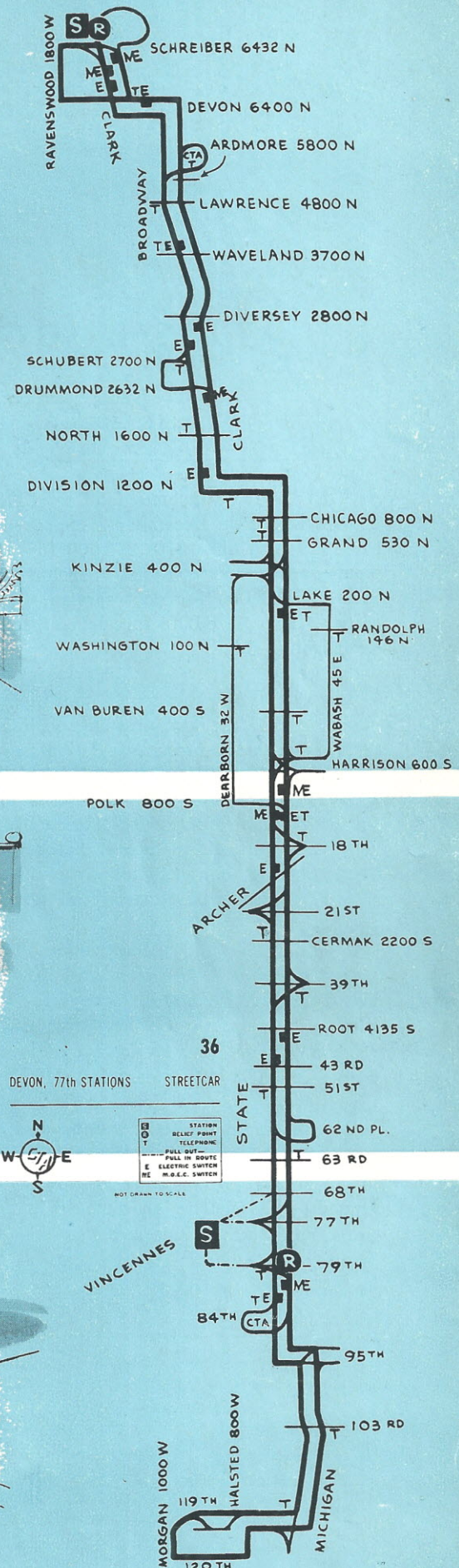
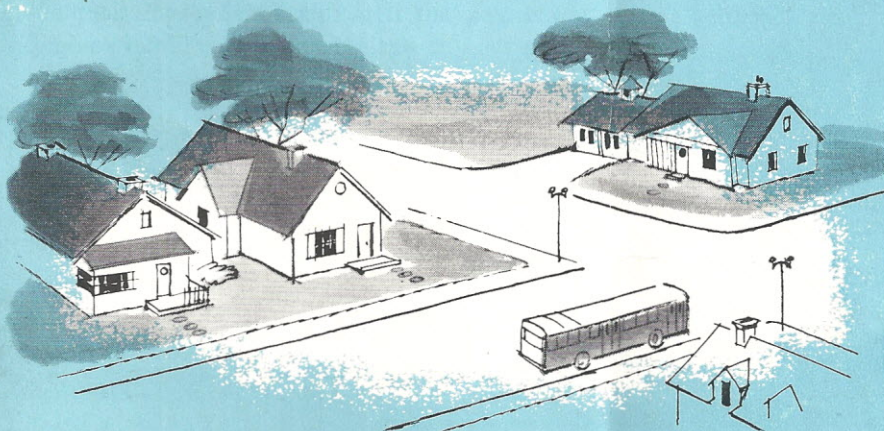
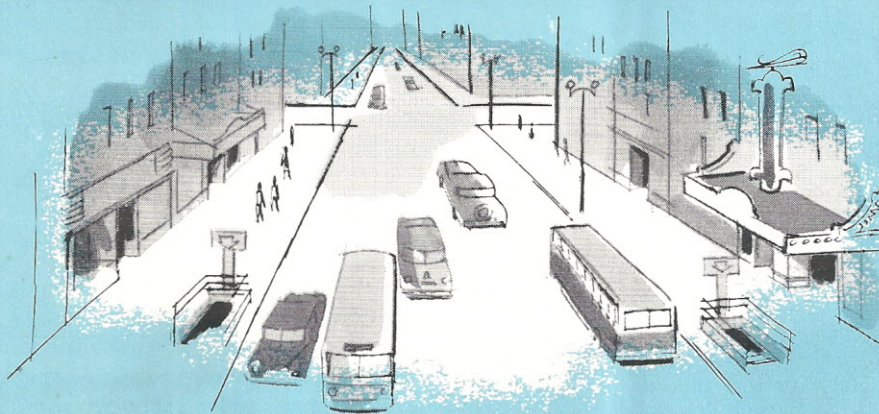


JANUARY, 1955



TRANSIT NEWS



BROADWAY-STATE

. . Chicago's Longest Surface Route (See Page 4)

TRANSIT BOARD

Approves

1955 BUDGET



ANTICIPATING income totaling \$118,798,000, Chicago Transit Board on December 2 approved for CTA a budget for 1955 providing \$101,234,000 for operation and maintenance expenses, including pension and Social Security costs; \$7,932,000 for debt service; \$9,504,000 for depreciation, and \$128,000 for deposit to the revenue bond amortization fund.

For capital improvements, the Board also approved a budget of \$17,718,000 including \$3,450,000 for the unpaid balance on 100 propane-fueled buses and 120 "Green Hornet" rapid transit cars on which deliveries were started recently; \$3,200,000 for another 80 rapid transit cars soon to be ordered and to be fabricated from "Green Hornet" streetcars and delivered before year-end 1955; and \$1,500,000 to complete construction of the \$2,500,000 Elston-Armstrong bus garage and terminal.

