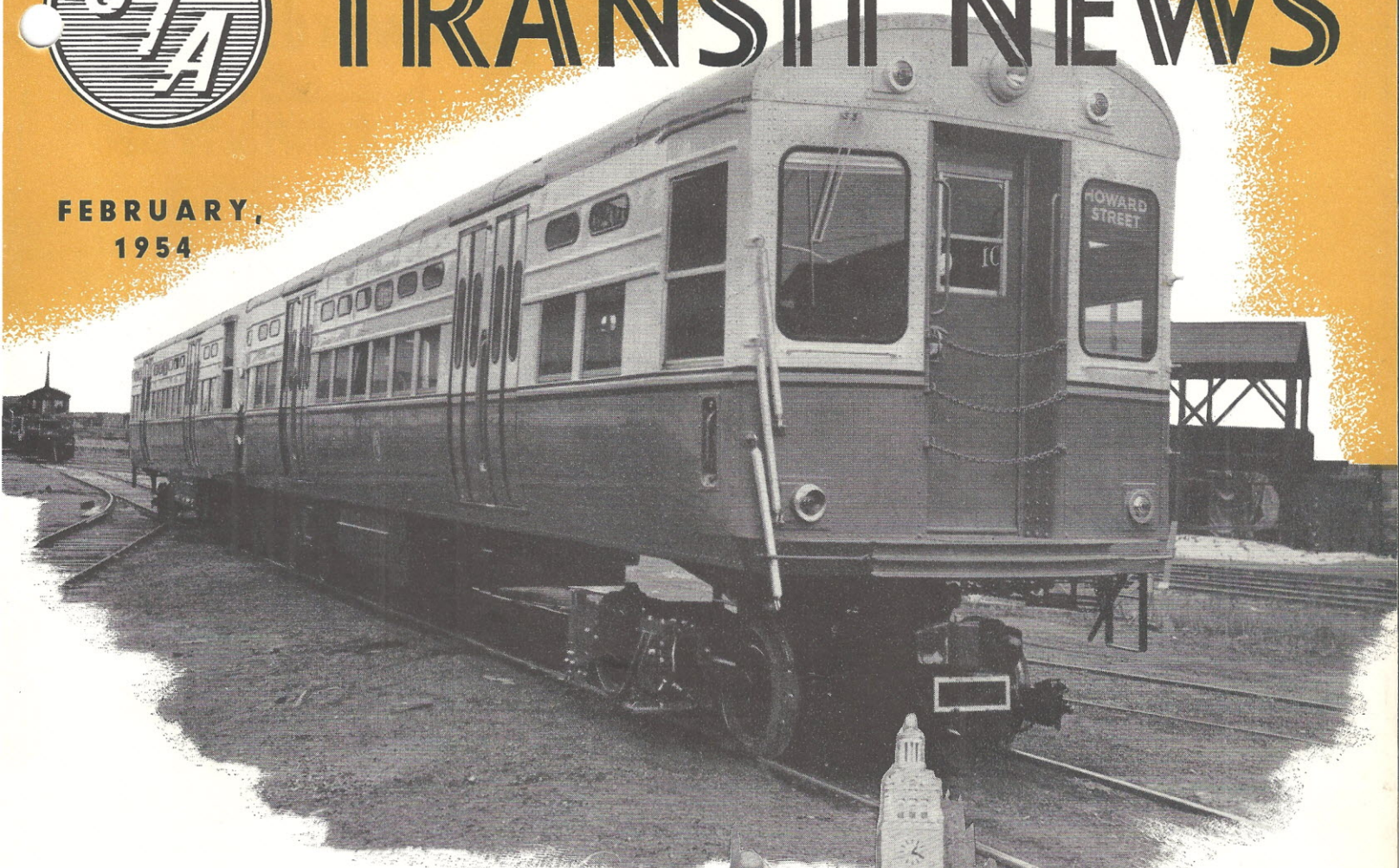




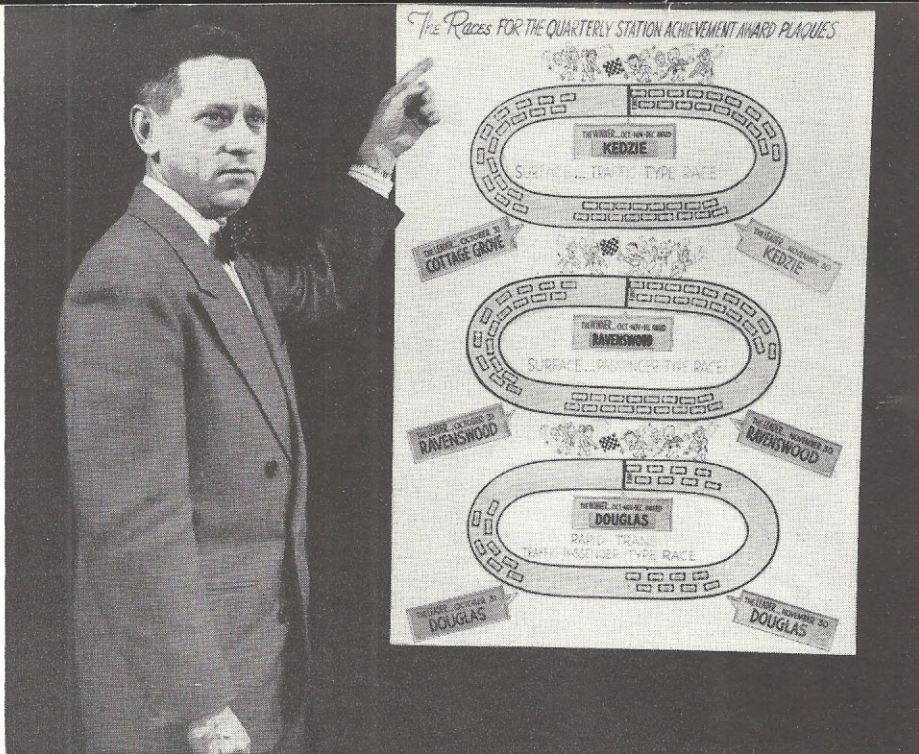
TRANSIT NEWS

FEBRUARY,
1954



MORE NEW EQUIPMENT

(see page 3)



THEY'RE OFF and running in the Station Achievement Award derby. First quarterly winners have been announced and competition for the second quarter got under way with the new year. Charles E. Keiser, Superintendent of Transportation, is shown here at the "track board" which indicates the progress made by the various stations in the race for the awards.

FIRST quarterly winners of the Station Achievement Awards, recently established by CTA, have been announced, with Kedzie station taking the traffic award for the Surface Division; Ravenswood station taking the passenger award for the Surface Division, and Douglas Park station winning the combined traffic and passenger award for the Rapid Transit Division.

Plaques, especially designed for the Award Plan, will go to the three winners of the quarterly competition, symbolizing that station personnel have achieved the greatest improvement in lowering the frequency rates of traffic and passenger accidents during the period.

The awards were based on the rate of improvement in accident frequency during the months of October, Novem-

ber, and December, 1953, over the average rate for the same three months of 1950, 1951, and 1952.

To win the awards, the top stations showed the following improvements in accident rates:

Traffic Type

Kedzie station cut accidents in November to nose out Cottage Grove and a further reduction in December clinched first place. North Avenue climbed from ninth place in October to third in November, and further decreases in December placed them second.

Lawndale station, in 10th place in October, bounced up to second in November, and wound up the quarter in third place. Blue Island and Cottage Grove wound up running neck and neck for fourth place.

First Station Awards

The race showed a net reduction of 828 traffic accidents from the same quarters of 1950, 1951, and 1952.

Passenger Type

Ravenswood station took the lead in the passenger award race in October. Cottage Grove, which was third in October, slumped to fifth in November, but finished strongly to nose out Kedzie for second place. Kedzie outdistanced four stations to place second in November, but failed to stay the distance and dropped back to third place in December.

The expected total on the old basis was reduced by 241 accidents for the period—a good record for the course.

Combined Traffic and Passenger Award

Douglas Park took the lead right from the first, with Logan Square close behind and Laramie a shade behind in third. In November, Howard nosed out Laramie to take third place.

In a hard fought finish, the four leaders remained in these positions to the finish, with only a few accidents separating them. Final figures showed a system saving of 29 accidents over the estimated figures computed on previous performances.

The Accident Prevention Department compiled the statistics and computed the rates upon which the awards were made.

RECENT CTA ADDITIONS TO THE ARMED FORCES

Harry Curkan—Shops and Equipment (Wilson Terminal)

John W. Grimes—Claim

RETURNED FROM SERVICE

Robert J. Madison — Transportation (Cottage Grove)

Edward J. O'Keefe — Transportation (Limits)

Charles D. Payton—Shops and Equipment (Skokie)

VOLUME VII CTA TRANSIT NEWS NUMBER 2

Published monthly by and for employees 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 employees. Address communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.

FIRST OF 250



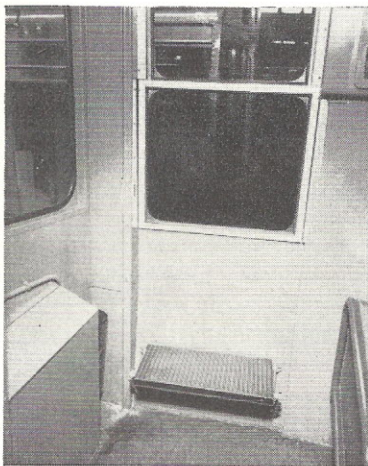
DELIVERY of the first units of CTA's order for 250 modern "L"-subway cars—the largest number of Rapid Transit cars scheduled to be received in any one year since the turn of the century—started this month as the St. Louis Car Company began shipment of the new equipment which will be put in service as received.

The first delivery of a two-car unit was made on February 8, and additional deliveries are expected to follow weekly, reaching a peak of ten a week.

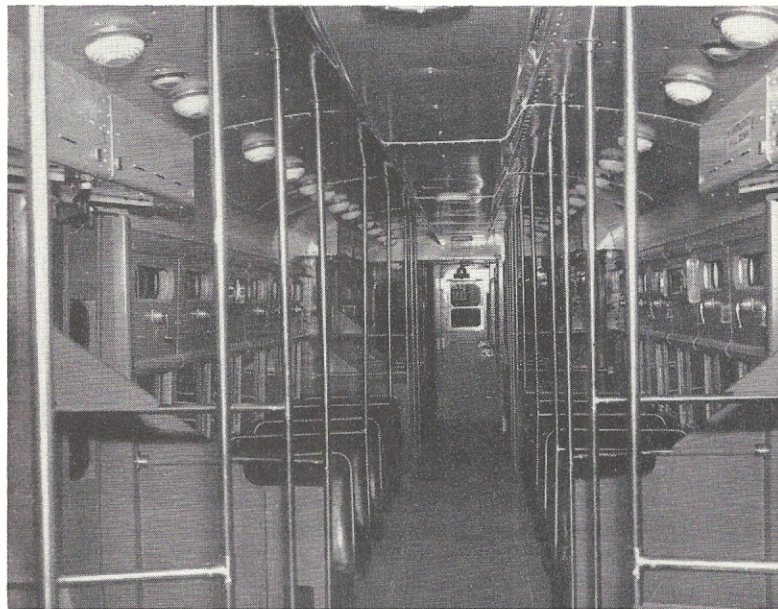
When all the units are received, these cars, together with the 204 already purchased under CTA's \$150,000,000 modernization program and now in operation on the system, will give CTA a total of 454 latest type, all-metal "L"-subway cars. This will give CTA a total of 908 all-metal cars in a fleet of 1,250 cars required to operate the system. The new cars were purchased at a net cost of \$32,332 each.

In addition to the new rapid transit equipment, CTA is still receiving deliveries on a fleet of 400 new, odorless propane buses ordered at the same time for use on surface routes. As of February 1, a total of 175 of the new buses had been received.

ENCLOSED conductors' cabs are located at the two inside ends of each two-car unit. Each cab has a switch which permits the conductor to stop the train in an emergency.



Deliveries Start on CTA's Modern "L"-Subway Cars



INTERIOR view of new "L"-subway car, looking towards the motorman's cab.

As delivery of the units is made, they will be serviced and placed in operation on the North-South Elevated-Subway route to make up an existing car shortage on that line. When this shortage has been overcome, "Green Hornet" type all-metal cars, now in operation, first will be transferred from North-South service to the Garfield Park line as rapidly as replacements are received from the manufacturer.

In addition, some of the "Green Hornet" cars also will be later transferred to the Douglas Park, Ravenswood, and Logan Square routes. More all-metal cars of the 4000 series will be transferred from North-South to Lake Street to replace wood-steel combination cars now in use on that line.

When all of the new units have been delivered, they will be sufficient to completely equip, or nearly so, with "Green Hornet" cars the North-South route and to replace with all-metal equipment the wood-steel cars now being operated on the Lake Street route. At the same time, enough "Green Hornet" cars will have been transferred from the North-South route to operate base service on the Douglas Park, Garfield Park, and Ravenswood lines.

An innovation in the new cars is a public address system. A crewman will announce the stations and any other information pertinent to the operation of the train. Three loud speakers are located in the ceiling duct of each car. This system will be used only in connection with operation of the train.

Each of the cars is 48 feet long, nine feet four inches wide at the window sills, eight feet eight inches wide at the floor

First of 250 (continued)

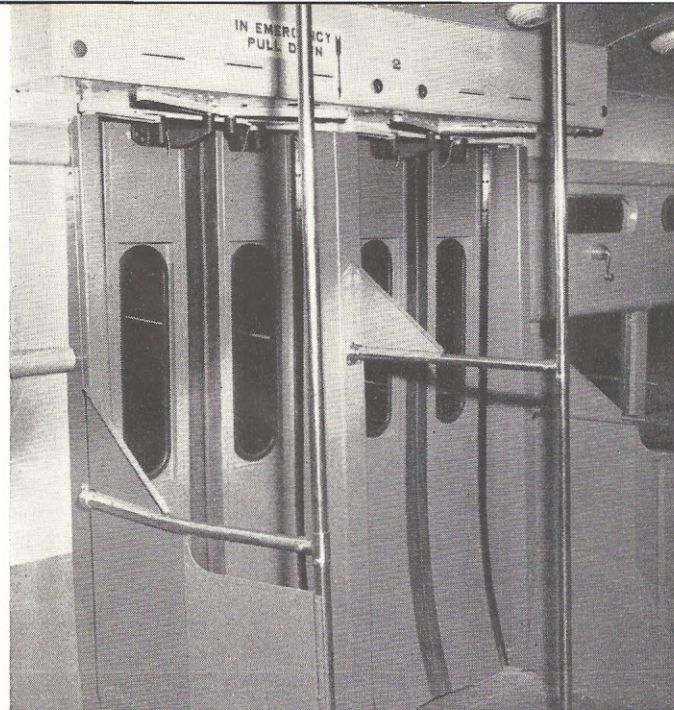
line, and nine feet wide at the eaves line. Clearance requirements on the Rapid Transit structure determine the width at the floor line. Curving the sides of the car out four inches on both sides makes possible a wider seat and a wider aisle than would be possible if the sides had been straight.

