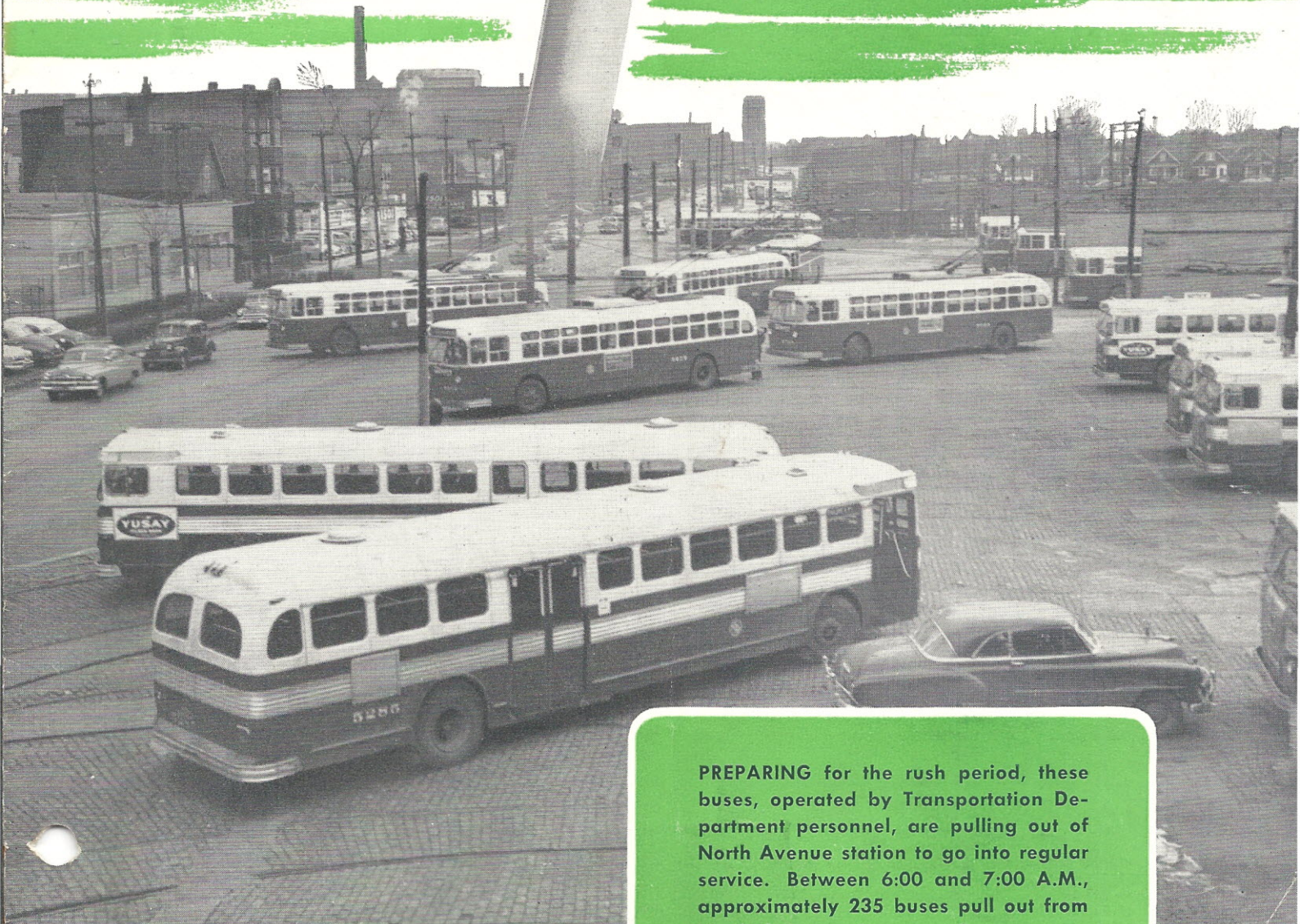
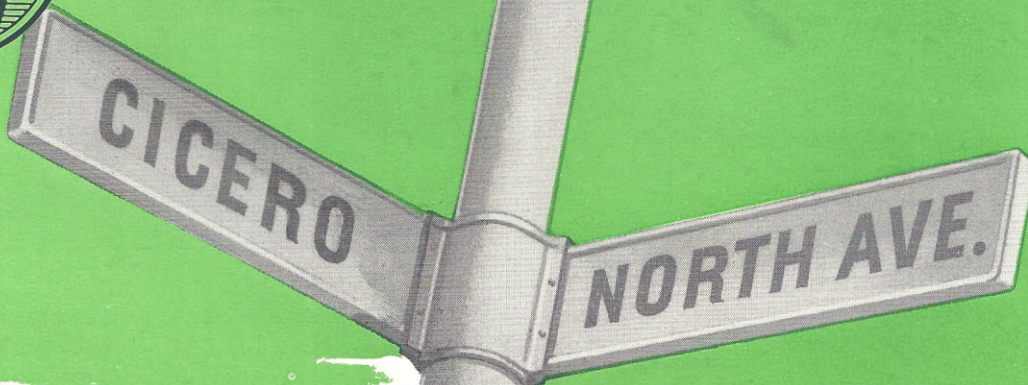


FEBRUARY, 1953

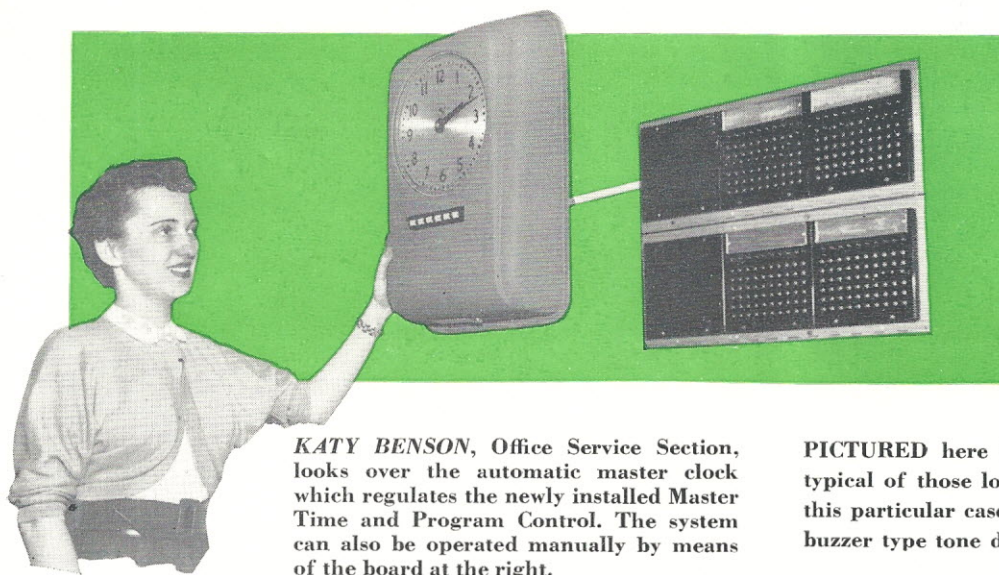


TRANSIT NEWS

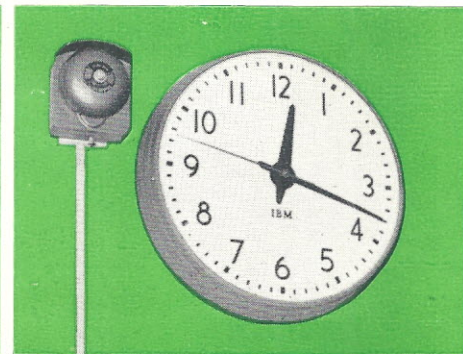


PREPARING for the rush period, these buses, operated by Transportation Department personnel, are pulling out of North Avenue station to go into regular service. Between 6:00 and 7:00 A.M., approximately 235 buses pull out from North Avenue. See page 3.

NEW OFFICE HOURS for Mart Employees



KATY BENSON, Office Service Section, looks over the automatic master clock which regulates the newly installed Master Time and Program Control. The system can also be operated manually by means of the board at the right.



PICTURED here is one of the wall clocks which is typical of those located in CTA offices in the Mart. In this particular case, the tone device is a bell. However, buzzer type tone devices are also used.

NEW, standardized office hours for departments located in the Merchandise Mart building became effective January 19, 1953. On the same date, a newly installed Master Time and Program Control began operating to assure coordinated time schedules for all departments.

Established in accordance with a vote taken of all employees, office hours under the new arrangement are from 8:00 a.m. to 4:45 p.m. for the present. Lunch periods of 45 minutes duration are staggered at 15-minute intervals among the various departments, the first group beginning at 11:45 a.m. and the last at 12:15 p.m. Both morning and afternoon relief breaks of 15 minutes duration are also staggered in a similar manner. Morning relief periods begin at 9:30 and 9:45. Afternoon reliefs begin at 2:30 and 2:45.

The present schedule is a temporary arrangement which will remain in effect until such time as space is provided on the seventh floor for employees who bring their lunches. At that time, the office hours will be from 8:00 a.m. to 4:30 p.m. with a 30-minute lunch period, to coincide with the majority results of the employee vote.

The Master Time and Program Control is designed to assure exact coordination of time between all departments. It consists of a master control clock and one or more secondary units located in each department. The master clock is an electrically-wound, spring-driven device which keeps automatically correct time through electric cycling provided by Commonwealth Edison Company. This correct time, to the second, is relayed by means of an electric impulse to each self-regulating secondary unit once every hour on the 58th minute. Consequently, each clock in every department is

automatically time corrected to the second every hour of the day, in consistency with the master control. Thus, each department is assured of correct time in relationship to all other departments.

Automatic scheduling of lunch and relief periods is accomplished through tone devices which work in conjunction with secondary units. Proper time intervals are arranged at the master control, and once set, will automatically operate the tone system on any desired schedule with no additional attention.

However, the master control mechanism is so constructed that it could be operated manually if necessary. The master control clock is located in the CTA Office Service Section, Room 758 of the Merchandise Mart.

CTA Transit News Now Published Monthly

AS the result of action taken by the Chicago Transit Board on January 19, CTA TRANSIT NEWS during 1953 will be published monthly instead of bi-monthly as it was during 1952.

This means that this year you will receive 12 issues of the magazine presenting news about CTA, its employees and their families the same as in the past.

Recent CTA Additions To the Armed Forces

Eugene J. Borowczyk—Claim Department

Patrick J. Clifford—Accounting (Payroll)

D. G. Harrington—Shops and Equipment (North Gas Bus)

Lawrence A. Jamieson—Transportation (Southside)

H. L. Little—Transportation (77th)

Richard C. Mecker—Claim Department

T. W. Wiczorek—Electrical Department

Returned from Service

John Barnicle—Shops and Equipment (Skokie)

Raymond J. Bienasz—Material and Supplies

Matthew F. Cioffe—Traffic Engineering

C. W. Cremieux—Shops and Equipment (77th)

Richard Daly—Material and Supplies

Joseph F. Mikieta—Transportation (Devon)

Chester F. Nehls—Transportation (North)

Duane E. Reed—Electrical
Robert F. Wilms—Transportation (Lawrence)

VOLUME VI CTA TRANSIT NEWS NUMBER 2

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

H. L. Pollard, 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.

"CARRYING THE BALL"

. . . in and about Chicago

FOLLOWING is a brief story of the departmental structure, personnel and operations of the Rapid Transit and Surface Divisions of the CTA Transportation Department. The recently purchased CTA Boulevard System, formerly known as the Chicago Motor Coach Company, will be discussed in a later issue of this magazine.



THE operation of the largest CTA department, Transportation, is the responsibility of these men. From left to right are *R. J. Bailey*, assistant superintendent surface operations, *Thomas F. Moore*, superintendent of operating stations, *David M. Flynn*, superintendent surface operations, *Thomas B. O'Connor*, general superintendent of transportation, *George A. Roesing*, assistant superintendent of operating stations and *John F. Higgins*, assistant superintendent rapid transit operations, *Arthur Heidecke*, superintendent Rapid Transit operations, was on vacation when this picture was taken.

ON a well-coordinated football team, the efforts of ten of the eleven men are directed so each will do his essential part to break the ball carrier clear and send him on his way to cross the opponent's goal line. Of course, the boy with the ball must do his important part, too!

The Transportation Department of CTA might well be compared to the football player lugging the ball. The work of all other CTA departments is for the purpose of providing the transportation people with the "ball" and a "clear field" so they can perform in an efficient manner the job of actually

transporting more than 2,000,000 Chicagoans and suburbanites daily in the metropolitan area.

With the "ball" and "clear field" provided, so to speak, the Transportation Department, under the direction of its "quarterback," General Superintendent *Thomas B. O'Connor*, has the heavy responsibility of "carrying the ball"—which means operating 950 streetcars 106,976 vehicle miles daily; 560 trolley coaches 56,683 miles; 1,420 motor buses (gas, diesel and propane) 163,611 miles; and 1,130 Rapid Transit cars 134,818 miles. These units operate approximately 462,000 vehicle miles every 24 hours, 365 days a year.

