting the wedding cake after the ceremony which took place on November 29, 1952.



This Bear Was On A Tear

WEST SHOPS — Roy Croon, Lake Street yard, spent his entire vacation tracking a bear over four hundred miles of icy Michigan wasteland, but could not catch up with it. On his last night, before returning home, Roy was peacefully sleeping when Mr. Bruin called and knocked on his door. Getting no response from Roy, Mr. Bruin kicked over the garbage can and played havoc with everything in general, before taking off for the tall and uncut timber. Was Ray's face red?

Harry Hogan was home on a re-assignment leave in November. He visited the West Shops before taking off for California and perhaps Korea. Harry looked swell and said to say "hello" to his many friends.

Johnny Devine, bus overhaul, has returned from a vacation in Florida. . . . Machinist Wally Richards spent his vacation visiting his parents in Florida.

Bill Van Wienen became the father of a bouncing baby girl on Sunday, November 9, 1952. Her name is Kathleen Marie.

Our sincere sympathy to Charles Shramek, paint shop, whose mother passed away on November 11.

Herbie Cottrell came to work a short time ago wearing one brown sock, one green sock, and a very red face.

The following men took their pensions on January 1: Machinist John Sobon, with 34 years; and Carpenter Christ Ares, with 33 years.

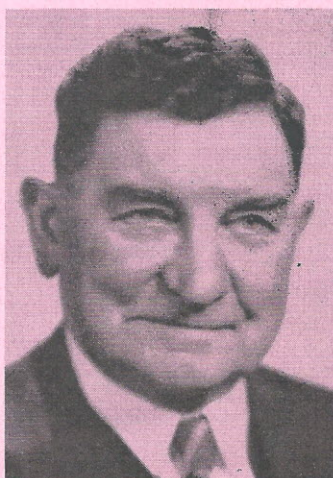
—TED SHUMON



"Do I think you'll get the house painted before fall? That depends on what kind of fall you have in mind!"

NATIONAL SAFETY COUNCIL

PENSIONER DIES



Patrick J. O'Connor, an "old timer" with the surface system died December 4 in St. Anne's Hospital after a short illness. Pat, who retired on pension in 1947, was a motorman at Kedzie for 45 years. He was born in County Wexford, Ireland, the oldest of ten children. Surviving are his wife, Margaret, and two daughters, Margaret and Eileen. Pat would have been 82 years old on December 15.

Nothing Like Starting Young

WEST GARAGE—The youngest person in attendance at the annual children's Christmas party was Tomi Blix, 5-month old daughter of Bus Operator Walter Blix.

James Rittenberg, receiver, is home recovering from a serious operation. We hope to see him back working soon.

Everyone at the Garage wishes to take this opportunity to express our deepest sympathy to Mrs. Julia Gottlieb, on the death of her husband, Operator Joseph Gottlieb.

It is good to see James Eysers, operator, on military leave, home from Korea, after a rough and tough year in that country.

Congratulations to Mr. and Mrs. Martin Zick, operator, on the birth of their son, James.

Milton Taxis, operator, is spending his spare time these days remodeling the house he just purchased. —THOMAS H. MOONEY

RECENT DEATHS AMONG EMPLOYEES

PAJO ANTUNOVICH, 62, laborer, Way & Structures. Died 11-4-52. Employed 6-11-21.

JOSEPH BERNARD, 71, retired conductor, North. Died 11-6-52. Employed 10-27-06.

HARRY C. BOELLER, 78, retired motorman, Devon. Died 9-26-52. Employed 12-4-20.

LIVIN BUYLE, 68, retired car cleaner, Lincoln. Died 9-23-52. Employed 2-12-20.

MATTEO CANZONERI, 57, laborer, Way & Structures. Died 11-9-52. Employed 8-24-29.

ANTON CICHON, 55, conductor, Westside. Died 11-11-52. Employed 6-24-20.

DANIEL J. COLLINS, 51, retired conductor, Northside. Died 11-9-52. Employed 5-3-26.

DANIEL CORBETT, 65, inactive. Died 10-21-52. Employed 8-5-13.

JOSEPH DIVIS, 65, gateman, Westside. Died 11-2-52. Employed 10-16-46.

STANLEY DUDEK, 73, retired seat mender, Skokie Shops. Died 10-21-52. Employed 2-18-19.

PETER W. FITZELL, 87, retired conductor, Cottage Grove. Died 11-9-52. Employed 10-10-95.

PAUL FLANDERKA, 65, retired conductor, Devon. Died 11-23-52. Employed 4-12-18.

ELMER A. FLIEGEL, 60, retired conductor, Elston. Died 10-7-52. Employed 8-28-12.

GEORGE C. GIBONS, 80, retired conductor, Westside. Died 9-21-52. Employed 3-7-00.

HARRY A. GLEASON, 73, retired conductor, 69th. Died 10-28-52. Employed 1-5-12.

GEORGE J. HARTIG, 66, retired carpenter, Skokie Shops. Died 10-31-52. Employed 12-13-34.