In submitting and recommending the budgets, *General Manager Walter J. McCarter* said that the estimated reduction of only \$2,192,000 in revenue for 1955, compared with 1954, anticipates for the first time since World War II a lessening in the rate of decline of local transit traffic. A decline of only 4.2 per cent from 1954 is estimated.

Operation and maintenance expenses of \$101,234,000 are \$2,384,000 less than in 1954, although provision is made for an increase of two cents per hour in wage rates, effective January 1, as well as an increase in Social Security costs and electric power unit costs.

These increased costs, Mr. McCarter pointed out, will be overcome by operating economies resulting mainly from use of the new cars and buses on which delivery is now under way.

Major amounts in the operation and maintenance budget are \$52,226,400 for conducting transportation, a decrease of \$2,400,300 compared with 1954; \$13,851,400 for equipment maintenance, a decrease of \$345,800 compared with 1954; \$5,927,700 for way and structures, an increase of \$195,900 compared with 1954; \$10,182,800 for electric power and motor fuel, a decrease of \$501,400 compared with 1954, and \$18,371,700 for general and administrative expense, an increase of \$663,100 over 1954.

The principal items in general and administrative expense are injuries and damages, and pensions and Social Security costs, totaling \$14,363,000, which were substantially increased, thus more than off-setting reductions in the amounts budgeted for other expenses in this classification. The amount budgeted for injuries and damages was increased \$891,000 to \$8,019,000, and Social Security costs were upped because the taxable base has been raised from \$3,600 to \$4,200 earned by each employee.

Provision of \$9,504,000 for depreciation is \$176,000 less than in 1954 because of the anticipated reduction in gross revenues, but it is substantially equivalent to depreciation based on the straight line service life of equipment.

VOLUME VIII

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CTA EMPLOYEES RECENTLY RETURNED FROM SERVICE

Charles E. Core—Transportation (Beverly)

Frank M. Vitale—Claim Department

T. W. Wiczorek—Electrical Department

ON THE WAY TO CTA

more new cars, buses

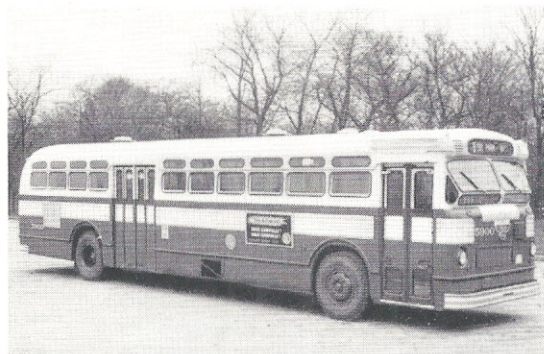
THE FIRST two of an order for 120 all-metal "L"-subway cars arrived December 6 at the Skokie Shops of the CTA.

The cars are part of a program wherein component parts of "Green Hornet" streetcars are used in building modern rapid transit equipment.

Coincidentally with the delivery of the two cars, *General Manager Walter J. McCarter* also announced that CTA expects to convert 80 more "Green Hornet" streetcars to rapid transit cars in 1955. CTA already has 350 "Green Hornet" rapid transit cars in use on the rapid transit system.

The converted rapid transit cars cost approximately \$34,000 each, net, representing a saving of \$20,000 per unit as compared with the cost of an entirely new car. The work is being done by the St. Louis Car Company, St. Louis, Missouri.

Delivery of the present order of 120 cars is expected to be completed in about 17 weeks. These cars, along with the additional 80 units to be ordered soon, will make the modernization of "L"-subway rolling stock 75 to 80 per cent complete. Only 225 more "Green Hornet" cars will be need-



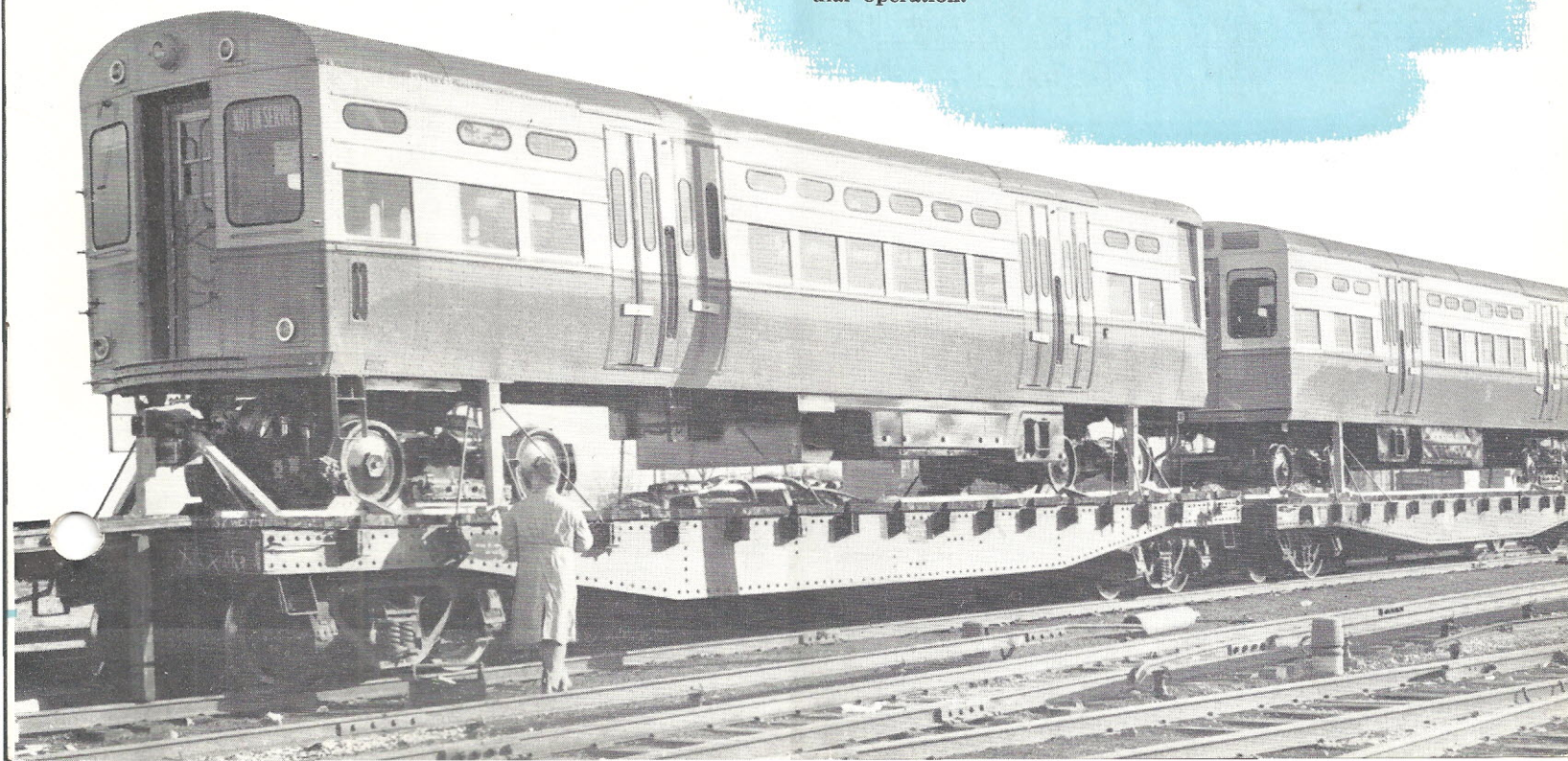
FIRST of an order of 100 odorless propane buses, which will augment the present fleet, arrived at CTA's South Shops on December 15th.