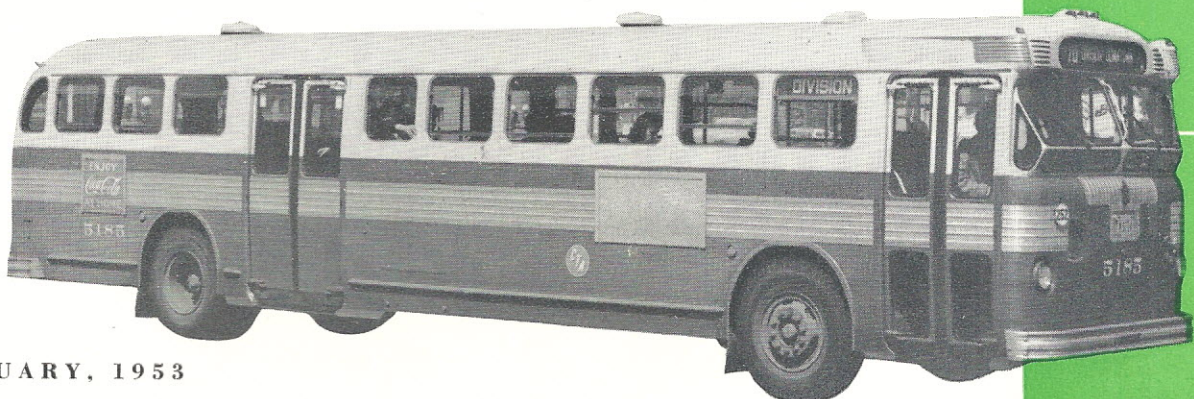
In addition to Chicago, they serve such suburbs as Skokie on the northwest; Oak Park, Berwyn, Cicero, Forest Park, Maywood, Bellwood and Westchester on the west; Evanston and Wilmette on the north; and Riverdale on the southeast. As an example of this far-flung service, a person can board a Rapid Transit train at Howard Street, the north city limits of Chicago, and for an 18c token ride to the southern extremity of the city (via bus from 63rd Street) at Brandon and Brainard Avenues, a distance of 32 miles.

The Transportation Department, with general offices in Room 7187, Merchandise Mart, is divided into two divisions—Surface and Rapid Transit—with total supervisory and operating personnel numbering about 10,500.

SURFACE DIVISION

Operations of the Surface Division are the responsibility of *David M. Flynn*, superintendent of surface operations, and his assistant, *R. J. Bailey*. They are aided by eight district superintendents and 225 supervisors.

The city is divided into three districts, each in charge of a day and a night district superintendent and a specified number of supervisors on round-the-clock shifts.





THIS modern off-the-street terminal for trolley buses was recently placed in operation at the east end of the Chicago Avenue line. During rush periods a steady stream of vehicles turn around at this point, Fairbanks and Ontario, to make their return runs westbound.

District "A" covers from 59th Street to the south city limits and is in charge of *Joseph A. Kelly* and *John B. Becker*. District "B" is the area from 55th Street to Chicago Avenue which is under *Angelo Tagler* and *John Kramer*. District "C" runs from Division Street to the northern city limits, including Skokie, and is in charge of *Joseph Hubberts* and *Joseph Mathley*. *Stuart Sim* is the day-off relief District Superintendent and *Willis Goodall* is the District Superintendent assigned to Accident Prevention Department.

The supervisors working under these men are assigned to specified locations to maintain a regular and adequate service of streetcars or buses or may pursue these duties by means of a radio-equipped automobile.

At heavy loading and transfer points and also at school breaks collectors facilitate the movement of streetcars and buses. If cooperation in loading is needed, members of this department visit schools, factories or other large organizations and discuss with persons in authority their particular transit problems.

Of invaluable help in "keeping 'em rolling" is the radio room despatching center which is located in Room 7187, Merchandise Mart. The radio dispatchers maintain direct two-way communication with the district superintendents, 30 supervisory squad cars, wreck trucks, line trucks and other emergency equipment.



ONE of the 225 supervisors who help maintain regular service of streetcars and buses is *James H. Nelson*, District "B," who uses a squad car to cover his assigned area. These supervisors' cars are equipped with two-way radio by means of which radio room dispatchers can send the cars to points of trouble and receive running reports of the progress made in restoring normal service.



THE radio room, the despatching center of the Transportation Department, is in direct communication, by means of two-way radio, with District Superintendents, 30 supervisory cars, wreck trucks, line trucks and other emergency equipment. On the job here are *Ed Budoff*, *John Stanton* and *Jack Krause*, left to right.



LINE supervision equipment was recently installed to improve Rapid Transit service by quickly detecting deviations from scheduled service and holding them to a minimum. Transportation Department line supervisors *Russ Elderkin* and *Dan B. Hayes*, left to right, are at the control board of the system which provides "on time" despatching of trains from terminals, information on train movements every eight to ten minutes and facilities for immediate verbal contact with crews and passengers by means of a public address system at the more important terminals and midline control points.

RAPID TRANSIT

Arthur Heidecke, superintendent, and *John F. Higgins*, assistant superintendent, are in charge of Rapid Transit operations. With the aid of two District superintendents, *Lester J. Hickey* (north-south section) and *Con Loughery* (west section), and 58 supervisors, they are responsible for train operation on all elevated lines and the State Street and Dearborn-Milwaukee subways.



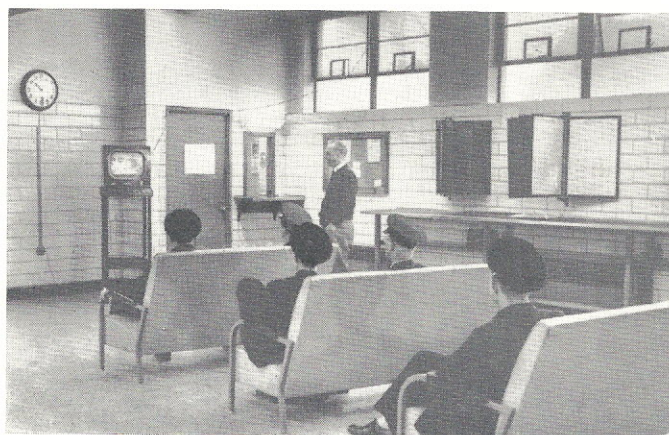
Arthur Heidecke

A recent innovation which helps greatly in providing regular elevated-subway service is the line supervision control system with automatic recorders that enable supervisors at the control board in Room 7187, Merchandise Mart, to spot any deviation from schedules and take immediate action via direct communication to prevent small irregularities from developing into major delays. Via a public address system, the line supervisors can also send instructions to field supervisors, train crews and passengers at the more important terminals and midline control points. Leaving time of trains from the various terminals is also registered by recorders.

SNOWSTORMS are the worst headaches for Transportation Department operating personnel. The winter of 1951-52 with a record of 65.1 inches of snow produced the worst conditions ever witnessed. On Christmas day, 1951, over 500 trainmen and others gave up their holiday to combat the worst snowfall of the season which left 17 inches of snow on our streets. Many trainmen have qualified to operate the various types of snow-fighting equipment we have. When a storm occurs they are called from their homes or off their runs for snow-fighting duty, including salting and sanding at stops and grades and operating sweepers and plows. On the Rapid Transit system porters are mobilized to clean platforms and stairways.



ALL Rapid Transit (elevated-subway) train movements are controlled by Transportation Department towermen located at various strategic points on the system. *Louis T. Peterson*, foreground, and *James H. McManus* are shown operating the model board controls at the Howard Street terminal where 105 train movements per hour occur during rush periods.



IN the Modern North Park bus station the trainmen's room has every convenience for the employees' benefit. These bus operators watch television while awaiting their pull-out time.



OVER 5,000 items per month are turned in to the Transportation Department Lost and Found section by CTA employees. *Charles E. Jarman*, Rapid Transit conductor, is attaching a tag, which he has filled in, to a bag filled with books before turning it over for safekeeping to Receiver *Harry Baker* at the Logan Square terminal.





SUPERVISOR of Training Gordon J. Wagner, standing, and James R. Blaa, training assistant, seated at table, are shown conducting a refresher course for supervisors. Other functions of the Training Section include operating the school of instruction for new trainmen, as well as trainmen refresher courses. Classes are held by the CTA Instruction Force, which totals 40 men, in regular class rooms located on the second floor of Limits Station.

OPERATING STATIONS

Thomas F. Moore, superintendent of operating stations, and his assistant, George A. Roesing, handle all personnel matters, including discipline, on both Surface and Rapid Transit Divisions. Under their jurisdiction are thirteen Surface stations and nine Rapid Transit terminals, the general office and the training section.

Surface stations, the day and night superintendents and the number of men at each are as follows: Cottage Grove, 260, T. F. Screen, J. J. O'Connor; Beverly, 230, R. T. Duffy, Rudolph Miller; 77th, 1,375, J. J. Theis, J. L. Hemzacek (car) and G. E. Evans and J. S. Farris (bus); 69th, 600, C. C. Gillespie and C. W. Zeiher; Archer, 600, J. J. O'Connor and S. J. Bitel; Lawndale, 350, W. P. Herbert and R. K. Keag; Blue Island, 275, C. A. Sonders and R. K. Keag; Kedzie, 500, E. C. Tocci and L. M. Keag; North Avenue, 1,125, E. L. Brookman and M. F. Harrington (trolley) and

TO aid during rush hours, a number of Transportation Department employees such as Francis Bartrell, collector, are strategically located at points where the number of boarding passengers is unusually large. Their function is to expedite service by collecting fares and to supervise boarding of vehicles at the rear doors. This photo was taken at the corner of Milwaukee and Irving Park.



FIRES—which occur along the “L” right-of-way or on surface routes—are one of the many obstacles, over which CTA has no control, but which must be overcome by Transportation Department personnel. Unforeseeable, they interrupt scheduled service. Each situation must be quickly analyzed and immediate action taken by Transportation Department employees to install emergency service and restore normal operation as soon as possible.



E. G. Nassar and F. J. Buetow (gas); North Park, 625, William Calderwood and E. G. Milz; Limits, 360, Elmer Balfanz and W. J. Powers; Devon, 585, F. J. Smith and C. A. Kerr; and Lawrence, 215, G. J. Dorgan and E. G. Milz.

The relief night station superintendent for north side stations is Clarence Thompson. John McCarthy holds the same position for south side stations.

Rapid Transit terminals, the number of employees, and day and night superintendents are as follows: 61st Street, 300, R. F. Wenstrom and M. J. Feaheny; Loomis, 170, A. G. Anderson (assistant superintendent) and M. J. Feaheny; Douglas, 210, and Laramie, 360, S. R. Smith and F. W. Till; Lake Street, 400, and Logan Square, 100, F. T. Boland and F. W. Till; Howard, 360, T. J. McGovern and K. L. Manaugh; Kimball, 230, R. W. Sanford (assistant superintendent) and K. L. Manaugh; and Loop, 75, F. W. Till.

Training

The Training section, under Gordon Wagner, supervisor of training, who reports to Thomas F. Moore, superintendent of operating stations, conducts the school of instruction for new trainmen. The school was recently moved from Clark and Division to the second floor of Limits station where it will be completely modernized in the near future. Classes are held in regular class rooms where mock-ups and models of various types are used. The instruction force, the largest component of the section, has 40 men who not only train new men, but also hold refresher courses to help regular trainmen maintain established standards. They also follow up on new training methods.

SPECIAL SERVICE

The operation of charter buses by the Transportation Department has greatly expanded in the past few years. These

THESE 14 employees in the outer office of the Transportation Department general office, located in Room 7178 of the Merchandise Mart, handle a multitude of clerical and other duties in connection with the operation of the CTA's largest department.



buses are hired by organizations of all sorts for trips to picnics, sports events, museums, theaters, beaches and other sorts of group excursions. The largest charter operation in one day occurred on October 14, 1951, when 167 buses were used to carry people to various churches during the Holy Year pilgrimages.

In addition to charter service, the Transportation Department operates special streetcars, buses and elevated-subway trains to handle the crowds attending such events as take place at Chicago Stadium, Soldier Field, the Amphitheatre, baseball parks and football fields. Then, too, parades, bridge repairs, paving and other construction projects and neighborhood celebrations require re-routings of service from day to day. Fires, flooded subways, and serious street tie-ups also contribute to keeping the Transportation people "on their toes" to provide the best possible service under all conditions.

LOST AND FOUND

Each station and terminal has a Lost and Found section where articles found on our vehicles are turned in and may be claimed by the loser upon proper identification. If the article has any means of identification, the loser is notified by telephone or a postcard where to claim it. If articles are not claimed within 30 days, they are returned to the employee who found them, except when the items are of considerable value they are held for 60 days. Keeping track of lost and found items involves considerable work when it is considered that about 5,000 items per month are turned in.

SWITCHBOARD AND INFORMATION

Also under the jurisdiction of the Transportation Department is the CTA switchboard and telephone information service, both of which are in operation 24 hours a day, 365 days a year. This requires the services of five switchboard operators, seven telephone information operators and one supervisor, *George T. Kelly*. The information operators are asked all kinds of questions. Usually they concern the route to be traveled between two certain points and to parks, museums, zoos, public buildings, hospitals, cemeteries, bathing beaches, ball parks, suburban towns and the like. They also give out information as to the rates of fares, the use of student tickets, transfers and the exact time patrons can board a bus, a streetcar or elevated-subway train at any given point.

(This article has been confined to a bare outline of the structure and functions of Surface and Rapid Transit transportation operations, which will be explained more fully in subsequent issues. The March issue of CTA TRANSIT NEWS will carry the story of the recently purchased Boulevard System which has a Transportation Department complement of about 1,000 supervisory and operating employees, headed by Joseph P. Gaynor.)