ROBERT HARTNEY, 67, retired trainman, Westside. Died 10-25-52. Employed 8-29-19.

BERNHART HEIMBROCK, 60, retired motorman, Lincoln. Died 9-29-52. Employed 9-23-29.

PETER E. HENNING, 73, retired trainman, Westside. Died 10-13-52. Employed 12-8-02.

MELVILLE HILTON, 78, retired ironworker foreman, Road. Died 9-29-52. Employed 5-25-14.

JOSEPH JACOBS, 53, supervisor, Transportation. Died 11-15-52. Employed 10-3-22.

PATRICK J. KEARNEY, 71, retired trainman, Southside. Died 10-14-52. Employed 10-7-26.

HENRY KLEIN, 61, clerk, Treasury. Died 11-28-52. Employed 10-19-19.

ALFRED T. KORASKY, 48, conductor, Beverly. Died 11-14-52. Employed 1-21-29.

ADOLPH A. KROSS, 65, retired maintainer, Electrical. Died 12-3-52. Employed 12-1-10.

WILLIAM LONGUAY, 44, clerk, General Office. Died 11-1-52. Employed 10-1-46.

DANIEL F. MAHONEY, 54, repairman, Cottage Grove. Died 11-6-52. Employed 3-6-23.

SAMUEL MARGOLIS, 76, retired motorman, Blue Island. Died 11-10-52. Employed 10-18-99.

DANIEL MCBRIDE, 54, motorman, Southside. Died 11-28-52. Employed 5-1-22.

JOHN J. MCCONICA, 69, retired conductor, Southside. Died 10-5-52. Employed 11-12-07.

HARRY L. MCDANIEL, 51, motorman, Devon. Died 11-18-52. Employed 3-13-29.

THOMAS MCGOURTY, 79, retired motorman, 69th. Died 9-30-52. Employed 4-19-93.

CHARLES H. MCKIEL, 91, retired conductor, Devon. Died 9-23-52. Employed 7-2-90.

JAMES B. McNULTY, 73, retired motorman, Archer. Died 10-25-52. Employed 8-4-20.

ALLEN MILHAM, 52, conductor, Southside. Died 12-1-52. Employed 7-13-01.

MICHAEL J. MORLEY, 65, retired motorman, Lawndale. Died 9-12-52. Employed 10-28-19.

GEORGE MUELLER, 54, motorman, 69th. Died 12-1-52. Employed 11-25-98.

WILLIAM MULCAHY, 69, retired conductor, Kedzie. Died 9-29-52. Employed 3-20-07.

ROBERT NORRIS, 64, retired motorman, Cottage Grove. Died 10-7-52. Employed 6-4-12.

JOSEPH NYTKO, 61, repairman, North Park. Died 11-8-52. Employed 8-1-18.

TIMOTHY O'DONNELL, 64, conductor, Kedzie. Died 12-5-52. Employed 2-13-13.

PETER OLSON, 86, retired flagman, Burnside. Died 10-28-52. Employed 5-6-08.

HOWARD PANSCHOW, 57, conductor, Devon. Died 11-27-52. Employed 10-8-26.

SIGMUND PAVLAK, 52, clerk, Way & Structures. Died 11-14-52. Employed 10-29-19.

RALPH PERILLO, 75, retired motor inspector, West Shops. Died 8-9-52. Employed 4-26-18.

THOMAS J. PIERCE, 60, retired trainman, Westside. Died 7-25-52. Employed 8-29-25.

FRANK POLICH, 63, retired motorman, Northside. Died 10-3-52. Employed 8-24-18.

EDWARD A. POUND, 74, retired motorman, Kedzie. Died 9-29-52. Employed 9-22-13.

JOSEPH L. PRICE, 44, gateman, Westside. Died 11-9-52. Employed 3-3-45.

WILLIAM QUIGLEY, 69, retired motorman, 69th. Died 9-20-52. Employed 12-8-19.

WILLIAM T. QUINLAN, 77, retired motorman, Utility. Died 10-31-52. Employed 1-14-00.

THOMAS B. QUINN, 57, conductor, 77th. Died 12-1-52. Employed 6-13-18.

FORD RADCLIFF, 62, supervisor, Westside. Died 11-19-52. Employed 10-4-13.

JOHN W. REIBLEY, 77, retired conductor, Burnside. Died 11-3-52. Employed 8-26-02.

JAMES N. W. RICE, 75, retired conductor, Devon. Died 10-7-52. Employed 2-22-08.

FRANK ROESSLER, 57, conductor, 77th. Died 11-13-52. Employed 10-22-18.

FRANCIS E. ROPER, 79, retired superintendent, Electrical. Died 9-25-52. Employed 4-15-00.

VITO SCALETTA, 57, laborer, Way & Structures. Died 11-30-52. Employed 9-4-28.

ADOLPH SCHAEF, 72, retired agent, Westside. Died 10-7-52. Employed 10-26-43.

