



KIMBALL
WEST PLATFORM
MICROPHONE IN OFFICE

TRANSIT NEWS

JANUARY, 1954

MARION
CENTER PLATFORM
MICROPHONE IN PLATFORM BOOTH

PULASKI
BOTH PLATFORMS
MICROPHONE IN BOOTH, EB PLATFORM

LARAMIE
BOTH PLATFORMS
MICROPHONE IN PLATFORM BOOTH
(RECOMMENDED)

BOOTH

CICERO-BERWYN
BOTH PLATFORMS
MICROPHONE IN BOOTH, SOUTH PLATFORM

(RECOMMENDED)
RANDOLPH & WELLS
INNER LOOP PLATFORM
MICROPHONE IN #18 TOWER
OPERATED BY LOCAL SUPERVISOR ONLY

Planning With A Purpose
(See Page 3)

CONGRESS
CENTER PLATFORM
MICROPHONE IN CONTROL CABINET

ROOSEVELT & STATE, NB
CENTER PLATFORM
MICROPHONE IN PLATFORM BOOTH

INDIANA
BOTH PLATFORMS
MICROPHONE IN TOWER

ST.
FORMS
OFFICE

JACKSON PARK
PLATFORM
MICROPHONE IN TOWER

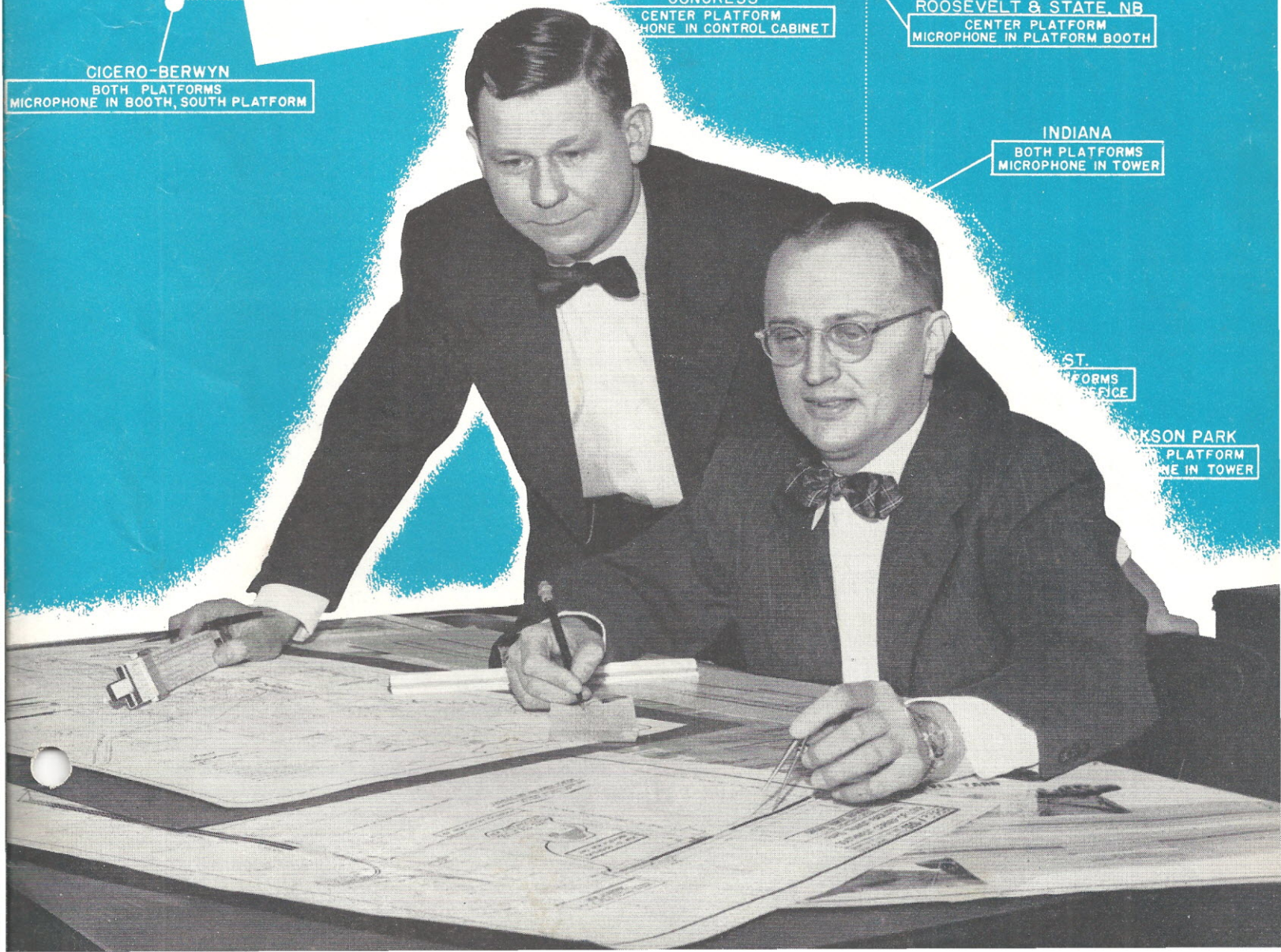
GRAND & STATE
SOUTHBOUND PLATFORM
MICROPHONE IN BOOTH, SB PLATFORM

MERCHANDISE MART
BOTH PLATFORMS
MICROPHONE IN TOWER

CLARK & LAKE (RECOMMENDED)
BOTH PLATFORMS
MICROPHONE IN #18 TOWER
OPERATED BY LOCAL SUPERVISOR ONLY

WASHINGTON
DOE & STATE, NB & SB
STON
DE & DEARBORN, NB
ER PLATFORMS
LINE SUPERVISOR ONLY

STATE & VAN BUREN
INNER LOOP PLATFORM
MICROPHONE IN BOOTH, TRANSFER BRIDGE





OPEN SECOND CTA PARKING LOT FOR "L" PATRONS

THE SECOND automobile parking area established by CTA for the convenience of Rapid Transit patrons was opened December 15 at the Desplaines terminal, west end of the Garfield Park line in Forest Park. Initially, the parking area accommodates about 300 automobiles. Ultimately, space will be provided for over 400 cars.

The first parking lot of this kind was opened by CTA in the spring of 1952 at the west terminal of the Douglas Park elevated line, 54th avenue and Cermak

road, in Cicero. On normal weekdays, this lot accommodates about 300 automobiles.

Entrance to and exit from the Desplaines terminal lot is by means of a paved driveway, located on the west side of Desplaines avenue, which crosses underneath the "L" right-of-way. A large, illuminated sign, indicating "free parking," is located over the entrance to the lot.

Drainage facilities and a cinder base have been provided at the lot. Parking

berths are clearly indicated by railroad ties set in the ground to enable patrons to park their cars without difficulty. Lights are placed around the entire perimeter of the lot. The task of building the parking area was performed by CTA employes of the Way and Structures and Electrical Departments.

Although there is no special attendant at the lot, a CTA supervisor is on duty on the south platform of the terminal at all times of the day and night. Patrons may lock their automobiles, and parking is at the owners' risk.

Wage Rates Increased Two Cents Per Hour

WAGE rates were increased two cents per hour starting January 1 in accordance with the arbitration award made May 29, 1953, by a two-man panel representing the CTA management and Divisions 241 and 308.

This is the second increase in basic wage rates made under the arbitration agreement of that date. The third increase under the award will go into effect June 1, 1954, when wage rates will be advanced an additional four cents per hour.

RECENT CTA ADDITIONS TO THE ARMED FORCES

Joseph A. Duce—Transportation (Devon)

George E. Harris—Transportation (Limits)

Melvin Jones—Transportation (Northside)

RETURNED FROM SERVICE

D. E. Crandall—Shops and Equipment (West Shops)

James J. Fahey—Shops and Equipment (North Trolley)

Jesse Lane—Way and Structures

Emil L. Rusinak—Training Department

J. Stewart—Electrical

P. J. Wendorf—Way and Structures (Building)

VOLUME VII CTA TRANSIT NEWS NUMBER 1

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

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

Planning WITH A PURPOSE



BETTERMENT of CTA service to the public is the primary objective of the Staff Engineer's office, where many plans designed to improve overall transit operations are initiated and developed. Studies and service appraisals pertaining to all phases of local transportation are constantly being made by the personnel of this office, which is headed up by *L. M. Traiser*, Staff Engineer, shown here dictating a report to his secretary, *Anne Schleiter*.

TO THE CTA rider, whose primary concern is getting to his destination as quickly as possible, good mass transportation service is paramount.

Many things go into that good service—proper maintenance of equipment, efficient performance by personnel, full utilization of facilities, safety of operation, and adequacy of service—to name a few.

Taking all the elements that go into good service and fitting them together so that they will operate smoothly is a job for skilled transit engineers who are able to analyze problems and formulate plans that will result in constantly improving standards of service.

FINISHED studies and reports in general planning, including analyses of operations outside the CTA system, are prepared by *Kay Lorentzen*, Planning Engineer. He also develops plans for express operation on surface routes and develops and presents special testimony before public groups.

Such is the function of the Staff Engineer's office, located in Room 7141 of the Merchandise Mart, hub of a system-wide planning and development organization set up for the prime purpose of improving service and operating efficiency. Here studies are constantly being made pertaining to service changes, extension of routes, new facilities, costs, operating procedures, and other aspects of the overall operations of the CTA transportation system.

Heading the office is *L. M. Traiser*, Staff Engineer, whose personnel group numbers 15 employees. Mr. Traiser reports directly to the General Manager of the CTA system.

The responsibilities of the department are many and varied. Projects on which the members of the department may be working at any given time may originate with the Transit Board, the General Manager, or within other departments and be assigned by the General Manager to the Staff Engineer's Office. Other projects may originate within the department itself.

Because many of its projects directly affect Transportation Department operations, the Staff Engineer's office maintains a particularly close working relationship with that department. Let's look at some of these representative projects.

Staff engineers study and analyze the more important changes in service requirements of the CTA system, and make recommendations where changes from present policies or practices are indicated. In this category fall such considerations as establishment of new routes, terminals, alterations of old routes, discontinuations and extensions; proposals for improving efficiency of services, routes, and operations; changes in rapid transit service to utilize more fully the facilities available; transfer analyses to show volume and



characteristics of passenger riding; improvements in operating equipment, and similar operating factors.

When given jobs like this to do, the project is examined with the aid of maps, aerial surveys, traffic statistics on hand, observation in the field and other methods. If traffic or service checks, special unit costs, or opinions on new operating procedure are needed, they are requested from other departments. However, in many cases, all the required information is obtained within the department. All data and pertinent information relating to the problem at hand is assembled and analyzed, exhibits are prepared and recommendations developed in a written report to the General Manager. The General Manager may then call upon the engineers of this office to present the findings to the Transit Board or before groups from outside the CTA.

The Staff Engineer's office is organized functionally in four subdivisions. One of these is under supervision of *George Krambles*, Operations Planning Engineer. The responsibilities of this subdivision include—in addition to preparing

finished reports in general planning—technical research, development and revision of rapid transit line supervision (see story on page seven this issue); analysis of rapid transit and surface off-street terminal layouts; design and supervision of passenger directional sign installation; development of system maps; studies of rapid transit station layout and platform extensions; development of transfers and transfer issuing machines, and the development of charts, graphs, and exhibits for use by the Staff Engineer and other departments. Assisting Krambles with these duties is *Frank Misek*, Supervising Engineering Assistant, who directs the work of *John O'Connor*, *Walter Oquist*, *George Macak*, and *Harold Rowbottom*, Engineering Assistants.

A second subdivision is in charge of *Kay Lorentzen*, Planning Engineer, who produces finished studies and reports in general planning, including analysis of operations outside the CTA system; develops plans for express operation on surface routes, and develops and presents special testimony before public hearings.

A third subdivision has *Charles Lapp*, Traffic Analyst, as its supervisor. Here the work encompasses transfer analyses, maintenance of unit operating costs, the development of traffic population and other statistical records for use in planning, the development of charts, graphs, and exhibits for departmental and other uses. Working with Lapp are *John Burgman*, Engineering Assistant, and *Bernard Trager* and *Gregory Coakley*, Traffic Analysts.