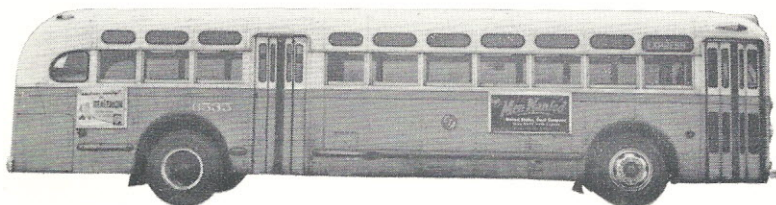
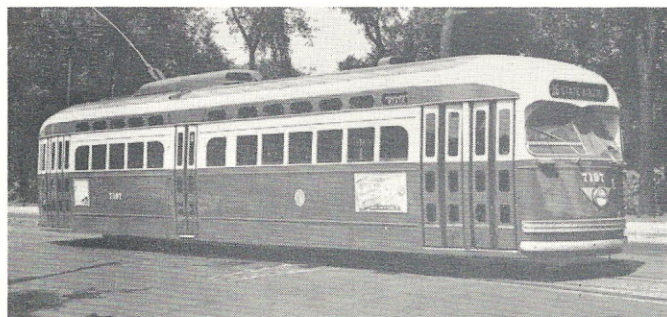
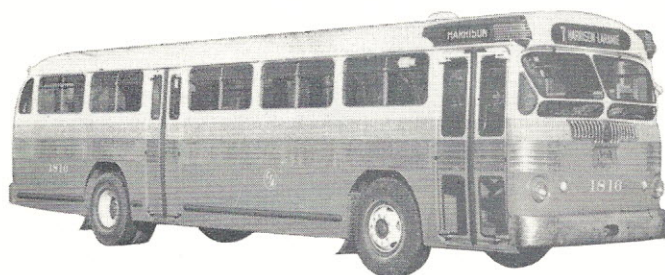
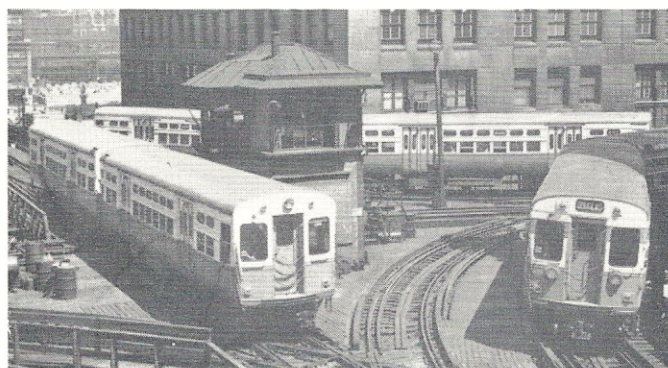
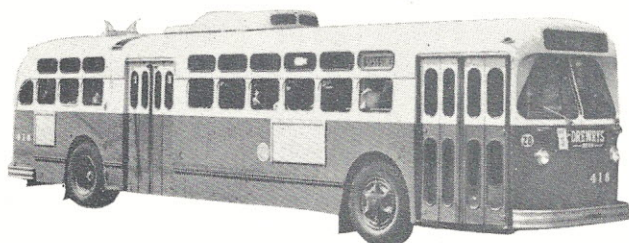
FEBRUARY, 1953

SHOWN on these pages are the various types of modern transit vehicles operated by the Transportation Department.

Currently, CTA operates 551 propane-fueled buses — the nation's largest fleet.

Modern trolley buses operated by CTA now total 684. There are 136 diesel buses and 849 gasoline buses presently in operation.

CTA owns 683 noise-proofed PCC type streetcars. At present there are 200 new steel and aluminum electric rapid transit cars of the PCC type in operation.





OUR PUBLIC SPEAKS

Based on Actual Letters Received Recently by CTA

MANY of our riders take the time to write us in appreciation of an act of courtesy or helpfulness. We know then that our trainmen and bus operators are aware that they are the ones who can create the good will which is so necessary in this business of ours. The CTA is unique in a way that they are practically the only contact with our patrons. How our customers feel about us rests mostly with them. Reprinted here are a few actual letters recently received.

Patience and Courtesy

"I have been a regular user of Chicago transit facilities for a number of years and therefore believe myself qualified to enter a rider's opinion on the subject of what a rider likes to see in one of your employees. It is my opinion that driver No. 1943 (Operator *Ralph Hartsell*, North Avenue) comes as near demonstrating what a rider could desire from one of your employees. His patience and courtesy to those who really appeared a bit unreasonable, his willingness to wait a moment for one who obviously wanted to catch the bus; all this, and more, with a sunny disposition thrown in."

Happy Passenger

"I am one of those fellows who feel that when an employe of yours does something out of the ordinary, I should tell you about it. Recently I had occasion to take one of the Division-Kedzie buses on State Street going north. The driver thanked everyone who stepped on the bus, whether they gave him a cash fare, token or transfer. I have mentioned this to many people since. This nice, clean-looking driver also called out the streets in a clear tone, one you could understand easily and also cautioned those getting off to be careful. The driver's number was 2130, (Operator *Lucius Wicker*, North Avenue)."

Honest CTA'ers

"I wish to express my thanks to conductor No. 5410 (*Edward M. Dalton*, 77th) for turning in my purse which I left on the streetcar recently. I sure can say that the CTA streetcar men are honest. This was the second occasion that I left my purse on the streetcar and had it returned. It meant so much to me to get my purse back because I am a self-supporting widow."

An act of courtesy or just a little thoughtfulness goes a long way in keeping the riders happy. Here are some complaints that could very easily have been avoided.

"Recently I took a car at Western Avenue and transferred at Madison and Halsted as I wanted to go to the new postoffice building. However, the driver refused to take my transfer saying it was not good in spite of the fact that I did not delay anywhere. As the result I was required to walk to the postoffice."

Comment: All CTA conductors and bus operators are very thoroughly trained in transfer procedures and are expected to issue accurately punched transfers at all times, as well as being able to check the validity of each and every transfer. When a transfer is presented that is questionable, employees are expected to inform the passenger in a polite and tactful manner.

• • •
"Why do so many of your streetcar conductors and bus drivers seem to be out of half-fare tickets when children ask for them. The children are required to pay a dime fare because of the driver's negligence to check if he has any tickets at all or his unwillingness to bother with the children."

Comment: CTA regulations require that bus operators and conductors carry an adequate supply at all times. There are also definite instructions on the procedure to follow in obtaining a fresh supply should they inadvertently run out during their trip.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for January, 1953, compared with the same period for 1952:

	<u>January, 1953</u>	<u>January, 1952</u>
Complaints	852	887
Commendations	64	80

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

New Faces

Make the News

ACCIDENT INVESTIGATION — Since our last issue we have acquired quite a few new faces, namely, *Joyce McDaniels*, *Mary Flanagan*, *Jerry Kennedy* and *Art Kaiser*.

While on the subject of new faces, we might add that the Boulevard Route Claim Department has joined us. So, to all the above we extend a hearty welcome.

There are three proud fathers passing out cigars these days: *Tom Reilly*, father of *Kathleen*; *Gene Borowczyk*, (who left for the Army recently) father of *Chris*; and *Frank Mullin*, father of *James Michael*.

Our sincere sympathy to *J. Anderson* on the death of his mother.

Lots of Luck to *Attorney Bud Burke*, who has gone into the States Attorney's office, to continue his law practice.

Pvt. Dick Mecker is stationed down in Camp Gordon, Georgia.

Congratulations to *Mr. and Mrs. Vincent Moore* on their recent wedding.

Good Luck to *Terry Kuzius* on her new job as dictaphone operator.

We hope that *Dennis Crowley* has a speedy recovery from his operation.

Helen (O'Connor) Brandon, *Marge Kik*, *Dick Doyle*, *Nick Deutsch* and *Martin McMann* were a few of the old timers who paid us a visit during the last month.
—G & M

We Think It Will Last

ARCHER—*H. "Zeke" Williams* and *Tony Tennelle* first met in the army and became buddies. The army learned that Zeke was only sixteen when he joined and they were going to send him home. He immediately got his parents to sign for him so that he could stay with Tony. Tony was discharged first and then they lost all contact with each other. Zeke returned to Chicago and married a girl who had



GOLDEN ANNIVERSARY

THEIR 50th wedding anniversary was recently celebrated by *Mr. and Mrs. Albert Meyers* at St. Peter's Lutheran Church. A four-tier cake decorated the couple's table at a reception held in the parish hall, where 300 guests gathered to honor the occasion.

Mr. Meyers has been retired since 1945, after having served as a Cottage Grove motorman for 43 years. Both he and his wife, who are 78 and 73 years young, respectively, are quite active in parish social functions. They have one son, *Edward*, who resides with his parents.

known *Tony* from childhood. One day *Mrs. Williams* got on a Cottage Grove car and there was *Tony*, a conductor. Zeke was also working for the CTA at a different depot. They are together again at Archer, separated only by nine seniority numbers. We forgot to ask if friendship ceases when one follows the other while working.

We wish "*Red*" *Lowery* and his family much happiness in their new home in Chicago Lawn. "*Red*" says he has become an expert mover and will gladly help anyone contemplating moving with advice.

Walter Zelis is in the market for a parakeet. He is taking a correspondence course in "How to Make a Bird Talk." We suggest to Wal-

ter that he take some post graduate work on how to quiet his bird.

At the annual meeting of the Archer Depot Federal Credit Union the following men were elected as officers: *E. McCarthy*, *L. Packard*, *B. Sheehy*, *J. Maher*, *W. Saunders*, *H. Miller*, *P. O'Connor*, *E. McWilliams*, *L. Weiss*, *F. Fox*, *E. Krause*, *Sr.*, *F. Olsen*, *W. Moore*, *P. Gobieli*, and *J. McVea*. We at Archer are very fortunate to have such competent men as our leaders. They deserve all the cooperation we can give them.

I am a little disappointed that news is not coming my way. I would like especially to get leads from the clerks. Let's get acquainted.
—JACK WILLIAMS

We Bet He's Glad It's Over!

ACCOUNTING — *William B. Foltz's* new role as "Father of the Bride" was climaxed on January 24, 1953, when he led his daughter, *Joyce*, down the aisle of St. Mary of Celle Church, Berwyn, Illinois, to give her hand in marriage to *Richard Novak*. After the reception at the Carlton Hotel, Oak Park, Bill will be happy to be just "dad" again.

Patrick Clifford entered military service on January 13. His co-workers presented him with a watch as a farewell token.

Jane Hackett resigned on December 24. A luncheon at the "Well" and a check from her friends sent Jane off with good wishes.

Maureen Sheridan has resumed work after an extended absence. *Dorothy Heimerdinger* is convalescing after a critical illness.

Regina Kolis from Skokie Shops and *Le Roy Kirchhoff* from North Park Bus are recent additions to the general office. From "outside," *Edna Southworth*, *Eileen Collins*, *Carolyn Ryba* and *Lorraine Curry* have joined the CTA family. *Lorraine* is really of the second generation as her mother, *Julia Curry*, worked for the CSL prior to her marriage and is now employed as a Rapid Transit Division ticket agent in the Loop.

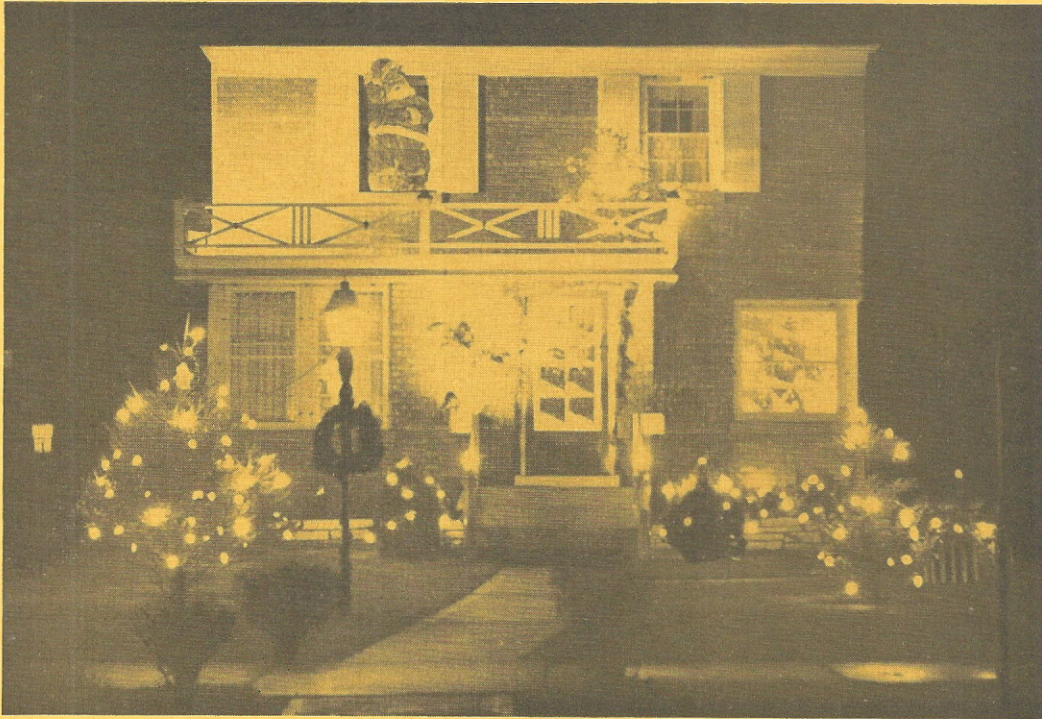
—HELEN A. LOWE

Whatever It Is — It Must Be Good

BEVERLY — We have been reading about a "Fat Boy's Diet" in one of the daily papers. We would like to know what diet 77th Street Depot used on *Bus Operator Byron Dean*. He recently returned to Beverly — streamlined to the tune of 54 pounds less.

Richard Minogue, son of *Bus Operator Harry Minogue*, was recently chosen "All-city Center" by leading Chicago newspaper sports-writers for his excellent perform-

CHRISTMAS GLOW



THE Christmas spirit certainly prevailed at the home of *Motorman Floyd P. Valerious*, 77th. Over 300 Christmas tree lights were used in this display designed and set up by Valerious and his son, *Bob*, in front of their home at 8942 Crandon Avenue. — Reported by *Wilbur Jensen* and *Joe Smith*. Photo taken by *B. J. Vind*, Track.

ance on the football field while playing for Calumet High School.

On one of those nice spring-like days we recently enjoyed, we noticed Bus Operators, *Sidney Kirk*, *Howard Serena*, *Eddie Lammel*, the *Holmes* brothers, and *Andy Karkosha*, bus repair, with their heads in a huddle. That's right. The topic was CTA's softball championship for 1953. Go! Go! Beverly!