ARTHUR J. SCHAID, 64, retired conductor, Lawndale. Died 9-19-52. Employed 10-19-09.

JOHN SKIBBE, 72, retired motorman, Elston. Died 9-19-52. Employed 7-6-08.

CHRISTIAN P. SMITH, 55, motorman, 77th. Died 11-12-52. Employed 6-24-20.

BERNARD STOLL, 76, retired motorman, Kedzie. Died 10-12-52. Employed 11-11-07.

AUGUST STUPKA, 72, retired machinist, West Shops. Died 10-13-52. Employed 9-20-20.

DAVID C. SYMES, 74, retired watchman, Westside. Died 11-5-52. Employed 2-21-24.

LOUIS VALENTA, 67, retired watchman, Westside. Died 10-15-52. Employed 10-30-42.

GEORGE W. VOMACK, 46, retired agent, Southside. Died 10-8-52. Employed 3-16-34.

ANNIE WIEFELS, 77, retired agent, Northside. Died 11-12-52. Employed 7-27-17.

JOHN WITT, 71, retired repairman, Westside. Died 10-25-52. Employed 11-6-22.

PATRICK J. WOODS, 75, retired motorman, North. Died 10-10-52. Employed 8-31-06.

ELLIS YOUNG, 47, conductor, Limits. Died 11-5-52. Employed 5-5-43.



SEATED at the piano in his home, which he plays very well, is *Bill Loubsky, 12*. The scale model buses on top of the piano were made by him from memory after seeing the vehicles on the streets and in the North Avenue station where his father, *William F. Loubsky*, is a bus operator. After only two and one-half years of piano lessons, the boy plays for school functions and for Sunday school classes and other church services at Emmaus Methodist Church in the neighborhood.

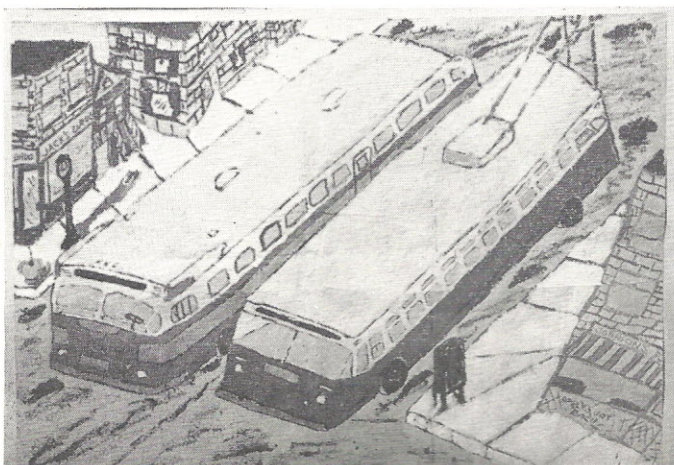
"WHEN he was just a few years old," said *Marion Loubsky*, "Bill started making drawings of ships and airplanes and attempted to make models." She was speaking of her son, *William J., 12*, whose father is *William F. Loubsky*, a bus operator at North Avenue.

Young Bill, who is a patrol boy and honor student in 6-A grade at Nobel school, is continuing with his model building as well as acquiring new hobbies and developing his talents with each succeeding year.

One day a few months ago, Bill met his dad at the depot, took a good look at the bus he was driving and decided to add it to his collection of ship and airplane models.

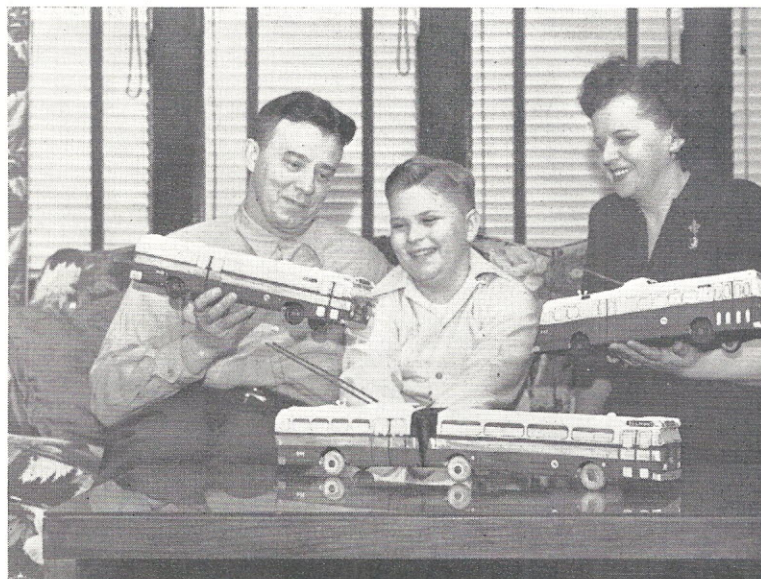
As soon as they got home, the youngster sat down with pencil and paper and made a scale drawing of the vehicle from memory. He then proceeded to make the body from wood which was covered with paper and painted. The axles

SELECTED as one of the best in the 6-A grade at Nobel school, this painting by *William J. Loubsky* was displayed in the window of a Loop department store with other paintings by sixth, seventh and eighth grade students of Chicago public schools. The art program in the schools is aimed to develop the whole child through his power to create in an art medium. Initiative and real life experiences were the chief sources of these childhood expressions.