Herman Anders and *Frank Scheubert*, other Traffic Analysts, report directly to Mr. Traiser. Their responsibilities include development of running time on rapid transit routes and some surface routes; studies of operating problems through line supervisors' records and special observations and reports on surface and rapid transit operations.

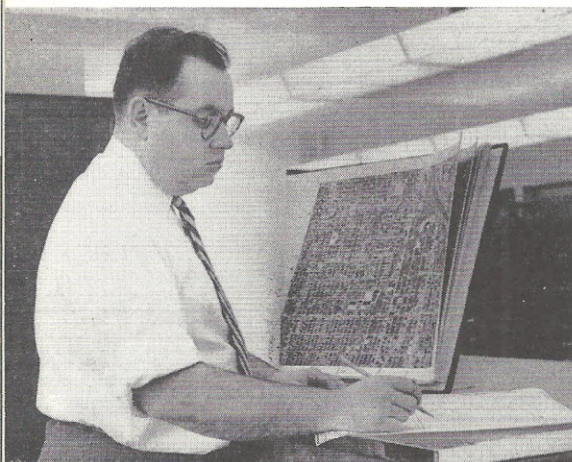
THE stack of maps, charts, and graphs lying on the desk represents only a few of those developed in the Staff Engineer's office in connection with studies and reports on CTA operations. Shown making a progress check on a map in preparation are *George Krambles*, Operations Planning Engineer, and *Frank Misek*, Engineering Assistant. This picture is a reproduction of the front cover.



A LARGE sectional aerial survey photograph helps to decide the best locations for off-street terminal sites. Studying the map is *John O'Connor*, Engineering Assistant. Before the location is established, the area must be thoroughly explored to assure proper placement of the new facility in relation to service requirements.

VISIBILITY is as important as design in this installation of passenger directional signs being developed by *Walter Oquist*, Engineering Assistant.

ALL CHANGES in service and routes are indicated on a system map which must be revised from time to time to keep it up to date. *Harold Rowbottom* (right) Engineering Assistant, is in the process of making these revisions in this photo, while *George Macak*, also an Engineering Assistant, works on another project—designing an agent's booth.





WHENEVER recommendations are made for surface service changes, exhibits must be developed for presentation at Chicago Transit Board hearings. Two of the men who are responsible for preparing these exhibits, as well as developing other material used in the Staff Engineer's and other offices are (left) *Charles Lapp*, Traffic Analyst, who heads one of the subdivisions, and *John Burgman*, Engineering Assistant.

WHILE *Bernard Trager* (right) scans rapid transit delay reports, *Gregory Coakley* makes a transfer analysis to detect surface service traffic trends. Statistical records, valuable in planning operational changes and in preparing charts, graphs, and exhibits, are compiled from these findings. Both are Traffic Analysts.

Ralph Tracy, Transportation Engineer, heads up the fourth subdivision. His work is chiefly concerned with the preparation of finished studies and reports in general planning. Based on surveys of sectionalized areas within the city and the facts they reveal, he recommends service revisions designed to improve operating efficiency in the areas covered by the surveys. He also makes application studies in the electronics field.

A stenographic force of three rounds out the Staff Engineer's office personnel. This is made up of *Anne Schleiter*, *Mary Isbrandt*, and *Jennie Bell*, whose diversified duties in-

RUNNING time recorder tapes provide accurate information on how well rapid transit trains are maintaining operating schedules. Through the study and analyses of these, causes of repetitive trouble and delays can usually be located and corrected. *Herman Anders* (left) Traffic Analyst, is making such a study here. Busy with a chart which will show results of a running time check on rapid transit trains is *Frank Scheubert*, Traffic Analyst. From these checks can come recommended changes in running time for "L"-subway trains.

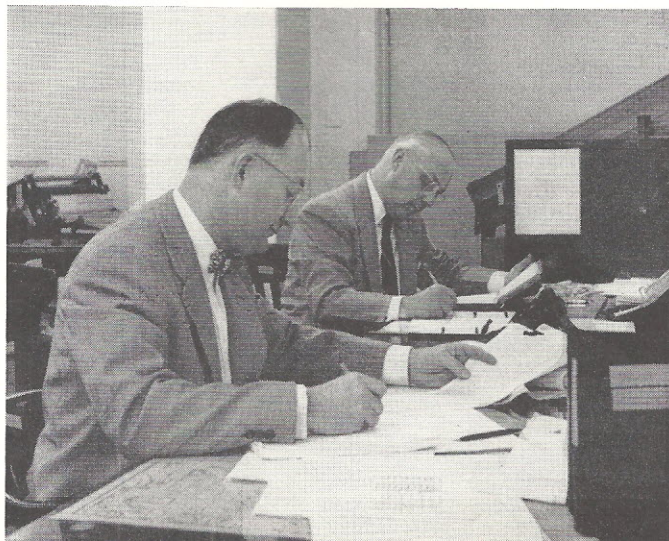
PREPARATION of finished studies and reports in general planning is one of the chief duties of *Ralph Tracy*, Transportation Engineer. He also recommends service revisions on surveys of sectionalized areas and makes application studies in the electronics field. The wire recorder on his desk was used in a series of tests to determine which type microphones are best for use on system communication facilities.



clude the mimeographing and assembly of finished reports for presentation, gathering together of certain statistical data, and special block typing on electric typewriters.

The Staff Engineer's office also prepares cost analyses in conjunction with its studies of transit operations and does research on the development or adapting of new devices. Recommendations on distribution of new and old surface and rapid transit equipment are made after careful evaluation of existing needs and operating facilities by this office.

It is a department that has wide and special responsibilities of co-ordination with other departments of the CTA. An objective summation of its activities is "planning with a purpose."



TYPING and stenographic work in the Staff Engineer's office is handled by *Jennie Bell* (left) and *Mary Isbrandt*. Their duties also include the assembly of finished reports and certain statistical data.

our PUBLIC SPEAKS

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

	Nov. 1953	Oct. 1953	Nov. 1952
Complaints	1,229	1,128	1,039
Commendations	143	139	77

TREAT passengers pleasantly and invariably they in return will treat you the same way. A friendly atmosphere seems to be contagious. It's a thought worth considering, and, as courteous and efficient service is bound to win friends for the CTA, a little extra effort on the part of all our operators can do a lot toward gaining new transit riders. Reprinted below are letters from some of our passengers about the service they have received on CTA vehicles:

"Several weeks ago I made my first visit to Chicago. I traveled extensively through the city by public conveyances—the "L," buses and trolleys. During my five-day stay I found the operators and officials at all times courteous, kind, helpful, and ready with a smile. This did much to make my visit to the city of Chicago pleasant."

"I had a pleasurable experience last evening. On boarding a westbound Chicago avenue bus, I encountered a most genial and courteous operator. (Operator *Patrick J. Lenihan*, North.) The humor of this gentleman soon had his passengers in an equally pleasant frame of mind. In addition, he is an excellent driver. Upon leaving a stop he would clearly call out the next approaching stop. Also, when passing a stop, if not signalled to stop, he always decreased speed. I further noted that this gentleman addressed his passengers with a courteous "Sir" and "Ma'am." Such loyalty and efficiency should be commended."

"Last evening I happened to be on one of your buses. We were just about to pull away when our driver (*Operator Leydell Smith*, 77th) suddenly blew his



horn and jumped out of the bus. He darted in the midst of dense traffic and snatched a baby, about a year and a half old, out of the street, taking it over to the sidewalk. I have never seen such quick thinking and action on anyone's part."

"I feel I should let you know that recently I left my purse on a Sheridan Road bus and had not even missed it when I received a phone call saying it had been found. *Operator Theodore Didier*, Devon, had just turned it in. To say I was grateful is putting it mildly. Aside from the fact that the purse contained quite a bit of money, I had articles of sentimental value in it. You should be proud of the grand group of men you have working for your company. It gives one a grand feeling to know that in this day and age there are fine men like these around to remind us not to judge all by one or one by all."

JUST one discourteous act, though, and you have an unhappy patron which may mean the loss of this person as a future rider. His experience most likely will be repeated to friends and influence their feelings toward the CTA. Here are several letters received from passengers who have written us of an unpleasant experience they have had on our vehicles.

"Upon boarding a bus recently I gave the bus driver 85 cents in change, with 15 cents of this money in pennies. I asked for tokens, but, upon receiving the change, the driver let loose with a barrage of uncalled for comments concerning the pennies which was all very embarrassing."

COMMENT: Conductors and bus operators who receive pennies along with other change in payment of fares or for tokens should accept them without question.

"Occasionally I am called upon to work on Sunday nights. This particular Monday morning I scheduled myself to catch my usual streetcar, but, when I arrived at the corner, the streetcar was just leaving about ten minutes ahead of schedule. The result was that I had to wait 20 minutes for the next car, thereby missing my next connection by just five minutes. Rather than wait for the next one, I walked a mile to go home."

COMMENT: Schedules are designed to provide regular and frequent service in accordance with passenger volume and demand. Employees who run ahead of time are not only performing a disservice to our patrons but to themselves and the CTA as well.

CENTRAL CONTROL

Line Supervision Expanded to all Rapid Transit Routes

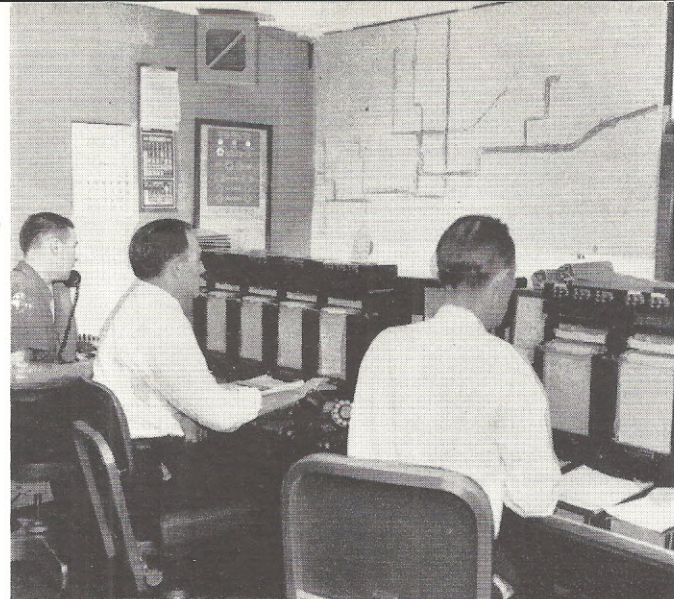
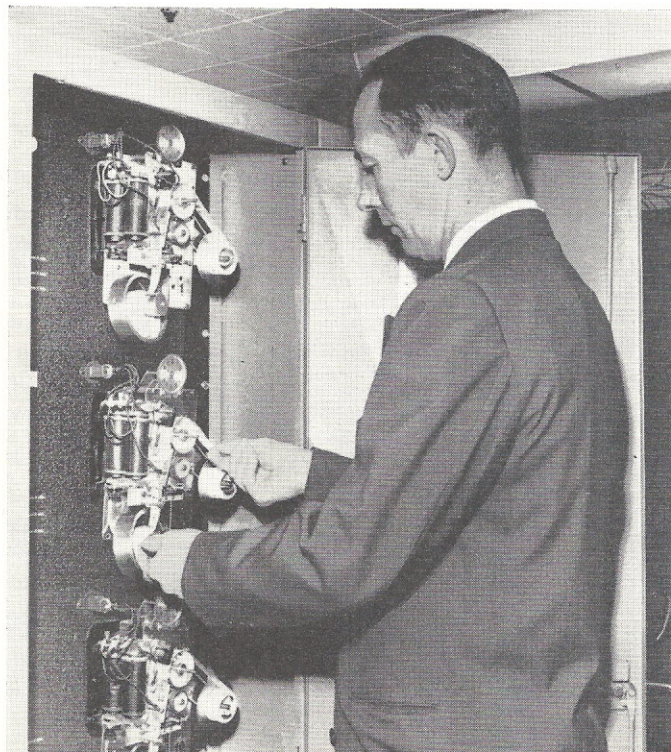
which enables supervisors to broadcast service information directly to passengers on trains or station platforms at 28 key points on "L" subway routes. Public address facilities connected with a centrally located master control board in the Merchandise Mart offices of the CTA are in use at these locations.