The seating capacity of each car is 50 passengers. As cars are semi-permanently connected, each two-car unit will seat 100 passengers. For speed and convenience in handling passengers, seats are arranged and located facing doors the same as in the similar type cars now in operation, with each seat being within approximately 12 feet of a door.

Doors are located at one-quarter points in the length of the car. They are opened and closed by means of electric motors, remotely controlled from any one of the enclosed conductor's cabs in the train, with which each car is equipped. Each door leaf is equipped with a sensitive edge. If the edge touches an object when closing, the door reverses itself and re-opens. Doors are interlocked with propulsion circuits so that trains cannot be started when a door is open.

Light fixtures are located in the ceiling with one fixture over the center of each cross seat and two fixtures at each side entrance door. These beam-controlled lights throw the maximum candle power in the desired location. Windows opposite each one of the cross seats furnish maximum visibility for passengers.

EACH car is equipped with four motors and the necessary control equipment, all of which is remotely operated from the motorman's cab located at the front end of the train. The controller used by the motorman to operate a train is equipped with a switch which requires that he hold his hand on the controller handle at all times. Otherwise, the power is shut off and the brakes applied automatically.

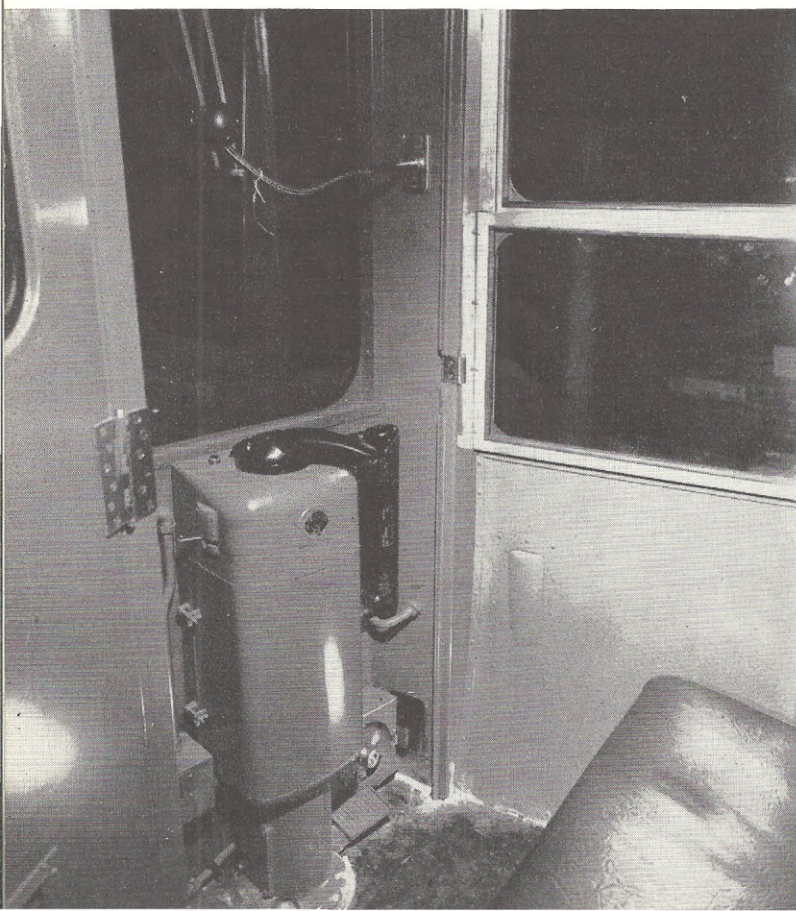


DOORS of new "L"-subway cars are opened and closed by means of electric motors, remotely controlled from any one of the conductor's cabs in the train. Each door leaf is equipped with a sensitive edge. If the edge touches an object when closing, the door reverses itself and re-opens. Doors are interlocked with propulsion circuits so the train cannot be started when a door is open.

Each car is equipped with four motors and the necessary control equipment, all of which are remotely operated from the motorman's cab located at the front end of the train. Among the control equipment are a number of devices which come into operation in various types of emergency. The controller used by the motorman to operate a train is equipped with a switch which requires that he hold his hand on the controller handle at all times. Otherwise, the power is shut off and the brakes applied automatically. At interlocking plants at junctions and at block signal systems there is a device on the tracks which operates a switch in the trucks of the head car of the train. Should a train pass a signal set at "danger," this switch opens, the power on the train is shut off and the brakes applied automatically. In each conductor's cab is a switch which permits him to stop the train in an emergency. In addition, each group of side doors has a switch for the use of passengers to open the side doors in emergencies.

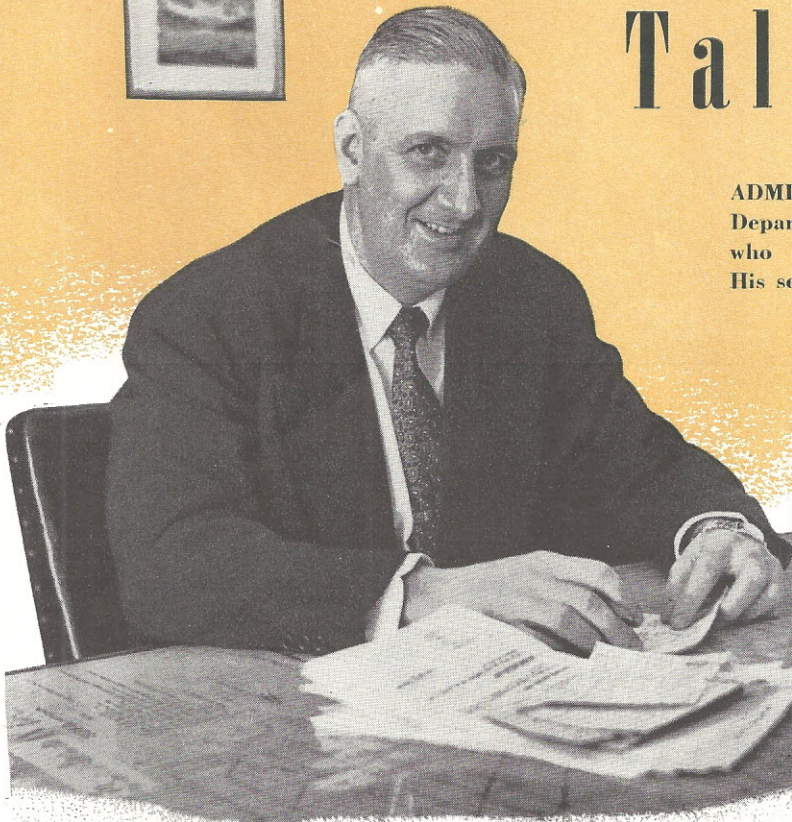
Each car is equipped with three braking systems which can be used to stop a train. One system is to connect the motors as generators to provide what is called dynamic braking. A second system is a drum brake mounted on the motor drive shafts, actuated by means of an electric coil. The third means is an electric magnet track brake which is suspended from one of the trucks of each car. These magnets can be energized by the motorman to aid in stopping a train.

In normal operation a train is braked by means of the motors down to a speed of two or three miles per hour. Then the motor brake fades out and the drum brakes come on automatically to bring the train to a stop. If either of these two brakes fail, the motorman can bring in his track brakes simply by pushing a button in his cab which will stop the train. These cars also are equipped with sand to aid in the operation when the rails are slippery.



Talking Shop(s)

ADMINISTRATIVE head of the CTA Shops and Equipment Department is *Thomas B. O'Connor*, General Superintendent, who also is General Superintendent of Transportation. His secretary is *Miss Isabel McGinnis* (inset).



MAINTENANCE of the rolling stock used on a mass transportation system as extensive as the CTA requires the collective knowledge and skills of a small army of employees, many of whom have spent their working lifetime at the job of keeping equipment at the peak of operating efficiency.

The force engaged in doing this job on the CTA—the Shops and Equipment Department—constitutes one of the largest segments of CTA personnel. Theirs is the responsibility of seeing that vehicles are kept in good mechanical operating condition to enable the Transportation Department to maintain city-wide service on regular schedules.

This responsibility is one of many aspects. It is not only a problem of good housekeeping from the point of view of cleanliness of car and bus equipment. It also is one of proper servicing for mechanical upkeep; of maintaining weather-fighting equipment in good order for ready availability in case of storms, and of insuring that adequate tools and repair parts are always on hand, and similar projects.

Because the Shops and Equipment Department comprises a group of co-ordinated working units scattered throughout the CTA system, the starting point for developing a story describing its operations seems most logically to be the central offices in the Merchandise Mart.

There, in Room 754, is the office of *Thomas B. O'Connor*, General Superintendent of Transportation and General Superintendent of Shops and Equipment. Mr. O'Connor exer-

cises general overall supervision of the department and reports directly to the general manager of the CTA.

Located in Room 7144 is the office of *Robert J. Ruppe*, Superintendent of Shops and Equipment, who has direct

RESPONSIBILITIES of direct supervision over the department rest with *Robert J. Ruppe*, Superintendent, whose offices are in Room 7144, the Merchandise Mart, shown here discussing the weekly progress report with his secretary, *Mrs. Esther O'Brien*.





KEEPING records and reports of rolling stock constitute a considerable part of Shops and Equipment Department office operations. In charge of this important work is *Edwin C. Wendt*, Chief Clerk, whose office also is in the Mart.



PREPARING statistical records on equipment maintenance are *Carl Gerlach*, Assistant Chief Clerk, (seated) and *Donald E. Reiss* (left) and *John D. Schwartz*, shop clerks.

supervision of the department. He heads up all shops, inspection terminals, car houses, and garages for the entire CTA system. These include the Skokie, Wilson avenue, and Throop street Shops of the Rapid Transit Division; the West Shops and South Shops of the Surface Division, and 24 carhouses and garages.

Edwin C. Wendt, Chief Clerk, also is located in this office, together with *Carl Gerlach* and *Edwin A. Hess*, his assistants, and other members of the department's central office clerical personnel. Chief clerks at three outlying shops who report to this office but maintain their offices at the locations to which they are assigned are *Andrew J. Tyson*, West Shops; *Arvid C. Lindquist*, South Shops, and *August F. Nimtz*, Skokie Shops.

The functions of the clerical force are to prepare the maintenance budgets for streetcars, motor buses, trolley buses and rapid transit cars, together with keeping records of current expenditures by the various types and series of equipment.

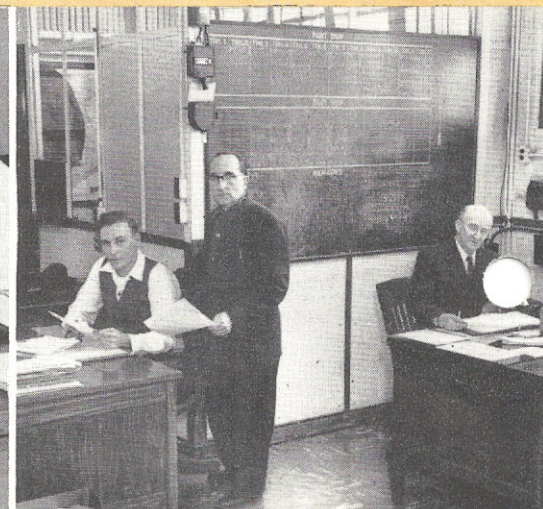
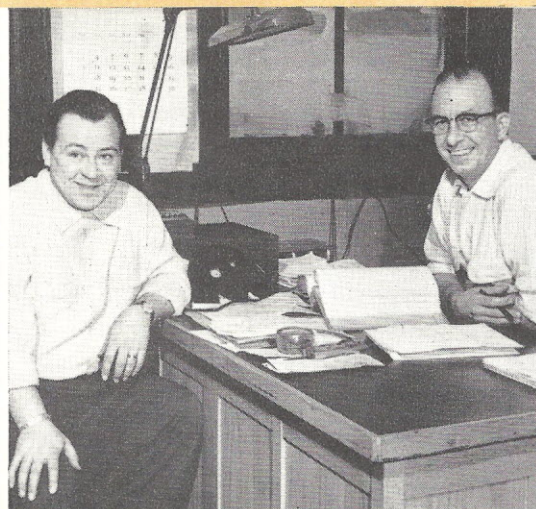
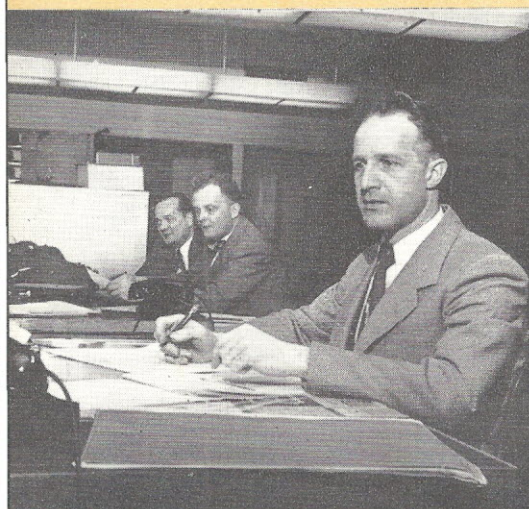
The clerical staff also maintains the personnel records of the Shops and Equipment Department and prepares the proper forms in connection with the hiring, transferring, promotion, and separation of employes; prepares forms and furnishes data on insurance and retirement records; compiles trolley bus and motor bus data for the unit life records and the "Orange Book"—a monthly statement showing pertinent maintenance data and the operating efficiency of every passenger bus owned.