ed to complete rolling stock modernization. In addition to the new type cars, the CTA also has 455 other modern-type, all-metal cars on its rapid transit system.

Delivery also started December 15 on an order of 100 more odorless propane buses from the Flxible Coach Company, Loudonville, Ohio, and the Twin Coach Company, Kent, Ohio. The buses, costing about \$20,000 each, are to be delivered at the rate of eight to 10 a week.

Full delivery on this order will make the modernization of equipment on CTA's surface system 100 per cent complete.

ARRIVAL of the first two units of an order for 120 all-metal "L"-subway cars at Skokie Shops on December 6 marked another important step forward in CTA's modernization program. The new cars, from the St. Louis Car Company, are shown just before they were unloaded and serviced for regular operation.



To Serve Our Riders Better

KNOW YOUR CTA ROUTES



STATE STREET at night is a fairyland of lights and tinsel during the holiday season. This view, looking south from Lake

(This is the sixth in a series of articles on CTA routes.)

THE LONGEST streetcar route on the surface system is the Broadway-State line which links the far north side with the far south side, providing through service between areas of

street, shows why the thoroughfare attracts shoppers from all parts of the midwest.

vast population and extensive business and commercial enterprises.

It occupies the No. 1 position among CTA routes for mileage operated, with a measured round trip mileage between outer terminals of 50.50. This makes it possible for a patron to ride nearly 25½ miles continuously, without transfer, over city streets for a single 20-cent fare.

The Broadway-State route serves not only a large number of outlying shopping districts on the north and south sides of the city, but also the heart of the downtown Loop with its complicated street traffic and parking problems and the vast numbers of millions of workers who move in and out of the central area each weekday.

The northern terminal of the Broadway-State (36) route

A FAMILY of inquisitive black bears greets the photographer at Lincoln Park zoo, an all-year-round attraction easily reached by the Broadway-State route.



is at Schreiber avenue (6432 N), and, for the southbound trip, cars operate over Clark street (1600 W at this point) to Devon (6400 N), then east to Broadway. The route then follows a southeasterly direction along Broadway to where that street makes a junction with Clark street at Diversey Parkway (2800 N). From that point, cars operate over Clark street to Division (1200 N), then east to State (1 E and W) —north-south geographical dividing line of Chicago—and continue south on State to 95th street. Here, the route



COMMEMORATING an historic episode in Chicago's early days is the Fort Dearborn Massacre Monument at the Chicago Historical Society. The bronze group depicts *Black Partridge* saving the life of *Margaret Kinzie* during the attack on the Fort.

makes a short swing east to Michigan avenue, and continues south on that artery to 119th street; then west to Morgan (1000 W), south to 120th street, east to Halsted (800 W), and north to 119th, where the return trip is made over the same streets.

Schedules, generally speaking, are geared to the time of day and density of traffic, with the time of a trip from the north terminal to the south terminal varying from 1 hour and 55 minutes to 2 hours and 17 minutes, depending upon street conditions.

During morning rush hours, operating headways are two to three minutes northbound, and three to four minutes southbound. These intervals lengthen out to four and one-half minutes in each direction during the day, and close up to two to three minutes apart during the evening rush period. Evenings, seven-minute intervals are maintained until 1 a.m., when 15-minute "owl" service schedules are in effect until 4 a.m.

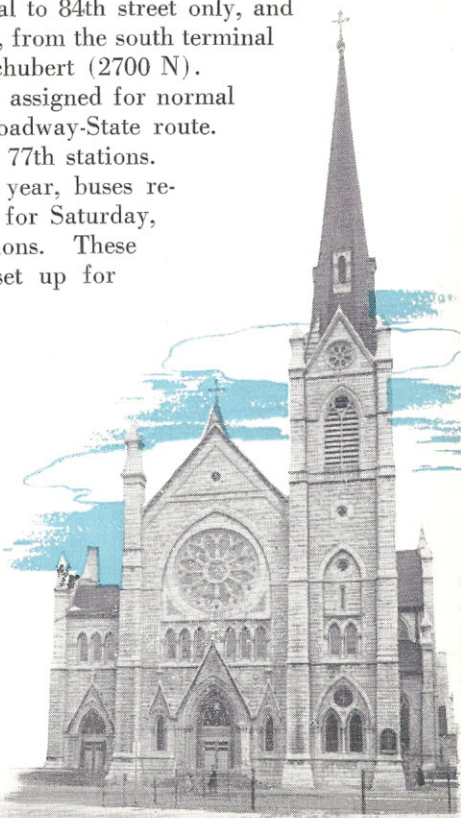
During the midday period on weekdays, some vehicles operate from the north terminal to 84th street only, and during rush hours, northbound, from the south terminal to Limits station, Clark and Schubert (2700 N).