Information regarding the movement of trains, emergency orders, operational instructions for train crews, and similar messages also can be relayed directly to CTA personnel through this communication system. It also has been used to notify crews of articles left on trains by passengers, leading to the quick recovery and return of the lost item to its owner.

A typical key station under the control system is the Fullerton transfer station on the north side. This is served by Howard Street, Jackson Park, Englewood and Ravenswood trains. How train operations are co-ordinated under the control system is illustrated by the following simple examples.

A southbound Jackson Park express, running slightly ahead of schedule, reaches Fullerton before the arrival of the Loop-bound Ravenswood train with which it was to connect. Central control directs the holding of the Jackson

LINE Supervisor John Huizenga adjusts the schedule tape which operates automatic terminal at Congress and LaSalle Streets, terminal of the Milwaukee Avenue subway. This initiates the proper alignment of track switches and sets up the mechanism for automatic dispatching of trains in and out of the terminal.



HEART of the CTA line supervision control system is the central line supervisor's office in the Merchandise Mart. From this location, the movement of all rapid transit trains operating on the system can be followed all along the routes by means of train detectors placed at key points about every two miles along the lines. Progress of the trains is registered on recorders. Seated before the recorders in this picture are, left to right, *Russell Elderkin, James Luvisi, and John Huizenga*, CTA line supervisors. The machines at the left control the Garfield Park elevated route and the Logan Square-Milwaukee Avenue subway route. Those in the center control the north-south subway route from Howard Street to Jackson Park and Englewood terminals. The recorders at the right control the Lake Street, Ravenswood and Evanston routes. The keys above the recorders control starting of trains at terminals and other key points.

CTA's new line supervision control system has been expanded to cover a total of 134 miles of "L"-subway routes as the latest improvement project designed to provide greater regularity of service for the public and increase overall operating efficiency.

The line supervision control system for all practical purposes is the heart, eyes, and voice of CTA rapid transit operations. Its chief function is to minimize inconvenience to the public by making possible prompt adjustments of service when delays occur and providing for more flexible and effective use of supervisory personnel in maintaining trains on regular schedules.

The new installations, which will be placed in full operation early in 1954, will add 38 miles of coverage to the 96 system miles which were so controlled on September 1, 1953, and will mark the virtual completion of a modernization program which has been in progress for several years. With the exception of the Kenwood-Stockyards and the Normal Park branches and some trackage used for non-revenue purposes, the entire CTA Rapid Transit system is now operating under the new control method.

An outstanding feature of the installation, designed to benefit the riding public, is a two-way communication system



A FEATURE of the installation is a two-way communication system which enables supervisors to talk directly to passengers on trains or station platforms at key points on "L"-subway routes. *L. T. Schultz*, Loop Supervisor, is shown here using the communication facilities to direct train movements at the State-Van Buren station from an overhead crossover booth. When no supervisor is on duty at this location, the platform speakers can be operated directly from the central office in the Merchandise Mart.

Park train at the station until the arrival, some 45 seconds later, of the Ravenswood train. This is to facilitate the transfer of passengers. In another instance, a Howard street train operating northbound through the subway is delayed by an emergency and is running behind schedule. Central control, knowing that an Evanston express, which does not customarily stop at Fullerton, is approaching, gives instructions ahead for it to make unscheduled station stops from Fullerton north to provide emergency service for the waiting patrons who would normally ride the Howard street train.

The system also maintains accurate records on the master control mechanism in the Merchandise Mart of all trains operated on the "L"-subway routes. This is done by use of train detecting devices at key points about every two miles along the lines. Impulses set up as the train passes these points are recorded on graphs which can be instantly checked as to whether the train is maintaining its schedule. If not, proper remedial measures can be taken promptly.

Developed by CTA engineers, the line supervision control system also incorporates automatic dispatching of trains from terminal points ranging from one-half to nearly 20 miles away from the master control room. Trains are now dispatched from terminals with split-second precision.

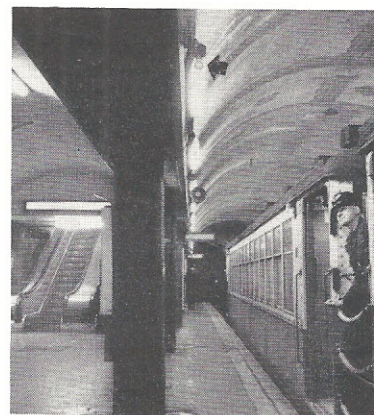
The unique two-way communication system, in addition to being an integral part of the control facilities, has become an important extra public service adjunct for rapid transit passengers.

CENTRAL CONTROL (continued)

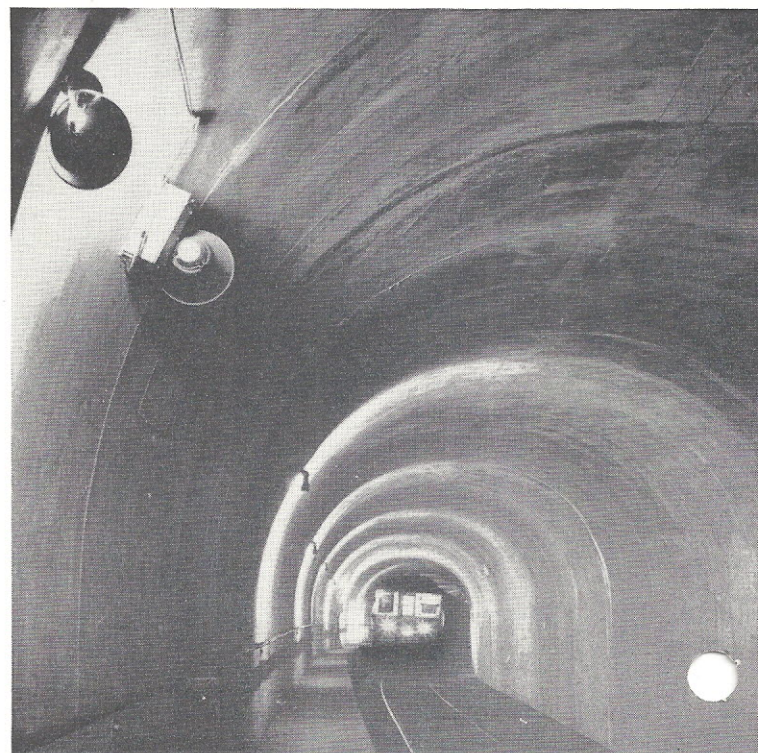
An example of this was the service accorded a passenger who left a valuable package on a northbound train when he got off at Roosevelt road station. He immediately reported his loss to a supervisor on duty at the station who notified a platform man at the Washington street station. The package was recovered at that point five minutes after it had been left on the train.

The new system provides CTA with more accurately dispatched and closer supervised rapid transit service than any other local transportation system in the country.

CONDUCTOR HAROLD PAR-MAN, Logan Square, at Milwaukee Avenue subway terminal, receives green starting light signal flashed on by automatic train dispatcher from central office.



A SPECIAL loud speaker installation is in use at the Congress Street terminal. This picture shows the communication facilities for giving instructions to crews of trains stored in the tracks west of the terminal, leading under the river.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Stork Beats Santa; New "Debbie" Debuts

ACCOUNTING—Santa came early to Mrs. Irene Pierce, formerly of Voucher Department, and delivered Deborah Alison, seven pounds, 11 ounces on December 6.

The various divisions of the Accounting Department marked the Yule with lunch hour parties and exchange of "grab-bag" gifts. The departmental Christmas trees lent a cheery holiday glow over all.

Vacationer Hildur Olson spent the Christmas holidays with her sister in Minneapolis, Minnesota.

Astrid Platto spent her week's vacation over the Christmas holidays in Detroit, Michigan, with her brother and his family.

Here's a wish for a Happy New Year to all!

—HELEN A. LOWE

Friends Help Tibbitts Mark Silver Anniversary

BEVERLY—It was the year 1928, November 12, when a young couple became Mr. and Mrs. Earl Tibbitts in a little North Dakota town. Later, Earl came to Chicago and now is working at Beverly as a bus operator.

To help celebrate their silver wedding anniversary on November 12, 25 guests, relatives, and friends came from North Dakota, Wisconsin, and Minnesota. An enjoyable evening was had by all as the turkey dinner and all the trimmings made the rounds.

Best wishes from all, and may they celebrate their golden anniversary in the same manner.

Bus Operators Martin Carey and Henry Luplow have left the outside weather to become clerks on the inside. Latest reports are that Martin will clerk at 52nd street garage, and Henry will stay on the home grounds at Beverly.

Bus Operator and Mrs. Stanley Zych have a new daughter at their house. She is Karen, who weighed six pounds when born at the Little Company of Mary Hospital, November 20. That makes four girls and one boy. Stanley, Jr., 12 years old, and Stanley, Sr., are going to do an awful lot of talking to keep up with the rest of the family.

Bus Operator Walter Kitchen, originally from Pennsylvania, and Miss Helen Gilbert of Greenville, Tennessee, were married at St.



HANDSOME HALF-DOZEN

AGENT Ruby Pierson, Metropolitan, West Side, is the mighty proud grandmother of these six fine youngsters. Their mother is her daughter, Mrs. Ruby Dempsey, who lost her husband. Agent Pierson is helping to support the fatherless brood. The children are, top row, left to right, Edmund, 6, Diane, 8, and Lorraine, 5. In the bottom row are: Margaret Rose, 2, Richard, 1, and Joseph Dempsey, 4.

Reported by Kitty Keegan and Ruth Hanson

Paul's Church, Blue Island, on November 25. All couples aren't as lucky as this one to have two kitchens in the same apartment.

—DANTE BRUNOD

It Seems Plain This Was No Sudden Move

COTTAGE GROVE—Percy Atkinson has left Cottage Grove to take over his new duties as Chief Clerk at 77th Street Depot. We never thought we would see the day that such a thing would happen here. Percy has been our Chief Clerk since long before we can remember. Actually, it is a few months short of 29 years. We were taught as a boy that when you get a good thing you should stay with it, and we think Percy was a good thing. We all wish him the best of luck in his new duties, and we know he and the boys at 77th will get along as well as we did for so many years at Cottage Grove.

It is with deep regret that we

report the passing of Mrs. Victoria O'Connor, wife of Jerry O'Connor. Although "Ma" never worked at Cottage Grove, she was as much a part of this depot as Jerry himself.

Jerry was at Cottage Grove as a tow boy with the horse and cable cars, and for many years was day janitor. Over those years all of us learned to love both Jerry and "Ma." We offer our sincere sympathy to Jerry and his sons in their loss.

We would like to take this opportunity to welcome our new group of clerks and receivers to our station. As yet, we can't tell you who they are, but next month's column will have that information. Anyway, you nameless ones, welcome to our cozy little home and may our association be a happy one.

Happy New Year to all, and be sure you pick the right station next time.

—WALTER B. GARBUTT

Ranks of Devon Old-Timers Thinned

DEVON—John Devane has left for a life of retirement. John, who was well-known and liked, will be missed by all. We wish him good health and the best of luck.

Other recent retirements include Motormen Verda Cox, Mike Taylor, John Wnuck, Stanley Rulewitz, David Schultz, and Conductors John Hoban and Frank Pochylski. Good wishes to all of them.

Well, another year is behind us and we are all looking forward to what the New Year has in store for us. With another new system pick coming up, we should see many new faces, as well as old faces, here at Devon.

Motorman "Swede" Calstedt has moved into his new home in Skokie, and with the help he is getting from his six-year old grandson, he should enjoy it very much.

Barney Adams, formerly of Noble depot, is back in Alexian Brothers hospital, and would appreciate visits from any fellow trainmen. He is in Room 458. We hope he'll soon be well again.

Clerk Frank Koncar recently enjoyed a well-earned vacation. No doubt it did him a lot of good.

Devon depot was greatly saddened by the news of the death of a very fine man, Jimmy Doyle, our car placer. He will be sincerely missed by all.

George Karras' ulcer is acting up again, so he's back in Columbus hospital. . . Paul Meils is back in town. He hasn't worked for three and one-half years following his accident. . . Operator Johnny Lewis moved back into the city. He couldn't stand the country air.