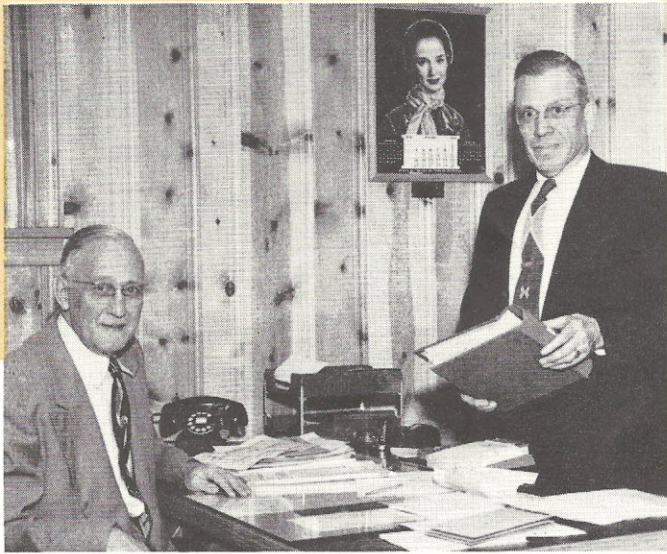
Further clerical responsibilities include the keeping of equipment records; preparation of reports of new equipment received and of equipment disposed of through sale or scrap; furnishing to the Accounting Department breakdowns of labor expended in various types of work; preparation of forms to secure state and city license plates and stickers and keeping the records of these; arranging for first aid to injured employes and preparing the proper reports for the Accident Investigation and Accident Prevention Departments.

WHILE *Edwin A. Hess*, shop clerk, (right) prepares information for the "Orange Book"—a monthly report on the operating efficiency of buses — Shop Clerks *Arthur L. Sharpe* (left) and *James E. McCoy* compile bus unit records.

LOCATED at the West Shops office is *Andrew J. Tyson*, shop clerk, (right) and his assistant, *William Porcelius*.

A VETERAN of nearly 50 years of transit service is *August F. Nimtz*, shop clerk at Skokie Shops, (right) shown here with *Ted McMillan* (left) and *John J. Lucas*, assistant clerks and timekeepers.





CLERICAL details of South Shops operations are handled by Arvid C. Lindquist, shop clerk, (seated) and his assistant, Frank DeWitt.

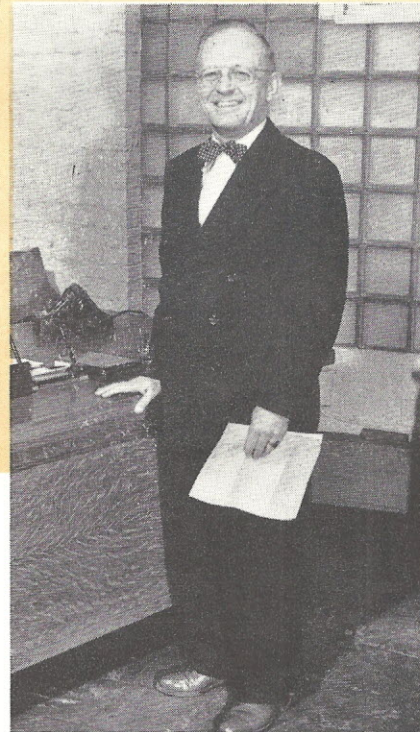
Industrial Engineering Division

An integral part of the Shops and Equipment Department is the Industrial Engineering Division, headed by Earl V. Essington, Industrial Engineer, whose offices are at West Shops.

This division is charged with the responsibility of supervising and regulating production of all material and units repaired, rebuilt, or manufactured in the shops, together with transporting such materials to and from the various using garages or shops.

In the determination of proper production sequences in the shops, it is necessary to have control of the actual issuing of the materials involved, particularly pertaining to bus units. Therefore, the bus garage stockrooms also are under the supervision of the Industrial Engineer and are manned by material handlers. In order to obtain a new or repaired unit, the garage repairman must turn in a like repairable unit at the stockroom.

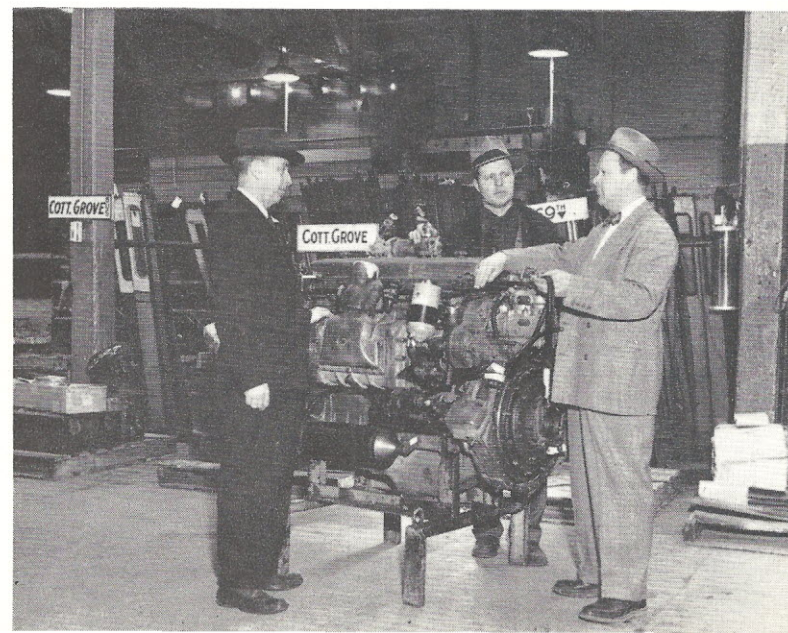
The defective units, as well as all other defective materials removed from the buses, are returned daily to the Industrial Engineering exchange areas at either Division and Western or the South Shops, depending on the location of the garage sending in such material. Exchange units in repaired condition are exchanged piece for piece and immediately returned to the using garage. The defective units from these two exchange areas are processed through the rebuilding areas at the shops on a predetermined schedule based on the demand and supply of such units. All other non-repairable material is sent to a reclamation area where it is inspected and, if possible, reclaimed.



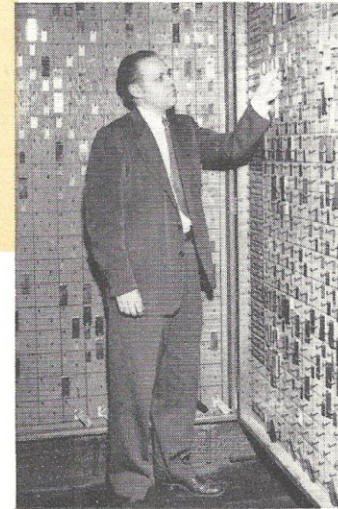
HEADQUARTERS of the Industrial Engineering Division of the Shops and Equipment Department is at West Shops, with Earl V. Essington, Industrial Engineer, in charge. Regulating production of all material and units repaired, rebuilt, or manufactured in the shops is only one of the numerous functions performed by this division.

The Industrial Engineer is also responsible for determining how defective units are to be replaced with usable units. These may be (1) repaired in CTA shops, (2) repaired by outside contractors, or (3) purchased new, depending on availability, cost, and unit life.

A NEWLY-REBUILT diesel engine, ready to be installed in bus equipment, is being inspected at South Shops exchange area by William P. Kelly, (center) Stockroom Supervisor, South Side; Walter A. Serzow, Mechanical Engineer, (left) and Joseph A. Rosendahl, Industrial Engineering Assistant in charge of the exchange area.



STANDING at the tag board in the exchange area at West Shops is Earl W. Larsen, Industrial Engineering Assistant. This board contains unit history tags used on all trolley and motor coach units.

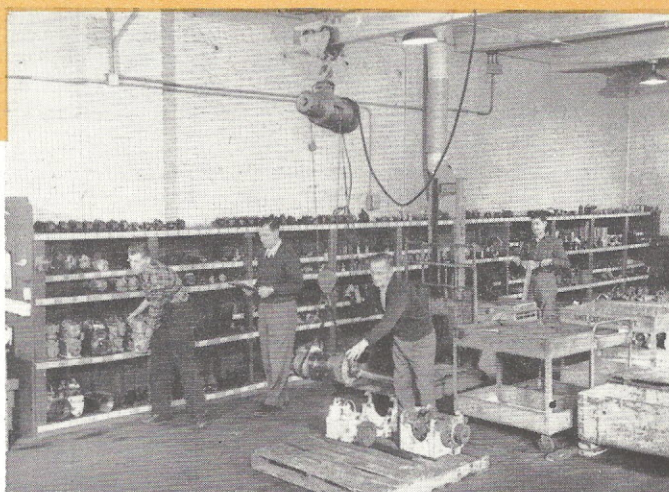




A VERY ORDERLY stockroom is maintained at North Gas Garage, where thousands of parts used in repair of passenger equipment are neatly stacked and quickly available when needed by shop mechanics. At the gasket board in the foreground is *Elmer Gorss*, material handler, while seated at the desk, discussing a rectifier for series 1700 gas buses with *Raymond Blau*, north side stockroom supervisor, is *George DiGiore*, material handler.



CLERICAL duties for their respective units at West Shops are handled by *Theodore Shumon*, (seated), shop clerk in West Shops exchange area, and *Joseph Klein*, shop clerk in the Industrial Engineer's office.



THE DIVERSITY of operations in the West Shops exchange area is illustrated by this photograph showing *Thomas G. Gibson, Jr.*, (left) in charge of bus overhaul repair parts, and *Miles G. Coleman*, production clerk for car and trolley bus units, selecting items from the shelves. At the right are *Walter Augustyn*, holding crane hoist, and *Dennis O'Leary*, laborers.

Many periodic reports are prepared by the division, such as monthly average cost to repair units; number of defective units returned, by location, for repair; comparative cost of bus garage stockroom inventory; battery failure reports, and others.

Since the establishment of the Industrial Engineering Division in February, 1948, a decided saving has been realized in maintenance expenditures, and the number of buses held in for lack of a repairable unit has decreased to a point where it is no longer a major problem.

Assisting Mr. Essington are *Joseph A. Rosendahl*, Industrial Engineering assistant, in charge of the exchange area at the South Shops; *Walter A. Serzow*, Mechanical Engi-



THE BUSY exchange area located at Division and Western is in charge of *Irving C. Ptashkin*, stockroom supervisor, shown here (second from right) with his crew, consisting of *James Stafford*, holding motor, and *Julian Rapacz*, laborers, and *Joseph Seminara*, (right) material handler.

neer II, who controls rapid transit units; *Earl W. Larsen*, Industrial Engineering Assistant, in charge of office personnel and statistics; *Irving C. Ptashkin*, Stockroom Supervisor, in charge of the exchange area at Division and Western; *Raymond J. Blau*, Stockroom Supervisor, North Side; *William P. Kelly*, Stockroom Supervisor, South Side; *Miles G. Coleman*, Production Clerk, West Shops, for car and trolley bus units; *Thomas G. Gibson, Jr.*, in charge of the exchange area at West Bus Overhaul Shop. Other personnel includes office employees and stockroom material handlers.

(This is the first in a series of articles describing the work and functions of the CTA Shops and Equipment Department. The series will continue in our next issue with an article on the Surface System Shops.)

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Ski Fan Going Downhill Fast

ACCOUNTING — *Alice Wallensack*, ski enthusiast of Property Accounting, enjoyed a vacation at Boyne Mountain Ski Lodge in Michigan, where she took some lessons to perfect her style of descent. Ascent is by chair lift. Despite their ribbing, her fellow employees admit that Alice is pretty good on skis.

Henry Busse, Property Accounting, returned from a week at La Jolla, California, with a big "hello" from *George Bauman*, retired, whom he visited.

Genevieve Shea, Revenue, is wearing a lovely diamond, marking her engagement to *James McCoy* of the Shops Department.

Mae Kearns (M & S) started off the new year rather badly. She slipped on an icy walk January 2, and ended in the hospital with a dislocated shoulder and other injuries. She is now convalescing at home.

Sympathy is extended to *Betty Sullivan*, Revenue, in the passing of her brother.

—HELEN A. LOWE

Beverly Credit Union Elects New Officers

BEVERLY—On Saturday, January 9, the Beverly Bus Garage Federal Credit Union held its annual meeting with about 120 persons in attendance. The following were elected as officers: *William O'Brien*, president; *Ed Quinlan*, vice president; *Virgil Trimmer*, treasurer and secretary, and *Peter Flaherty*, assistant treasurer. Elected to the Board of Directors were *James P. McMullen*, *Ernest Frank* and *Matt Lafferty*. Along with *Virgil Trimmer*, *Frank Pierson*, *John King*, *Martin Conway* and *Ted Sutkowski* were elected to the Credit Committee. *Edward Lammell*, *Fabian Rapol* and *Charles Buza* were elected to the Supervisory Committee.

Among those present at the meeting were guests *Daniel J. McNamara*, president of Division 241, and his wife; *Timothy J. Heffernan*, 1st vice president of Division 241, and his wife; *Edward A. O'Hara*, president of Division 308; *Carl Rose*, of the Federal Credit Union Bureau; *Mr.* and



DOUBLE RETIREMENT

TWO WORKERS at Wilson Shops retired December 31 with a combined total of 79 years of service. General Foreman *Anthony Antonucci* (on pedestal) is shown here presenting wallets and cash gifts to (left) *Henry Weiting*, air brake foreman, who served 33 years, and *Angelo Bagnole*, carpenter helper, who completed 46 years of service. The gifts came from co-workers who are seen here surrounding the pensioned veterans.

Reported by *Everett E. England*

Mrs. Art Katter, board member of 77th, and our own Beverly representative, *Rudy Miller*, assistant station superintendent.

The treasurer, *Virgil Trimmer*, would like old timers from Burnside, most of whom are now on pension and still have open accounts in the Credit Union, to please send or bring pass books to collect their dividends.

Bus Operator Charles Glines, wife *Isabelle*, and three children took off on a winter vacation with very good success. They stopped off at Tucson, Arizona, to see some friends, then went to California, taking color films of all the beauty spots. They were among the lucky people to view the New Year's Day Parade of Roses in person. They spent 12 days in Los Angeles, and oddly, the day after they left that city experienced an earthquake.

Our Receiver *Lyman and Clementine Goss* became grandparents to *Patricia Ann Cassidy*, born January 9. This is their first grandchild, and the daughter of *Mr.* and *Mrs. Richard Cassidy*.

The census taker has quite a job at *Mr. and Mrs. Andrew Johnson's* household with the addition of *Michael Noel*, born December 27. This makes five boys and three girls.