James J. Kane, former southside supervisor, took his pension recently after 46 years of service. An oldtimer from Burnside Depot, he was also stationed at Cottage Grove for a long time and then went to 92nd and Commercial Avenue. He was known as CTA's "good will" representative to South Chicago.

—DANTE F. BRUNOD

TRANSITAD

FOR SALE: Lot 100 by 200 feet in Arlingdale, Arlington Heights residential district. Will sacrifice at \$850. Call Charles Blaney, FRontier 6-4747.

Credit Union Party Enjoyed By All

DEVON — Your reporter attended Devon's Credit Union dance and meeting and had a wonderful time. I know everybody else there did, also. The music and food were splendid and the hall was large and roomy with plenty of dancing space. Hats off to our Credit Union for a swell time.

The following men have taken their pension as of January 1, 1953. *Motormen Leroy Delton* and *Walter Harder*, and Conductors *Gustav E. Nelson*, *David Zoller*, and *Herman Fehling*. Good luck to them and hope they enjoy every minute of a rest well earned.

Come on, fellows. Let's have some news so we can make this a column worthy of Devon Depot! There must have been somebody born or married in your families. Let's hear about it. How about a snap shot or two of your vacations?

HENRY C. THELIN

Two Girls To One Boy

GENERAL OFFICE (4221) — The stork delivered another boy, 8 $\frac{1}{4}$ pounds, at the home of our Claim Department attorney, *Frank Mullins*.

Baby girl to *Mrs. J. McNamara*, formerly of our Pay Roll Department. Her father, *Wm. Underwood*, is employed in our Traffic Department.

Baby girl to *Betty Toth*, formerly of our Claim Department. Husband *John* is employed in Transportation Department at Ravenswood.

Many thanks to the boys and girls of the Claim Department for the nice party they gave on January 9 before leaving for the Mart. We really miss you all and hope we will all be together soon.

Sympathy is extended to *Helen Loftus*, who lost her sister-in-law in Kansas City, Missouri.

Sympathy is extended to *James Anderson*, our Claim Department,

who sustained the loss of his dear mother.

Sympathy is extended to *Mary McCarthy*, our telephone operator, upon the death of her brother.

Welcome back to our recent Flu victims — *Mary McCarthy*, *Jean Chapman*, *Clara Lawrence*, *Charles Kasper*, *Mari Siwak* and *Marion Klauer*.

Ray Schramm is going around sporting a new St. Christopher cigarette lighter given him by his pastor for ushering during 1952.

—HAROLD A. CUNNINGHAM

Love Is All

On February 14

GENERAL OFFICE (1165) — (*Specifications*) — Cupid strikes again and this time the happy victim is *Colleen Dunne* whose engagement to *Robert Bourke* was sealed with a "sparkler" on St. Valentine's Day . . . A new baby boy weighing nine pounds arrived for the *Tom Turcotte* family on January 23.

(*Job Classification*) — Glad tidings of great joy were experienced by *Evelyn Mocerino* when she and her husband were informed that the long sought baby for their adoption had arrived. Evelyn hurriedly said "goodbye" to CTA in order to take up her new full-time roll as *Mama . . . Iona M. Shaffer* was welcomed as a new employe in this department.

(*Employment*) — *Eddy Boles* passed around cigars and candy when he announced the arrival of his fourth youngster, little *Edward Charles*, who was born January 7 . . . Co-workers said "Goodbye" to *Dolores Gierham*, who recently resigned to give full time to her household duties and to an "Anticipated Added Responsibility." Taking *Dolores'* place is *Donna Mae Burtis*, daughter of *Fred Burtis*, artist in Training Aids.

(*Accident Prevention*) — *Bill Kendall* has a new addition in his family, a baby blue . . . Plymouth! . . . *Mrs. J. Donovan*, who left for Florida to recuperate from a recent illness, leaves husband, *John*, a "bachelor" for a couple of weeks. *John* looks like he is missing his wife's cooking already.

—MARY E. CLARKE

He Liked Florida

ELECTRICAL — *Bernard Toal*, operator of Hardin substation, motored to the "Sunny South," covering some 3,100 miles. He enjoyed his stay in St. Petersburg, did some deep sea fishing and says the oranges were delicious.

John Wiesolek, operator's apprentice, is the proud daddy of a little girl, *Katherine Marie*, who arrived on December 29, 1952.

Harry Simon, janitor at Grand and Leavitt, is on the sick list and at present is resting at home.

Sympathy is extended to "B" Electrician *Carl H. Lindell* who recently sustained the loss of his mother, also to *William Kopke*, whose father passed away on January 17, 1953.

—GILBERT E. ANDREWS

Figure Schedules

By Television

LAWNDALE — The trainroom TV is the big attraction now. Some of the men, such as *Carl Zoellner*, figure their time by it. He has his fallback at ten minutes to *Kate Smith* and goes home at five minutes after *Lucy*.

Jack Hanily, night janitor, has seen so many English movies that he is beginning to mix an Oxford accent with his natural brogue . . . *Henry "Swede" Sorenson*, the long, lanky and popular ex-supervisor,

was very happy last fall when he received his pension because it meant that he could discard his blue uniform and go to California to live. He went to the coast all right —and doesn't wear a blue uniform. He is now a guard for the California Water Company and wears a green uniform.

Jack Kovitz showed up with his huge, beautiful Boxer dog. All Clerk *Irv Belmonte* could say was, "I'm glad it's you, and not me, who's paying for his hamburger." . . . We are glad to welcome back *W. P. Herbert* after his recent illness.

—BILL FEILER

"No News Is Not Good News"

LIMITS—This issue at Limits should be headed, "No news is not good news." How about it fellows?

This is a new year. Let's keep our station in the limelight of every edition of Transit News.

This is your column, so let's keep it alive. I'm sure there's been some news to report. Let's not neglect to inform our readers of it.

Your scribe will appreciate in the future hearing from you through the clerks, receiver, superintendent or any way possible.

To you fellows in the repair department, let me have your news items also through the same channels.

—C. F. GREER

Welcome Boulevard System Personnel

NORTH — We extend a hand of greeting to the men of the newly acquired Boulevard system. You will find that we here at North are one big happy family and we welcome you into the fold.

For your information, we have three fine board members who know all the answers. They are namely: *Augie Johnson*, *Jerry Blake* and "Buck Bennie" *Mathy*. Our credit union, which is located in the assembly room, is one of the finest in the system, thanks to those two popular fellows, *Eddie Winters* and *Eddie Carroll*. The annual membership meeting of the North Avenue credit union was held January 16. The election of officers, setting of dividend (which was 3%) and future business was discussed.

All members and their families were invited to the annual party which was held January 17 at the Ashland Auditorium. Refreshments and dancing were free. Thanks to our officers for a jolly good time.

Congratulations to *Operator Norman Gnad* on his 11th wedding anniversary which was celebrated February 14 . . . Congratulations are also due *Operator George Tyriver* on his 33rd wedding anniversary which was celebrated February 17.

Operator Al "Skinny" Martin is a patient at Healthwin Sanatorium in South Bend, Indiana. How about flooding this fellow with mail? You know it gets mighty lonesome when you are laid up — especially when you are out of town.

Operator Patrick O'Sullivan, who had been a patient at State hospital, Elgin, passed away and was buried on February 2.

It was Hi Ho Silver for *Operator Sam Tamburino* as he celebrated his 25th wedding anniversary February 20. A large number of friends swarmed down on the Tamburino's and a grand time was had by all. Wonderful 25 years, says Sam . . . On March 1 our Janitor *August "Gus" Keslinke* will celebrate his 37th wedding anniversary. We hope *Mrs. Keslinke* (who has been quite ill due to a stroke) is feeling better for this eventful day.

—JOE HIEBEL

MR. AND MRS.



THIS happy couple posed for the photographer immediately after the ceremony in St. Michael's Church which made them Mr. and Mrs. He is *Francis Fallon*, stock clerk at Montrose storeroom 43. His bride is the former *Geraldine Garcea*. —Reported by *Jean O'Neill*.

Two Back After Two Years

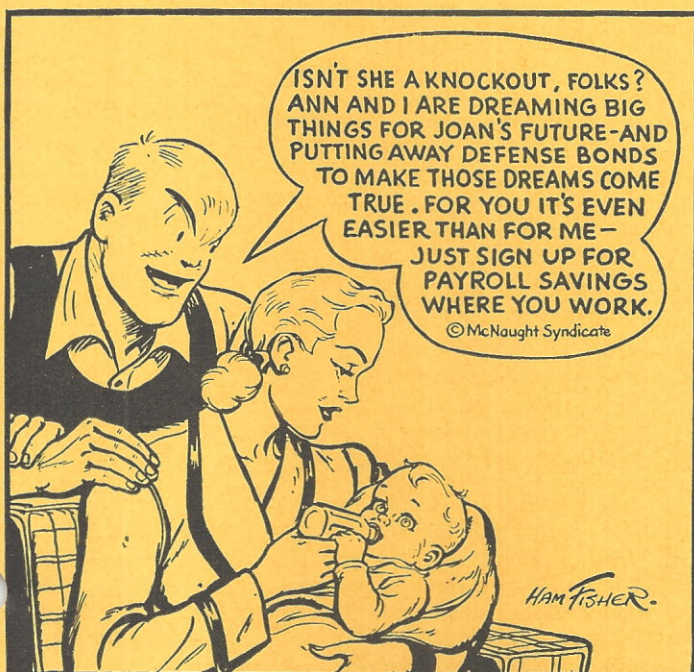
MATERIAL AND SUPPLIES—Welcome back to *Richard Daly*, laborer at our Grand and Leavitt storeroom, and *Ray Bienasz*, file clerk in general office. Both of these boys have finished their two years in military service. Ray has recently been transferred to the Transportation Department, and we wish him lots of luck in his new job.

John Phillips, mail clerk in general office, sure had that proud uncle look when he told us about his new little niece, *Maureen Theresa Murphy*, born on January 10, weighing 6 lbs, 3 ozs. We wish a long and happy retirement to *Will Francher*, laborer at 63rd Street Yard, who retired on January 1, 1953.

We extend our deepest sympathy to *Joseph Thaus*, stock clerk I at our 63rd street yard, who recently lost his brother.

Our newest employees are *Peter Donahue*, laborer at our Storeroom 42, Skokie, and *Charles Prather*, laborer at our 63rd Street Yard.

—JEAN O'NEILL



Eight Men Retire — Total 221 Years Service

NORTH SIDE — *J. Heinen, C. A. Johnson, P. W. Millar, I. Losinsky, J. J. Kelly and F. Leyh* all took their pensions on the first day of the New Year. *A. E. Frillman* and *F. A. Beck* joined their ranks on the first day of February. The eight of them represent 221 years of service on the North Side.

Winter vacations must be quite nice as *J. P. Daly, R. Gorham, E. G. Franks* and *G. R. Chaney* all came back extolling the virtues of the sunny southland. Perhaps we're missing the bus by taking ours in the "good old summertime."

We have lost five of our North Side boys since the beginning of the year. *A. Strathdee* was fatally injured by a truck. *S. L. Malm, W. R. Topp, E. Bartz* and *H. Kleinfeldt* succumbed to illness. The latter three were on pension . . . A more cheerful note is the news that Chief Clerk *L. C. Delvin* has to tell. He recently brought his wife home from the hospital, where she had gone for a check-up, and the doctors told him that she was as good as new.

Future news for this column will be submitted monthly. I'm going to need a little more help getting the items together. So if you have any news that you'd like told just send it to me at Howard Street, or better yet, just —C. BOB BLANEY

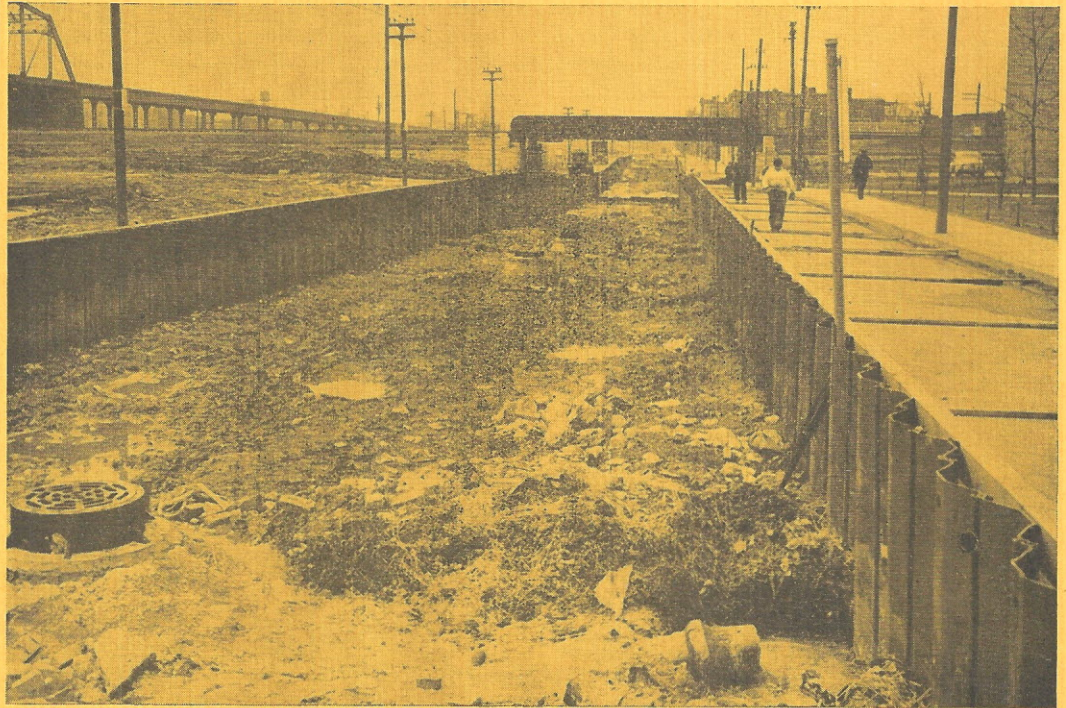
Stork Brought Boys

RAVENSWOOD — The stork is big news this month. He was quite active around Ravenswood. Delivered a 7½ pound boy to *Mr. and Mrs. William Radwell* on January 12 . . . *Mechanic* and *Mrs. Edwin Stojak* were also blessed with a boy on December 20.