Bill Builds Buses

... among other things



IN their comfortable living room, the Loubsky family are all smiles over the handiwork of son *Bill*, center, who built the scale models of a propane bus, held by his father, North Avenue Bus Operator *William F. Loubsky*, left, the "Queen Mary" articulated trolley bus on the table, and the conventional trolley bus which *Marion*, his mother, is holding.

are pieces of coat hangers and the headlights are metal buttons.

So far, Bill has completed scale models of the "Queen Mary" articulated trolley bus, a propane bus and a conventional trolley bus. At present, he is working on a model of a Ford gasoline bus.

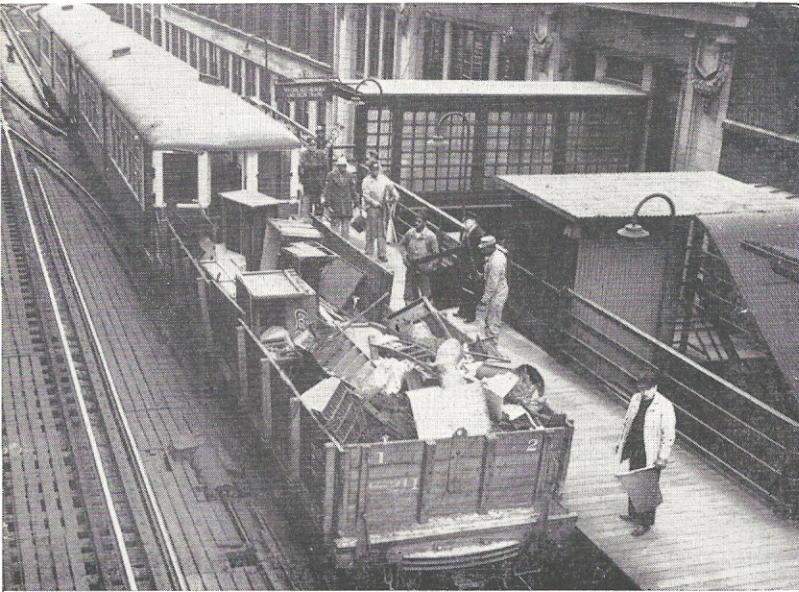
In addition to making models, Bill has been taking piano lessons for about two and one-half years. He is so accomplished at the keyboard that he plays for various school affairs and for his church Sunday school and other church services.

In their basement, Bill, with the help of his father, has set up a model railroad system, consisting of four passenger and freight trains, a good many feet of track, stations, switches, signals, and just about everything you would find on a regular railroad.

A painting Bill made in his art class at Nobel school was chosen by his teacher as one of the best in the group. It was displayed in the window of a Loop department store where a cross section of the work in pictorial expression by sixth, seventh and eighth grade students of Chicago public schools was shown.

Although Bill doesn't know as yet just what line he would like to follow in the future, there is not much doubt that with his talent, combined with continued hard work, he should be quite successful in the endeavor of his choice.

TRANSIT IN THE



Cleaning Up

ALTHOUGH spring isn't here yet, cleaning operations have already begun on the Loop "L." Two white flags marked a special "L" train, comprised of two coaches and a flatcar, which entered the Loop at 10:15 a.m. on December 11, 1952, to complete the first of an outlined three-step general clean-up program on the Loop.

Mission of the special train was to remove old counters, unused concession stands, vending machines and miscellaneous debris which had collected at various loop locations, particularly at outer loop stations.

Arranged by the Transportation Department, working in conjunction with the Station Department, the special train originated at 61st Street. *Loop Supervisor Almer J. Runnberg*, who was in charge of the overall operation, met and boarded the train at Van Buren and Wabash, Number 12 tower, accompanied by *Cleaning Foreman William F. Reynolds* and the loop cleaning crew.

To complete the project, it was necessary for the train to circle the inner loop twice and the outer once. Scheduling of the special was so arranged as not to interfere with normal "L" service.

At 11:15 a.m., the loading completed, the "clean-up special" hauled the load away to the 63rd Street yard, where the collected trash was burned.

The initial step completed, phase two of the program provides for the pick-up and removal of newstands at loop locations which are no longer being used.

Third step requires the removal and relocating, where possible, of advertising frames which at present cover wind-break windows. Completion of this third step will make it possible for the loop cleaning crew to wash these windows

News

regularly in the future and aid them in maintaining a higher state of general cleanliness at loop locations.

Subway Walls Washed

ONE of CTA's biggest "wall washing" jobs was again recently completed in the State Street Subway.