Bus Operator Robert Burns and wife took their vacation on a day-by-day plan, a day with each brother and a day with each relative. A most amusing day was spent at a farmer's auction in Valparaiso, Indiana, the first they had ever attended.

—DANTE BRUNOD

News Briefs From Claim and Law

CLAIM AND LAW DEPARTMENTS—Congratulations to *Rosie O'Malley*, formerly of Claim, on the recent birth of *Jerry*.

Best of luck to *Doris Huston*, *Don Krueger* and *Jack Grimes*, all of whom have left CTA service. *Doris* is awaiting a new arrival; *Don* has gone back to school, and *Jack* has entered the Army.

D.A.I. Credit Union held their annual meeting and party at *Gus' Restaurant*, and as usual it was a huge success.

Our sincere sympathy to *Attorney Arthur Donovan* on the loss of his son.

Bill Callahan, trial attorney, has bought a new home out in Evergreen Park.

Good Luck to *Jerry Poteracki* and *Don O'Sullivan* on their engagement. Congratulations to *Toni*

Tortorello for finishing that gorgeous beaded purse in time for *Grace Sheahan Cox's* wedding. We weren't sure she could do it. However a "little birdie" told us that *Madeline Bliss* had a hand in things.

—G&M

Who's Who at Cottage Grove

COTTAGE GROVE—We have finally lined up all the new clerks, so if they will count off we'll identify them for you. *John McKenna* is our new chief clerk. He receives aid and assistance from *Harry Rons*, formerly of Beverly and 77th St. *C. E. Stych*, a new clerk, is a former trainman from Kedzie. Others are *Walter Daly*, relief receiver; *Charles Derrick*, relief receiver, and *John M. Cooke*, formerly of 77th, relief receiver. Greetings to all of them and we hope they enjoy their new home.

We regret to report the passing of former *Motorman Roy Cassidy*; retired *Supervisor James Kane*; retired *Conductor William McClinck*, and retired *Conductor Martin Neylon*. To the bereaved families of these men we extend our heartfelt sympathy.

Welcome back to *Operator R. Madison*, who has returned home after more than two years with the armed forces, part of the time in Korea. It's nice to have him back.

Operator William Lytle is at home recuperating from a broken leg. Bill was the victim of a hit and run driver. We hope he'll be back soon.

Superintendents Thomas F. Screen and *John J. O'Connor* congratulate all our operators on their fine record for the last quarter of 1953. However, there is still room for improvement. Let's keep it up.

—WALTER B. GARBUTT

Resolves to Retire As New Year Starts

DEVON — *Bob 'Argyle' Williams* finally took his pension to start the New Year right. We wish him a long and healthy retirement.

Pat Brown and *John Joyce*, bus operators, suffered auto mishaps Christmas eve but, fortunately, no one was injured.

Happy to report that *George 'Greek' Karras* got out of Columbus hospital in time to spend the

PICTURE OF THE MONTH



LOOKING LIKE he's watching his ship come in is six-month old **Frank J.**, son of **Frank E. Barker** of the CTA Traffic Engineering Department. The youngster is the grandson of **Frank J. Barker** of the CTA Accident Prevention Department.

Reported by *Mary E. Clarke*

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.

holidays at home with his family. **George Cook** has taken a three months sick leave to bolster up his health. We wish him good luck.

Operator **Paul Meils** sent a card from Gattlinburg, Tennessee.

There was a system pick around January 18 and this reporter transferred to Ravenswood. I'd like to take this opportunity to thank my cohort, **Henry Thelin**, Devon reporter, for the chance to work along with him. Also a big thank you to **F. J. Smith**, superintendent, Devon, a fine gentleman to work for. It will be a great loss to that station the day he takes his well-deserved pension.

—AL BECK

Tenth Daughter Born To Marsh Family

ELECTRICAL — **George Marsh**, "B" electrician in the construction department, has announced the arrival of a baby girl on January 7. Her name is **Hope Marian**, and this makes a total of 10 girls and one boy in the Marsh family.

Carl A. Hoffman, chief operator, Franklin Substation, traveled via rail to Los Angeles, California, where he enjoyed visiting his daughter and friends. He enjoyed the Tournament of Roses Parade and a trip up the Santa Ana mountains just south of Los Angeles.

Charles Dugo, electrolysis tester, has returned to work after several weeks of hospitalization. Glad to see him back.

Patrick Kenny, operator apprentice, was confined to the Swedish Covenant Hospital, where he underwent surgery on January 22. We hope to see him back with us real soon.

—GILBERT W. ANDREWS

That Sound You Hear Is Wedding Bells

GENERAL OFFICE — (*Training Department*) Artist **Robert Aldworth**, the "Quiet Man," up and did it, gals. His engagement to **Lorraine Pietraszek** was announced on Christmas Eve. Bob says he will end his bachelor days on August 28, and gives credit to fellow Artist **Fred Burtis** for drawing him into this very nice predicament. And speaking of Fred, he was among the galaxy of celebrities who witnessed the award of diamond trophies when the Chicago Chapter of Baseball Writers Association gathered at the Grand Ballroom of the Palmer House on Sunday, January 17.

(*Staff Engineer*) Sincere sympathy is extended to **John O'Connor** and **Frank J. Scheubert**. John's father, who was employed as chief clerk at North Avenue Station, died December 7. Mrs. Scheubert, Frank's wife, died on Christmas morning after a long illness.

William Kurtz, student engineer, transferred to this department from Schedule on December 21.

Joseph J. O'Connor became Engineering Assistant II on January 4. He formerly worked in Way and Structures.

Job Classification welcomed **Roland Ptashkin** who was employed as file clerk in December.

(*Public Information*) **Lillian Rompala**, Service Section, surprised her fellow workers in the

department on Christmas Eve by flashing a brand new engagement ring. A day earlier she was surprised herself by her fiancé, **Kenneth Riendeau**, who gave her the ring in church. The wedding will take place June 26. . . During the latter part of December, **Jane Fitzgerald Miller** said good-bye to her co-workers and left the cares of the working world to await a new arrival. . . In January, **Joan Peacock Rinella** also bid adieu to her friends at the CTA for the same reason, to assume full time household duties. . . **Patricia Feller** was then welcomed into the department, transferring from Insurance, to succeed Jane. Shortly after, another pretty new face appeared in the person of **Mary McDonnell**, who assumed the duties of stenographer in the Service Section after transferring from Real Estate.

—MARY E. CLARKE

Anniversaries Come In Bunches

KEDZIE — Operator **Joseph Marvin** celebrated several events during February. On February 5, he celebrated 42 years of service with the CTA and predecessor companies. On February 12, he celebrated his 64th birthday, and on February 13 he and Mrs. Marvin celebrated their 39th wedding anniversary.

Jackie Hines, grandson of Conductor and Mrs. **James Eckles**, graduated from Grant High School in Spring Grove, Illinois, at the age of 14 years. He is following the footsteps of his sister, pretty **Patricia Lee Hines**, who likewise graduated at an early age.

We welcome all the newcomers who chose Kedzie in the system pick and wish all those who left the best of luck in their new stations.

At this writing Conductor **Lloyd Renfrow** is confined to Hines Hospital and we wish him a speedy recovery.

Received greetings from **Motorman Victor Volenec**, pensioner, from Lutz, Florida, where he has made his home.

Retired Conductor **William Krenske** has made his home at 4425 S. 12th Avenue, Tucson, Arizona, and would like to hear from some of the boys.

The personnel of Kedzie Station would like to congratulate **Instructors Otto Brueback, Edward Havlicek, and Carlton Maddox** for the wonderful way they have handled the training of new students assigned to this station.

Again, please bring in the news.

—C. P. STARR

NEW YEAR NUPTIALS



A RECENT BRIDE is the former **Audrey Pryor** of the Accident Prevention Department, who was married to **Patrick McCain** on January 2 at St. John Fisher Church. Audrey is the daughter of **Raymond Pryor**, Instructor at 77th Station.

Reported by *Mary E. Clarke*

Hornkohls Celebrate 31st Anniversary

KEELER — Mr. and Mrs. **William Hornkohl** celebrated their 31st wedding anniversary on January 13. Congratulations from all the men at Keeler. Mr. Hornkohl is our relief superintendent. Incidentally, their daughter, **Toni Thurston**, a TV star, can be seen on the **Ethel and Albert** show, Channel 5, Saturday evenings from 6 to 6:30 p.m.

Reporter **Joe Lebrecht**, his wife, and son **Wayne**, spent New Year's week-end at Pistakee Bay. It's a fine place to have fun in the winter. There's ice boating, ice skating, ice fishing, and tobogganing.

Edward Loughran, Keeler Depot Station Superintendent, has recovered from a major operation. After convalescing at home, he expects to be back at work soon. We'll all be glad to see him.

Ben Martinez, operator at Keeler, retired and took his pension on January 1. Ben was presented with a wrist watch by the boys at Keeler. He and his wife will leave for the San Fernando Valley, California, shortly. Ben asked that we say goodbye through this column to all his friends on the

system. He extended an invitation to his friends to visit him if they ever get out California way.

Charles Pfeiffer, operator at Keeler, passed away in December at Hines hospital. "Little Charley," as he was affectionately known, will be missed by everyone who worked with him. Our deepest sympathy and condolences to his family.

Frank Balcarcel is getting back to normal home life. His son, *Raymond*, has returned to St. Mary's College, Winona, Minnesota, after the holiday season.

Walter Livingston paid the boys a visit and reports he is recuperating nicely and expects to be back to work shortly.

Jim Longo recently celebrated his 27th anniversary in transit work. Jim has seen many changes and improvements during that time.

Anthony Grimaldi recently passed out cigars. The stork paid a visit to his home and left a boy, whom the proud parents named *Santo*.

John Igoo is back at work after a short illness. John claims he kissed the blarney stone.

—JOSEPH LEBRECHT AND
JIM EGAN

New Superintendent At Lawndale

LAWNDALE — Say "hello" to our new station superintendent, *E. H. Guiles*, from 52nd Street depot. He replaces *Bill Herbert*. Herbert's many friends wish him well at Kedzie, his new depot.

The time has come again when the depots trade in their old faces for new. The system seniority pick doesn't usually make much difference at Lawndale where we have a corps of die-hards, including your author, who couldn't be chased out by the plague. Anyway, we wish to extend greetings to the new men coming here and say "so long" to those who have left.

Pete Gatz had a nice Florida vacation spoiled by infected teeth, which forced him to stay home and have them pulled. Next year, Pete says, he is going to Florida, and if his teeth bother him, he will put them in his pocket.

We received a card from another Florida vacationer, *Jesse Cinkus*, which came at a particularly painful time, what with our thermometer bumping seven below.

Don't forget the Credit Union Dance February 27. This is the only real get-together Lawndale has for the whole year. *Joe Nolan* and his able assistants promise that you will have as good a time as you have had at the previous affairs.

I can't close without a deep bow to *Ray Frenette*, who kindly consented to trade runs so that I could attend the Transit News dinner.

—BILL FEILER

Honor Superintendent On 70th Birthday

LIMITS—Awaiting *Elmer Balfanz*, our superintendent, upon his arrival at work, January 3, was a huge birthday cake, a surprise from the office force and trainmen. Mr. Balfanz celebrated his 70th birthday with a usual full day's work at the depot, but we all feel sure that the little surprise party will be long remembered.

A few highlights on Elmer's career in public transportation. He entered the service July 18, 1905, back in the days of the horse cars, and he has served in nearly every capacity you can mention. The hundreds of men who have worked with him for the past 49 years join in wishing him many happy returns.

A big welcome back from the armed forces to *Edward O'Keefe*. Ed was recalled February 2, 1952, and was released January 4, 1954. The best of luck to him as he goes about orienting himself back into civilian life and may he find the CTA more desirable than ever to work for.

Remember, fellows, news items must be reported to be published. So please give me your items so I can send them in.

—C. F. GREER

Report Good Times In Sunny Climes

LOOP—"Old Sol" extends a welcoming hand to vacationists as they head for lands of sunshine. *Ann Gardner* flew to Los Angeles to stay with friends. *Ann Donegher* is going to Tucson, Arizona. *Kathleen O'Donnell* is traveling with her to spend three days there, then on to California to visit people in Los Angeles and several other places.

Loretta Sullivan visited friends in Palm Beach, Florida, acquiring a gorgeous tan. *Magdeline Burggraf* also headed south making a circle tour of Florida, taking in Silver Springs, Bok Tower, Miami, and spending the remainder of her vacation at St. Petersburg.

Ernest Ebbeson returned from California with his wife who has been there for several months. They attended the Rose Bowl Game and saw the Parade of Roses. The rest of the time Ernest spent swimming and basking in the sun, not even taking time out for lunch.

Agnes Sullivan's grand-daughter, *Jeanne Therese*, was a New Year's baby. Agnes' vacation was spent baby sitting for her daughter *Dolores'* other three children.

Bridget O'Donnell and *Anthony* received a wonderful Christmas gift, a baby son, *Edward Joseph*, born December 22.

We extend our deepest sympathy to *Mary Beasley* and family on the death of her 90-year old father.

Helen Lynch vacationed in Chicago, as her daughter, *Ann*, is here so her son can attend parochial school.

Dorothy Parker wishes to express her appreciation and gratitude to all her friends who were so kind during her recent illness.

—EDITH EDBROOKE

Suggestions Win Cash for Two

MET INSPECTION TERMINALS — Congratulations to *Walter Hovald*, repairman at Douglas, and *Clifford Burke*, repairman at Logan, who are each \$10 richer because of suggestions they submitted — Hovald for a suggestion on the 6000 series of cars, and Burke for a simplified way to paint and clean the equalizing bars. This proves it pays to send in those suggestions.

At this writing, *Jim Crowley*, foreman at Garfield, is recovering from a recent operation. All the boys hope he'll be back soon.

We are happy to hear *Mrs. Kacjor*, lovely wife of *Casimir Kacjor*, Douglas, is well on the road to recovery after undergoing surgery.

Pensioner *Emil Friedlund* receives quite a welcome when he visits his old stamping grounds, Douglas Shop.

Herman Izzo, Douglas, finally spent a Christmas Day with his family. For five years he had been scheduled to work. Unfortunately, *Sam Salvaggio* had to work.