Pat Cronin enjoyed his vacation very much right at home . . . *Joe Oddo* also vacationed during January . . . A number of our boys are already planning fishing in June.

Did you know that *Darwin Schrimplin* comes from the town of Iroquois, Illinois, which is located in Iroquois County and the town is nicknamed "Bunkham?" . . . *Carl Frykman* spent some of his boyhood around Gibson City, Illinois, and goes back often to see the folks

MODERNIZATION ON THE MOVE



REFLECTING the progress being made on the Congress Street superhighway, this scene was taken at Rockwell and Van Buren Streets. It shows the center strip, in which rapid transit trains will operate when the highway is completed, being deepened. Paved lanes will carry automobile traffic on both sides of the median strip.

. . . Also that *Earl Cox* and *William Becker* drive in from Round Lake and Venetian Village, respectively, every morning. They arise at 4:00 A.M. . . . Send me some news.

—GEORGE CLARK

Give Blood for Korean Vets

ROSEMONT — *Chauncey Streeter* lined up donors to give blood for Hines hospital on January 25. Korean Vets need 1,500 pints of whole blood a month. The latest check-up showed only 6 pints in the bank . . . *Ira Ahlborn*, old-timer, has returned back driving after a 6-month lay-off due to sickness . . . *Otto Sonntag* is nearing the 30-year pin day without an at-fault accident yet . . . *George Lewis*, pride of Round Lake, is sporting a new Nash, and *Nicky Sirrell*, Morton Grover, is driving a '53 Ford . . . *Bill Fox*, Garage Steward, has had a severe bout with the flu . . . *Johnny Lewis* responded to an appeal for blood donors for *Bill Hornkohl, Jr.* . . .

Smokey Thompson and *Dixie Chapman* gave up 11 years seniority each to buy out a grocery store in partnership at Hazel and Wilson Avenues . . . *Paul Meils*, old-timer off on sick leave for a year now, sent a Christmas card from Gatlinburg, Tennessee . . . The garage noted with sorrow the passing of *Ray Doneske's* father and *Tom Moseley's* brother recently . . . *John Granahan* is turning out to be a good Superintendent and is getting 100% cooperation from the men . . . *Adam Pijanowski*, night foreman, served a tour of duty as a juror, but still managed to get in his usual night's duties . . . *John Walsh*, garage foreman, held a New Year's Eve party at his Highland Park house for the boys of his crew . . . *Jim Monaghan* celebrated the "Russian Christmas" at *John Boyle's* with *Bob Williams*, *John Scanlon* and *John O'Toole*. It was quite a gathering of the clan . . . The Garage Welfare disbanded at end of '52 due to lack of operating personnel and

lack of general interest of members . . . *Harold Dowey* is keeping the Garage Credit Union books up to date in event of a merger or disbandment; Hal has done an efficient piece of work in this department . . . *Fern Briggs* and her co-worker, *Bonnie Loomis* bought a huge cake for the holidays and had all of their customers at the Garage restaurant as their guests . . . *Frank Detman* lost his son to the service just as *George Ewald* got his boy back and *Randy Glefke* awaits his son's discharge . . . There was a large turn-out at the last Union meeting.

—AL BECK

Extra Rider Takes Driver's Seat

SCHEDULE-TRAFFIC — A couple of crack bowlers, *Al Pisors* and *Bernie Kincanon*, decided to roll a match game. We understand *Walter Thomas* went along for the ride, and showed them both up . . . It is a fact that *Bill Devereux* re-

cently celebrated his 25th wedding anniversary . . . *Bill Hodges* is still on the sick list, but reports are encouraging and we hope to see *Bill* back at his desk soon . . . We welcome a new comer to this department—*John Urban*.

15 Years Ago . . .

We note that *E. M. Guy*, now commercial engineer in the Public Information Department, spent New Year's in New Orleans at a football game. We also see a report of *Esther O'Brien*, now of West Shops, spending her vacation in Old Mexico. —L. C. DUTTON

Donate Blood for Fellow CTA Employee

SOUTH SHOPS — *Harris Hansen*, tin shop, underwent surgery New Year's Eve at Englewood Hospital. When the word got around that blood donors were needed, *Frank Bartos*, woodmill; *John MacDon-*

ald and *Ray Klaub*, tin shop; *William Shaughnessy*, welder, *George Edwards* and *Tom McPartlan*, miscellaneous; and *Stanley Sarna*, bus body repair, volunteered their services without hesitation.

A speedy recovery is wished for *Alex Kounckie*, miscellaneous, who recently underwent a tumor operation . . . Our deepest condolences to *Edward Bartkus*, tin shop, upon the loss of his father . . . It won't be long before *Joe Kehoe*, bus overhaul, will be forsaking his bachelorhood. That all important ring was placed on the 3rd finger, left hand, of *Margaret Roach*, on Christmas Day.

The force has been increased by three: *Frank Crouse* transferred from the West Shop to Car Repair; *Wilbur Meyers*, a Utility Department man, is now an Upholsterer; and *Anton Gasparovich* packed his tools at the West Shop and returned to work in the Bus

Overhaul . . . On January 14, the *Bernard O'Malleys*, bus overhaul, welcomed another daughter into their family. The "little one" has been named *Virginia Marie*.

—JUSTINE JANASEK and MARY ANN YERCICH

Toast Comes High

77TH — *Tom McGuire* came to work on a Sunday morning without his breakfast, and ordered toast and tea from a nearby restaurant. When he received change from a dollar bill, he found that the toast had cost twenty cents for four slices. This occurred during the first part of January and Tom has eliminated toast from his breakfast except at home. At the mention of toast, Tom puts on a very unhungry look.

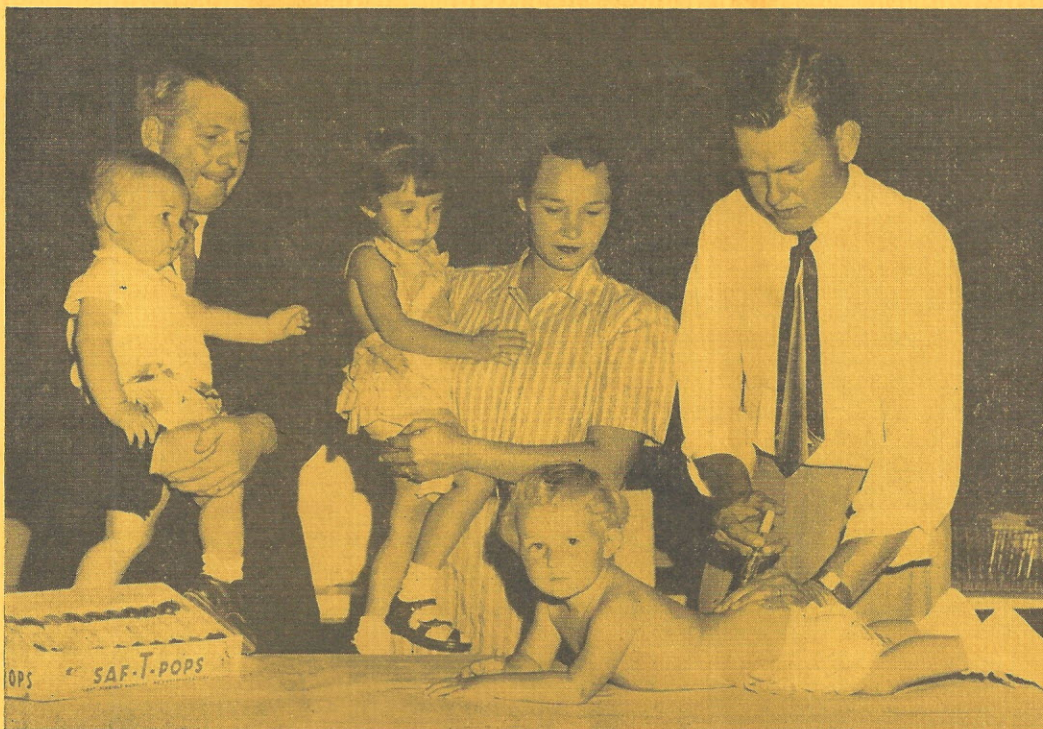
Shortly after the first of the year, the hounds and the hares ran into the office on a background of trees and woodland scenes as *Arnold Hillstrom* sported his Christ-

RECENT BRIDE



NOVEMBER 29, 1952 was the date *Ann Marie Keating*, Payroll, became Mrs. *Patrick J. Martin*. They were married in a morning ceremony at Our Lady Help of Christians Church. — Reported by *Helen Lowe*.

RED CROSS HELPS FIGHT POLIO



BLOOD collected by Red Cross provided gamma globulin for last summer's famed experiments to test the effectiveness of gamma globulin injections on children in key polio epidemic areas. The success of the experiments in helping minimize the paralytic effects of polio prompted the Department of Defense to request Red Cross to collect vast quantities of blood to be processed into gamma globulin. The polio-fighting blood derivative will be widely used to protect children in polio epidemic areas next summer.

mas tie. The word "sported" is more appropriate than "wore."

Ed Henry's wife has recently returned home after being confined to the Little Company of Mary Hospital for two weeks. She underwent surgery and is convalescing nicely. *Ed* had his vacation during that time and fixed himself with new eating machinery.

John T. Flynn, the congenial man at the window at night who takes care of your comings and goings, was elected president of the 77th Street Station Federal Credit Union. We extend to him our heartiest congratulations and wish to take this opportunity to thank all the officers for their friendly and efficient service. They will, without a doubt, find a way to help you if you need it.

Bus Operator J. Simpkins had the misfortune of breaking his leg. He did so at 75th and South Chicago Avenue while crossing the street. We are happy to report that he is well on the way to recovery.

Bus Operator Ed Dunne has just returned from Miami, Florida, where he spent his vacation.

Motorman Mike Joyce is on the sick list and is resting in the Little Company of Mary Hospital. We hope Mike improves in a hurry and gets back home and back on the job.

—WILBUR JENSEN and
JOE SMITH

Annual Party A "Jumping" Success

SOUTHSIDE — The annual South Side "L" Credit Union party was a huge success, with the old-timers trying to keep pace with the youngsters by doing those popular steps. One of the outstanding dancers was towerman *Leonard DeGroot*, who still can perform the intricate jitter-bug steps. He received so many compliments that we are afraid the Arthur Murray studios will sign him up as an instructor. Also present was *Pensioner John Bagwell*, who, like others who have retired, still enjoys taking part in the social activities of the big CTA family.

Following are recent fathers: *Pat Nolan*, whose little one is wished the best of everything; and *Clerk Con O'Sullivan*, who is again relaxed and carefree since the ordeal is over. Not to be overlooked is *Motorman Lorenzo Lawson*, who became a grandfather.

We had the pleasure of recently chatting with *Agent James Lennane*, who decided to go on pension. He's still very active . . . The latest report is that *Matt Feahney*, night superintendent, is progressing nicely in his recovery from the illness which recently befell him.

Walter Flagg, who resigned as chief collector recently, sends his regards to all. He said the Miami climate really agrees with him . . . The call to the colors was answered by *Motorman Lawrence Jamieson*, who is again reassigned to the U. S. Navy. His family will be near him while he is stationed on the east coast . . . *Agent Molly Conway* is back on the job at Roosevelt Road, having returned from an extended vacation . . . *Mr. James Christopher*, former super-

RECENTLY RETIRED CTA MEN WITH 40 OR MORE YEARS OF SERVICE



Sidney Brown, motorman, Westside, retired February 1 with 45 years service.



Hugh G. Pearson, conductor, Westside, retired January 1 with 42 years service.

PICTURE OF THE MONTH



"WHAT are you doing?" That might easily have been the query of this goat, judging by the look of wonderment he wears while watching his picture being taken. This scene was snapped by *L. C. Dutton*, Schedule-Traffic, while visiting his brother in Iowa.

EACH month CTA TRANSIT NEWS will select the "Picture of the Month" for publication in the Inside News section of the magazine. Selection of the photographs will be made from those submitted by CTA employees. Any type of picture may be submitted, including scenic, action, portrait and still life. Entries should be given to your departmental reporter, or sent direct to the CTA TRANSIT NEWS, Attention: Photo Editor, Room 742, Merchandise Mart, Chicago 54, Illinois. Be sure to include the story relating to the picture and the full names of individuals in the picture.

intendent of agents and porters, asked to be remembered to all during a recent visit. —LEO J. BIEN

Employees Star on Radio Show

TRANSPORTATION AND INSURANCE— Ever since some of our employees did their bit on the CTA story recently related over WBBM, talent scouts have been alerted for *Jim Luvisi*, line supervisor, and *Carl Gibes*, radio dispatcher, due to their outstanding performance.

At a recent meeting of the Associated Amateur Cinema Clubs, an Association comprised of eleven Cinema clubs in the Metropolitan Chicago area, *L. E. Bohlin* of Transportation was elected president. Mr. Bohlin also holds a similar position in the South Side Cinema Club, and has helped sponsor many interesting performances.

Kenneth Williams, radio dispatcher, feels like a space cadet as he glides hither and yon in a new Mercury . . . *Wm. DiGioia*, who is leaving Transportation to take up duties in the office of Revenue Accounting, will be married in a few days to *Esther Jakes* at Our Lady of Lourdes Church. Bill's duties will be taken over by *Ray Bieniasz*, a former employe of M & S, who recently returned from a two year trip which was arranged and sponsored by his Uncle Sam. One year of this time was spent in Germany. . . . *Edward Heatter*, line supervisor, has transferred temporarily to the South Section, performing

the duties of acting station superintendent.