A total of 109 PCC cars are assigned for normal weekday operations of the Broadway-State route. These come out of Devon and 77th stations.

Early in September of last year, buses replaced streetcars on this route for Saturday, Sunday and holiday operations. These closely match the schedules set up for streetcars.

On Saturdays, the bus headways are five minutes during the morning rush hours, four minutes during middays and

THE TOWERING steeple of Holy Name Cathedral dominates the near north side scene. Ranking church of the Catholic Archdiocese of Chicago, the edifice is located at State and Superior streets.



HEIGHTENING the interest in the year-end holiday season was the Christmas Flower Show at Lincoln Park Conservatory. Pictured is the poinsettia display at this always popular place with visitors.



ANOTHER Lincoln Park attraction is the Chicago Academy of Science, Clark and Armitage. This museum of natural history features animals and plants typical of this area.



STREETCAR tracks mark the diverging routes of the Clark-Wentworth and Broadway-State lines at Diversey Parkway. In this view, looking north, the former is at the left; the latter, at the right.



CENTER of the busy Uptown business district is Lawrence avenue and Broadway, where transfer may be made to Lawrence avenue buses and to the north-south "L"-subway.

three minutes during the afternoon rush period. Six to seven-minute intervals are in effect for the evening hours. Sundays and holidays, five to seven-minute intervals are maintained throughout the day, except for "owl" service from 1 a.m. to 4 a.m., at 15-minute intervals.

The Broadway-State route is one of the heaviest, traffic-wise, on the surface system. Besides the passengers originating on the line, there are the riders originating on the many intersecting east-west routes who transfer to continue their trips to the north or south. The Broadway-State route also has direct transfer connections at several major stations with the north-south "L"-subway systems, including Loop stations.

Aside from its importance as a route which covers a large area of the city and its convenience as a public carrier for business and residential patrons, the Broadway-State line

STREET SCENE in the Roseland business district, near the southern terminal of the Broadway-State route. This is a view looking north from 112th place and Michigan avenue.

provides a direct route to Lincoln Park, Chicago's largest, and the many attractions located along its lake front acreage.

The famous zoo, flower conservatory, Chicago Academy of Sciences, Chicago Historical Society and other year-round places of interest to visitors are easily accessible. As a matter of fact, this service operates to the doors of most of them.

The southern terminal of the route is in the Roseland district, a flourishing community just within the city limits. However, between the north and south terminals along the 25 miles of track, are many such communities and business districts which contribute to a steady flow of traffic on CTA vehicles.

Those interested in getting a truly panoramic view of the city might well consider the service afforded by this north-south surface route because it touches so many segments of community life and development.

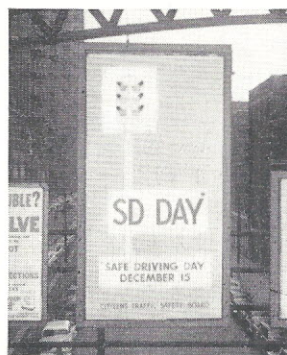
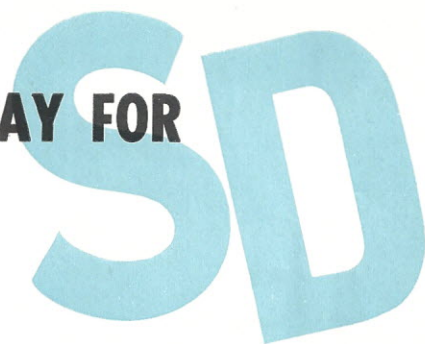
(This is the sixth in a series of articles about CTA routes. Other lines will be described in future issues.)



ON its southbound run, this streetcar swings into Broadway at Devon. Round trip between outer terminals of the Broadway-State route is 50.50 miles.



SHOW DOWN DAY FOR SAFE DRIVING



COOPERATION of the public in the S-D Day program was urged by signs like this three-sheet up-right poster on "L"-subway station boards. Car cards and traveling displays on CTA vehicles also were used to call attention to the campaign.

STATISTICAL ANALYSIS disclosed that CTA reduced its traffic-type accidents 70 per cent on S-D Day (December 15) compared to December 15, 1953.

A similar reduction in frequency rate, determined by the number of traffic-type accidents per 100,000 vehicle miles operated, was also achieved.

On S-D Day, CTA operated 371,469 vehicle miles (equivalent to 15 globe-circling trips) and experienced only 26 traffic type accidents, or 7 for each 100,000 vehicle miles. This compares to 87 accidents, and a frequency rate of 23.3 per 100,000 vehicle miles during the 24-hour period on December 15, 1953.

Out of CTA's 16 bus and streetcar depots, five depots—Beverly, Cottage Grove, Ravenswood, Keeler and Wilcox—had perfect records for the day. So did the entire rapid transit system.

By no means all of the 26 accidents were chargeable to CTA operators. Every traffic-type accident in which CTA was involved, regardless of blame, was included in the day's record. This makes the reduction in total accidents and in frequency rate all the more gratifying. The results attest to excellent teamwork throughout the organization.

Equally gratifying is the reduction in accident frequency during the 30-day "warm-up" period immediately preceding S-D Day.

Greatest Reduction at Beverly

For this 30-day period, not including S-D Day, the entire CTA system reduced the traffic-type accident frequency rate by 23 per cent compared to the similar 30-day period in 1953. Among the bus and car depots, the greatest reduction in frequency rate during this period, a reduction of 67.6 per cent, was achieved by Beverly Bus Depot. Devon was second with a decrease of 40 per cent, and Archer was third with a cut of 30.5 per cent.