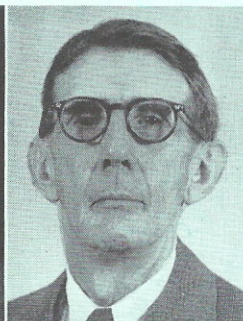
40-YEAR EMPLOYEES RETIRE



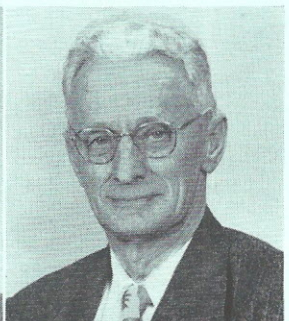
Frank Cosmella, motorman, Northside, retired January 1 with 46 years service.



Earl W. Day, conductor, 77th, retired January 1 with 41 years service.

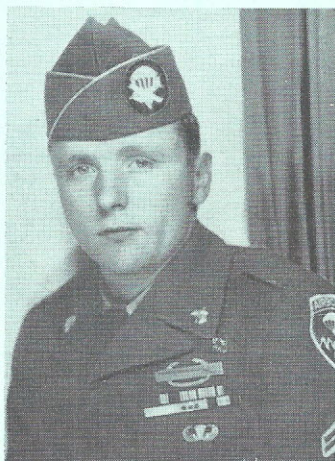


Christ Helurg, trainman, Northside, retired January 1 with 42 years service.



George Karth, conductor, Northside, retired January 1 with 46 years service.

PARATROOPER



MEMBER of the famed 82nd Air Borne Division at Fort Bragg, N. C., is Cpl. Eric K. Erickson, much-decorated son of Bus Operator and Mrs. Eric W. Erickson of Beverly Depot. Young Erickson has been awarded the parachutist's badge, combat infantryman's badge, the Korean service medal with three battle stars, the U.N. service medal, and the World War II victory medal. The latter was received while serving as Yeoman on the submarine "Tilefish" for three years with the U.S. Navy.

Reported by Dante Brunod

* Pensioner Liberato Suero sends greetings to his many friends through his son, Nick, Logan.

Elias Serrano, Logan, spent the holidays with his mother in Laredo, Texas.

John Daniels, Logan, spent 10 days in Florida with his two sons.

—JOE FEINENDEGEN

Credit Union Names Board of Directors

NORTH AVENUE—The annual membership meeting of the North Avenue Depot Federal Credit Union was held Friday, January 15. Election of officers was held and a three percent dividend was voted. The following men were elected: Board of Directors—Walter Straubing, Christ Helm, Frank Cozza, Ben Mathy and Eddie Winters; Credit Committee—Walter Schwarzer; Supervisory Committee—Emil Miller and Jerry Blake. If you are not a member of our credit union

you are missing out on many benefits such as loan insurance and life insurance. The credit union office is located in the assembly room. There you will find two of the swellest fellows, namely Eddie Carroll and Eddie Winters, who will be glad to explain our plan.

Did you know that we have a former champion in our midst? Operator Millard Baker held the light-heavyweight title of the Illinois Athletic Club and he also won the light-heavyweight championship of the city in the Golden Gloves tournament in 1948. Baker still works out regularly. He is happy working as an operator and he has made many friends here at North Avenue.

Happiness prevails in the home of Paul Fox with the arrival of a baby boy. He was promptly named Richard Edward. Our very best wishes to the parents.

We have just learned that the Ray Switals have received a new baby boy. He was named Thomas.

Operators D. C. Dick and J. Scanlon received rewards and nice letters of gratitude from passengers for recovering lost purses, which were returned through our lost and found department.

Pensioner Frank Laffick was a pleasant visitor to our trainroom during the holidays. He had a wonderful coat of tan as he resides in Leesburg, Florida. He sends his regards to all.

Pensioner Frank Doherty has announced the engagement of his daughter, Helen, to John Burgman. They are both CTA employees.

Congratulations to Operator Sam Tamburino on his 26th wedding anniversary which was celebrated February 20. This is always a joyous day at the Tamburino domicile.

—JOE HIEBEL

Customer's Smile Makes Life Worthwhile

NORTH PARK—The courtesy of one of our bus operators drew a bouquet from Chicago Briefs, Chicago Sun-Times column, on January 8. He was T. E. McKiernan, who was observed helping a blind patron to a transfer corner. Result: 30 smiling passengers.

We welcome to our station as new night clerk, Roland Head, who came from the Boulevard Route.

Frank Carpino, relief night clerk, spent his three weeks vacation wearing house slippers and watching television.

Our sympathy is extended to Night Clerk Jim Talent, Keeler, on the loss of his brother who lived in Michigan.

Superintendents E. G. Milz and William Calderwood, the clerks, receivers, and this scribe, all wish each and every bus operator a safe New Year.

—JACK MOREAU

Four Northsiders Become Pensioners

NORTH SIDE—The new year started off with four more men going on pension. Motorman F. Cosmella, Conductor G. Karth and Regular Trainmen J. E. Rush and C. Helwig all decided that it would be an excellent way to begin the year. The way the weather has been so far, it looks like they picked a very good time to start their retirement.

Two more North Side Motormen graduated from the Training School for Supervisors in the last class. Congratulations go to A. F. "Andy" O'Brien, who also plays on our softball team, and E. L. "Ed" Porter. They are now in the "pool" and will be given regular assignments as soon as openings occur.

At the Credit Union Party, first prize, a cocktail set, was won by Otto Kopchynska, A. M. receiver at Kimball Avenue.

Dan Hannon, a dyed in the wool bachelor, won a traveling iron which he is trying to sell. He says since he never travels any place himself, he doesn't have any need for an iron that does.

Extra Motorman George Hoffman is in the Illinois Masonic Hospital. We hope to see him back working soon.

R. P. "Bobby" Holst has been in St. Francis Hospital and should be home by now. He has taken his pension but we hope to see him around visiting soon.

Earl Menicucci, midnight receiver, was in Manor Hospital for a few days and visited Harry DeWitt, who was his predecessor, before going on pension. Harry has broken his hip again. We all hope to see him around again soon.

H. G. "Snuff" Johnson just returned from Florida, where he spent his vacation. He says he tried to visit the pensioners now living down there but wasn't able

to find any of them at home. He flew both ways.

Again, we're asking for help in gathering news for this column. There wasn't a column last month because we had nothing to report. Send the news to me at Kimball Avenue or just

—C. BOB BLANEY

They Must Meet CTA Specifications

RAVENSWOOD — Don Wilson, Ravenswood shop superintendent, has returned to us after an absence of several weeks. Don was performing duties in the late Mr. Forbes' place as Superintendent of Garages of the Boulevard System. He was then sent to Loudenville, Ohio, where the propane buses are made. Don's duties there were to determine that coaches turned out for CTA came up to required specifications.

HONORED BY LODGE



AT A PUBLIC installation of officers held January 9, J. William (Bill) Bird, Engineering Department, Skokie Shops, was elevated to the office of High Priest of the Royal Arch Masons in Evanston. About 250 attended the ceremonies, among them 35 CTA employees, most of whom are Masons. Bill has been working with the elevated lines and CTA on car equipment since 1915 and is well-known among employees. On the occasion of his installation, Bill received many gifts from his fellow members and friends. The picture shows him in his chief petty officer's uniform of the Navy, in which he served in both World Wars I and II.

Reported by David Gurwich

Mechanic Rudy Roichek and wife recently moved into their own home on Edgewater Avenue.

Instructor Earl Peterson of North Park spent several days at Ravenswood giving the boys instructions on propane and trolley buses.

The general pick of depots is being held at this writing. *Randy Gleske* and *Carl Frykman* are coming back to us from North Park and Devon respectively.

Operator William Becker left the service on January 27 with our best wishes for the future.

Your reporter attended the ski meet at Fox River Grove on Sunday, January 17, together with *Operator* and *Mrs. Tom Guinan* from Devon. 'Twas a thrilling spectacle. The temperature was eight above, but the day was sunshiny, which helped a lot.

The sympathy of the column is extended to *Peter Buchanan*, whose father passed away on January 13.

—GEORGE D. CLARK

Servicemen Visit With Families

SCHEDULE-TRAFFIC — *Fred Excell*, pensioner, was subjected to the surgeon's scalpel at Hines Hospital on January 9. He is reporting rapid recovery, which makes all of us happy.

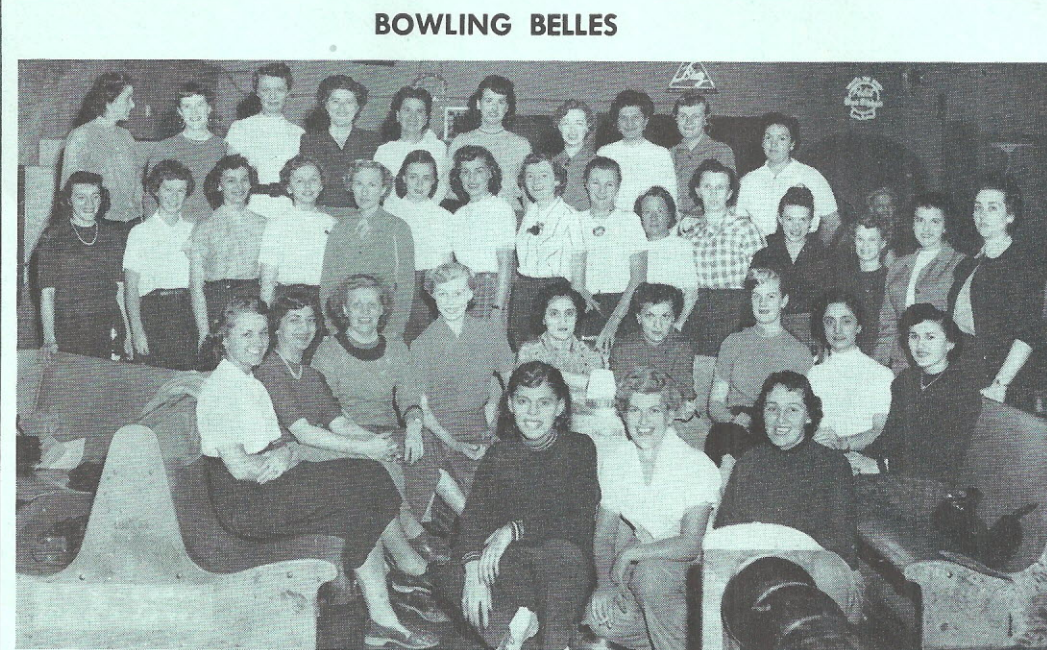
Defenders of our country who were able to make visits at home near the holidays were *Ralph Forty*, Navy Storekeeper, third son of *Superintendent Frank A. Forty*, who spent a year on the Flagship U.S.S. Eldorado in the Japan-Korea area; *Lt. Richard Hess*, son of *Anthony Hess*, who with his wife spent a 14-day pass from Harlingen Air Base, Texas, at home, and *PFC George O'Neill*, U.S. Marine Corps, son of *M. B. O'Neill*, assistant superintendent, who enjoyed thirty days at home after a year of duty at San Francisco.

Ray Primeau took his vacation to test the sunny Florida climate. We hope he enjoyed the beaches.

To *Frank Irvine* we express our sympathies in the recent death of his brother, *Harry*, in Toronto.

Dave Jacobs was getting worried but *Mrs. Jacobs* finally settled him down with the presentation of a new son, *Lawrence Thomas*, on December 27.

Fifteen years ago these columns carried a report of *Fred Excell* (now pensioned) who blossomed out in a new uniform with shiny gold buttons to attend a banquet



FORTY CTA girls—all office employees in the Merchandise Mart—make up the group who have formed a bowling league which is rolling off a regular schedule this season. The teams meet weekly on Tuesday evenings at the T and S Lanes on the north side. The league is composed of eight teams. This is how the group looks when the girls all assemble before matches.

Reported by *Mary E. Clarke*

at the Morrison Hotel as Commander of his Spanish-American War Veterans Organization.

—L. C. DUTTON

Back at Work After Bout With Virus

77TH — On Sunday, January 10, *Roscoe Wakefield* took up residence, involuntarily, in St. Luke's Hospital at 14th and Michigan. "The Man of Magic and Mystery," and Scribe of 77th Station for the Union Leader, was suffering from congestion in the chest and a cold in the head. It became so serious that *Roscoe* had to have oxygen and spent a week and a half in the hospital. *Roscoe* is back at work and reasonably healthy again. We're hoping he won't have another seige at any time.

Motorman J. Phillip's daughter, *Mrs. Shirley Flamont*, presented gramps with a baby girl on January 2, at St. Theresa's Hospital, Waukegan. *Mrs. Flamont* lives in North Chicago.

Patty Smith, daughter of *Joe Smith*, switchboard operator, celebrated her 18th birthday on January 2. *Patty* has blossomed into quite a lovely young lady ready to graduate from Providence High School in May of this year.

John J. Theis, superintendent of 77th, fought and won the battle against a bad head cold and fever during the recent January zero and sub-zero temperatures.

Bus Superintendent Bill Hornkohl was welcomed back to 77th Station from the far north stations on January 18. *Bill* took over during a sick vacancy in a station near his home on the northside.

We welcome the men from other depots who have come to 77th Street through the system pick.

—WILBUR JENSEN AND
JOE SMITH

Cicero is Proud of This Youngster

SKOKIE—*Machinist* and *Mrs. Sam Cicero* are the parents of a son, born December 15. The new arrival was named *John Anthony*. Congratulations and best wishes.

Best wishes to *Electrician Louis Kariolich* who recently moved into his new home in Desplaines.

Christmas was saddened for many at Skokie Shops upon learning of the death of *Painter Foreman Arthur Keiner*, December 24. *Art* had been away from work for some time. Our sympathy to his family.

Received a card from *Pensioner*

Gus Hyde, who is spending the winter in Hollywood, Florida.

Mel Johnson, seat mender's foreman, recently bought and moved into a new home.

Welcome back to *Air Brakeman Walter Zakes*, who, after a long illness, has completely recovered and is able to resume his duties.

Richard W. Skulski, son of *Machinist Louis Skulski*, has been graduated from Illinois Technical College with his degree. He is now employed by the Armour Research Foundation.

—DAVE GURWICH

Courtesy, Efficiency Win Praise

SOUTHSIDE — A commendation from a customer relative to a trainman who does his job well should be appreciated by all of us. *Pharaoh Cain* is one of those who was commended for the efficient and courteous manner in which he performed his duties, such as giving directions at transfer points and announcing stations clearly.