Letters were recently received from the *Hardins* and the *Sirrs*, now located at Green Forest, Arkansas, and from *Chick* and *Gert Thulstrup*, who are living in Newburgh, Indiana. A card has also been received from *Arthur Heidecke*, who with his wife is basking in the winter sun down Florida way. —JULIE PRINDERVILLE

CTA'ers Leave for Sunshine States

WESTSIDE (Met) — *Agent Helga Nordstrom* is enjoying a six-week vacation in sunny Florida . . . *Agent Minnie Lonn* is enjoying her vacation also but in Arizona . . . Other agents on vacations are: *Margaret McMahon*, *Pearl Waite*, *Margaret Sheehan*, *Helen McMahon*, *Stella Cepa*, *Beatrice Kerins*, *Ann Fay* and *Margaret Allen*.

Agent Mary O'Grady was married at Lady of Sorrows Church on November 29 to *James Dorion*.

We are sorry to hear that the following agents are on the sick list: *Rose Janacek*, *Grace LeBel*, *Mary Flanigan*, *Joan Murnane*, *Laura Sullivan* and *Margaret Jurgens*.

Our sympathy is extended to the family of *Agent Henry Kostka* who passed away January 5.

Many years of health and happiness to *Agent Loretta Williams* who has taken her pension.

—KITTY KEEGAN
and RUTH HANSON

PAIR OF NEWLYWEDS



INTRODUCING Leonard and Gloria Skrine, who were married on October 18, 1952, at St. Bernardines Church in Forest Park. Leonard is a Material and Supplies stock clerk at Skokie. The couple honeymooned in Miami Beach, Florida.—Reported by Jean O'Neill.

Sick List Decreases

SKOKIE — Carpenter Claus Carlson, who recently underwent a serious operation, has fully recovered now and is back at work . . . Machinist Paul Ehmke recovered from virus flu and is back on the job . . . Carpenter Edgar Klauch also is recovered from an illness and is back at work.

Welcome to Painter Reginald Hendricks, who came here from the west shops . . . Both Ted McMillan, clerk, and Jim O'Shaunessy, truckman, recently purchased new cars.

Congratulations and best wishes to John Kalinowski, painter, who recently bought and moved into his new home . . . Truckman Michael Mucha has been off sick for quite some time now. We're hoping for a speedy recovery.

Our deepest sympathy to the family of Frank Olczewski, truckman foreman, whose mother passed away recently.

—DAVE GURWICH

Pensioner Visits Office

WAY AND STRUCTURES—The Way & Structures Department office was visited by Fred Tiemann, who retired in 1949 as a paver, and is now living in Kansas City, Missouri, with his wife. They are visiting their son in Chicago. He has also visited many friends and old acquaintances with whom he formerly worked.

We are glad to welcome Mrs. Elaine Stepke who came to work as a stenographer in our Rapid Transit Division on January 12—transferring from the Treasury Department. We hope she will be happy with her new surroundings and friends.

T. E. McCarthy and his wife just returned from a vacation trip which they made to Florida, visiting friends whom they know in and around Florida. One of the acquaintances was Connors Chambers of Bradington, Florida, former Division Superintendent of Track.

We extend our best wishes to Minzione Varca, Obrna Ukropena, Frank Barbaro and Nickla Bonasich of the Track Division, who retired Feb. 1. Their co-workers honored them with pleasant surprises and gifts. —VIOLET CARNES

Repeat Performance

WILSON SHOPS—A. Antonucci, general foreman, recently gave away another daughter, Blanche, to Mr. Ralph Pomierski. A beautiful reception was held at the Orrington Hotel in Evanston, Illinois. . . . Mario Adelizzi and wife are the proud parents of a baby girl. . . . Walter Leonard and wife are the proud owners of a new automobile. . . . Gus Isakson and his wife spent a weekend in Boone, Iowa, recently. Now there is a shortage of wild game for the Iowans.

A welcome sight are, Herman Geisler, Robert Mueller, Edwin Kniaz and Walter Moench, all of whom are back to work after recent illnesses. . . . Patsy, the daughter of Al Schmitz and his wife, was struck by an automobile recently at Damen and Sunnyside. We're hoping for a fast recovery.

—EVERETT ENGLAND

Beating the Tax

WEST SHOPS—Bill Raftery of the bus overhaul shipping room has discovered a way to beat the income tax. On December 12, Bill's wife presented him with a 7-pound, thirteen-ounce boy. They have named him William Edward.

Reggie Hendricks of the paint shop has been transferred to the paint shop at Skokie. Our best wishes go with him.

John Devine of the bus overhaul

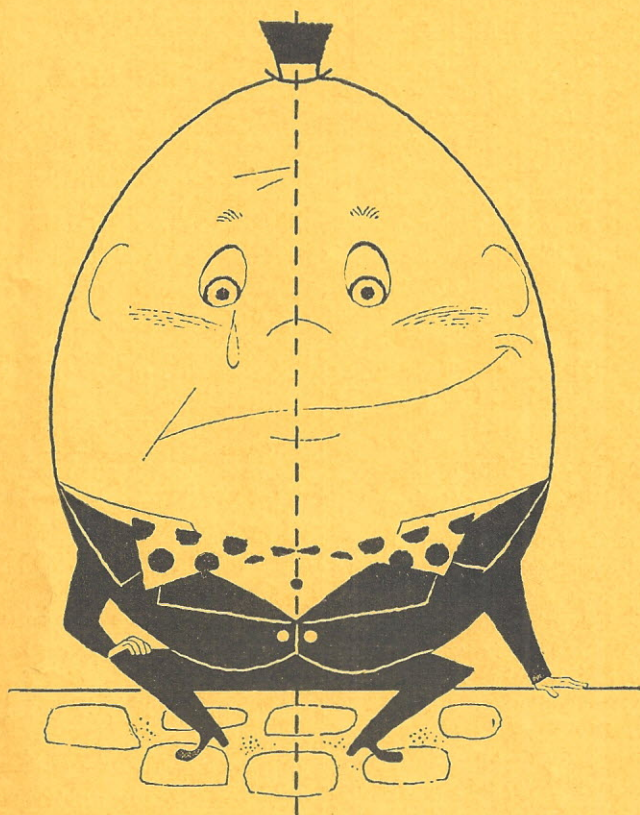
has resigned and taken a position with Illinois Auto. Our loss is their gain and our best wishes go with him.

Bill Collins of the shipping room has also left the service for newer fields.

At this writing, Wally Richards and Cy Baldwin of the machine shop are sunning themselves in Florida. However, they'll be back in time to pay their income tax. By the way, have you paid yours?

—TED SHUMON

Humpty Dumpty STRIKES IT RICH



**Humpty Dumpty sat on a wall,
Humpty Dumpty started to bawl.**

**But then he bought some bonds for defense,
And now Mister Dumpty's smile is IMMENSE!**

Place the edge of a pocket mirror along dotted line. Hold the mirror vertically, and look into it from the left. You'll see how Humpty Dumpty looked when he cried. Now turn the mirror so it faces right, with the edge on dotted line as before. Look into the mirror and you'll see how Mr. Dumpty looked after he bought his Defense Savings Bonds!

Santa Substitutes For Stork

WESTSIDE—Trainman E. P. Singleton was made a happy father when his wife presented him with a son on Christmas day.

Tom McGourty, a former employee, returned to Garfield Park branch recently. . . Douglas Park branch wishes to welcome the following new trainmen: Pope, Gainer, Atwater, Kelly and Meadows. Also lots of good luck on their new job.

Back from sick list are Motorman Steve Kassik, Switchman Roland Nagel and Conductor McDermott. . . Motorman Dave Arnold is still on sick leave. . . Sorry to hear about Robert McCarthy who met with an auto accident confining him to a hospital bed.

Conductor Tom O'Brien with 46 years of service went on the retired list as of January 1, 1953.

Edward Rice paid a visit to the boys at Forest Park recently.

We just heard about Conductor Les Ford who went out to get some coffee for the boys in the office. When ordering he said, "One without cream; one with sugar and cream; and two without coffee." Now that's no laughing matter.

—WALTER J. REICH

Five Teams Enter Bowling Sweepstakes

WEST GARAGE—The West Garage, Boulevard System, is entering five teams in the eighth annual Sears "Y" Industrial Bowling Sweepstakes. The teams will bowl at 5:00 P.M., Sunday, March 15, at the Rainbo Bowling Alleys, 3956 West Diversey.

The following bus operators, Robert De Witt, Stanley Borisko, Merle Hess, John Mitarky, Bernard O'Rourke, John Malinowski, Frank Betts, Paul Berge, T. J. Walter, Irving Richman, Calvin Wolff and Warren Mullins, transferred to the North Avenue Station the first of February. We wish to take this opportunity to extend to them the good wishes of those remaining at this Garage.

Our deepest sympathy to Walter Kochanek on the death of his father, to Leonard Krause on the death of his mother and to Louis

Ebby on the death of his father-in-law.

We wish to welcome to the family Richard Boudnek, mechanic, just starting at the West Garage. . . William Ware, mechanic, is back to work after another bout with illness.

—THOMAS MOONEY

RECENT DEATHS AMONG EMPLOYEES

FRANK J. ANDERSON, 66, retired motorman, 77th. Died 12-26-52. Employed 7-25-11.

JOHN B. ANDERSON, 73, retired towerman, Northside. Died 1-8-53. Employed 1-5-06.

JOSEPH BARRETT, 74, retired trackman, Road. Died 1-9-53. Employed 7-13-20.

CARL H. BENSON, 66, retired conductor, 77th. Died 12-12-52. Employed 2-29-16.

DR. TOM F. BEVERIDGE, 64, retired physician, Medical. Died 1-1-53. Employed 1-19-43.

THOMAS J. BROSNAN, 74, retired motorman, 69th. Died 12-23-52. Employed 5-9-04.

PATRICK J. BUCKLEY, 78, retired car cleaner, Metropolitan Shops. Died 12-22-52. Employed 3-27-24.

THOMAS J. BURKE, 72, retired conductor, Cottage Grove. Died 12-28-52. Employed 3-16-20.

ROLLAND CUNNINGHAM, 83, retired conductor, Northside. Died 12-31-52. Employed 6-7-01.

EMIL DE BROWN, 71, retired conductor, Blue Island. Died 12-31-52. Employed 7-19-18.

THOMAS ENNIS, 66, retired agent, Westside. Died 12-26-52. Employed 4-10-28.

ALBERT FOSTER, 76, retired motorman, North Ave. Died 12-11-52. Employed 1-8-18.

ADA T. FREY, 59, retired agent, Northside. Died 12-22-52. Employed 3-9-35.

WILLIAM M. GANAWAY, 75, retired agent, Southside. Died 12-19-52. Employed 2-8-44.

NICKOLAS GRUMPOS, 64, retired car cleaner, Blue Island. Died 1-10-53. Employed 3-3-20.

AUGUST GRUZZDIS, 73, retired laborer, South Shops. Died 12-15-52. Employed 10-3-23.

WILLIAM F. JEFFERS, 68, retired motorman, 69th. Died 12-11-52. Employed 4-26-07.

RICHARD J. KRAMER, 61, retired conductor, 77th. Died 12-29-52. Employed 7-27-25.

GEORGE I. MILONAS, 80, retired car cleaner, 77. Died 9-6-52. Employed 12-21-19.

BERTRAM J. NEALE, 65, retired motorman, Lawndale. Died 1-8-53. Employed 5-9-23.

AUGUST W. OLSON, 87, retired conductor, Lawndale. Died 12-31-52. Employed 10-15-39.

GEORGE PAPPAS, 70, retired painter, South Shops. Died 12-13-52. Employed 1-13-21.

FRANK C. SMITH, 54, retired motorman, District "A." Died 1-2-53. Employed 10-24-23.

CHARLES F. SUCHAN, 58, retired conductor, 69th. Died 1-9-53. Employed 4-12-26.

EDWARD H. VAN, 61, retired motorman, Kedzie. Died 1-9-53. Employed 11-9-25.

FELIX VELINSKI, 62, retired watchman, Track. Died 1-5-53. Employed 6-12-23.

HERMAN C. WURSTER, 73, retired foreman, Way and Structures. Died 12-13-52. Employed 1-19-22.

JULIUS YUCEWICH, 74, retired car cleaner, North Ave. Died 12-19-52. Employed 12-12-18.

SCIENCE AND HEALTH SHORTS

Food for thought is provided by a psychologist who believes many mental and emotional disorders can be cured when doctors better understand the psychological meaning of what and how people eat. People emotionally distressed, for example, seem to drink more milk or eat more cheese, he reports unconsciously seeking "security foods." The need to stress their adulthood may find an unconscious outlet for some people in the increased intake of such "adult" foods as coffee or beer, denied them in their youth. The psychological needs of the individual may also be read in the way he eats, the researcher stated, in such mannerisms as gulping or picking at food.

* * *

An anti-gravity machine which helps polio victims develop weakened muscles in a step-by-step manner similar to that used by weight lifters has just been developed. Starting with a weight he can lift easily, the weight lifter gradually increases his load to develop his muscles. The polio apparatus makes use of this principle but with one important improvement. Obviously, the polio victim is not only unable to lift a weight, but he cannot even lift the weight of his arm or leg. The device takes care of that, eliminating the weight of the limb by slinging it under a shaft balanced on roller bearings, with the center of the arm or shoulder joint directly under the center of the shaft. If the patient can move the limb now that it is "weightless" a screw is tightened, adding a little weight, and thereby beginning the strengthening process.