To accomplish this task, a huge special tank car was used to spray approximately 125,000 gallons of water on the side-walls and floor of the State Street tube. This special car, equipped with a tank carrying a capacity of 4,000 gallons of water, has an electric pump and a series of nozzles which deliver water at various levels under 100 pounds of pressure. The nozzles are so arranged that the walls of the subway can be sprayed without wetting station platforms.

Cleaning work took place during early morning off-peak hours and movements of the rolling "washing machine" were arranged to avoid interference with normal train schedules.

Recent Appointments

A BULLETIN issued by T. B. O'Connor, general superintendent of transportation, and approved by W. J. McCarter, general manager, announced that the following appointments as night station superintendents were effective as of November 16, 1952: *E. G. Milz*, North Park and Lawrence Garage; *W. J. Powers*, Limits; *F. J. Buetow*, North Avenue (Motor Buses); *M. F. Harrington*, North Avenue (Trolley Buses); *John Farris*, 77th Street (Motor Buses); *Joseph Hemzacek*, 77th Street (Streetcars).

The appointment of *Clarence Thompson* as relief night station superintendent for North side surface stations appeared in the same bulletin.

Establish Self-Insurance Against Fire Losses

THE Chicago Transit Board recently established a policy of self-insurance against fire losses and permitted fire insurance policies on property valued at \$18,000,000 to expire. This action, it is estimated, will result in a net savings of approximately \$100,000 annually.

That figure is based on CTA's average of loss experience over the past 14 years. During that period, fire losses have averaged approximately \$40,000 per year.

The program is a broadening of the established CTA prac-

tice to act as self-insurer against personal injury and property damage claims.

Fire insurance policies on transit vehicles, currently valued at \$22,600,000, which were recently purchased by the issuance of equipment trust certificates, are to be continued in keeping with the terms of the trust indentures. Upon retiring the trust certificates, this property will also be self-insured, resulting in a further increase in savings.

As a part of the program, the Transit Board placed an excess liability policy with Lloyd's of London covering CTA for the ensuing year against fire losses of \$1,000,000 in excess of the first \$500,000 of loss.



CTA Shares Role as Host to Hollywood

WHEN Hollywood came to Chicago recently to film a motion picture titled "The City That Never Sleeps," they were granted full cooperation by the CTA and the Chicago Police Department. Using a section of the Logan Square "L" no longer in operation, paralleling Paulina Street between Marshfield and Damen Junctions, the dramatic closing scenes of the production were made.

The photo shown here was taken while preparations for shooting the scenes were underway. An "L" train was used to aid in transporting the movie-maker's equipment.

Featuring such stars as *John Hodiak* and *Gig Young*, the film was being produced by Republic Production, Inc., under the direction of *John H. Auer*, Producer-Director.

Recent Service Changes

A NEW off-street terminal was recently placed in operation at the west end of the Chicago Avenue trolley bus route. Located on the southwest corner of Chicago and Mayfield Avenues, the newly constructed terminal was completed at a total

cost of \$44,642, including construction costs of \$22,142 for grading, paving, loading platforms, electrical work and other facilities.

IMPROVED facilities for bus operation and loading and unloading of passengers were completed recently at the Logan Square Rapid Transit Terminal. Additional roadway width, sufficient to permit by-passing of standing buses, was provided by cutting back the curb corners and relocating a portion of curbing near the CTA private driveway which extends under the Logan Square "L" structure.

MOTOR buses replaced streetcars on weekends and holidays on the Western Avenue and 63rd Street surface routes recently. The weekend buses operate east and west on 63rd Street between Narragansett and Stony Island Avenues. On Western Avenue, the buses operate north and south between Berwyn Avenue and 79th Street.

Proving the Point

A REPRESENTATIVE of the United States Safety Service Company, *Jack R. Moore*, second from right, had an attentive audience of machine shop employees at South Shops where he recently demonstrated the effectiveness of plastic safety goggles.

In accordance with the standard U. S. Air Force piercing test, a weighted sewing machine needle was dropped through a tube a distance of 84 inches, wherein it attained a speed of 240 miles per hour at the point of impact.

Results of the test showed that the needle bounced off the plastic type safety goggle, leaving only a slight pinpoint mark.

Frank Rothman, safety supervisor at South Shops, third from right, explained to the men that safety goggles are furnished by CTA and urged them to protect their eyes with goggles when doing hazardous work. The test was part of the industrial safety program now being conducted by the Accident Prevention Department.



CTA 1953 Budget Provides for Continued Modernization

THE Chicago Transit Board recently approved an operating budget for 1953 totaling \$128,360,000. This figure provides a proposed \$109,770,600 for operating expenses, exclusive of other charges such as debt service and depreciation. The capital budget approved contemplates expenditure of \$22,805,000 for capital improvements, assuring continued progression of the modernization program.