It's nice to see *Switchman Darrell Worker*, who was injured, along with his wife, on New Year's Eve, back on the job.

A letter was received from *James Christopher*, former superintendent of agents and porters, who sends

his regards to all of those who know and worked with him. He also mentioned that being on a pension is something to look forward to, but that working on a job likewise, has its good points.

Tommy Ellison, one of our veteran switchmen, has again demonstrated the capabilities of the men in this classification. By his quick thinking and resourcefulness, Tom prevented a serious delay when a work train he was on developed a shorted trolley-shoe. All he needed was a shoe-lace from his shoe to tie-up the loose sleet scraper blade causing the trouble.

We have all heard about the talking mule, the seals who play musical instruments, and other talented animals but they have nothing on a beagle hound named Tim, which is owned by Frank DeBerry. According to Frank, he is not only a fine rabbit and bird dog, but is so smart that quite often conversation must be carried on by spelling the words when referring to hunting, going away, etc. No kidding, this is the truth.

Gus Raddatz, one of our old-timers, decided to go on pension at the start of the New Year, after 43 years service.

Agent Nellie Knutson, who sustained painful and serious injuries in an accident, is currently hospitalized at Englewood Hospital.

A humorous note was injected into a recent bus ride when a youngster amused himself by spelling out words on the placards. When he observed the CTA card advertising for help, he remarked to his mother that there was a mis-spelled word, and that CAT was the correct spelling. Which goes to show that young and old alike read the placards.

—LEO J. BIEN



Enjoy CTA Vacations In Chicago

STORES—Frank Rund, stock clerk at Grand and Leavitt storeroom, enjoyed his vacation just taking it easy and seeing the sights of Chicago by CTA.

Richard Hendricks, stock clerk at Montrose Avenue storeroom, also stayed around Chicago on his vacation.

We understand that Larry Stefens, stock clerk at West Shops, is now on the road to recovery and that he went home for Christmas. We are sure wishing him a speedy recovery.

Rita DeJulius, typist in our general office, is enjoying her first nephew, Glen Daugherty, born January 16.

Stores Department news can't be this scarce. Let's have more for the next issue.

—JEAN O'NEILL

Retirement of Arthur O. Doyle Announced

TRANSPORTATION AND INSURANCE — Arthur O. Doyle, veteran of 45 years service as a transit employee, retired on October 1, carrying with him every good wish that he will enjoy the best of luck. He was employed as a conductor until 1944, when he became information clerk in the Transportation Department. Later he transferred to the Executive Offices as information clerk at the Merchandise Mart. His daughter, Mrs. Elaine Stepke, is employed in the Way and Structures Department offices.

Jean Madsen has transferred her talents from Bankers Life & Casualty Company to the CTA Insurance Department. Also a newcomer to Pension is Barbara Geiger, who up until this time has had her feet firmly rooted in the Illinois Agricultural Association.

Cae Fahey Glembin, our recent bride, is severing connections with the CTA in order to spend more time studying culinary arts.

Pat Feller has left the Insurance Department, taking over the duties vacated by Jane Fitzgerald Miller, formerly of the Public Information Department, who has joined the ranks of ladies devoting full time to homemaking.

Mary Kay Fahey thought Bob Casey was Santa Claus as a solitaire diamond was slipped on her finger during the holiday season.

When the whistle sounded the end of a snowy working day not long ago, Mrs. "Mickey" Daly

HOLIDAY WEDDING



DECEMBER 26 was the date chosen for the wedding of Miss Cerene Rode and Nicholas Quinett, son of Welder and Mrs. Robert Quinett, Skokie Shops. The ceremony took place at St. Bartholomew's Catholic Church, with a reception for family and friends afterwards. The Quinett's are shown with their son and new daughter-in-law.

Reported by David Gurwich

reached under her desk to retrieve her galoshes. The result was singular. One showed up missing. A search of the office bringing futile results, the efforts of Marie Krausman and "Mickey" were expanded to a search of the trash box in the hall, but to no avail. The mystery is still unsolved.

Just previous to Christmas Eve, Ruth Soutter climbed aboard a train, California bound, to spend a holiday vacation with her sister and niece.

The voice of Clarence Melbye, dean of radio dispatchers, may not be as renowned as John Cameron Swazey, but after rounding out 37 years of service, mostly as a radio dispatcher, his voice is a pleasant and familiar sound to CTA personnel in trouble.

—JULIE PRINDERVILLE

Co-workers Honor Chief Clerk on Retirement

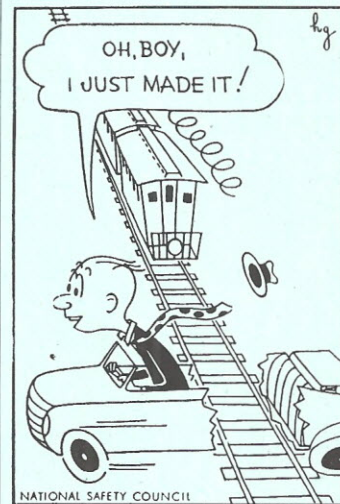
WAY AND STRUCTURES — Harry M. Schlachter, chief clerk of the Surface Track Division, retired February 1, after completing 37 years of faithful service. Harry, who started employment in the field in 1916 as a traveling timekeeper, is well known and respected among the

track forces for his kindly manner in dealing with them. He was presented with U.S. Defense Bonds as a token of respect and with best wishes for an enjoyable retirement.

—VIOLET CARNES

TRANSITAD

FOR SALE — Burgundy rug and mat. Eleven months old. Very reasonable. Call Marty Imbra, Ext. 316, Rm. 7-169, Merchandise Mart.



Did He Hook Anything Or Just Get Icy Stare?

WESTSIDE—*Motorman Waters Majchek* left Chicago with friends recently to go somewhere in Wisconsin for some fishing through the ice. They are not back at this writing, so we'll have to wait for the results.

Heartfelt sympathy to the family of *Supervisor Thomas H. Randolph*, whose sudden passing on December 24 shocked his many friends.

Condolences also to the family of *Clerk Sidney Schapiro*, whose father-in-law, *Frank Garry*, passed away on December 20, and to *Towerman Elmer Lawshe* and *Supervisor Roland Lawshe* upon the death of their mother, *Mrs. Ida Lawshe*, on December 16.

Glad to see *Art Sim* back on the job after treatment in the hospital.

Clerk Richard Arrowood was taken suddenly ill with a stomach ailment which is confining him to a hospital bed at this writing.

Conductors W. Ropa and *V. Clark* are on the sick list at this writing.

"Flash" *Gordon* returned to work after a short time on our sick report.

—WALTER J. REICH

News Notes About Happy Travelers

WESTSIDE (MET) — *Leone Nelson* spent Christmas at her sister's home in Stoughton, Wisconsin. While there, she attended the wedding of her nephew on Saturday, December 26.

Grace LaBell had a very enjoyable vacation touring Springfield, Illinois, then went on to Excelsior Springs, Mo. The wonderful baths made a new gal out of Grace.

Agent M. Krumsiec spent Christmas week in New York visiting her sister. *James Morrow* drove to New York with his two nephews and visited sisters and brothers he had not seen in twenty years. It was a happy reunion for all.

Ann Fay and brother are spending their vacation in New Orleans.

Henrietta Brown and *Pensioner Augusta Kearns* have just returned after spending a month in sunny Florida.

Agents Eva Devitt, Helga Nordstrom, E. Slaby, Minnie Tunn, and P. Goring have just returned from their vacations.

Agent Elizabeth West announces the engagement of her daughter, *Lucille*.

Regret to say the following are on the sick list: *Catherine Rice, Beatrice Kerins, Rose Janacek, Mary Coyne Sheil, and Frank Zima*. We wish them all a speedy recovery.

Sympathy is extended to *Sarah Simmons* and family in the loss of her beloved son. We also extend our sympathy to *Porter Clarence Williams* in the death of his sister.

—KITTY KEEGAN AND RUTH HANSON

Stork Visits Homes of Three West-Shoppers

WEST SHOPS—After the hustle and bustle of Christmas and New Years, *Laborer John Filarski*, shipping room, held open house for *Sir Stork*. The old bird arrived on January 3 and brought a baby girl, who was promptly named *Rosanne*. John also has two boys. On January 14 the old bird played a return engagement and stopped at the home of *Norman Piecyk*, carpenter shop booth clerk, delivering a *Miss Linda Lee*. As if this was not enough, this tireless

old bird made another stop at the home of *Electrician Roy Hagen*, where he arrived on January 16 and delivered a brand new son, who was promptly named *Thomas*. All are doing fine and have the heartiest congratulations from all of us.

Robert Bock, former clerk in *Mr. Essington's* office, paid us a visit last month. Bob has been serving in the Navy and was home on furlough. He expects to be discharged and will return to the bus overhaul department in about ten months.

At this writing *Donald McCarthy* of the brake department is convalescing at the new *Veteran's Administration Hospital* at *Damen Avenue* and *Taylor Street*, where he underwent a painful, major operation.

Walter Richards, bus overhaul machinist, is back on the job, after three weeks in glorious, sunny Florida and points south. Walter entertained his parents, here in Chicago, during the holidays and then drove them back to their home in Florida.

We all offer our sincere sym-



pathy to *Horace Regnier* of the bus overhaul department, whose father died recently.

Machinist Joe DeVeaux is back in the bus overhaul department after a year's absence.

—TED SHUMON

TRANSIT VETERAN HONORED ON RETIREMENT



FORMER Motor Coach employees now with CTA gathered en masse to extend best wishes to *William C. Leeper*, schedule maker, who retired December 31. Except for a two-year span, Leeper has been continuously in the transit business since 1913. He broke in as a conductor at the *Lincoln Avenue Car House*, but in 1915 resigned to take another job. He re-entered the transit field in 1917, when the *Chicago Motor Bus Company* was being organized, as a conductor at the *Rosemont Garage*.

In 1920, Leeper was promoted to dispatcher and receiver and assisted with schedule work. In 1923, when the *Chicago Motor Coach Company* was organized and absorbed the former property, he was assigned to the *Schedule Department* and in 1952 became chief schedule maker.

Leeper has two sons, *Lawrence*, a printer, and *Raymond*, a CTA operator at *Keeler Garage*. His father was a motorman at the *Larrabee barn* of the old *Union Traction Company*. Leeper is surrounded in this picture by the group of friends who came to present him with a retirement gift.

Reported by *L. C. Dutton*

What He Needed Was A Pair of Sea-Legs

WILSON SHOPS — *Joseph Lelakes* took a one week vacation to be with his nephew, who was on leave from Norfolk, Virginia. Joseph found out he has lost some of the old pep trying to keep pace with the young Navy lad.

James Clark, welder at Wilson Shop, recently enjoyed his vacation with his wife in California.

Our heartfelt sympathy to *Gus Isakson*, whose mother passed away December 19. Mrs. Isakson died in her sleep at her home in Sweden.

Our greatest sympathy to *Joseph Ferrara* and family. Mrs. Ferrara was killed when she was struck by an automobile as she was returning home from work.

Robert Ragsdale, former engineer with CTA, stopped in at Wilson Shop to say hello. Bob is stationed at Fort Sill, Oklahoma, and looks great.

Our sincere sympathy to the

Kazakeich family. *Paul*, a retired worker from Wilson Shop, passed away in December.

Gordon Walters and members of his family gave Mrs. Walters a happy surprise party, January 9. Her birthday was January 7. It just seemed that a few were coming in for a card game at first, but after 15 or 16 guests arrived she smelled a mouse. We will not mention the age as the years go by too fast as it is. But here's hoping for many more happy ones.

—EVERETT E. ENGLAND

A man's best things are nearest him; lie close about his feet.

Lord Houghton

Some people grow under responsibility, others merely swell.

Hubell

RECENT DEATHS AMONG EMPLOYEES

A. W. ADAM, 71, retired conductor, Northside. Died 12-24-53. Employed 3-21-08.

C. H. BEHRENS, 88, retired agent, Lake. Died 12-11-53. Employed 5-29-17.

T. E. BOLAND, 60, retired gateman, Westside. Died 1-3-54. Employed 6-18-21.

WALTER O. BRADY, 55, blacksmith, Way and Structures. Died 1-8-54. Employed 8-19-43.

EDWIN D. BRUDIE, 50, conductor, Devon. Died 12-18-53. Employed 7-28-27.

A. P. DRASITES, 67, retired blacksmith, South Shops. Died 12-30-53. Employed 9-5-22.

PAUL FISHER, 64, janitor, 69th. Died 12-21-53. Employed 1-2-11.

G. J. FOERTSCH, 68, retired conductor, 69th. Died 12-18-53. Employed 11-13-18.

P. P. HORAN, 77, retired conductor, Kedzie. Died 1-7-54. Employed 1-18-11.

J. J. KANE, 67, retired supervisor, District A. Died 12-18-53. Employed 12-10-06.

P. KAZAKEICH, 64, retired brake inspector, North Avenue. Died 12-28-53. Employed 7-5-16.

ARTHUR J. KEINER, 64, Shops and Equipment, Skokie. Died 12-24-53. Employed 2-9-43.

P. J. KLOSS, 80, retired motorman, Division. Died 12-23-53. Employed 1-20-00.

GEORGE KONOVICH, 64, trainman, Northside. Died 1-12-54. Employed 3-13-23.

VICTOR KOZACEK, 55, operator, Lawndale. Died 12-20-53. Employed 6-18-24.

O. F. LANGOHR, 82, retired flagman, Burnside. Died 12-13-53. Employed 8-25-98.

W. A. McCLINTOCK, 75, retired conductor, Cottage Grove. Died 12-20-53. Employed 2-19-20.

M. F. NEYLON, 61, retired conductor, 77th. Died 1-10-54. Employed 4-18-11.

OTTO F. PETERSON, 61, motorman, 77th. Died 12-12-53. Employed 3-2-16.

W. E. PETERSON, 67, motorman, Kedzie. Died 12-23-53. Employed 6-12-17.

C. R. PFEIFFER, 64, retired operator, Keeler. Died 12-17-53. Employed 12-1-26.

GEORGE RAFALSKI, 49, conductor, Devon. Died 12-30-53. Employed 11-7-42.

THOMAS H. RANDOLPH, 47, supervisor, Westside. Died 12-24-53. Employed 1-29-31.