* * *

Quick-thinking surgeons at a New Jersey hospital applied bare electric wires from a lamp cord to a 12-year-old boy's heart and, in so doing, saved the child's life. The boy, who had just undergone a heart operation, suddenly developed an irregular convulsive beating of the heart. Ordinarily a shock machine would have been used to break the convulsive beat but there was none in the room and no time to get one. The surgeons grabbed an extension cord, scraped the insulation from it and touched the wires to the throbbing heart muscle four times. The heart stopped beating. Oxygen was supplied by a respirator and the heart was massaged until the beat returned—without the convulsion.

* * *

Every dog has his day according to the adage and, medically speaking at least, that day has just about arrived. In Los Angeles, for example, the SPCA has hired a psychologist to treat, free of charge, that city's neurotic dogs, estimated at a quarter of a million. For his physical ills, man's best friends can now count on wonder drugs for help. A new tablet called biosulfa, combining penicillin with sulfa drugs, has been developed especially for dogs, cats and other small animals, and is being used for many respiratory diseases, tonsillitis, and other infections.

* * *

How's your hearing? Can you hear a dripping faucet in the same room? Can you hear with your back turned to the speaker? Do you often ask to have words repeated? Do you strain to hear or turn one ear toward the speaker? If you do, the American Hearing Society suggests you check with your doctor. To keep your hearing as good as it is, the society suggests that you keep your ears clean without match sticks and similar instruments; that you see a doctor at the first sign of ear pain; that you avoid violent nose blowing, which may lead to middle ear infection.

TALENTED SONGSTRESS

TALENT, coupled with ambition, lighted the way to fame and a highly successful career on the Broadway stage and in television for pretty and petite *Maureen Cannon*, 24 year old daughter of *Edward Cannon*, a CTA conductor at Kedzie.

"She was naturally gifted with a fine voice," said her father, who has been a transit employe for 35 years, "and as early as 12 years of age she was earning enough money to support herself from various appearances." However, aside from her natural talent and ambition, it took years of



PROBABLY because the future looked bright and gay, *Maureen's* Irish eyes were smiling while watching a TV rehearsal with *Paul "Pops" Whiteman*.



WITH such a marvelous voice, laughing eyes and brilliant smile, *Maureen's* enviable success in the entertainment world is not hard to understand. However, she does find time to relax occasionally.

preparation and hard work for Maureen to reach the height of popularity and admiration which she enjoys in the theatrical world today.

When just a youngster, her superb voice was recognized and she was encouraged to sing at parties and churches by her parents and friends. At the age of 12, while attending St. Peter Canisius School, Maureen began taking singing lessons from the noted *Mrs. and Mr. Herman Devries*, world famous voice teachers. They recognized her as outstanding, as did such other notables as *Robert Hall McCormick*, *Paul Longone* and *Gale Sullivan*.

While in her first year at Our Lady of Providence High School, the pretty Irish Miss sang the National Anthem at a birthday party for *President Roosevelt* given at the Hotel Sherman. It was there that she was scouted, and soon after left school to be cast in a teen-aged musical titled "Best Foot Forward," produced by *George Abbott*.

The play was a success, and after it closed, Maureen went to Hollywood along with such others from the cast as *June Allyson* and *Nancy Walker*, both of whom rose to film stardom. She did two pictures for Universal studios before returning east, where she furthered her experience by working in night clubs. She was acclaimed a smash hit at the famed *Copacabana*, in New York.

But the "big break" was to come, and when it did, New



RECENTLY taken in New York, this photograph shows the entire *Cannon* family. In the foreground, sitting next to *Maureen*, the singing star, is her brother, *Edward, Jr.* Their proud parents, *Edward, Sr.* and his wife, *Bridget*, are in the background.

York theatrical critics could term it nothing short of a miracle and shout praise for Maureen. It all began when the talented songstress auditioned for a leading role in the musical comedy titled "Up In Central Park," which was being produced by the famed *Mike Todd*, with musical score by *Sigmund Romberg*.

However, fortune was slow in smiling, for the role went to another, and it was not until just five days before the production was due to open on Broadway that the producers decided that the part was miscast and Maureen was called. The rest is history. On opening night her performance was perfection, and critics lauded her for the successful production. After an extensive stay in New York, the extravaganza was staged in Chicago's Shubert Theatre for five months, during which time many Chicagoans enjoyed the stunning performances of their own Maureen.

The door to success having been opened, Hollywood and television were anxious callers. The celebrated songstress made several guest appearances on TV and was soon a regular member of the cast on the "Paul Whiteman Revue," a Sunday evening TV show. It was during this time that *Paul "Pops" Whiteman* said of her, "She's too petite to be a Cannon," and so Maureen is referred to in TV circles as "Pistol."

Currently, the singing Irish beauty is under TV contract to the Goodyear company. She is on the road quite frequently, having personal appearances to make regularly at the Capitol Theatre in Washington D. C., the Monte Carlo in Pittsburgh, Pennsylvania, and the Town Casino in Buffalo, New York. In addition, Maureen does two TV commercially sponsored shows a month on the ABC network.



AS youngsters *Maureen* and *Edward Cannon* were a striking brother and sister combination. This photo was taken in 1938.

TRANSIT IN THE

News

Recent Service Changes

THE Boulevard System Shopper-Depot-Parking Lot service was recently expanded in the central business district after authorization from the Chicago Transit Board.

Under the expanded plan of operation, which became effective February 1, 1953, three of the five existing 10c bus routes were altered to fit the needs of a greatly increased number of shoppers, commuters and "short haul" loop transit riders.

Two of the routes operate throughout the business day; three operate during rush hours only. The fare on each of these routes, without transfer privilege, is 10c. Transfer riders pay the established system rate.

The lines which operate throughout the day, Mondays through Saturdays, including rush hours, are:

1. Route No. 148, Monroe Street Parking Lot, serving the North Western, Union and Illinois Central stations, the Park District's Monroe Street parking lot, and State Street. It was extended to the west end of the loop area over the following route: South in Columbus Drive to Jackson Drive, west to Michigan, north to Adams, west to Canal, north to Washington, east to Michigan, south to Monroe and east to the Monroe Parking Lot.

2. Route No. 149, State Street-Van Buren, serving the Merchandise Mart, State Street and the Park District parking lot near Soldier Field. No change was made on this route.

Special 10c service, during rush hours only, Mondays through Fridays, is operated on the following lines:

1. Route No. 142 Shopping District NW and Union Stations, was altered to operate south in Clinton from Randolph Street to Jackson Blvd., east to Wabash, north to Randolph and west to Clinton.

2. Route No. 158, Wacker, serving the North Western and Union Stations, Wacker Drive and the Michigan Avenue Bridge area, was altered in the north section.

In the morning rush hours, Route 158 buses operate north in Canal Street from Union Station and North Western Station to Lake Street, east to Wacker Drive, north and east in Wacker to Michigan Avenue, north to Ohio Street, west to Wabash Avenue, south to Wacker, west and south in Wacker to Randolph, west to Clinton, south to Jackson Blvd., and east to Union Station at Canal Street.

In the evening rush hours, Route 158 buses operate north in Canal Street from Union Station and North Western Station to Lake Street, east to Wacker Drive, north and east

in Wacker to Wabash, north in Wabash to Ohio, east to Michigan, south to Wacker, west and south in Wacker to Randolph, west to Clinton, south to Jackson Blvd., and east to Union Station at Canal Street.

3. Route No. 128, Wacker-Wells, serving the North Western and Union Stations and the Merchandise Mart. No change was made on this route.

The Transit Board also authorized the discontinuance of special 10c railway-bus coupon tickets, formerly sold only to commuters at railroad stations, effective with the establishment of the expanded shoppers-depot-parking lot bus service, since they are longer needed.

Outstanding commuter tickets are redeemable at face value by the issuing railroads, the Chicago and North Western, the Burlington and the Milwaukee.



A CTA Boulevard bus pictured displaying window curtain sign showing new route number of the Clarendon and Wilson line. Operators Carl Nelson, left, and Harold Miller, right, both of Ravenswood Garage, inspect the new sign.

Boulevard Route Numbers Changed

CTA Boulevard System route numbers have been changed to avoid conflicting with numbers of Surface System lines. The project, which involved changing of curtain signs on a total of 595 vehicles, was completed February 1, 1953.

In most instances, placing the numeral "1" in front of route numbers which existed on the Boulevard System when CTA began operating the former Chicago Motor Coach properties on October 1, 1952, was the only change necessary to eliminate duplication of route numbers between the two systems.

Changes of that nature were made on the following routes: No. 134, Diversey; No. 151, Sheridan Road; No. 152, Addi-

son; No. 153, Clarendon and Wilson; No. 154, Lunt; No. 155, Howard and Ashland; No. 156, La Salle; No. 126, Jackson; No. 127, Independence; No. 131, Washington; No. 136, Douglas; No. 142, Shopping District NW and Union Stations; No. 148, Monroe Street Parking Lot; No. 149, State Street-Van Buren; No. 157, Ohio Street-Depots; No. 128, Wacker-Wells; No. 158, Wacker Drive; and No. 110, Loomis.

New route numbers were assigned to three Boulevard System lines which had no previous numbers. They are: No. 40, Planetarium; No. 61, Bathing Beach (north); No. 17, Bathing Beach (south). The latter two routes operate during the summer bathing season only.

The Jeffrey line route number was changed from 4 to 5.

No change in route numbers was made on the following six Boulevard System routes: No. 1, Drexel and Hyde Park; No. 2, Hyde Park and South Parkway; No. 3, South Park; No. 6, Michigan and Garfield; No. 29, Fair Grounds; and No. 33, Austin Boulevard.

Seeks to Form Florida Retirement Club

"THAT'S what I like about the South," was the theme of a recent letter received by the editor of CTA Transit News from *Pensioner Earl H. Johnson*. The former conductor on the Lake Street "L" retired over two years ago after 41 years of service and, as evidenced by the following quotes, is immensely enjoying his new home in St. Petersburg, Florida. He writes:

"We have been down here in Florida for two years now and like it fine. It's summer all year, and the weather here is not as hot in summer time as it is in Chicago. Last winter I used only two twenty pound tanks of L.P. gas, cost \$3.40, for heating purposes.

"This is a good place to retire. *J. Fred Johnson*, a former Lake Street motorman, has a trailer park and works for the County running a big bulldozer. *John Hutton*, former conductor on Lake Street, lives across from us in a trailer park. I also met *Sophia Kuhlman* and *Gus Heckler*, former agents, and *B. B. Day* and *Frank Lawrence*, retired motormen, Metropolitan division.

"If, by chance, you have a list of any other pensioners that are living in either St. Petersburg or Clearwater, I would like their addresses. John Hutton and myself would like to form a CTA Retirement Club here in Pinellas County."

Formation of such a club is an admirable idea, and anyone interested in contacting Mr. Johnson can do so by writing him at his home address, 3734 Lealman Avenue, N., St. Petersburg 4, Florida.



Alert Operator Foils Robber

QUICK thinking and timely action on the part of Operator *Robert Koehler*, Lawndale, recently resulted in the apprehension of a would-be robber and a commendation for "good work in a bad situation."

It began when the thwarted robber, later identified as *Paul Gonzales*, 3941 Lake Street, boarded Koehler's east-bound Roosevelt Road bus at Cicero Avenue. After entering, Gonzales took a position behind the operator, held his hand in his pocket as if carrying a concealed weapon and said, "Don't look back, just keep driving and give me your money." After the bus had traveled several blocks without stopping, a passenger who desired to leave the bus began to protest. An argument between the passengers and the robber started and the latter took both hands from his pocket to do battle.

As soon as this occurred, Koehler pulled his emergency brake, bringing the bus to an abrupt stop which succeeded in knocking Gonzales off balance. Before Gonzales could regain his equilibrium, he was seized and completely subdued by the irate passengers and our quick-thinking operator.

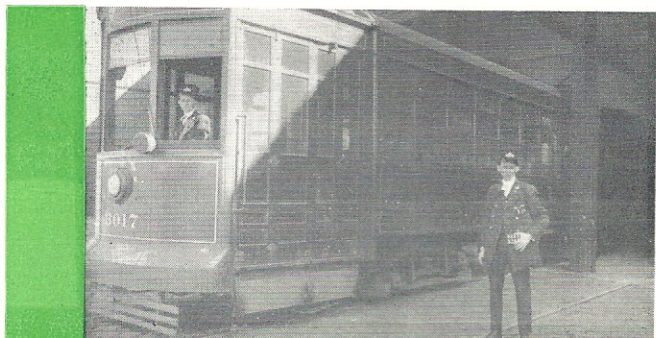
Police were summoned when the bus reached Western Avenue. Gonzales was removed to the Bridewell hospital for treatment of bruises, pending further police action.

Koehler has been a transit employee since 1946, beginning after his release from the Army.

WHO'S WHO?

YOU'RE not seeing double—but you are seeing a double exposure. This photo of *Conductor Michael J. Lyons* was taken way back in 1913, when the 3000 series streetcars such as the one in the photo were brand new.

Lyons, who recently completed 40 years of service at 77th Street station, noticed the photo while browsing through some personal effects recently. He recalled that the trick shot was "taken in his prime" by a motorman friend named *Madsen*. The latter was interested in photography and later left the local transit field to become a photographer.





TAXES ARE NO JOKE!

Take Seriously The Job Of Preparing Your Federal Income Tax Return!

IT is important that you pay the right tax — neither too much nor too little. While this is a serious job, it pays to keep one's sense of humor when considering your tax problem. You may find the following hints helpful. They are based on material furnished by the American Institute of Accountants, the national professional society of certified public accountants.

1. SAVING BY SUPPORTING RELATIVES. John Sour's wife's aunt moved in to help take care of their new baby (she said). John thinks she is looking for free rent. She has some \$500 coming in every year from insurance. He can prove it costs \$1,000 extra to support her. Can he take her as a dependent on his return?