Fellows, now we're in the new year, let's make a resolution to try to make this column more interesting. With your help we can do it.

—AL BECK AND
H. C. THELIN

BRIDE AND DAD



CONDUCTOR Joseph Mascolino (61st) is all smiles as he escorts his daughter, **Marie**, down the aisle for her marriage to **Lawrence Flynn** at St. Killian's Church. The nuptials took place October 31, 1953.

Reported by **Leo J. Bien**

He Really Traveled, Has Souvenirs to Prove It

ELECTRICAL—Our janitor, **Edward Brechel**, motored some 3800 miles, stopping off at important places of interest in Indiana, Kentucky, Tennessee, North Carolina, Alabama, Louisiana, Mississippi, Georgia, and Florida. He traveled via plane from Miami to Havana, Cuba, and return and brought back many interesting souvenirs.

Frank Regal traveled, via Burlington Zephyr, to Minneapolis and then motored to Pine City where he enjoyed visiting relatives and friends.

Sympathy is extended to **Lynn Francisco**, foreman in the line department, who sustained the loss of his wife on December 18.

—G. E. ANDREWS

Kedzie Reporter Asks For More News Items

KEDZIE—To start the new year we wish to thank all the boys who, during the past year, helped in keeping the wheels rolling at this station. But please bring in the news so that we can keep Kedzie up in front.

We welcome the new clerks, receivers, and trainmen who came to Kedzie on December 13 and hope they will enjoy working here.

The best of luck to all the boys who left us for North Avenue and other stations due to the conversion of the Madison Street route from streetcars to buses.

—C. P. STARR

Sad Tale of a Nimrod: Nary a Deer or a Rabbit

KEELER—**Larry Brent**, back from a trip to Canada reports nary a deer, not even a rabbit.

Congratulations are in order to **Mr. and Mrs. Fred Bedouin**, who recently celebrated their 25th wedding anniversary.

John Wright is set for a vacation at St. Louis Park, Minnesota. John hopes to be full of vim, vigor, and vitality on his return.

Anthony Grimaldi is patiently waiting these days for the blessed event.

Did you remember to include safe and sane driving in your '54 resolutions? A little courtesy in driving certainly pays off well.

Any news items for this reporter? Let's keep Keeler in the news in 1954. Signing off with the best of wishes for the New Year.

—JOSEPH LEBRECHT AND JAMES EGAN

Travels by Air, Sea for A Caribbean Christmas

LOOP—News about our vacationers:

Elizabeth Hill flew to Miami and changed to a clipper for Puerto Rico, where she spent Christmas with her son, **William**, and his family. Besides attending a couple of weddings and the fiesta of "Little Christmas," Elizabeth visited several islands in the Caribbean sea.

The two **Anns, Walsh** and **Connelly**, vacationed in the sunshine and warm climate of Hot Springs, Arkansas.

Mary Brown went east to her home town, Pittsburgh, Pennsylvania, to spend the New Year holidays with friends, her sister, and her three brothers and their families.

Mary Fergus Olinesorge spent part of her vacation admiring their beautiful Christmas tree and visiting friends around Chicago. Later, Mary went to Madison, Wisconsin, to see her cousin and his family.

Lydia Ruck stayed close to home on her vacation. Her daughter has to wear a brace for a back injury she received in an automobile accident.

Margaret Wick and **George Arnold** were married at St. Jude Church, November 29. The bride wore a blue taffeta dress, with hat to match, and carried a corsage of sweetheart roses. They postponed their honeymoon until the holidays so they could be spent with his son in St. Louis, Missouri.

We hope to see **Louise Gabby** back soon after a minor operation. Also, we'll welcome back **Marie Blanchfield**, who has had a long siege of illness.

Our deepest sympathy to the family of **Robert Kubieck**, towerman, whose death took place December 7. —EDITH EDBROOKE

Credit Union Members To Feast on Turkey

MET INSPECTION TERMINALS—The annual party of the Metropolitan "L" credit union will be held on Saturday, January 23, at the Austin Masonic Temple, 241 N. Central Avenue. A turkey dinner will be served and there will be a program of entertainment. Tickets are \$2.00. **Ralph Danielsen**, air brakeman at Garfield, treasurer of the union, extends an invitation to all Met shop men.

The safety first committee of the Metropolitan Inspection shops held their first meeting on November 25. They will meet the last Wednesday of the month for five months with **William Kendall**, safety engineer, to discuss safety first problems and suggestions. Logan Shop's committee consists of **William Rocco**, **Al Long** and **Elias Serrano**. The Douglas Shop committee consists of **Jim Hill**, **Walter Hovald**, **John LaPeruta**, **Casey Kaczor** and **John Pappastergiou**. **Ralph Danielsen**, **John Cappaccio**, **Dan Sumpter** and **Andy Passero** will handle the safety first problems for Garfield Shop.

As proof that he shot five pheasants while on his vacation, **Pete Sabadosa**, Douglas, brought a package of pheasant feathers to work with him.

Logan welcomes **George Bell**, recently employed. George is the husband of **Dorothy Bell**, Job Classification.

Our sympathy to **Walter Hovald**, Douglas, whose mother passed away.

Tony Odrowski, Logan, is attending air school.

—JOE FEINENDEGEN

Welcome Mat Out at North Avenue

NORTH AVENUE—The welcome mat is out for these new employees who joined the CTA recently: **Russell Dean**, **William F. Arndt**, **Edmond F. McCutchen**, **William A. Postley**, **Sam Lee Rodgers**, **Patrick Moore**, **James P. Hickey**, **Edward O. Best**, **Edward T. Rojek**, **Ernest Hunter**, **Daniel R. Carson**, **Dallas O. Malternee**, **Michael F. McCarthy**, **Raymond J. Gall**, **Curtis W. Tutor**,

HONEYMOONERS



MEET Mr. and Mrs. Richard Daly, who were married November 14 at St. Edward's Church. Dick is a stock clerk at the Montrose Avenue store-room. The couple honeymooned in St. Louis, Missouri.

Reported by **Jean O'Neill**

Charles P. Pandola, **Kenneth H. Reynolds**, **James Weaver, Jr.**, **George Bogda**, **Andrew Watkins**, **Robert L. Walsh**, **Joe F. Gatto**, **Ivan Carlson, Jr.**, **Donald R. Sohn**, **Vincent A. Oborski**, **Wendall E. Dundas** and **Donald F. Szalonek**.

On December 13 we rolled out the welcome mat again for the men from Kedzie station, who came over to North Avenue with the transfer of Madison Street to our depot. Here at North, we are one big happy family, and we are glad to have you in our midst.

We wish to extend our sympathy to **Eddie Glonke** upon the death of his father. Ed wishes us to convey his thanks for the beautiful floral piece.

Congratulations to **Operator John Bednarz**, who celebrated his 17th wedding anniversary last month.

Congratulations to **Jerry and Florence Blake** on their 30th wedding anniversary which was celebrated on January 15. This is always a joyous day at the Blake's domicile.

Congratulations also are due to **Augie Johnson** on his 28th wedding anniversary which was celebrated January 22.

The North Avenue credit union held its annual membership meeting on January 15. Incidentally, if you are empty after Christmas, why not visit our credit union? **Eddie Carroll** or **Eddie Winters** are ready to negotiate.

—JOE HIEBEL

Ravenswood Pick Brings Operation "Big Switch"

RAVENSWOOD—At the recent pick of clerks and receivers, *Horace Mitchell* changed places with *Sam De Salvo*. *Arthur Bates*, one of our beloved old timers, left Keeler Garage to resume duties as night receiver at Ravenswood. *Receivers Casey Nowakowski* and *Clifford Hutton* picked runs.

The new clerks and receivers, both in relief and permanent are *John Wathier*, *Hugh O'Boyle*, *William Cerkan* and *Leroy Kettering*.

Roy Meyer, who has been a road supervisor, decided to pick a run and is now one of the boys on Route 53.

Horace Mitchell is sporting a new Ford station wagon and will do a lot of journeying back and forth to his Eagle, Wisconsin, farm.

Edwin Stojak has been the acting night foreman of the mechanical shop.

George Slate says he will not journey to New York next year to see the White Sox play ball but will use his CTA pass and journey to Comiskey Park instead.

—GEORGE D. CLARK

Honored for Service As Master of Lodge

SCHEDULE-TRAFFIC—*Clark Johnson* is justifiably proud of his new past master's diamond ring, which was presented to him recently at the completion of his term as master of Community Lodge. This is the culmination of seven years of hard work in the various offices of

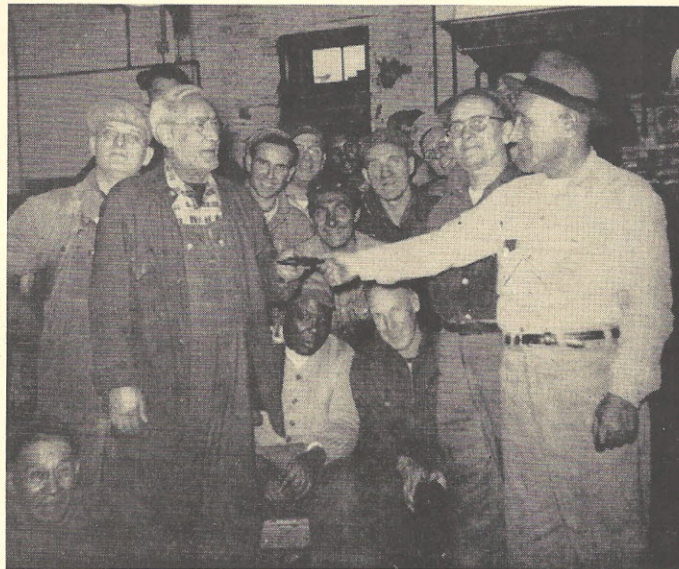
RETIRED



AFTER more than 35 years of service, *William F. Jackusak*, laborer at West Shops, retired on pension December 1. *Jackusak* began his employment July 31, 1918.

Reported by *Ted Shumon*

CLEANER RETIRES



TWENTY-SEVEN years of service ended on December 1 for *Philip Mascori*, car cleaner at Logan Shops, who retired on pension on that date. Here he is shown receiving a wallet and a cash purse from *Foreman William Rocco*, who made the presentation on behalf of onlooking co-workers.

Reported by *Joe Feinendegen*

the masonic organization and we congratulate *Clark* on his attainment.

The department joins in expression of sympathy to *Art Langohr* in the recent death of his stepfather.

Bill Devereux has been mentioning the high cost of auto license fees, and we discover it is because of the Cadillac he has recently acquired.

Gene Jania has a nice collection of 44 x-rays which the doctors hope will help guide them in restoring his health. We hope *Gene* and *Frank Neuman* will soon be off the sick list.

The schedule clerks, traffic clerks and typists joined together to get behind the "Good Fellows" and bring happiness over the holidays to two little girls, for whom they bought two beautiful dolls.

Fourteen years ago, *George Fisher* was well on his way to becoming a handy man with a set of power tools in his basement. *George* wishes he had them now in the new home in Glenview.

—L. C. DUTTON

There's More Than One Way to Save a Buck!

77TH—*Bob Saffrahn* is making a collection of Canadian money. When he gets ten dollars he goes

to the bank and trades it for U. S. silver money. That's his way of having a little aside for emergency.

Ralph Short and family moved into their new house in time for Christmas, as did also the *John Cook* family.

A hearty welcome to *Percy Atkinson*, who is now Chief Clerk at 77th Street Station. *John McKenna* is Chief Clerk at Cottage Grove.

Frank McGlynn is coming along in good shape. He's up and around after his long stay in the hospital and his convalescence at home.

John Clancy, supervisor at 79th and Stony for a long time, became ill suddenly around the first of December and was taken to Evangelical hospital. We're all wishing him a speedy recovery.

John Volkart arrived home in time for Christmas after a long convalescence in Illinois Research hospital, where he underwent a major operation.

December was an eventful month for *Bernard F. Zesch*. He celebrated not only his wedding anniversary, but his 20th anniversary with CTA as well.

—WILBUR JENSEN AND
JOE SMITH

Pensioner Likes it Down on the Farm

SKOKIE—Received a letter from *Machinist Michael Pfeffer*, pensioner, who is doing very nicely on his chicken farm at Amboy, Minnesota.