For participation in the nationwide S-D Day program, CTA intensified its regular training and accident prevention programs. Operating employees were enrolled in a comprehensive system-wide educational program emphasizing individual personal briefing by station superintendents, instructors and supervisory force. Employees in all other CTA departments were geared actively to support the safety campaign.

CTA also pooled its facilities for presenting the S-D Day appeal to the public through extensive coverage of the entire system with car cards, posters and traveling displays. In this phase of the campaign, the CTA co-operated with

the Citizens Traffic Safety Board.

Three-thousand five-hundred car cards were posted in CTA buses and cars, 400 traveling displays were placed on the outside of CTA vehicles, and 400 three-sheet posters were displayed at "L"-subway stations. In addition, 200 of the traveling displays and some of the three-sheet posters were displayed at employee locations throughout the system.

Letters stressing the importance of the nation-wide campaign, and urging the co-operation of employees and members of their families, were sent to the homes of all employees by *Walter J. McCarter*, general manager, and *V. E. Gunlock*, chairman of Chicago Transit Board.

"Safe driving and accident reduction are not subjects foreign to employees of CTA," said Mr. McCarter. "With us they are a day-in, day-out objective. However, S-D Day helped provide us with an added impetus to make our good accident record even better."

Mr. Gunlock pointed out that if the nation, on S-D Day, drastically cut the accident toll, it would help implant in the minds of all motorists and pedestrians that it can be reduced every day in the year.

"United Effort Needed"

"Here in Chicago," Mr. Gunlock said, "and specifically in CTA, we have little doubt that the demonstration will be successful. From past experiences, we all know what Chicago can accomplish through the united efforts of all its citizens. There is so much at stake in this S-D Day demonstration that we can't afford to fail."

To further spark employee interest in the safe-driving campaign, CTA inaugurated a series of progressive promotional measures which built up steadily to a climax on S-D Day. Teaser cards, posters, pluggers, bulletins, leaflets, folders, tags, and other printed materials, following a prescribed sequence, were displayed daily in all CTA operating depots, shops and offices.

A new bus operator's manual, highlighting safe operating practices, was distributed during the campaign. Instructors rode with each operator on at least one trip over a route to observe the efficiency with which the operator handled the bus and his attitude towards riders. This intensive build-up campaign, which began November 8, climaxed with S-D Day.

Following the target date, CTA operating employees received from Mr. McCarter and Mr. Gunlock an appropriate expression of thanks for and appreciation of their active co-operation in the S-D Day program.



our public speaks

CTA EMPLOYES who perform their duties in a *capable, considerate, and courteous* manner are appreciated by their passengers. Here are a few letters from patrons who have taken time to commend employees following the "three C's" rule:

"Result—Pleasant Trips"

"A woman was waiting, by mistake, for a westbound bus where the boulevard is a one-way street. Our driver, No. 7988 (*Lenora C. Cole, Wilcox*) called out to her and directed the woman to Adams street. His polite manner, good grammar, and absolute brevity of complete instruction impressed me very much. The way he handles people makes it apparent that he is a natural gentleman, and riders have more pleasant trips as a result."

"Many Kind Deeds"

"I have been riding the Evanston special that leaves Quincy at 4:22 p.m. for a number of years. From time to time I have noticed how courteous conductor No. 23251 (*Andrew Cushman, North Section*) was to patrons and many times I have wanted to write and tell about the many kind deeds he has done for passengers. He has told them where seats were available, to be careful when entering the cars and has helped women passengers by taking their arms to assist their boarding the car. He certainly is a fine gentleman."

"Answers Questions Politely"

"I would like to compliment bus operator No. 928 (*John Cosco, North Park*). This young man not only greets everyone with a smile when we board his bus, which is so nice to see, but never fails to call out the names of stops and always treats his passengers in a courteous manner. Further, he answers passengers' questions politely and pleasantly."



PATRONS also take time to write letters of complaint about CTA employees whom they feel do not perform their duties *capably, considerately and courteously*. Reprinted below are a few of these letters:

"As I was boarding a bus at 72nd and South Park, a gentleman standing behind me stepped aside to allow a woman to board the bus before himself. The driver, furious about this, shouted, 'I don't have time to fool around with people who take all day to make up their minds about getting on or off the bus.' He fumed and fussed all the way to 47th street where I had gotten off. His impudence in this matter was quite uncalled for."

COMMENT: The lack of consideration described above causes patrons to seek other means of transportation. For successful operation, all CTA employees must perform their duties courteously and efficiently to encourage the public to use our service.

"The train was approaching when I came to the ticket window. A lady before me gave the agent a dollar and so did I. The agent put one bill in the drawer and held one in her hand. I picked up a transfer and waited for my change. I was told to 'drop the transfer' because I didn't pay my fare. I explained that I had paid my fare and what she had done with the first bill.

She became very sarcastic and indignant. I refused to leave without my change, which took me a full ten minutes to collect, and I missed my train, making me late for work."

COMMENT: Care in collecting fares and making change helps to avoid mistakes of this kind and promotes better relationships between CTA and its passengers.

"Last night, two men and myself were waiting for a bus at the corner of Division and Kolmar. We had just missed one bus and the next bus passed without stopping. Then, three more buses in close succession came along and passed us up, ignoring our waving and shouting for them to stop. At least three of these buses also skipped the next stop, where a man and woman were waiting."

COMMENT: Failing to give our patrons the service due them by passing up designated stops to allow them to board or alight is a direct violation of CTA regulations. Passengers are the most important asset CTA has.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for December, 1954, November, 1954, and December, 1953:

	Dec. 1954	Nov. 1954	Dec. 1953
Complaints	1,002	983	1,100
Commendations	123	89	120

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

This Contest Was Strictly For The Birds

ACCOUNTING — November 19 was "Turkey Night" for the CTA mixed bowling league. *Josephine Yercich* was number one with 75 pins over her average. *Ed Coates*, Purchasing, scored 68, *Margaret Lynch*, 49, *Lois Liberty*, 41, *Gloria Babcock*, Stores Department, 35, and *Howard Belcher*, 28. That was one night they didn't mind getting the "bird."