At the same time, the Board awarded contracts for the addition of 300 more modern units of equipment to CTA bus and "L"-subway car fleets. Two hundred of the units will be 51-passenger, odorless propane-fueled buses, and the other 100 units will be P.C.C. "Green Hornet" type streetcars, owned by CTA, which are to be converted to "L"-subway cars similar to the newest type rapid transit cars. Deliveries of the new equipment are to start sometime this spring.

The Twin Coach Company of Kent, Ohio, will manufacture the 200 buses. St. Louis Car Company of St. Louis, Missouri, will convert the 100 P.C.C. streetcars to rapid transit cars.

When these vehicles are added to its fleets, CTA's 10-year modernization program will be advanced considerably beyond the halfway point with a total of 3,015 modern units, and modernization of the surface system will be about 80% completed.

Purchase of the 200 propane-fueled buses will give CTA a fleet totaling 751 of these odorless vehicles, by far the largest propane bus fleet in the world. Conversion of the 100 P.C.C. streetcars to rapid transit cars will speed up equipment modernization and marks the shifting of modernization emphasis to the rapid transit system.

By converting P.C.C. streetcars to "L"-subway use, CTA will save, on the basis of bids presented by manufacturers, at least \$20,000 per unit compared with the cost of a completely new rapid transit car. The probable conversion of 200 more P.C.C. streetcars for rapid transit use would bring modernization of rapid transit rolling stock very close to completion.

Over 500 Employees Now at Mart Location

INSTALLATION of the Legal and Claim Departments in new office quarters in the Merchandise Mart climaxed substantial progress during 1952 toward a complete consolidation of all executive, general and operating offices in that building.

With the additional 115 employees of the combined Claim and Legal Departments, a total of over 500 CTA employees are now assigned to permanent quarters on the big commercial building.

Currently, those employees occupy 60,000 of the total 111,000 square feet of floor space CTA offices will ultimately fill on the 7th floor. Remodeling work is presently in progress on the space which is still unoccupied.

Offices presently located in the Mart include those of the Chairman and members of the Chicago Transit Board, General Manager, Comptroller, Management Assistant, Transit Engineer, Assistant Secretary, Budget Director, Treasurer, Cashier, and the Transportation, Accounting, Schedule, Insurance, Purchasing, Real Estate, Legal, Claims and Public Information Departments.

Other departments will move to the Mart progressively as construction work on their space is completed. All departments are scheduled to be in their new offices by May 1, 1953.

Letter from the Mayor

THE September-October issue of CTA TRANSIT NEWS carried a story about spotlighting on the reverse side of Surface System transfers Chicago's achievements in commerce, manufacturing, industry, culture and recreation.

A set of these transfers was sent by *Walter J. McCarter*, general manager to *Mayor Martin H. Kennelly* for his information. The latter replied as follows:

"It is very interesting to note your letter with copies of the transfers issued in connection with the Chicago Transit Authority's 'Chicago Promotional Series.' I congratulate the Chicago Transit Authority on having conceived the idea of this fine public service project to promote Chicago among its own citizens."

Cost-of-Living Allowances Revised

THROUGH operation of the cost-of-living formula in employee wage contracts, a downward revision of one cent in the cost-of-living allowances is required effective with the first payroll periods in January. About 17,000 employees are affected.

The cost-of-living formula is based upon the percentage change in the cost-of-living index reported by the Bureau of Labor Statistics for Moderate Income Families in Chicago, as applied quarterly to the basic rate, currently \$1.84 per hour for one-man operators, who constitute the majority of CTA employees.

There was a drop in the cost-of-living index for the most recent quarter ended November 15, 1952. Cost-of-living allowances now total six cents per hour, and the hourly rate, including cost-of-living allowances, for one-man operators is now \$1.90 instead of \$1.91.



OUR PUBLIC SPEAKS

"I am writing just a few words of praise for some very fine bus operators you have."

This and many similar comments are received daily about Chicago Transit Authority motormen, conductors, bus operators and other transportation employees. They come from grateful passengers in numerous letters of thanks and appreciation. One rider was so pleased by the kind act of one of our bus operators that she took time out to write about it to a daily newspaper which printed her letter, commending Operator Robert J. Kubycheck, North Park, reading as follows:

"On Tuesday, November 25, when boarding the No. 10 Lincoln avenue bus to go downtown to work, I inadvertently gave the CTA bus driver a brand new folded five dollar bill, instead of the intended old folded one dollar I also had in my change purse. I received fifteen cents in change and the balance of the four remaining tokens.

"Later in the day, when I wanted to use the five dollar bill for the specific purpose I had put it in my purse the night before, I was surprised to see only the fifteen cents change and a folded one dollar bill. It immediately was apparent that I mistakenly had given the bus driver the wrong bill.

"On my way to work the next day, when boarding the bus, I asked the driver if he had made this run about the same time the previous day. He smiled and said he had and immediately recalled my having given him the five dollar bill and only receiving fifteen cents and tokens in change. He said he hoped I would catch his bus so he could return it. He reached in his pocket and gave me the remaining four single dollar bills that were due me in change."