We wish a speedy recovery to our good friends, *Painter Foreman Arthur Keiner*, who has been off sick for a long time, and *Air Brakeman Walter Zakes*, who was recently injured while making repairs to his house.

Our deepest sympathy to the families of *Electrician John Mayer*, whose father passed away November 30, and to *Air Brakeman Andy Bedoe*, whose father died December 6.

Congratulations and best wishes to *Betty* and *Erling Knutson*, blacksmith helper, to whom the stork delivered a six-pound, four-ounce son, at Cuneo hospital on December 3.

Welcome to Skokie to the men transferred from the West Shops: *Machinist Mike Kohut*, *Armature Winders "B"*—*Tom Browne*, *William O'Connell*, *John Carolan*, *W. A. Hebert*, and *Armature Winders "A"*—*George Doerr*, and *John Siska*.

—DAVID GURWICH

South Shops Folks Hail New Arrivals

SOUTH SHOPS—On November 21, 1953, little *Kathleen Theresa*, was born to *Frank* and *Catherine Brady*. *Frank* was formerly employed as a booth clerk in the Blacksmith Shop, and is now serving in Uncle Sam's Army.

On November 26, 1953, little *Kenneth John* made his debut into the *Faulkner McCrea* family, Paint Shop, weighing in at nine pounds, seven ounces. *Mrs. Anne McCrea* is a former employee of the South Shops.

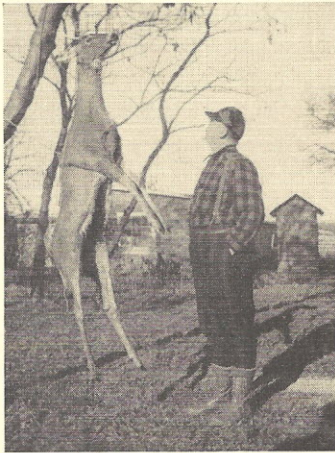
The welcome mat has been laid out to *Tom Corcoran*, Bus Overhaul, and *Henry Suiba*, Miscellaneous.

Our deepest sympathy is extended to the family of *Jerry Sullivan*, Paint Shop, who passed away on November 28, 1953; also to the family of *Alfonse Celna*, Blacksmith, who passed away on December 7, 1953.

Our very best wishes are extended to *Walter Moss*, Machine Shop, who retired on December 1.

—FRANCES LOUWARD AND
MARY ANN YERICICH

GOOD HUNTING



LOOKS like a winter of good eating for the family of *Roy Croon, Keeler*. On a recent hunting-fishing trip to Menominee, Michigan, he bagged a six-point deer, now safely put away in his deep freeze along with some fish he caught. The proof of his marksmanship is shown in this picture.

Reported by *James Egan*

One More Mouth to Feed at Barry Household

SOUTH SIDE—Clerk *John Barry* pulled a surprise on us with the announcement that his wife presented him with a bouncing baby boy weighing ten pounds. What name could be more appropriate than *Patrick Michael*? That makes it four boys and one girl.

Everyone is happy to see *Night Superintendent Matt Feaheny* back on the job.

Honesty is the best policy and occasionally passengers acknowledge this routine duty on the part of our trainmen. *Conductor Ed. Hopkins* received a grateful note and a monetary reward for having assisted in returning a lost purse to its owner. An incident such as this always promotes goodwill.

The annual South Section ticket agents party, attended by 62 members, was a huge success. The master of ceremonies was none other than our Station Superintendent, *R. F. Wenstrom*. We understand that *Julie Prinderville* did a masterful job of preparing the program. Presents were given those agents going on pension. Mixed in with refreshments was a little speech making and a lot of reminiscing.

Proving that rapid transit gets into your blood, when *Agent*

Teresa Foley visited New York while on her vacation, she made an inspection of the subway there, with the observation that at one station 8,000 people passed thru the turnstiles in one hour.

The Safety Achievement Award posters on the bulletin boards at each terminal show the position of the respective depots as regards their safety record. Since this is the initial poster, let us all co-operate 100 per cent so that the next one will show us leading the field.

Ruth, the daughter of *Wiley Steward*, one of our capable scrubbing-crew leaders, said "I do" on Thanksgiving Day and became *Mrs. Rufus Boyd*. The reception, in addition to a celebration, turned out to be a family reunion.

—LEO J. BIEN

Sunny South Still Has Charm for Vacationers

STORES — *Dagmar McNamara*, stenographer in our general office, recently had her first airplane trip when she vacationed at Jackson, Mississippi. She says the trip was fine and it won't be her last plane ride.

Joseph O'Reilly, divisional storekeeper at Skokie and Montrose, and wife enjoyed a Florida trip on their vacation recently.

We have a few people on our sick list, and we hope the new year brings their health back. We will be glad to see their smiling faces again. Those presently laid-up are *Otto Hoyer*, assistant divisional storekeeper at South Shops, *Larry Steffens*, stock clerk at our West Shops, and *Barney Nimkavage*, stock clerk at West Shops.

Our deepest sympathy to *John Toman*, in the loss of his wife on December 13, 1953.

—JEAN O'NEILL

Girls Shower Gifts On Former Coworker

TRANSPORTATION AND INSURANCE—A beautiful corsage, whose unfolding petals revealed a card showing the purchase and delivery of a high-chair, was presented to *Charlotte Hoyer*, who has severed her connections with the CTA to await the arrival of a little stranger. And to start the newcomer on the road to a clean life, the girls in the Insurance-Pension department had dinner on a later date at *Charlotte's* house and presented her with a sterilizer. As a preholiday celebration, the same group of girls convened for luncheon at Trade

Winds on Rush Street, to extend holiday greetings.

Mary Berry, who jigs and reels with the boys from the Irish Isle, reports that two of the Merchandise Mart elevator operators are staunch members of the same Gaelic terpsichorean group.

Susan, daughter of *Ralph Umstot*, was able to use both legs to greet good old St. Nick. Susan had been absent from school for several days due to a broken ankle.

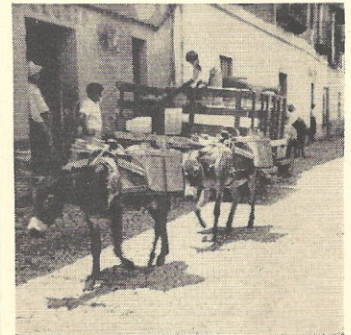
Mrs. Anna Marie Golding has transferred to Insurance Department, assuming the duties of settling death claims left vacant by *Josephine Powers*, who resigned on pension. Mrs. Golding for many years was a Burroughs Machine operator in Stores accounting.

Our globe trotter, *Jack Krause*, radio dispatcher, who takes to the air whenever a long week-end falls to his allotment, hopped a Miami-bound plane during a recent Chicago snowstorm and spent a warm, sunny week-end with his son, *Jack Francis*, who also arrived in Miami from his home in Brooklyn.

Tennis star *Russ Elderkin's* son, *David*, has enlisted in Uncle Sam's blue jackets, and is now located at Great Lakes.

Power Supervisor Jack Chwistek's only request from Santa this year was fishing equipment. Jack figures that practicing thru the ice the remainder of the winter will give him a chance at snagging the

STREET SCENE



IN SHARP contrast to the modern buses and automobiles on the streets of Chicago, the accompanying photo shows a typical street scene in Taxco, Mexico, where burros are an everyday sight and account for a large part of the transportation requirements. The picture was snapped by *Nell Schneider*, executive office, while on a recent vacation.

Reported by *Cathy O'Malley*

ones that generally get away—ere spring breaks thru again.

The strains of happy birthday mingled with "Rudolph the Red Nose Reindeer" as *Bill Rooney* celebrated his birthday on Christmas Day. Birthday greetings are



also extended to *Chester Stephenson*, a close runner-up.

Mary Catherine, two-year old daughter of *Margie Dolan*, who put an end to her mother's long career as a switchboard operator at CTA by her unexpected arrival, now has a sister, *Mary Margaret*.

—JULIE PRINDERVILLE

West Shops Offices Move to Merchandise Mart

WEST SHOPS — Friday, December 18, was moving day at the West Shops. The general offices of the Shops and Equipment Department moved to the Merchandise Mart, and are now located in Room 7144.

John Kosmach, truck shop laborer, had an early visit from Santa Claus on December 3. Old Santa brought John, by the way of the "Stork Line," a new grandson, raising the total to two grandsons and two granddaughters.

Laborer *Eddie Brach*, shipping room, played host to "Sir Stork" on December 14. That fabulous bird delivered Eddie a \$600 exemption, weighing seven pounds, 11 ounces. The young lady was promptly named *Susan*. Mother and daughter are doing fine and Eddie has fully recovered.

Little Dan Cupid has scored another perfect bull's eye at the West Shops. On Saturday, February 20, Clerk *Stanley Kaminski*, paint shop, will lead *Barbara Mazzie* down the aisle of Our Lady of Angels church. Our very best wishes to both.

Our sincere sympathy to *Al Samaska*, armature room, whose mother passed away recently. We also extend our sympathy to *Helen Doherty* of Mr. Clark's office, whose father, *John Doherty*, passed away recently. John was a platform man at Kedzie Station for many years before transferring to the West Shops. He had been in retirement eighteen months.

Painter *John Mares* retired on January 1, because of ill health, after 31 years of service. *Andrew J. Rusinak*, who had 34 years of service, also retired January 1. Our best wishes go with these two veterans.

Tom Browne, *John Carolan*, *Walter O'Connell*, and *William Herbert*, of the armature room, transferred to Skokie. We wish them the best in their new assignment.

—TED SHUMON

SOUTH SHOPS RETIREMENTS



ABOVE—When *Walter Moss*, machinist, South Shops, retired December 1, after 26 years of service with the CTA and predecessor companies, his fellow workers joined in presenting him with a suitable gift for the occasion. He appears in this picture standing beside *R. J. Bulak*, extreme right, second row, foreman. BELOW: A month earlier, *Arthur Neuhaus*, machinist, retired on November 1 after 30 years of service. Here he is at the right foreground receiving a gift from Mr. Bulak, while *J. G. Hecht*, general foreman of the South Shops, looks on.

Reported by *Frances Louward* and *Mary Ann Yercich*



No, It Wasn't a Mirage! CTA Buses Get Around

WESTSIDE (MET) — It seems like *Agent Gordon Kelly* and his son, *Robert*, who is also an agent, can't get away from the CTA no matter how far they travel. One morning when Robert was crossing the highway in Fort Wayne, Indiana, he was thrilled to see two new CTA buses on their way to Chicago. He dashed back to the motel and

yelled, "Dad, look, look, CTA buses!"

Congratulations to *Agent John Filipek*. His wife, *Elenore*, presented him with a baby girl December 10, weighing in at six pounds, five ounces. This is the third girl for John. The oldest is three years old, and the other one 11 months.

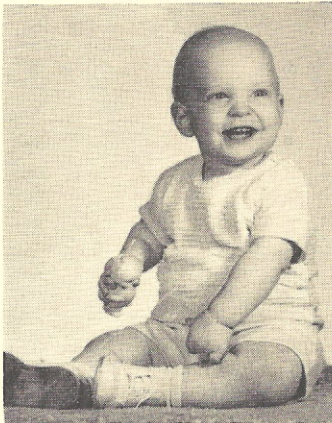
Sorry to hear *Agent Catherine McKenna* fell down the stairs at church and was badly bruised. Glad to hear no bones were broken.

Our sympathy is extended to *Agent Mildred Leppla*, whose mother passed away recently, and to *Agent Rose Stritesky*, who suffered the loss of her brother.

Agents on vacation are *Nellie Reidy*, *Sarah Simmons*, *Nonnie Murray*, *Margaret Eagle*, *Katherine Carney*, *Grace LeBel*, *Robert Maloney*, *Catherine Smith*, *Ruby Pierson*, *Johanna Christianson*, *Rose Janacek*, *Rose DeMuro* and *James Morrow*.

Everyone seemed to have a grand

PICTURE OF THE MONTH



HAPPY and healthy at the age of one-and-a-half years, *Patrick James Beland*, grandson of *Operator Thomas Beland*, Beverly, doesn't seem at all concerned because he was born prematurely and spent the first six weeks of his life in an incubator. Weighing only 3 pounds, 2 ounces at birth, Patrick was a hefty 28 pounds when this photo was taken.