H. VAN BUREN, 65, retired conductor, 77th. Died 12-23-53. Employed 1-19-15.

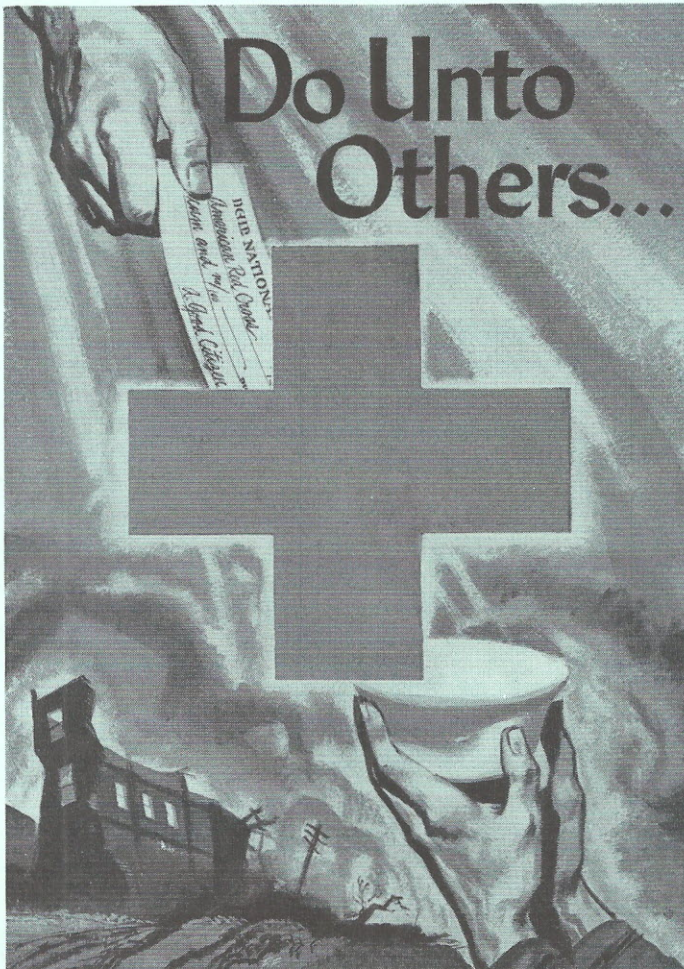
J. VOSMIK, 70, retired motorman, Blue Island. Died 1-1-54. Employed 12-8-11.

M. B. WALSH, 70, retired motorman, 77th. Died 12-12-53. Employed 10-7-10.

C. H. WIECHMANN, 72, retired conductor, North. Died 12-17-53. Employed 10-18-07.

D. J. WOODS, 67, retired watchman, West Shops. Died 1-4-54. Employed 4-10-28.

RUDOLPH ZULIANA, 58, motorman, 69th. Died 12-24-53. Employed 11-19-25.



We Need Men

... for Surface Transportation Work

If you know of someone interested in a transportation job as a CTA transit operator, send him to the Employment Department, Room 750, Merchandise Mart.

Hiring Requirements:

Good Physical Condition

Ability to pass reasonable qualifying tests

Plan City-Wide Survey of Auto Parking Lots

ANNOUNCEMENT was made recently that the CTA is making a city-wide survey of existing automobile parking lots, and areas that may be suitable for parking, adjacent to rapid transit stations outside the central business district.

It is the intention to use the information obtained in the survey in a campaign to induce motorists to park their cars at conveniently located outlying rapid transit stations and complete their trips by rapid transit. By this combination use of the private automobile and rapid transit, motorists can save both time and money.

With vehicular traffic now at an all-time high, this combination use of the private automobile and rapid transit will benefit the general public also by contributing materially to an improved flow of traffic through the city's major streets. While surface transportation is hampered, particularly in business centers during the rush hours, and when weather conditions are not good, rapid transit is generally free from street traffic interference.

Part of the forthcoming survey concerned with existing parking facilities will obtain lot location, capacity, use, rates and other pertinent information. The present plan is to compile this information in a booklet for distribution to motorists.

The information assembled on areas suitable for development as parking lots will be analyzed and will be available for consideration by Chicago Transit Board and by the City of Chicago in connection with any expansion of the parking lot construction program recently initiated by the city.

Within recent months, CTA has established two automobile parking areas for the convenience of Rapid Transit patrons—one at the terminal of the



FIRST CTA established parking facility, located at 54th Avenue and Cermak Road in Cicero, was opened in the spring of 1952 at the west terminal of the Douglas Park "L" route. The lot accommodates approximately 300 automobiles and has met with highly favorable acceptance from "L" patrons. Photos of the second CTA established parking facility, located at the west terminal of the Garfield Park "L" route, appeared with an accompanying story in the January, 1954, issue of CTA TRANSIT NEWS.

Douglas Park elevated line, 54th avenue and Cermak road, and the other at the Desplaines terminal of the Garfield Park elevated line in Forest Park.

Each lot accommodates approximately 300 automobiles and is being used extensively by motorists taking advantage of the combined use of private automobiles and traffic-free rapid transit service.

RECENT APPOINTMENTS

EFFECTIVE January 18, *D. M. Flynn* was appointed Superintendent of Operations for Surface and Rapid Transit in a bulletin issued by *Charles E. Keiser*, Superintendent of Transportation, and approved by *Thomas B. O'Connor*, General Superintendent of Transportation and Shops and Equipment, and CTA General Manager *Walter J. McCarter*. Reporting to Mr. Flynn are *Joseph P.*

Gaynor, Superintendent of Surface Operations; *Arthur J. Heidecke*, Superintendent of Rapid Transit Operations, and *John F. Higgins*, Assistant Superintendent of Rapid Transit Operations.

The same bulletin listed the following re-assignments: *C. C. Gillespie*, Acting District Superintendent, District "A," and *J. B. Becker*, Special Assignment.

In a bulletin issued January 19 by Mr. Keiser and approved by Mr. O'Connor and Mr. McCarter, the following assignments became effective on January 20: Appointed as Station Superintendents were *E. C. Tocci*, 69th Street; *W. P. Herbert*, Kedzie; *E. H. Guiles*, Lawndale; *T. F. Screen*, 52nd Street; *William Hornkohl*, North Avenue (Motor Bus) and *George J. Dorgan*, Cottage Grove. Night Station Superintendents named were *S. J. Bitel*, Kedzie, and *L. M. Keag*, Archer.



Douglas-Lake "L" Connections Under Construction

NEW SECTION of "L" structure under construction near Paulina Street (1700 West) connects the Douglas Park structure with the structure formerly used by Logan Square "L" trains.
Chicago Daily News Photo



CONTINUING construction work on the Congress Street Superhighway will ultimately require the removal of that portion of the Douglas Park "L" structure between Marshfield and Racine avenues.

Construction schedules call for reaching that point sometime this spring.

In anticipation of these requirements, CTA engineers formulated a plan whereby the Douglas Park line will maintain

continuous elevated operation by connecting with the Lake Street "L" route for entering and leaving the loop.

The project involves utilization of a portion of the unused Logan Square "L" structure that runs near Paulina street (1700 West) which has not been needed for rapid transit operations since the opening of the Milwaukee-Dearborn subway. The building of two new "L" structure connections is required—one from the Douglas to the former Logan Square, and the other from the former Logan Square to the Lake Street branch.

Construction work on the two new connections is presently well underway. As shown in the accompanying photos, erection of the connecting steel structures is nearly completed. Laying of track and the necessary electrical installations are to follow.

Construction work on the two new connections is presently well underway. As shown in the accompanying photos, erection of the connecting steel structures is nearly completed. Laying of track and the necessary electrical installations are to follow.

New Advertising Contract

IN ACCORDANCE with an ordinance passed by the Chicago Transit Board a five-year contract with the Chicago Car Advertising Company became effective January 1, 1954, for the rights to sales and operation of card and poster advertising space in and on CTA's rolling stock, station platforms and subway walls.

National Transit Ads, Inc. formerly held the advertising contract for the Surface and Rapid Transit Systems.

CTA TRANSIT NEWS

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF DECEMBER 1953 AND 1952, AND TWELVE MONTHS ENDED DECEMBER 31, 1953 AND 1952

(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		12 Months Ended Dec. 31,	
	1953	1952	1953	1952
Revenues	\$10,596,306	\$11,142,515	\$124,103,962	\$117,122,567
Operation and Maintenance Expenses.....	9,574,469	9,737,062	106,296,905	100,716,140
Available for Debt Service.....	1,021,837	1,405,453	17,807,057	16,406,427
Debt Service Requirements:				
Interest Charges	421,923	404,253	4,889,336	4,075,000
Deposit to Series of 1947 Serial Bond				
Maturity Fund (Note 1).....	150,000	83,334	1,400,000	500,000
Revenue Bond Reserves (Note 2)	30,000	23,000	290,000	813,314
	601,923	510,587	6,579,336	5,388,314
Balance Available for Depreciation.....	419,914	894,866	11,227,721	11,018,113
Provision for Depreciation—Current Period..	847,704	891,401	9,928,317	9,369,805
Balance (Note 3).....	427,790 ^r	3,465	1,299,404	1,648,308
Accumulated Deficit to End of Previous Period	—	—	—	61,778 ^r
Balance Available for Revenue Bond Amortization Fund (Note 3)	427,790 ^r	3,465	1,299,404	1,586,530
Revenue Bond Amortization Fund.....	—	—	1,216,714	300,000
Balance Available for Other Charges (Note 3) ^r \$	427,790 ^r	\$ 3,465	\$ 82,690	\$ 1,286,530

^r - Indicates red figure

PASSENGER STATISTICS

Originating Revenue Passengers.....	59,230,435	61,629,555	686,560,076	721,132,920
Transfer Revenue Passengers.....	2,539,955	2,453,258	28,919,318	33,978,358
Total Revenue Passengers.....	61,770,390	64,082,813	715,479,394	755,111,278

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at December 31, 1953

1952-53 Orders:	Delivered to Date	Remaining to be Delivered	Total
Propane Buses	138	262	400
El-Subway Cars	—	250	250
	138	512	650
Delivered under previous orders.....	2,814		
Less—P.C.C. Streetcars to be converted to El-Subway Cars...	250		2,564
			3,214

NOTES:

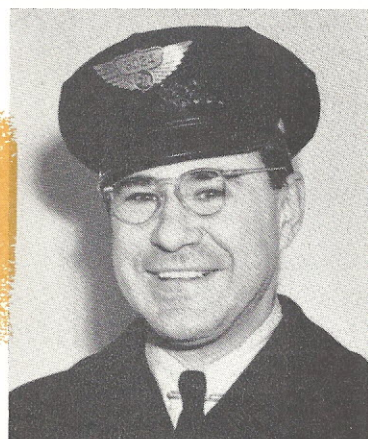
- (1) Equal monthly installments to retire \$1,800,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1954.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient 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.

Courtesy

Commendations



Anderson



Baker

TWO noteworthy acts of courtesy drew attention to CTA bus operators during the year-end holiday season. Both work out of North Park.

One occurred when an elderly, poorly-dressed woman boarded *Operator Sam Baker's* bus at Wells and Washington in the loop. In payment for the ride she handed him a Canadian dime. He explained he was not permitted to accept Canadian money.

The old woman had a speech impediment, but her story finally was pieced together. She had had 50 cents, bought breakfast, and the dime was her change—all she had left. She had friends on the North Side if the dime would get her there.

Baker put the Canadian dime in his pocket. He put two of his own dimes in the box, gave the passenger a transfer, told her where to get off and which westbound bus to take.

"Merry Christmas, lady," he said cheerfully.

When a newspaper reporter asked him about it later, Baker commented: "There's no reason for any fuss about a simple act of courtesy. Sure the Christmas rush is tough on a bus operator, but it didn't cost me anything to be polite and cheerful."

After the story appeared in the newspaper, Baker received several Christmas cards, one of them containing \$1.00, and all complimenting him, from people he does not know.

Another North Park bus operator who found that courtesy wins friends is *Reginald Anderson*. Just before Christmas a representative of a group of night workers in a factory on his route, who ride his bus regularly, presented him with an expensive wrist watch and band—an expression of their appreciation for unusual courtesies extended them in the early morning hours.

Supervisor Cornelius O'Shea of the Madison street route also came in for a commendation from a passenger in another letter to a newspaper. It was written by the mother of a small boy who left a Christmas package on a CTA conveyance. The loss was discovered when the mother and child got off at Laramie avenue. O'Shea was parking his car when the mother told him about the loss. He got in his car immediately and drove to the terminal at Austin boulevard, checked the vehicle, found the package and delivered it to the patron.

There are probably many similar acts of courtesy performed by CTA employees every day which are never reported by patrons who observe them. However, employees who make courtesy on the job a rule, are establishing a pattern of personal service that will create many favorable reactions.

Experimental Service Ends on Pratt-Devon Extension

DUE TO lack of patronage, the Devon-Pratt experimental bus service, which was inaugurated November 15, 1953, on a 60-day test basis, ceased to operate after January 14, 1954.

An average of only about 150 passengers were carried on weekdays on 45 round trips, or less than two passengers per one-way trip.

Out-of-pocket losses from the operation were approximately \$600 per week, which would run into some \$31,000 per year.

Suburban bus lines operate in the same territory as the discontinued Devon-Pratt extension line, and some of them operate in part on the same streets.

Under these circumstances, the CTA could not justify continued operation of the extension bus route. Therefore, the service was discontinued, effective January 15.

WHEN it comes to making out tax returns, most of us operate on the time-honored principle: "Never do today what can be put off until tomorrow." Then we look at the calendar one day and discover that March 15 is almost here and we still haven't done anything about filing the return.