Doris Stahl was installed as Worthy Matron of Community Chapter No. 647, O.E.S., on December 6. On the same day *Lois Legner* and *Olive Babcock* assumed the positions of Associate Conductress of Legion Chapter, and Tracy Chapter, O.E.S., respectively.

Sophia Danielson returned with a deep tan and some fish stories after 21 days on the Gulf of Mexico out of Gulf Beaches, Florida. A deep sea prize catch was a 15-pound black gruper.

Alice Hayes stayed two weeks in Miami Beach, Florida, bathing, sunning and sightseeing. Highlight of her trip was a plane flight to Cuba and visiting Havana's points of interest.

Vacationer *Edna Southworth* and her father drove through Alabama, Tennessee and Georgia to Jacksonville and Clearwater, Florida, where they visited relatives and friends.

Sees Falls' New Look

Margaret Timmons saw Niagara Falls' new look on her vacation and discovered that the point of rock that had fallen was one on which she had been photographed during a previous visit.

George Triunfol spent his vacation at home catching up on a few chores and helping his son, *George D.*, prepare for induction into the Navy on December 10.

June Noren's brother succumbed after surgery November 22.

Mildred Torris' sudden passing on November 27 came as a shock to her associates.

Virginia Rebich was delighted to add the name of *Janet Virginia* to her Christmas shopping list. The granddaughter was born on November 6.

—HELEN A. LOWE



PENSIONER

TAKING it easy now after 36 years of service is *Antonio Masco* (left), car cleaner at Logan Square terminal, who is being presented with a retirement gift by *Harold Rose*, right, foreman, at a farewell party given in his honor on November 30.

Reported by *Walter Reich*

New Reporter Takes Over At Archer

ARCHER—Due to the system pick and clerks' pick, we have lost two good reporters, *Frank Rothman* and *Jack Williams*. This reporter will try to do as good a job as they did.

Operator *Ed* and *Mrs. Grabinski* recently celebrated their 27th wedding anniversary. . . . *Repairman William* and *Mrs. McNamara* honored their 18th wedding anniversary, and Operator *Mike* and *Mrs. Surdej* recently celebrated their 19th wedding anniversary. *Mike* intends to brush up on his schooling, because his daughter, *Jerry*, is going to attend Chicago Teachers' College to become a teacher.

Operator *Tom Walsh* is committeeman of a girl scout unit. He's wearing a pin to prove it.

Did you notice *Roy Smith's* big smile lately? The reason is that his big boy, *Roy H.*, received a furlough from Fort Lee, Virginia, and spent Christmas at home.

Milo Krecja, who was in the hospital, is hoping for a quick recovery from his illness. . . . Operators *Pete Tieser*, *Joe Hoffman* and *H.*

Mingo were hospitalized recently. . . . It's good to see *J. Summerson* back to work after a long illness.

Clerk *Ed. Krause, Jr.*, took his vacation but failed to mention whether he did any ice fishing while away. Operator *John Kocher* could have given him a few tips. *Walter Kubiak* could furnish others.

It's good to see our genial clerk, *Howard Welling*, back from his vacation.

We all wondered why Supervisor *Charlie Olcik*, district "B," was walking on a cloud lately. He and his lovely wife became the proud grandparents of a boy, *Donald Martin*.

The accidental death of Operator *James Ziegler* came as a shock to all. . . . The families of *Art Krueger*, formerly of Archer, *Els-worth Pence*, retired, and *John Grabinski*, retired, were saddened by their recent deaths. *Walter W. Krueger*, retired, suffered the loss of his wife recently. Supervisor and *Mrs. Roy Alford* also recently suffered the loss of their daughter, *Marilyn*.

Joe Resnick, retired, paid us a visit the other day. He's spending his time between Chicago and Michigan.

Our thanks to Operator *John Kocher's* daughter, *Arline*, for typing this column. She has offered to type all future columns for Archer.

—R. H. FORTIER

This Record Would Make Anyone Proud

BEVERLY—This station has the proud distinction of having improved its no-accident record by an amazing percentage of 75 per cent over one year ago for the week of December 1-7. No other station came close, and our Superintendents, *R. T. Duffy* and *R. Miller*, wish to thank every man for this fine record.

The boys at Beverly said "so-long" to one of the grandest fellows we have ever known when *Dante Brunod*, former reporter of this column, transferred to the drafting section of the Electrical Department. With him go the best wishes for success of every man here.

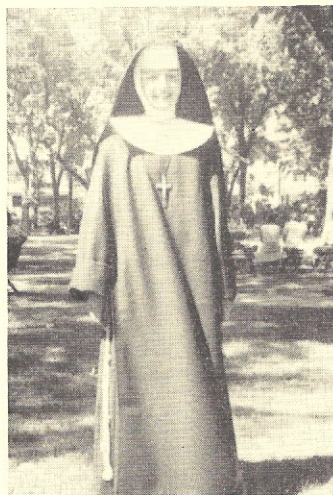
Taking over for *Danny* will not be easy because his column has always been tops. But with your co-operation on news events, yours truly will try to do our column justice.

Corporal *Ronald Dexter*, son of Bus Operator *Ted Dexter*, recently completed his 50th parachute jump, climaxing three weeks of hard training. He will be stationed at Fort Bragg, North Carolina, with the famed 82nd Airborne Division. There he will join an older brother, *Sergeant Ted Dexter, Jr.*, who has been in service for some time.

Operator *William Terpening* and his wife, *Nancy*, are real proud these days. Twins, *Sandra Lee* and *Susan Lynn*, were born at South Shore hospital November 15. Twenty-month old *Gail Diane* is the fifth member of this happy family. . . . Grandfather of the twins is none other than *Jack (Jiggs) Donahue*, operator at 77th.