Reported by *Dante F. Brunod*

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.

time at the Pensioner's Club party. It is so nice to see all the girls who have taken their pension, also all our co-workers who are scattered all around. There were 84 in attendance at the dinner, and we hope next year that everyone will be there. After all, gals, it's your club and your party.

—KITTY KEEGAN AND RUTH HANSON

Third Generation of Family Joins CTA

WESTSIDE — *Collector Spiro Lampros'* son, *Constantine*, is now a CTA man, working as a student ticket agent, and that makes the third generation. *Grandfather Lampros* is a retired Logan Square man.

Conductor Edward Teuschler is accepting congratulations from the boys at Lake Street carhouse since his wife presented him with a bouncing baby boy, weighing nine pounds, 14 ounces, named *Michael*, born November 30, 1953, at Saint Elizabeth Hospital.

Motorman Russell LeFevre, with 34 years of service, started his three weeks vacation December 6, after which he goes on his pension.

Motorman John Petrus, with 34 years service, started his pension as of January 1, 1954. We all hope they enjoy many happy years of happiness and good health.

Motorman Emmet Kain will be driving his auto out to Mount Prospect weekends, to pay a visit to his oldest daughter, *Gloria*, and her husband, because they have bought a beautiful new home there.

Motormen Salvaggio and Hawkins spent a very nice vacation. *Receiver Arrowood* returned to

work after spending a most delightful time in Florida.

Collector Nordstrom, *Trainman Clarence Hearn*, *Motormen Richard Heidtman*, *John Odrowski*, and *Conductor Robert Crawford* returned to work after being on the sick list. *Gateman John McCarthy* and *Motorman Bonelli* are still on the sick list at this writing.

Wonder if any more of our folks saw *Trainman Joe Methe* on T-V October 26? One of the boys says he was looking at *Art Linkletter's* House Party program from Los Angeles, and who was there but Joe, who was on vacation at the time.

Norrine, 17-year old daughter of *Former Agent Loretta Riordan*, has been chosen queen of Trinity High School senior prom.

—WALTER J. REICH

Curkan Not Clerkin' Now—Army Calls Him

WILSON SHOPS — *Harry Curkan*, clerk at Wilson Terminal, was ordered to the U. S. Army on December 14.

John Halloran started to work 12-14-53, only to find the left side of his 1953 Ford had been crashed into some time during the night.

Robert Mueller, has been off sick since 12-14-53. His wife called and said Robert could not talk. We miss his smiles.

William Buerger, Kimball Shop, was ill for three days. Happy to see him back on the job.

George Padden, Clerk at Wilson Terminal, suffered a week with a bad cold. Nice to have him back again.

Cpl. Jerry Scannell, former clerk at Wilson Terminal, stopped in to

CHRISTMAS CALLER



A PLEASANT surprise came over the holiday season for the family of *Raymond Stratton*, bus operator, North Park, who received a telephone call from *Yokohama, Japan*, from *Corporal Donald*, a son, who has been with the armed forces in Korea since May, 1953. Don is the brother of *Patricia Stratton*, stenographer in the Track Division of Way and Structures.

Reported by *Violet Carnes*

say hello and he is looking great. Jerry is stationed at St. Louis, Missouri. Here is his mailing address. The boys always welcome a note from a friend. U.S.55293152, Hqts. Co. 9001 A.A.U., Finance Center, U.S. Army.

Our sincere sympathy is extended to *Warren Yenni*, who suffered the loss of his elder brother of Iowa.

I sincerely hope you all enjoyed the holidays.

—EVERETT E. ENGLAND

40-YEAR EMPLOYES RETIRE



Herman Clausen, motorman, 77th, retired January 1 with 42 years service.



George H. Grassel, conductor, 77th, retired January 1 with 40 years service.



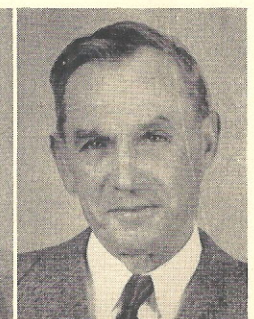
John Hoban, conductor, Devon, retired December 1 with 40 years service.



Edward C. Loeber, motorman, 77th, retired January 1 with 46 years service.



Albert J. Wise, motorman, 77th, retired January 1 with 42 years service.



Carson Jeffers, motorman, 69th, retired January 1 with 40 years service.



SECOND CLASS COMPLETES "L" SUPERVISOR TRAINING COURSE

A SECOND class of eight CTA men finished the recently established Rapid Transit Supervisor Training Program and received their "Certificates of Completion" on December 23.

They were presented with their certificates by *Charles E. Keiser*, superintendent of transportation, in his office in the Merchandise Mart.

Members of the class are shown here with *Arthur Heidecke*, (standing left) superintendent of operations, rapid transit system. They are (seated) left to right: *Daniel P. Hayes, Jr.*, Laramie; *Thomas N. Staples*, 61st Street; *Stanley C. Christ*, Laramie; *Joseph J. Tvrdek*, Laramie. (Standing) *Thomas W. Kill*, 61st Street; *Andrew F. O'Brien*, Howard; *Arthur L. Miller*, Hamlin; *Edward L. Porter*, Howard.

The training program is conducted under the direction of *David M. Flynn*, superintendent of instruction, Transportation Department, and *John A. Baker*, training director. All men upon completion of the training are assigned to the acting supervisors' pool.

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

DIES SUDDENLY



JOHN P. O'CONNOR, 56, widely known chief of North Avenue station, passed away suddenly on December 7 following a heart attack. Popular and noted for his job persistence, O'Connor had amassed nearly 38 years service in the local transit field.

Beginning his employment as a station clerk with the former Chicago Surface Lines on March 18, 1916, O'Connor spent his entire career in various clerical capacities at several Surface System stations which included Kedzie, Armitage, Division, Elston, Lawrence,

North Park and North Avenue. He became a chief clerk in November, 1950, and held that position at both North Park and Lawrence before transferring to North Avenue in March of 1951.

IF YOU KNOW a CTA employe who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 742, Merchandise Mart, Chicago 54, Ill.

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

NameBadge No.....

Home Address
(Street and Number)

.....
(City) (Zone) (State)

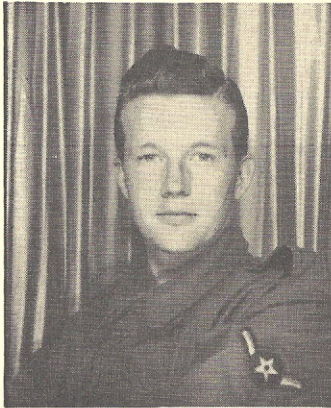
I am employed in the.....

department, located at.....
I have recently moved from:

Old Address
(Street and Number)

.....
(City) (Zone) (State)

FROM A FRIEND



THE following letter was received recently from *Don Harrington*, formerly of North Avenue, gas bus maintenance, who is presently serving in the U. S. Air Force. Always happy to hear from its friends, TRANSIT NEWS thought it interesting, and hopes you will too:

"I am a CTA employee who enlisted in the Air Force last January, and have recently completed the training necessary to attain a permanent station. I took my basic training

at Sampson Air Force Base in Geneva, New York. After completion, I was sent to Sheppard Air Force Base, Wichita Falls, Texas, where I underwent technical training as an aircraft mechanic. Now I am permanently stationed at Kelly Air Force Base near San Antonio, Texas.

"The Air Force is fine, but civilian life still rates tops with me. Enclosed is a small photograph of myself. Possibly it will find its way into CTA TRANSIT NEWS, which, incidentally, is my primary reason for writing. Although in the service, the CTA is still my main interest and I hope to return to it soon in civilian life. Now that I'm permanently stationed, I would like very much to be placed on the TRANSIT NEWS mailing list. I always enjoyed the magazine and look forward to hearing about the CTA and my many friends there through CTA TRANSIT NEWS."

We Need Men

... for Surface Transportation Work

If you know of someone interested in a transportation job with CTA's surface division, send him to the Employment Department, Room 750, Merchandise Mart.

Hiring Requirements:

Good Physical Condition

Ability to pass reasonable qualifying tests

RECENT DEATHS AMONG EMPLOYEES

E. E. ANDERSON, 69, retired agent, Westside. Died 11-19-53. Employed 12-1-28.

JOSEPH F. BARTOSCH, 55, operator, Lawrence. Died 12-3-53. Employed 1-27-20.

E. BASTON, 86, retired conductor, Devon. Died 11-17-53. Employed 6-10-02.

HAROLD BERGHAUS, 54, conductor, North. Died 11-26-53. Employed 2-17-20.

C. A. BLOOM, 86, retired conductor, North. Died 11-19-53. Employed 4-4-00.

R. D. BROWN, 68, retired motorman, Lawndale. Died 12-7-53. Employed 1-23-17.

ALPHONSE CELNA, 57, blacksmith helper, South Shops. Died 12-7-53. Employed 6-26-45.

HAROLD CONNOLLY, 56, motorman, North. Died 11-23-53. Employed 1-27-34.

JOHN CRIBBEN, 64, conductor, Kedzie. Died 11-21-53. Employed 12-13-43.

JOHN DOHERTY, 80, retired laborer, West Shops. Died 12-6-53. Employed 9-26-22.

JAMES DOYLE, 56, car cleaner, Devon. Died 11-30-53. Employed 10-19-20.

TONY DUGO, 68, retired foreman, Track. Died 12-7-53. Employed March, 1901.

J. J. FARRELL, 81, retired assistant foreman, Stores. Died 11-23-53. Employed 3-18-08.

EDWARD FITZGERALD, 63, conductor, Kedzie. Died 11-20-53. Employed 9-8-13.

VINCENT FORD, 56, motorman, Kedzie. Died 11-21-53. Employed 12-23-19.

LEONARD GAIL, 47, supervisor, 77th. Died 11-27-53. Employed 2-1-42.

MARTIN J. GARRITY, 50, investigator, Claim. Died 11-17-53. Employed 1-21-35.

F. F. HAMMER, 84, retired conductor, Noble. Died 11-7-53. Employed 12-8-01.

G. J. HERDA, 67, retired court assistant, Legal. Died 11-10-53. Employed 4-1-37.

J. J. KOZLA, 64, retired motorman, 69th. Died 11-14-53. Employed 4-15-19.

ROBERT KUBICEK, 58, towerman, Loop. Died 12-7-53. Employed 3-17-34.

A. L. LANGDOE, 85, retired motorman, Kedzie. Died 11-19-53. Employed 6-2-05.

L. H. LEES, 76, retired motorman, Kedzie. Died 11-26-53. Employed 11-9-01.

C. MASKERI, 67, retired car cleaner, Laramie Shops. Died 11-14-53. Employed 8-8-19.

C. E. McLAUGHLIN, 78, retired agent, Southside. Died 11-24-53. Employed 5-3-07.

ADOLF NAESSENS, 52, acting assistant foreman, West Shops. Died 11-29-53. Employed 2-18-16.

JOHN O'CONNOR, 56, chief clerk, North. Died 12-7-53. Employed 3-18-16.

J. P. O'NEILL, 84, retired watchman, Building. Died 12-7-53. Employed 9-19-06.

W. B. PAYNE, 69, retired motorman, Westside. Died 12-8-53. Employed 6-20-06.

THOMAS REA, 84, retired foreman, Track. Died 11-11-53. Employed 9-11-00.

JAMES SMILEY, 78, retired motorman, 77th. Died 12-3-53. Employed 10-5-07.

W. H. SMITH, 83, retired gateman, Westside. Died 12-6-53. Employed 10-18-18.

JOSEPH SOVCIK, 62, armature winder, West Shops. Died 11-23-53. Employed 8-8-13.

JOHN SUCHOLAS, 62, retired motorman, Elston. Died 11-21-53. Employed 12-8-19.

JERRY T. SULLIVAN, 47, painters helper, South Shops. Died 11-28-53. Employed 9-11-46.

LEE MARTIN VALCO, 36, Road department. Died 11-15-53. Employed 8-1-41.