Here are a few more examples of letters of commendation received about CTA men:

Refreshing Experience

"Recently it was necessary for me to go from Evanston to Oak Park by "L" with a friend who was a stranger in this area. I had several questions to ask in order to find the best route. I wish to commend conductor No. 21169 (Michael Conway, South Section) for his courteous answers and for taking time between stops to explain fully the points that had caused my difficulty. It was a rare and refreshing experience for which I thank you as I did him."

Pleasant Ride

"Riding a Lincoln-Peterson bus recently, I experienced the smoothest and most pleasant ride I believe I have ever had on the CTA. The driver's number was 13333 (Guy Stanley, North Park). He handled the bus as if it were his own precious property, came to smooth stops without jerking, started up slowly and picked up speed in the manner that is recommended by experts to conserve wear and tear on the vehicle as well as saving gas. This man demonstrated that it is possible to drive fast, be courteous to passengers as well as other drivers obstructing his vehicle, and above all, proved that it is not necessary to 'stop on a dime' literally knocking everyone out of their seats. This man certainly deserves a word of appreciation."

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS

MONTHS OF NOVEMBER 1952 AND 1951, ELEVEN MONTHS AND TWELVE MONTHS

ENDED NOVEMBER 30, 1952

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

	Month of November 1952	1951	Period Ended Nov. 30, 1952 11 Months*	12 Months*
Revenues	\$10,186,949	\$ 9,624,724	\$105,980,052	\$115,797,855
Operation and Maintenance Expenses.....	8,787,341	8,683,532	90,979,078	99,533,127
Available for Debt Service.....	1,399,608	941,192	15,000,974	16,264,728
Debt Service Requirements:				
Interest Charges	404,254	318,003	3,670,747	3,988,750
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1)	83,333	—	416,666	416,666
Deposit to Series of 1947 Bond Reserve (Note 2)	—	107,000	767,314	874,314
Deposit to Series of 1952 Bond Reserve (Note 2)	23,000	—	23,000	23,000
	510,587	425,003	4,877,727	5,302,730
Balance Available for Depreciation.....	889,021	516,189	10,123,247	10,961,998
Provision for Depreciation—Current Period..	814,956	625,000	8,478,404	9,103,404
Balance (Note 3)	74,065	108,811 ^r	1,644,843	1,858,594
Accumulated Deficit in Depreciation:				
To End of Previous Month.....	—	166,716 ^r	61,778 ^r	—
Balance Available for Revenue Bond				
Amortization Fund (Note 3)	74,065	275,527 ^r	1,583,065	1,858,594
Revenue Bond Amortization Fund.....	—	—	300,000	300,000
Balance Available for Other Charges (Note 3) .	74,065	275,527 ^r	1,283,065	1,558,594

NOTES:

- (1) Equal monthly installments to retire \$1,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1953.
- (2) Available to pay interest or principal on any interest or principal payment dates of Series of 1947 Revenue Bonds or interest on any interest payment dates of Series of 1952 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1947 and 1952 Bonds, respectively.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and \$275,527 of the \$1,558,594 balance available for the twelve months ended November 30, 1952 was applied to cover prior period deficiencies in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreement covering Series of 1952 Revenue Bonds issued October 1, 1952 provides for quarterly deposits of \$300,000 (cumulative within any one year) to the "Revenue Bond Amortization Fund" to the extent that monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$300,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve Fund, Revenue Bond Amortization and Operating Expense Reserve Fund.

r - red figures

PASSENGER STATISTICS**

Total Revenue Passengers.....	58,584,802	66,186,561	691,028,465	752,718,267
-------------------------------	------------	------------	-------------	-------------

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

As at November 30, 1952

Purchased and placed in service under Modernization Program:

Diesel Buses	100
Gas Buses	800
Propane Buses	551
Trolley Buses	559
El-Subway Cars	204
P.C.C. Streetcars	600***
	2,814

1952 Orders:

Propane Buses	200
Conversion of P.C.C. Streetcars to El-Subway Cars.....	100
	300
	3,114

* Includes October and November 1952 operations of the Boulevard System.

** Includes Boulevard System passengers.

*** 100 to be converted to El-Subway Cars.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for December, 1952, and December, 1951, as well as a summary of the year 1952, compared with the year 1951:

	December, 1952	December, 1951
Complaints	942	988
Commendations	69	49
Year 1952	10,719	Year 1951
Complaints	10,719	10,981
Commendations	674	684

KIDS CHRISTMAS PARTIES

GAY holiday season Christmas parties are usually enjoyed by everyone. But probably none were more appreciated than those given for the children of CTA employes by the West Division Social and Athletic Club, composed of Wilcox Garage employees; the Liberty Bell Post of the V.F.W.; and the CTA Post No. 1216 of the American Legion. The pictures on this page show how the children were entertained during the holiday season.



TO THE Ladies

... from JOAN

FROM your response to our offers of crochet direction leaflets we know that you enjoy crocheting. We think that you should capitalize on this hobby by entering your handmade pieces in the exciting 1953 Nationwide Crochet Contest.