The Chicago Tribune sports writers have picked *George Harrop, Jr.*, a tackle on Thornton high school eleven, as one of the members on the South Suburban all-star

TEACHER



ASSIGNED to teach at Our Lady of Charity school in Cicero, Sister M. Loretto recently received her Bachelor of Arts degree from Alverno College in Milwaukee, Wisconsin. Sister Loretto's father is John O'Connor, superintendent of Archer station. Her brother is John O'Connor, Jr., interviewer in the Employment Department.

Reported by Mary Clarke

team. George, Sr. is an all-star operator for CTA.

Bus Operator Dayle Wesley and his wife, Joan, celebrated their wedding anniversary recently by moving into their new home.

Bus Operator Charles Holley is no longer a member of the Bachelors club. He was married to Miss Clara Hunter on October 30. A reception was held at home for 125 guests. For their honeymoon, they motored to Pittsburgh, New York and Washington, D. C.

Operator Marinus Dejkhuizen and his wife are smiling again. Their daughter, Geraldine, is on the road to recovery after a serious illness.

—FRANK M. BLACK

Colello Called To Colors; Now G-I Joe

CLAIM AND LAW—Joe Colello, Photographic, became Uncle Sam's property for the next two years as of January 10.

The welcome mat was rolled out recently for our new vault clerk, Bill Donnelly.

Chief Investigator James Anderson suffered the loss of his wife recently. George Katter, investigator, lost his mother, and Bill Cal-

lahan, formerly of the Law Department, also was bereaved by the death of his daughter.

C. Harold Dillon, adjuster, was injured recently when he was hit by an auto. He is recuperating at home, as is Gladys Shuflitowski, who broke her shoulder bone in a recent fall.

Dorothy Dembowski, typist, retired recently to assume full time duty as a housewife.

Locator Girard McSwain and his wife were very happy to announce the arrival of their first child, Mary Ellen, on December 8.

Adjuster Sol Garro spent his vacation at home doing some painting and decorating.

Adelyn Trapper enjoyed her vacation over the holidays. It was extra nice because her son came home on a furlough at that time.

... Jeanne De Grazia was very happy over the fact that her boy friend was home on a Christmas furlough.

Several of our pensioners visited the office recently. They were John Long, Clarence Croswell, Jerry McCarthy, L. R. Thomas, Swan Peterson, Olaf Schau, William Connolly, Sr. and Mrs. Brandseth.

Joyce McDaniel and Jeanne De Grazia did a very good job in selecting our office Christmas tree. It was beautifully decorated with the help of David Munyer, Bob Galante, Tom Zahlman and the two girls.

Bill Peterson informed his friends that his daughter now has two teeth and he expects any day to see her eating a steak since she has been chewing up her foam rubber bottle holder.

The date for the Credit Union party has been set for January 28. For any information please see Elvera Potensa, Gabriel Grimaldi or your reporter.

—TONI TORTORELLO

Three And Two Add Up To Five

ELECTRICAL—Michael J. Wilkiel, operator at Sedgwick substation, is the daddy of another baby boy who arrived on December 12. His name is Thomas William. This makes three boys and two girls for the Wilkiel family.

Thaddeus Kusiak, laborer in the line department, is the proud daddy of a baby girl who arrived on December 5. She has been named Debara Lee.

On a card received from William King, superintendent of construction, he tells of enjoying his vacation in Florida. Here's a quote:

"Flew down and arrived safely. The weather is ideal."

Charles Mulbrandon, Western substation, sustained the loss of his mother on November 21.

—GILBERT E. ANDREWS

Fill-in On News From The Mart

GENERAL OFFICE—(Transportation) James Luvisi has returned to his duties as line supervisor after a rather rough and unusual bout with a tonsillectomy.

Wanda Mallon Krause was busy making special preparations for the holidays when she welcomed her brother-in-law and sister, Dr. and Mrs. Jackson, who traveled from Bonham, Texas, to spend Christmas in Chicago.

Christmas salutations and get well cards were forwarded to Ed Murray upon his return home from a trip to the hospital.

The J. P. Gaynor family moved in time to light their Christmas candle in their new home.

(Electrical) Marie Scheid spent the holidays visiting her sister in York, Pennsylvania, following which she visited her brother in Chevy Chase, Maryland.

(Insurance) Ed Donahue found out the expensive way that silence is golden, or in other words, never bribe a woman. When put to the test, Mary Berry said naught for eight solid working hours in order to win a cash bet.

The dazzling floor show dimmed in brightness when a bevy of Insurance lovelies, all bedecked in Christmas wrappings, descended upon the Chez Paree to take part in a Christmas party which had been secretly planned and arranged by Mary Berry, Genevieve Berg and Reggie Kuzius.

—JULIE PRINDERVILL

Brief Comments From Kedzie

KEDZIE—Operator Bert Nash, who was confined to Hines Veterans Administration hospital for some time, passed away on December 6.

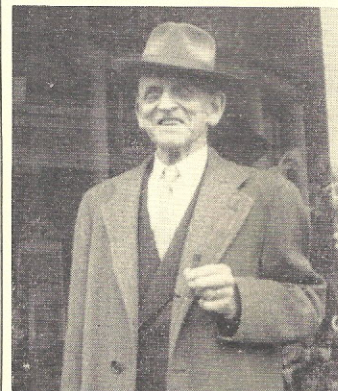
The superintendents and instructors wish to thank each and everyone for their splendid cooperation in preparation for S-D Day and for making it a success.