A. VAN DEE, 67, retired supervisor, Lincoln. Died 11-20-53. Employed 5-11-09.

T. D. WATT, 80, retired flagman, Burnside. Died 11-27-53. Employed 5-21-00.

C. R. WILLIAMS, 66, retired conductor, Southside. Died 11-21-53. Employed 7-6-17.

New Under-Shelter Transfer Facilities at Logan Square

UNDER-SHELTER transfer facilities were recently made available for more than 23,000 CTA patrons who transfer between Surface and "L"-subway lines on a typical weekday at Logan Square terminal.

The shelter consists of a new aluminum-type awning, covering a distance of 125 lineal feet, the entire length of the terminal building and extending out about seven feet and three inches, along North Linden place on the south side of the building.

CTA riders benefitting from this new, under-shelter arrangement are those who transfer at the Logan Square station between Kimball, Kedzie-Homan (southbound) and Milwaukee avenue express buses and the "L"-subway lines.

This is the fourth transfer point between surface and "L"-subway lines where CTA has provided shelter for the convenience of its transfer passengers. Other locations where this has been done are at Western-Leland station on the Ravenswood line; the Douglas Park terminal at 54th avenue, and the DesPlaines terminal of the Garfield Park line in Forest Park.

Contract cost of the new shelter was \$2,758.



Transit Board Approves \$106,692,600 Budget for '54

FOR CTA operation and maintenance expenses in 1954, the Chicago Transit Board recently approved a budget of \$106,692,600, including pensions, based upon estimated gross revenues of \$124,211,700 from present rates of fare and other non-transportation sources.

To carry forward CTA's 10-year, \$150,000,000 modernization program, the Board approved a capital budget of \$30,204,000.

Both budgets were recommended to the Board by *General Manager Walter J. McCarter*.

In 1953, CTA's operating budget was \$109,770,600, based upon anticipated gross revenues totalling \$128,360,000, and its capital improvement budget was \$22,805,000.

In addition to operating expenses, the budget earmarks \$7,502,000 for debt service requirements—\$3,704,100 for payment of interest on the Series of 1947 Revenue Bonds, \$1,022,900 for interest on the Series of 1952 Revenue Bonds, \$315,000 for interest on the Series of 1953 Revenue Bonds, and calls for deposits totalling \$360,000 on the series of 1952 and 1953 Revenue Bond Reserve funds, deposits of \$2,-

100,000 to the Series of 1947 Serial Bond Maturity fund, and deposits of \$9,937,000 to the depreciation fund, and deposits of \$80,000 to the Revenue Bond Amortization fund for advance retirement of Series of 1947, 1952 and 1953 Revenue Bonds.

The 1954 capital improvement budget includes the purchase of additional new equipment for "L"-subway, and surface routes; construction of a new garage at Elston and Armstrong avenues; additional appropriations for modern facilities and for improvements to track and structures, car-houses, garages, shops, and other buildings, electrical facilities, modernization of shop tools and equipment and for modernizing facilities of other departments.

The budget also includes an appropriation to pay 1954 principal and interest charges on the proposed purchase of Chicago, Aurora and Elgin fixed transportation equipment, track, signals, etc., between Laramie avenue, Chicago, and DesPlaines avenue, Forest Park.

Payment for 750 units of new rolling stock—500 buses and 250 "L"-subway cars—will be financed by equipment trust certificates. The capital budget also includes an appropriation of \$5,006,000 for servicing equipment trust certificates.

Buses Replace Streetcars on Madison Street Route

MADISON STREET, one of the oldest local transit routes in the city, is the newest to experience a major operation change under the CTA's extensive improvement and modernization program.

This took place on December 13, when a fleet of 70 odorless, propane, 51-passenger buses replaced the 56 streetcars formerly used on the route.

Coincidentally with the Madison Street changeover, various other routes operating in Washington Street, between Wacker Drive and State Street, changed their berthing places, and the Madison-Fifth Avenue streetcar route, which soon must be discontinued due to Congress Street expressway construction, was converted to one-man streetcar service operating between California Avenue and Pulaski Road only.

The new Madison Street buses will operate eastbound, from the western terminal at Austin Boulevard and Madison

Street to Wacker Drive, north in Wacker to Washington Street, east in Washington to State Street, south in State to Madison Street, and west in Madison to Austin. In operating to State Street, two blocks farther east than the streetcars, the new buses eliminate the walking transfer to and from the "L"-subway and other CTA services operating in State Street.

The modern buses are part of a fleet of 551 propane buses which is being increased to 991 by the addition of 400 more units now being manufactured for CTA.

Shops and Equipment Offices Now Located in Mart

ROBERT J. RUPPE, Superintendent of Shops and Equipment, and his office staff moved into their new quarters in Room 7-144 of the Merchandise Mart on December 18 in a further consolidation of all major CTA departments in a centralized location. The offices were formerly at the West Shops, 3901 W. West End Avenue.

In other recent changes of office locations in the Mart, the following moved from temporary to permanent quarters: Staff Engineer, now in Room 7-141; Traffic Engineer, Room 7-155, and Schedule-Traffic, Room 7-133.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF NOVEMBER 1953 AND 1952, ELEVEN MONTHS AND TWELVE MONTHS ENDED
NOVEMBER 30, 1953

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

	Month of November		Period Ended Nov. 30, 1953	
	1953	1952	11 Months	12 Months
Revenues	\$ 9,768,214	\$10,186,949	\$113,507,656	\$124,650,172
Operation and Maintenance Expenses.....	8,756,155	8,787,341	96,722,435	106,459,498
Available for Debt Service.....	1,012,059	1,399,608	16,785,221	18,190,674
Debt Service Requirements:				
Interest Charges	424,065	404,254	4,467,414	4,871,668
Deposit to Series of 1947 Serial Bond				
Maturity Fund (Note 1).....	150,000	83,333	1,250,000	1,333,333
Revenue Bond Reserves (Note 2)	30,000	23,000	260,000	283,000
	604,065	510,587	5,977,414	6,488,001
Balance Available for Depreciation.....	407,994	889,021	10,807,807	11,702,673
Provision for Depreciation—Current Period..	781,457	814,956	9,080,613	9,972,014
Balance Available for Revenue Bond Amortiza-				
tion Fund (Note 3).....	373,463 r	74,065	1,727,194	1,730,659
Revenue Bond Amortization Fund.....	—	—	1,216,713	1,216,713
Balance Available for Other Charges (Note 3) .	\$ 373,463 r	\$ 74,065	\$ 510,481	\$ 513,946

PASSENGER STATISTICS

Originating Revenue Passengers.....	55,535,058	56,425,020	627,329,641	688,959,196
Transfer Revenue Passengers.....	2,339,875	2,159,782	26,379,363	28,832,621
Total Revenue Passengers.....	57,874,933	58,584,802	653,709,004	717,791,817

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as at November 30, 1953

1952-53 Orders:	Delivered to Date	Remaining to be Delivered	Total
Propane Buses	107	293	400
El-Subway Cars	—	250	250
	107	543	650

Delivered under previous orders.....2,814
Less—P.C.C. Streetcars to be converted to El-Subway Cars.... 250

2,564
3,214

r - Indicates red figure

NOTES:

- (1) Equal monthly installments to retire \$1,800,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1954.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 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 1952 and 1953 Bonds.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively (cumulative within any one year) to the "Revenue Bond Amortization Funds" 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, Revenue Bond Amortization and Operating Expense Reserve Funds.

4-H'ers Get Around



WHEN the 32nd National 4-H Club Congress met in Chicago recently, CTA Charter Service buses did their share in assuring the rural youths of a convenient and enjoyable stay. A total of 116 buses were used to transport the youths to various locations throughout the city during their five-day session.

Largest bus movement for the group (accompanying photo) occurred on December 2, when 24 buses were on hand at the Conrad Hilton hotel to move the 4-H'ers to the International Live Stock Exposition at the Amphitheatre.

AGENTS FETE RETIRED CO-WORKERS



DECEMBER was the month selected by both the Metropolitan and South Side Ticket Agents Clubs for their annual banquets to honor members who retired on pension during 1953.

The South Side Agents Club (above left) held its festivities at the Palmer House the evening of December 2 with approximately 60 guests in attendance including several officials of Division 308, Amalgamated Association of Street Electric Railway and Motor Coach Employes of America. Two agents, *Mabel Cottay*, who retired after 26 years service, and *Clara Gieseke*, who retired after 40 years service, were the feted guests. Appropriate gifts were presented on behalf of the club by *R. F. Wenstrom*, station superintendent, south side section, who acted as master of ceremonies.

On Sunday afternoon, December 6, the Metropolitan



Ticket Agents Club gathered at Toffenetti's, 65 W. Monroe Street, for their annual get-together. A total of six persons were on the honored guest list, but only three were able to attend the banquet. They are pictured in the accompanying photo. Seated from left are *Eileen Gallagher*, 30 years service; *Anna Keane Fitzgerald*, 27 years service, and *Margaret Jurgens*, 19 years service. Standing from left are *Edward O'Hara*, president of Division 308; *Arthur Heidecke*, superintendent of operation, Rapid Transit System; and *Ralph DeMaria*, superintendent of agents and porters, Metropolitan section.

The honored guests who were unable to attend the affair were *Ella Sullivan*, *Margaret O'Brien* and *Loretta Williams*. On behalf of the membership, Mr. Heidecke presented appropriate gifts to those present. Gifts were forwarded to those unable to attend.

Contract for Removal of Humboldt Park "L" Structure

A CONTRACT for the removal of the unused Humboldt Park "L" structure, from Western Avenue to the end of the line near Lawndale Avenue, was awarded recently to the Harvey Wrecking Company by the Chicago Transit Board.

The section of "L" structure is located only a short distance north of North Avenue and runs parallel with that street. It has not been used for elevated service since May 4, 1952. Sufficient additional bus service was added on North Avenue at that time for those who formerly rode the Humboldt Park shuttle line to make connections with the Milwaukee-Dearborn subway.

Under the terms of the contract, razing of the structure was to begin immediately. Approximately four months will be required to complete the wrecking operation.

The Harvey bid provides that the contractor will remove the entire structure from a point east of Western Avenue to the end of the line at Lawndale Avenue and will pay CTA

\$16,500 for the scrap involved. Rails and other operating facilities are not included in the contract. Such material will be removed by CTA and remain its property for use at other locations on the Rapid Transit System.

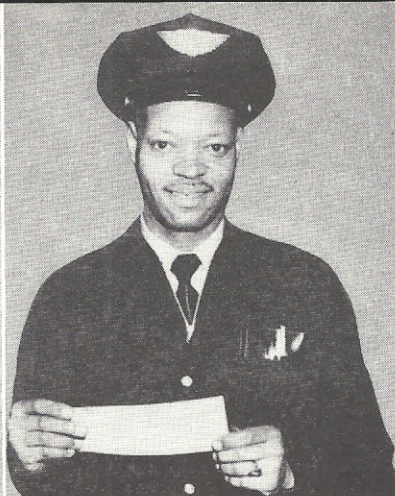
Open New Douglas Park Transportation Office

OFFICIAL opening of the new Douglas Park transportation office, located at the west terminal of the Douglas Park route, 2150 S. 54th Avenue, Cicero, took place on December 13. At the same time, the offices of the Station Superintendent and Receiver at 2019 S. Pulaski Road were permanently closed.

Train crews and agents began reporting at the new terminal with the midnight run on that date. For the present, telephones at the new office will continue to be on the CTA central unit switchboard and employees wishing to reach the new terminal are advised to call the following extensions: Station Superintendent—2402; Chief Clerk—2405; Clerks—2463.



Goettert



Gary



Fenrick



Poppelreiter

IT'S GOOD (Bus)iness

Five CTA Operators Commended

CONSIDERATE on-the-job service to the riding public paid off for four CTA bus operators who were selected on December 1 as winners of "golden plate" awards offered by the Chicago Sun-Times for notable examples of driver courtesy.

The four named for the awards are: *Edward Goettert*, North Park; *Adolph Gary, Jr.*, 69th; *Robert Fenrick*, Lawndale, and *Anthony P. Poppelreiter*, 77th.

The men's awards were based on letters written to the newspapers by CTA patrons who observed the courtesy and consideration shown to passengers by the four operators.