ANSWER: The aunt is not closely enough related to John to qualify on his individual return, but if she is Mrs. Sour's aunt by blood, rather than marriage, she can be listed on a joint return provided: (1) John furnishes more than one half her support. (2) Her own income is less than \$600. (3) She has not filed a joint return with her husband. (4) She is a U. S. citizen or a resident of the U. S., Canada or Mexico. The rule is—check your exemptions carefully—each saves you the tax on \$600 of your income.

2. YOUR TAX FORM COUNTS. Harold Gargle's mind goes blank whenever he has to fill out a form. Should Harold save himself a lot of anguish on his taxes, and merely fill out the simplified form 1040A?

ANSWER: Not if an hour's struggle will save him a couple of days' pay. The trick is to use both forms. On the long form 1040 he itemizes all his deductions, and he can claim the full total. But on either the simplified form 1040A, or the short form 1040, there is no itemizing. Harold gets, instead, the standard deduction of 10 per cent of his adjusted gross income. By trying both the short and long forms, he will find out which one saves him money. The rule is—try your tax on the long form as well as the sim-

plified or short form—to see which gives you the larger deduction.

3. MEDICAL EXPENSES MAY BE A BALM. Bill Short's wife had her appendix out last fall, but he hasn't paid the bill yet. Can he list this bill among the medical expenses that he plans to deduct on his 1952 return?

ANSWER: No. Bill's deduction is that part of the family's total medical expenses paid during that tax year, which exceeds 5% of his adjusted gross in-

CHICAGO TRANSIT AUTHORITY CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF DECEMBER 1952 AND 1951, AND TWELVE MONTHS ENDED DECEMBER 31, 1952 AND 1951

(Revenues applied in order of precedence required by Trust Agreement)
This statement is subject to such changes, if any, as may be disclosed by final year end audit.

	Month of December 1952	1951	12 Months Ended Dec. 31, 1952*	1951
Revenues	\$11,142,515	\$ 9,817,803	\$117,122,567	\$112,533,696
Operation and Maintenance Expenses.....	9,737,062	8,554,050	100,716,140	99,995,224
Available for Debt Service.....	1,405,453	1,263,753	16,406,427	12,538,472
Debt Service Requirements:				
Interest Charges	404,253	318,003	4,075,000	3,816,250
Deposit to Series of 1947 Serial Bond Maturity Fund (Note 1)	83,334	—	500,000	—
Revenue Bond Reserve (Note 2)	23,000	107,000	813,314	1,284,000
	510,587	425,003	5,388,314	5,100,250
Balance Available for Depreciation.....	894,866	838,750	11,018,113	7,438,222
Provision for Depreciation—Current Period..	891,401	625,000	9,369,805	7,500,000
Balance (Note 3)	3,465	213,750	1,648,308	61,778 r
Accumulated Deficit in Depreciation:				
To End of Previous Month.....	—	—	61,778 r	—
Balance Available for Revenue Bond Amortization Fund (Note 3)	3,465	213,750	1,586,530	—
Revenue Bond Amortization Fund.....	—	—	300,000	—
Balance Available for Other Charges (Note 3) . \$	3,465	\$ 213,750	\$ 1,286,530	—

- 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 \$61,778 of the \$1,648,308 balance available for the twelve months ended December 31, 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 \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve Fund, Revenue Bond Amortization and Operating Expense Reserve Fund.

r - red figures

PASSENGER STATISTICS**

Total Revenue Passengers.....	64,082,813	68,490,902	755,111,278	819,139,714
-------------------------------	------------	------------	-------------	-------------

STATUS OF EQUIPMENT MODERNIZATION PROGRAM As at December 31, 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 (Memo only)	100	200
		3,014

* Includes October 1 to December 31, 1952 operations of the Boulevard System.

** Includes Boulevard System passengers.

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

come. If he or his wife had reached 65 before the end of the year the 5% subtraction rule would apply only to medical expenses for dependents other than his wife. In any case, there is an over-all ceiling, as explained in the tax instructions. The rule is—if you had higher-than-average medical expenses last year, go over them carefully—they may help reduce your tax.

4. GOOD RECORDS ARE A GOOD IDEA. Henry Slick plans to take a lot of deductions this year—\$200 for gifts to charities, \$150 for medicines, and several hundred more for state gasoline taxes, sales taxes, union dues and tools that he has to buy in his job as a machinist. Henry doesn't believe in keeping records, and throws away his receipts or cancelled checks. His theory is that "the sky's the limit" when it comes to claiming deductions and doesn't bother himself about proof. Is he safe in assuming the government will take his word because he looks honest?

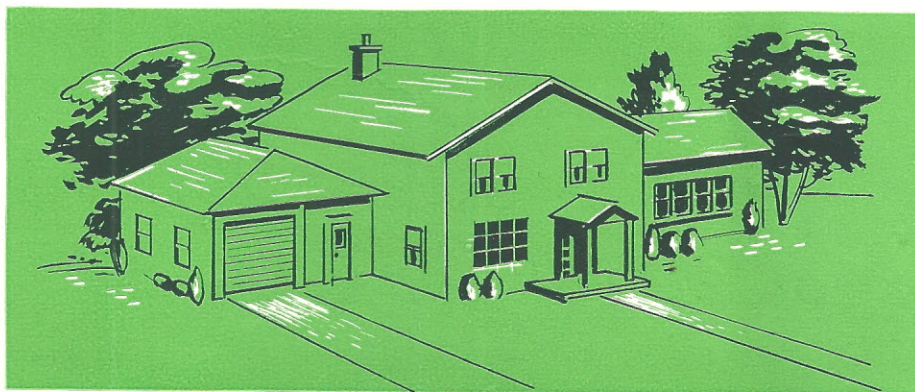
ANSWER: Henry's honest face will get him nowhere. Unless he keeps written records, such as receipts or cancelled checks, his claims to deductions are likely to be disallowed. In the case of a fraudulent return he could be subjected to severe penalties, as well. The rule is—have records to support your return—if you are unsure about some tax question, get advice from a qualified person.

5. NO PLACE LIKE HOME. Herbert

(2) the repair bill, (3) 1952 property taxes and (4) the mortgage interest he has paid. Is Herbert headed for Leavenworth?

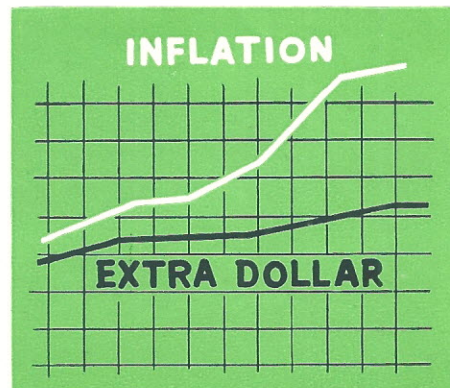
ANSWER: Henry's freedom is not in jeopardy, but he'd better lay some of the house money aside for the tax collector. The deduction for loss on the sale of his house will be disallowed, with consequent additional tax and interest. His deductions for property taxes and interest on mortgage are O.K. So is the repair bill if it is a fair measure of the storm loss and the storm loss was not covered by insurance. Note that the repair bill is deductible as a casualty loss, not as repairs. Selling your home also presents a tax problem. You cannot deduct a loss—and you may have to pay tax on a profit. You do not have to pay a tax on the profit if you buy another home which costs as much as you received for the first one; you must do this, however, within one year before or after the sale of the first. The rule is—don't neglect deductions that result from owning your own home—they help reduce your tax.

6. INFLATION AND THE EXTRA DOLLAR. Willis Watt, an electrician, has felt the pressure of inflation and is making money on the side repairing radio and TV sets, in a back room of his house. Last year he made \$500 from the sideline. He thinks that, because it is less than \$600, it is tax-free and he doesn't have to report it. Is he right?



Wise sold his home at a loss—because a repair bill for his storm-wrecked garage and porch had taken all his ready cash. He felt he couldn't afford to pay his property taxes and keep up his mortgage payments. On his tax return, he plans to deduct, (1) the loss on the sale,

ANSWER: He is mistaken. Only when total income is less than \$600 is it tax-free. If the total income is \$600 or more a return must be filed and all income must be included. However, since Willis is his own employer in his sideline business, he can deduct business expenses



related to his sideline. If, instead of working at home for himself he was required to work at home on a full time basis for his employer, he would be entitled to deduct the related home expenses, provided there was no reimbursement by the employer. The rule is—income from your "outside" work must be included in your return—but business expenses may be deductible.



A QUICK CHECK LIST

1. File early — before the March 16 deadline. Avoid last-minute mistakes that may lead to overpaying your tax.
2. If any member of your family had taxes withheld, even on an income of less than \$600, he should file a return in order to get a refund of the tax withheld.
3. If a Declaration of Estimated Income for 1953 is due from you, file it when you file your 1952 return. You have to file a Declaration if—Your total income will be more than \$4500 plus \$600 for each of your exemptions, or—You have income of over \$100 from any source other than wages from which your employer has withheld tax, and your total income will be \$600 or more.
4. If you have questions, you can get help from the local office of the Bureau of Internal Revenue.



EDWARD NEWTON, Bus Operator: "If I find that my passengers are put out for some reason or other, I talk to them in such a way that they forget about their difficulties."

Inquiring Reporter: WILLIAM GEHRKE
Location: North Park

**What is your formula for
 handling your passengers?**

PAUL COOK, Bus Operator: "Usually the passengers that board my bus are pleasant, and the majority are understanding of my problems. I find that if you treat them with a smile, it will go a long way."



FRANK KOZIOL, Bus Operator: "Most of the people that get on my bus are very pleasant and have a smile. Those that get on feeling out of sorts, I try to talk to in a pleasant manner. In the long run, they're usually understanding and walk away with a smile."



BERNARD KERPEN, Bus Operator: "The majority of my riders have a smile or a kind word for me. I find that people who are in a hurry are the most easily irritated. However, they usually change their manner completely when spoken to pleasantly."



CARL SANDBERG, Bus Operator: "Generally the people I carry have a smile or a pleasant word. Usually, I find those that are late and are in a hurry are less understanding. But after speaking to them in a pleasant manner they, in turn, usually respond."

TO THE Ladies

... from JOAN

RACKING your mind on these meatless days? Lent still has quite a way to go yet so if you're puzzled over what to serve at the next meal and your menus seem to be the same old thing day after day here's something new to spring on your family. It's called Shrimp Jambalaya and it comes from the bayou country of our own Southland. Although it probably began its career as "jambon a la ya," with *jambon* (French for ham) and *ya* (sort of African for rice), now there are jambalayas made of all kinds of seafood, the most popular of which is Shrimp Jambalaya.

And now that shrimp, either fresh or frozen, is so readily available throughout the United States and so easily prepared, the popularity of this dish need know no regional boundaries. By the

2 cups uncooked rice
3 chicken bouillon cubes
3 cups boiling water
1/8 teaspoon saffron (optional)
1/4 cup chopped stuffed olives (with juice)
1/8 teaspoon thyme
Salt, pepper and cayenne

Shell and clean shrimp. Let 1 quart water come to a boil, place shrimp in boiling water, let come to a boil again and cook shrimp 2 to 5 minutes, never longer. Drain shrimp. Heat salad oil in very large skillet. Add onion, celery, garlic and bay leaf; cook until onion is tender and slightly browned. Add rice and cook, stirring constantly, until browned. Dissolve bouillon cubes in boiling water; add saffron. Add with olives to rice mixture. Stir in thyme. Cover skillet and let cook, stirring occasionally, about 30 minutes, or until rice is cooked. Add salt, pepper and cayenne to taste. If mixture becomes too dry, add more water. When rice is cooked, stir in shrimp, reserving some shrimp for garnishing. Pour mixture into casserole; garnish top with extra shrimp. Place in a hot oven (425°F.) just long enough to heat shrimp, about 10 minutes. Makes 6 to 8 servings.

"Timely Tips"

Something different in window shades is a new one designed with a filigree of tiny holes which gives a delicate lace-like appearance. Delicate it may look, but actually it's as sturdy as can be.

SHRIMP Jambalaya from the Louisiana bayous makes a wonderful dish for the Lenten season.



MAKE your long winter evenings count by investing the time in the creation of an heirloom needlework article. Make it a handmade afghan beautiful in color, design and texture. This particular style is modern in mood but traditional in practicality and wearing ability. Nine strips make up the finished piece which can be completed quickly in the favorite afghan stitch. Red and white knitting worsted work out colorfully in this interesting chevron pattern. (A direction leaflet for making this California Ranch Afghan is available to you free by writing Women's Editor, CTA TRANSIT NEWS, Box 3555, Chicago 54, Illinois.)

Made of washable, sunfast fabric, it's easily kept fresh and sparkling by scrubbing with a brush and soapsuds.

Chinaware should be washed quickly in warm soapsuds soon after use. Many foods can leave stains on fine china if not promptly removed by rinsing and washing. Soaking is apt to damage the porcelain and cause fine cracks, called "crazing."

An idea for the kitchen; inexpensive sets of shelves you assemble at home and put up yourself. And they're a mighty attractive feature with a white porcelain finish and red or blue trim.

THE Zipout cleaner which cleans and de-veins shrimp with one stroke.

way, the little Zipout gadget, which cleans and de-veins shrimp with one stroke and may be bought at most fish dealers, reduces the cleaning time to an amazing few minutes a pound—three seconds a shrimp!

SHRIMP JAMBALAYA

2 pounds shrimp
1/4 cup salad oil
2 onions, chopped
1/2 cup diced celery
1 clove garlic, minced
1 bay leaf, crumbled

YOUR PERSONAL EFFORT
MEANS PUBLIC GOODWILL
FOR US ALL !



GEORGE T. KELLY
446 E 29TH ST
CHICAGO 16 ILL
005

SEC. 34.66, P. L. & R.
U. S. POSTAGE
Paid
PERMIT NO. 8021
CHICAGO, ILL.

Ferd
HIMME