State, county and local fairs all over the United States are getting ready for the biggest needlework contest of the year. The Nationwide Crochet Contest is open to all crocheters—men, women and teen-agers—who like the fun of competition with fellow needleworkers. This is a contest that's truly fun and profitable to enter. No jingles to write, no box tops to save—just do what you most enjoy doing — crochet. Participating fairs do the preliminary judging in the contest, selecting the best piece entered in each of the sixteen classifications.

The contest is being launched during National Crochet Week, January 24-31.

During this week, retail stores throughout the country are highlighting their crochet departments and stocking a full line of crochet materials and the latest pattern books.

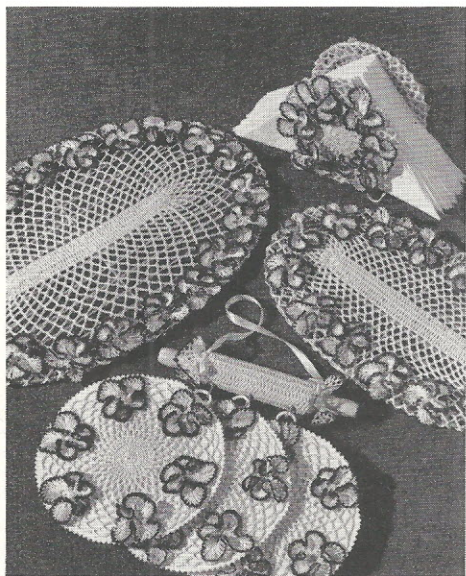
Cash awards in the Nationwide Crochet Contest amount to \$2,600 including \$500 to the Grand National Champion, the contestant whose piece is judged superior to all others. In addition to their cash awards, the Grand National Champion, the top winner in the Men Only group and the top winner in the Teen-Age Girl group receive all-expense-paid trips to New York where an exhibition of prize-winning crochet pieces from all parts of the country will be held in November.

Rules for the contest are simple. To be eligible, a piece must be crocheted of mercerized cotton up to and including size 100 thread and must have been completed during 1953, although not necessarily started this year. The entry must win a Special Nationwide Crochet Contest ribbon at a participating fair. This ribbon makes the article eligible for national judging with special ribbon-winners from all other fairs in the country.

The national judging takes place in November after all the fairs have finished their judging and awarded their ribbons.

A contestant may enter any one or more of the following classifications: Tablecloths, Bedspreads, Luncheon Cloths and Sets, Centerpieces (14" and over), Buffet and Vanity Sets, Chair Sets, Doilies (under 14"), Scarves and Wall Panels, Household Accessories, Edgings and Insertions, Fashion Accessories, Pot Holders and Hot Plate Mats, and Doll Clothes. In addition to these classifications, there are three special categories—Men Only, Teen-Age Girls and Ladies Over 65—in which contestants who qualify for the special groups may submit any crocheted article provided it is made with mercerized crochet cotton and completed this year.

An official Nationwide Crochet Contest Rules Leaflet is available to you, in any quantity, free of charge, by writing to Women's Editor, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois. Please drop me a line and let me know if you are planning to enter this contest.



FLOWER GARDEN

One suggestion of what you might crochet for your entry in the nationwide crochet contest is this set of colorful kitchen accessories. No longer must the necessities for serving meals remain strictly utilitarian in appearance. You can transform them into charming conversation pieces. Here the pretty pansy in delicate shades of lavender trims a set consisting of hot plate mats, potholders and rolling pin hanger and a napkin holder.



GRACIOUS LIVING

The discriminating hostess will like the idea of combining linen and crocheted lace in a tablecloth designed for compliments. The motifs are a new adaptation of the lovely pineapple pattern. We've suggested pink lace and grey linen for the cloth and pin linen and lace for the napkins. There's a tablecloth classification in the nationwide crochet contest and this particular cloth would make a beautiful entry.

BEDROOM ELEGANCE

This is the bedspread you've always wanted to own — a rich, creamy cover, hand-crocheted of cotton. Large and small wheels, plump with popcorns, form the pattern. The motifs are worked separately and joined together in the last round of each motif. Thick cotton tassels make a floor length fringe around the bedspread. After completion, you might want to enter this spread in the bedspread classification of the nationwide crochet contest at a participating state, county or local fair.



What are the Best CTA Resolutions for 1953 ?

.. TO PROVIDE
SAFE, COURTEOUS
SERVICE..

... TO KEEP OUR
VEHICLES CLEAN
AND SAFE...

..TO HELP GIVE
CHICAGO THE
BEST IN LOCAL
TRANSIT !

THOSE ANSWERS
ARE ALL
100% CORRECT!

LESSONS
from
PREVIOUS
YEARS

'53

SEC. 3468, P. L. & R.
U. S. POSTAGE
PAID
PERMIT No. 5021
CHICAGO, ILL.

FRED
HAMME