Goettert, a transit employee since 1937, and Fenrick, who joined the CTA just 10 months ago, were cited for their courtesy to blind passengers. Both incidents were alike in that they assisted the handicapped persons from the bus,

Return of a \$5.00 bill, given in mistake in payment for tokens by a blind patron, resulted recently in a commendatory story in the Chicago Daily News for *Bus Operator Andrew T. Moser*, North Avenue.

The patron, *Sam Scales*, an assembler at the Chicago Lighthouse for the Blind, 517 S. Jefferson Street, was on his way to pay a bill at the Illinois Bell Telephone Company office, Clark and Congress Streets, when he boarded an east-bound Harrison bus at Jefferson Street.



Moser

escorted them across busy streets, and helped them board waiting buses to which they wished to transfer. Goettert broke in as a surface lines conductor and became a CTA bus operator in 1947.

Gary has been a CTA employee only since November 23, 1953, and the commendation which won him an award was from a passenger who noted his courteous attitude toward riders. He was still a student operator making one of his initial runs when he was selected for an award.

Poppelreiter, a former surface lines employee, has been in transit service since November 25, 1942. He was recommended for a Sun-Times award by a regular patron on the 63rd street route because of his consistently pleasant manner and good natured-attitude toward riders.

It is encouraging to note that courteous acts and pleasant treatment by CTA personnel do not go unnoticed by the public. Courtesy and safe driving habits go hand in hand to build better public relations and improve rider reactions to our service.

He unknowingly handed the \$5.00 bill to Moser and purchased tokens.

When Scales arrived at the telephone office to pay a \$6.66 bill, the cashier informed him that he had only four single dollar bills. He then realized that he must have given the bus operator the \$5.00 bill instead of a \$1.00 bill.

Hoping to catch the same bus westbound in Harrison Street, Scales hurried to the intersection a block away.

"I boarded the first westbound bus that came along," said Scales, in reporting the incident to the Daily News, "and asked the operator if I had been on his bus. He said 'yes' and I told him what I thought I had done."

Moser thumbed through his \$1.00 bills and found one for \$5.00.

"This must be yours, I'm sorry," he told Scales.

Commenting on the incident later when the newspaper called to verify Scales' story, Moser said, "Even if I hadn't found it, I would have given him \$5.00. He is a fine man."

Moser has been a motorman and bus operator on the Harrison Street route for 12 years.

This is another example of the kind of human understanding of rider welfare that wins friends for CTA service and its personnel.

What Is Your Favorite Winter Pastime?

INQUIRING REPORTER:
Joe Feinendegen

LOCATION: Logan Shops



ELIAS SERRANO, Brakeman: "I learned to ski while in the service and stationed in Alaska, so now that is my favorite winter pastime. This may cost me some friends, but I hope we have lots of snow this winter."



←
JAMES HILL, Cleaner: "Having played hockey in Canada for 12 years, naturally it's my favorite winter pastime. There is no other sport like it, even though it does have its ups and downs."

→
DON SANDUK, Oiler: "Remembering my high school days, basketball is my favorite winter pastime. Of course, having put on a little weight since then, I'm only a spectator now, but really do enjoy watching the game played."

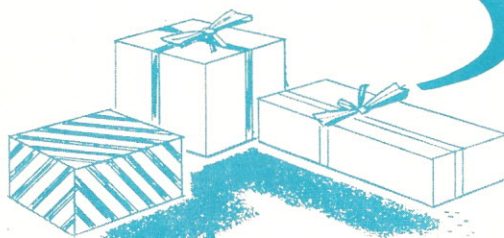


←
HERBERT MILLER, Air Brakeman: "Bowling has been my favorite winter pastime for almost 30 years. I presently have 14 trophies, but I'm still hoping to roll that 300 game before they bench me."



→
SAM MILAZZO, Controlman: "I just like to sit and relax, so watching television is my favorite winter pastime. Besides, brrr—I don't like the cold."





Christmas Time Activities

CTA holiday festivities included two children's parties for the families of employees. One was sponsored by CTA Post No. 1216 of the American Legion and was held at St. Jude's Hall. The second was given by the West Division Social and Athletic Club, composed of Wilcox Garage Boulevard System employees, and took place at the Keyman's Club. The happy faces of the children in attendance, pictured here, attest to the success of the holiday events.



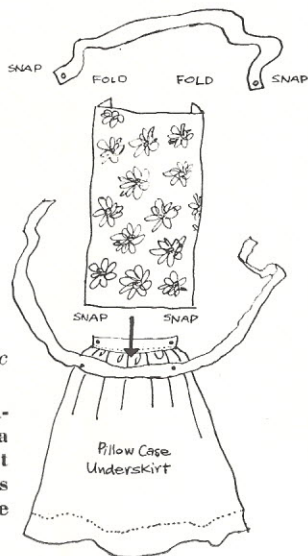
TO THE Ladies

... from JOAN



Photo Courtesy Pacific Mills.

HERE is your hand-towel apron with a "dry-off panel" that you can make for as little as sixty-five cents.



Make Yourself A Hand-Towel Apron

WE HAVE found the most novel way to keep a terry cloth towel handy for wiping and drying hands during your kitchen chores! A new type apron has been designed which is smart and yet so practical you can make it for yourself. It uses a pretty terry hand towel for the bib and efficient "dry-off panel." The gathered apron underskirt is simply constructed from a single pillow case, new or discarded, and you can make the apron in about half an hour, since the design calls for very little sewing. The waistband and neck strap are of cotton grosgrain ribbon. Best of all, the whole apron snaps together with gripper-type snap fasteners, so that the separate parts are detachable for easy laundering. The hand-towel bib and free-hanging dry-off panel can be replaced whenever necessary and washed out like any terry towel, with no ironing required.

Besides the terry towel and pillow case, the only materials you need are three yards of 1½-inch cotton grosgrain ribbon and four snap fasteners, bringing the total cost of the apron to a mere 65 cents if you use a discarded pillow case, or about \$1.50 if you buy a new pillow

case for the underskirt, perhaps in pastel-colored combed percale. An interesting idea for making the bib and dry-off panel is to use one of the inexpensive new flower-printed terry towels.

Directions for making the apron are as follows (see the diagram):

1. Turn under a 2½-inch fold at each side of one end of the towel. Cut a 28-inch strip of cotton grosgrain ribbon to make a halter neck strap. Use 2 snap fasteners to attach neckband to the folded corners at the end of the towel.

2. Slit a pillow case along the stitched side and end and spread the pillow case open. *Leaving hemmed end intact*, cut a 3½-inch wide strip off the other end.

3. Hem the sides of the pillow-case material and gather the cut end to meas-

ure 16 inches across. Fold the 3½-inch strip along the center and stitch as a 1½-inch waist-piece on the gathered end of the pillow-case underskirt.

4. The remaining 80 inches of grosgrain ribbon make the apron waistband, tying at center back. Use two snap fasteners, each eight inches from center front, to attach the ribbon to the ends of the underskirt waist-piece.

5. The terry cloth panel with halter neck strap slips between the ribbon waistband and the underskirt—is held in place between the snaps.

Because of its snap-together construction, you can wear the apron three different ways; as a "hand-towel apron" with gathered underskirt, as a terry tea apron (with underskirt snapped off); or as a traditional gathered apron (minus halter and terry towel panel).

1954 Style For Time-Honored Favorite

HERE is a new trick to delight your family . . . a platter of Egg-Sausage Surprises with cooked carrot strips. Egg-sausage surprises are an oven entree that can be prepared several hours in advance, and then held in the refrigerator until time to cook them.

A basic rule of nutrition is that every meal should contain a high-quality protein. Utilize the high protein value of eggs by serving them often as the main dish of your meals. January is a month when increased supplies of high quality eggs appear on the market. This ties in perfectly with tired appetites ready for

simple meals after holiday overabundance.

Egg-Sausage Surprises

1 1/3 to 2 lbs. bulk pork sausage
8 hard-cooked eggs

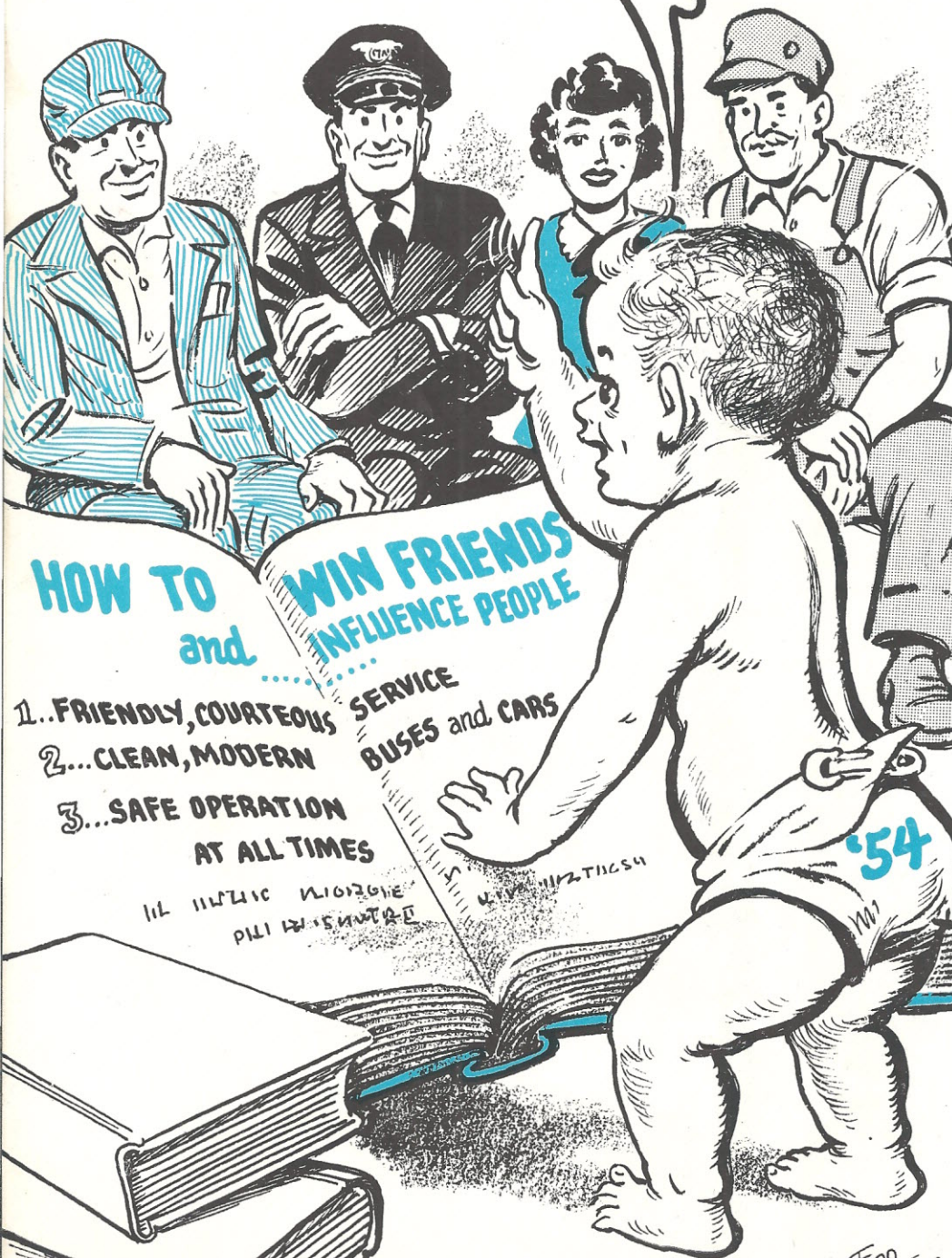
Divide sausage into 8 equal parts. Press sausage firmly to make an even layer around eggs. Place on rack in shallow pan. Bake uncovered in a moderate oven (350°F.) for 40 to 45 minutes or until the sausage is well-browned, turning once. 8 servings. If desired, serve with gravy prepared with the sausage drippings.

JANUARY has been designated as "January Egg Month." Try this new dish featuring hard-cooked eggs and sausage.



NEW YEAR PEP SESSION

REMEMBER
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JUST AS GOOD
AS **WE** MAKE IT!



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