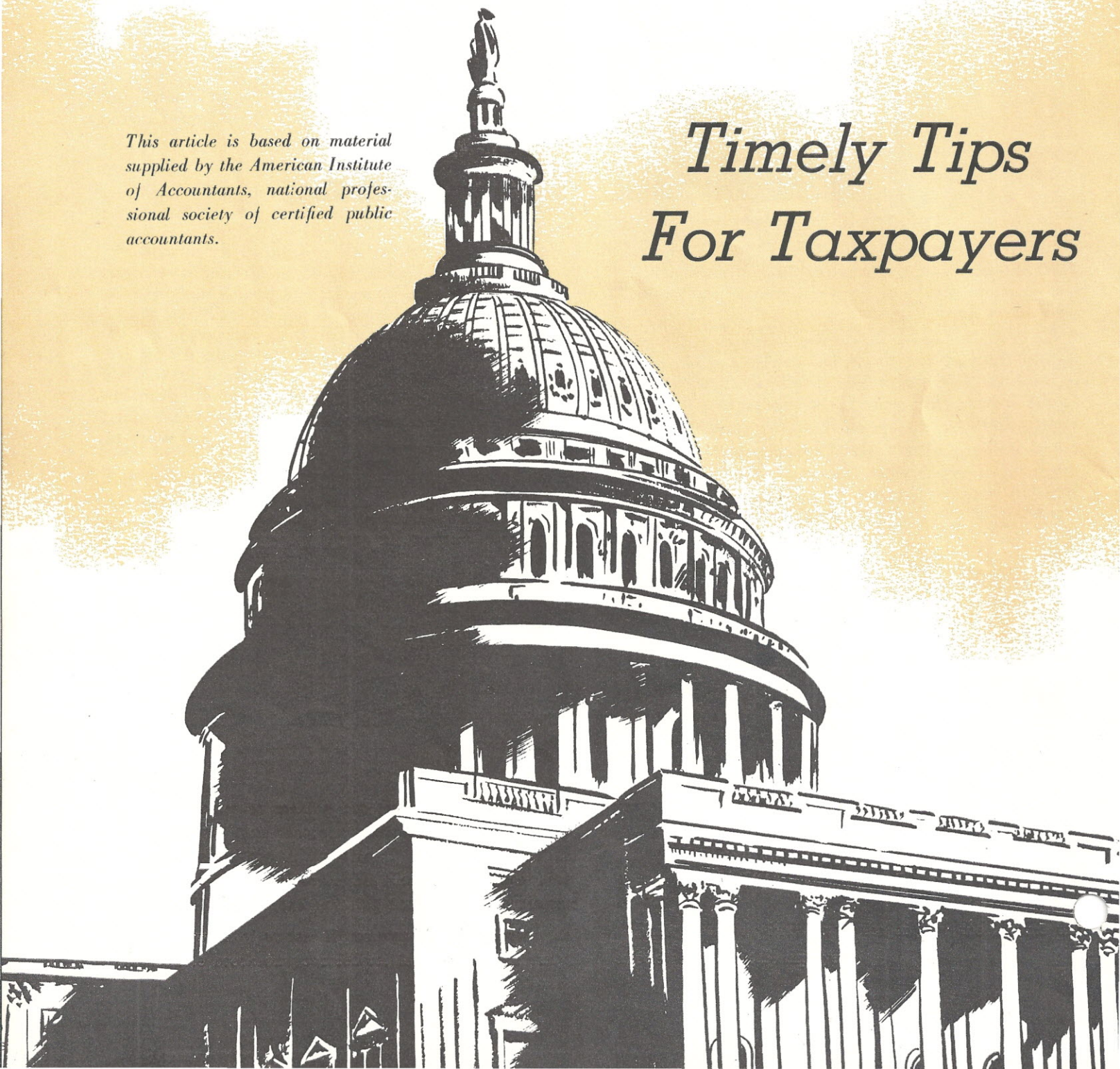
Here's a word of advice: If you want to give yourself the best possible break on your federal income tax, file early,

prepare your return carefully, and save your records, receipts, cancelled checks, etc. to back up your reductions. And, if you find Uncle Sam owes you money, early filing means a quicker refund.

Here are a few brief examples of how the income tax affects some typical employees.

This article is based on material supplied by the American Institute of Accountants, national professional society of certified public accountants.

Timely Tips For Taxpayers



The Long and the Short of It

Lazy Louis files the simplified Form 1040A, and lets the government figure out his tax for him. He saves three hours and loses \$30 that he could have cut from his tax by taking all his deductions. Thrifty Theresa lists all her deductions on Long Form 1040 and gets a refund check. Clever Carl knows that the tax table—which allows about 10 per cent for charity, interest, taxes, medical expenses, etc.—gives him a lower tax than he would get by figuring his actual deductions, so he uses the Short Form 1040.

Matrimonial Mindfulness

Newlywed Nat forgot to claim his additional withholding tax exemption until three months after the marriage. He won't lose anything, though, because he'll get credit for all the withholdings when he files his return. Also, he'll get an additional \$600 personal exemption for his wife. They are filing a joint return—the best procedure for most couples.

A joint return would be no help, however, to Healthy Harry and Ailing Alice. Both had income, Harry \$5,000 and Alice \$4,000. Alice had \$1,400 medical expenses and Harry had \$500 deductible expenses of other types. On a joint return, they could claim only \$950 for medical expenses (\$1,400 less five per cent of their combined income). Instead, they are filing separate returns and Alice will deduct \$1,200 for medical expenses (\$1,400 less five per cent of *her* income), for a saving of \$61.50 on their total tax bill.

Exemption for Dependents

Prosperous Paul is claiming a \$600 exemption for his daughter, although she has been working since November. He can do this because she earned less than \$600 in 1953 and Paul provided more than half her support for the year. Had she earned more than \$600 he could not have claimed a dependency exemption.

Changing Houses in Mid-Year

Lucky Larry sold his bungalow and bought a larger home. Although he had made no improvements since buying it, he got twice as much for it as he had originally paid. He wondered whether his "profit" was taxable. Larry learned that no tax is due under the present law since he purchased and occupied a new residence within one year of the sale of his former residence. If the new house had cost less than the old one, he would have had to pay tax on the difference as a "capital gain."

Home-owner Horace doesn't miss a bet when it comes to taking tax deductions. He knows he can't deduct depreciation, repairs, improvements, or payments on the principal of his mortgage. He has plenty of deductions this year, nevertheless, with items for interest on the mortgage, local real estate tax, interest on a home-improvement loan, and \$50 damage from a windstorm—not covered by his insurance.

Change of Job

Newcomer Nelson worked for another company part of the year. As a result he has an extra credit against his income tax. Each employer was required to deduct one and one-half per cent of the first \$3,600 of each employee's wages—\$54 for the year—for social security tax. Because he had two employers, more than \$54 had been deducted from his pay. On his income tax return he will list "F.I.C.A. tax" and claim credit for the excess over \$54 in the "income tax withheld" column.

Pensioners

Pensioner Pete is drawing retirement pay from the CTA. His annual pension amounts to \$1,200. During his working years, he contributed a total of \$450 to his pension fund. The amount he paid is exempt. The remaining \$750 paid by the fund, is taxable. But since he is 65 years of age or older, he is entitled by law to a \$1,200 exemption. Therefore, Pete does not have to pay a tax on his retirement pay. His social security payments likewise are tax exempt.

Help When You Need It

Most taxpayers can fill in their tax blanks with a minimum of help. A sensible first step is to read the tax instructions sent to you with your tax forms. In most cases, the answers to your questions can be found there.

The next step, if you are still uncertain, is to consult your nearest Internal Revenue office. But do it early to avoid the last minute rush. Of course, you may have more complicated problems which will require the help of an accountant. The Internal Revenue Service has repeatedly warned taxpayers to be sure their advisers are fully qualified. By putting your trust in a self-proclaimed "tax expert" you might find yourself in trouble.

Paying Your Tax

If you find that the government owes you money, write the word "REFUND" on the envelope in which you mail your return. This will help you to get your refund sooner. On the other hand, if you owe additional tax, you must enclose payment with your return.





JOHN KOLOVITZ, Bus Operator: "During my observations while driving a bus, I find that, as a rule, men are better drivers in city traffic because they do not seem to get excited as quickly as women."

Question:

From your observations, who are better drivers in city traffic, men or women?

INQUIRING REPORTER:

C. P. Starr (seated)

LOCATION:

Kedzie

EDWARD BARRY, Bus Operator: "It has been my daily observation in city traffic that a man is a better driver. He seems to have a greater knowledge of traffic rules and is generally more alert at stop and go lights and in an emergency."



PAUL GUNTHER, One-Man Car Operator: "From my observations operating a one man car, and as a motorman on two-man cars for the past 30 years, I find that men are better drivers in city traffic. Women usually are more subjected to losing their patience."



RAYMOND GRAHAM, Bus Operator: "In driving a bus, I have observed that women are better drivers. They are very conscientious and give drivers of public vehicles a break oftener than men usually do."



OLDRICH HOVORKA, Bus Operator: "During my observations as a bus driver, I have found men to be better drivers in city traffic because they observe both sides. When a bus pulls away from the curb a man turns with the bus, but a woman usually keeps going straight ahead."

TO THE Ladies

... from JOAN

Something New In Old Favorite



A FAMILY favorite, chocolate chip cookies can be even more appealing with this new recipe variation.

CHOCOLATE CHIP cookies are unquestionably the favorite in many families and are especially popular with the youngsters. We've heard about a new variation in chocolate chip cookies which will make them even more appealing and give added food value as well.

Simply by adding a cereal ingredient, rice krispies, the cookies will hold a double taste treat. What's more, they're perfect for serving to guests with coffee or tea and lend an air of originality to your afternoon get-togethers. Both the chocolate and the cereal retain their shape throughout the baking and give the cookies a most satisfactory texture.

Chocolate Chip Cookies

- 1/2 cup butter or margarine
- 1/4 cup granulated sugar
- 1/2 cup brown sugar
- 1 egg
- 1/2 teaspoon vanilla
- 1 1/2 cups sifted flour
- 1/2 teaspoon baking soda
- 1/2 teaspoon salt
- 1 1/2 cups rice krispies
- 1 cup (6 oz.) semi-sweet chocolate pieces

Blend butter and sugars thoroughly; add egg and vanilla and beat well. Sift together flour, soda and salt. Add to first mixture and stir until combined. Stir in rice krispies and chocolate. Drop by teaspoons onto greased baking sheets. Bake in moderate oven (375° F.) about 12 minutes. Makes 4 dozen 1 1/2 inch cookies.

Look-Alike Aprons for Mother and Daughter

JUST in case you hadn't heard, the week of February 20-27 was designated "Sew and Save Week." It's a good idea and need not be restricted to just that time. Any time that you have time is a good time to sew and save. Here's an idea for mother and daughter "look-alike" aprons that can be made easily in just one evening. They're made of organdy and feature red rick-rack scroll trim.

Free direction leaflets for making the Mother and Daughter Aprons are available by writing the Womens Editor, CTA Transit News, Room 742, Merchandise Mart, Chicago 54, Illinois.



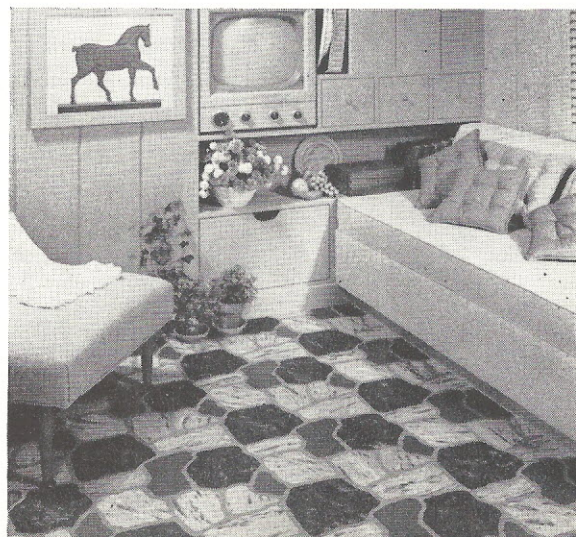
THESE "look-alike" aprons can be finished easily in just one evening.

This Is Worth Investigating

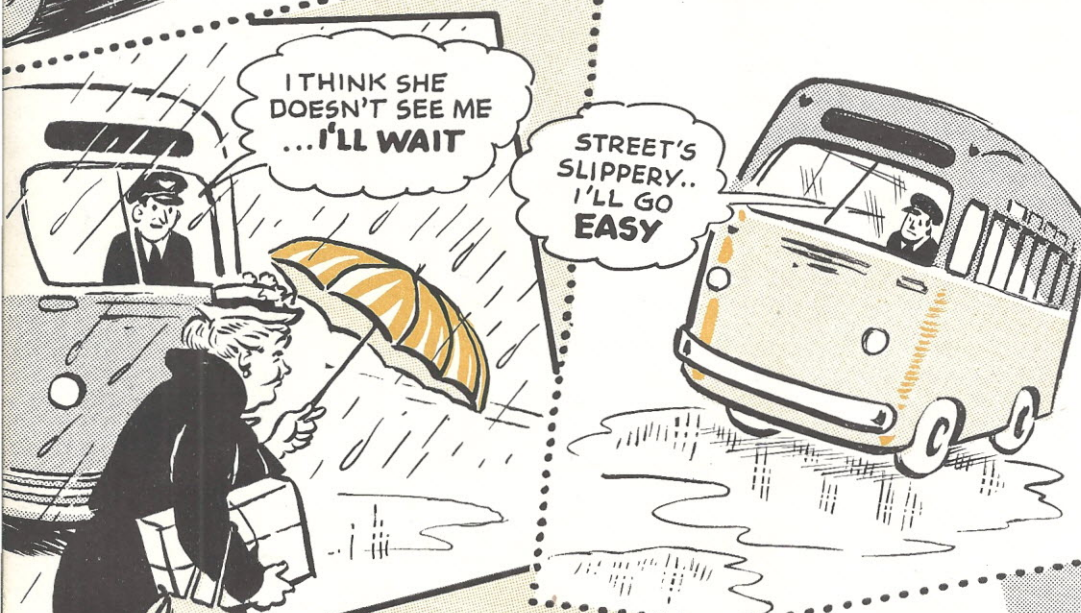
IF YOU'RE thinking of making a basement playroom, re-doing your kitchen, bathroom or hallway floors, this new idea in floor tiling may be just the thing. The attractive room in the accompanying photo features a floor finished in a new line of flagstone pattern tile. It is the first tile offered in other than simple block shape. Based on an 18 inch "grid" principle into which vari-shaped pieces of asphalt tile are fitted, the new flooring may be installed below grade as well as on ground level and suspended sub-floors. It's being offered in three color schemes combining plain, straight grain and swirl marbleized elements. The pictured pattern is in

tones of Cedar Marble, Palomino Beige and Venetian Red with a light grey mortar line.

FLAGSTONE pattern tiled floors are one of the newest developments in home decorating.



YOU'RE NEVER SORRY—
when you do things RIGHT



THINK SAFETY MORE - IN '54 !

THE CHICAGO TRANSIT AUTHORITY
P. O. Box 3555, Chicago 54, Illinois
Form 3547 Requested

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