—C. P. STARR

Limits Operators Aim For Safety Record

LIMITS—Superintendent Elmer Balanz wishes to take this means to

KEEPING BUSY



KEEPING active after retirement is one sure way of enjoying the golden years, and that's why Herman Ockenga, retired trainmaster of the rapid transit system's Loop Division, says he is feeling fine at the age of 83 years. He has been active in the organization of a Golden Age club in Arlington, Massachusetts, where he now resides. The club has 276 members, all over 65 years of age, and meets for card parties four afternoons each week and for other entertainments twice each month. The town officials have become so interested in the project that they have given it full support and free rent of city facilities. The photo shows Herman at his smiling best.

express his thanks to each and every operator at Limits for making a wonderful showing on the nation-wide Safe Driving Day. As we all know, every day should be safe driving day for all of us in CTA. The little extra effort that is put forth every second in the driver's seat turns a day of near misses and minor reports to one that is accident free. We had one such report on S-D Day and three no-accident days during the first 15 days of December. Let's have safe driving all through the New Year.

We are sorry to report the passing of Tom Stiglic's sister on November 30, and of Operator J. Melody's wife, Pete Colluco's father and Sal Vitacco's father.

—C. F. GREER

Pensioner Thrilled By Card From Mamie

LOOP—Katherine Odill, pensioner, was happy to receive Christmas greetings from Mamie Doud Eisenhower. She had sent a card thanking the Eisenhowers for their combined efforts to promote peace on earth . . . good will toward men.

Geraldine Wallace flew to Albuquerque, New Mexico, to visit her daughter and son-in-law on their ranch. She said there is nothing like those thick, juicy steaks right off the bar-b-que. Then she visited Santa Fe, and Los Angeles, California.

Helen Lynch spent the holidays with her daughter, *Ann*, and family in Sanford, Florida. Her sister accompanied her.

Leona Hammer, who retired December 1, was first employed in August, 1944. She and her aunt are getting away from the cold and making their home in St. Petersburg, Florida.

Joseph Bass, agent, associated with local transit since October, 1943, has not decided where to settle in his retirement. In the meantime he and his wife are touring the South in a new car.

John Freidman, towerman, recently discharged from the Army, married *Aileen Hau* at Our Lady of Mercy church on November 20. The bridal couple drove to Mexico and Los Angeles for their honeymoon.

The welcome mat is out for *Harold Mack*, agent.

John Hatfield, porter, passed away suddenly December 7.

Alice Murtagh suffered the loss of an aunt. . . . *John Cozen's* sister, who lived in Philadelphia, passed away, as did *Ernest Herring's* cousin in Alabama.

A new towerman, *Steve Dudsik*, has been added to the Loop personnel.

—EDITH EDBROOKE

Sounds Like Fun And The Irish Won

NORTH AVENUE—When the chartered train of the Stewart Club pulled out of the station bound for South Bend, Indiana, and the Notre Dame-Carolina football game, many North Avenue men were aboard. Among the happy passengers were "Dapper Dan" *McFadden*, *Charley Conroy*, *Harold "Red" Forster*, *Jack Hester* and his son, *Jack, Jr.*, *Danny Donahue*, *John Wise*, *Al Thoensing*, *Joe and John Hill*, *Louie Chappette*, *Tom Hickey* and *Al Menella*. Refreshments were served on the train and the boys had a swell time.

When *Donald Martin Olcik* made his appearance December 9, he found he had two CTA grandpappys. Both *Supervisor Charley "Smokey" Olcik* and *Operator Phil Smith* are mighty proud of their new grandson.

Two of our injured operators, *Ray Ebel* and *John Rutkowski*, both

HOST AT OWN RETIREMENT



WHEN *Switchman Eddie Karvanek*, second from left, retired from West Shops on December 1 after completing better than 43 years of service, he reversed the usual procedure and gave a farewell party for his co-workers. Coffee and donuts were served to nearly everyone at West Shops during noontime festivities. Music for the occasion was furnished by *Charlie Starr* and his accordian. *Labor Foreman John Burke* (front, extreme right) presented Eddie with a cash gift on behalf of fellow employees. Others on hand included, left to right, *Foreman Joseph Bolech*, *Superintendent George Clark*, *Foreman John Danloe*, *General Foreman Heinz Doering* and *Foreman Frank Gans*, rear, extreme right.

After leaving CTA, Eddie and his wife began retired life with a trip to Hot Springs, Arkansas.

Reported by *Ted Shumon*

of whom suffered broken bones, are convalescing at home and doing nicely. . . . *John Meyers*, who was on sick leave, is back on the job and feeling fine once again.

Bill Kennedy is looking for the person who sold him a winning ticket on a turkey so he can thank them. *Bill* bought several chances from different people and he couldn't remember who sold him the winning ticket.

Jerry and Florence Blake celebrated their 31st wedding anniversary on January 12. They also traveled to Michigan City to help the *Koch's* celebrate their golden wedding anniversary.

January 13 is always a joyous day in the life of *Superintendent William Hornkohl*. It was on that day, 33 years ago, that he said "I do."

Saint Peter Canisius church was the setting for the marriage of *Eleanor M. Corbett*, daughter of *James "Red" Corbett*. The newlyweds honeymooned in the Ozarks

—JOE HIEBEL

Nursery Notes In The News

PURCHASING AND STORES—*Jean O'Neill*, former reporter for this column, became the mother of a boy, born December 14.

Madeline Finlay's daughter was born November 28, and *Jean Olson's* son arrived on November 16. Both

Madeline and *Jean* are former Stores Department employees.

We said goodbye last month to *Mary Fedigan*, addressograph operator in Stores, and welcomed in her place *Carol Ann Hanson*.

Natalie Kaczowski suffered the loss of her father on November 25.

Robert McCarthy, stock clerk, West Shops, announces the arrival of a son, born on November 27.

Over in the Purchasing Department, *Phyllis Delaquila* has done quite a bit of talking about her new nephew, *Frank*, born December 15.

—DAGMAR McNAMARA

Four Weddings Within Month In One Family

RAVENSWOOD—*Operator Bob Lamping*, former president of the Motor Coach Union, Local 1381, and board member of Division 241 at this garage, gained a son on November 27, when his daughter, *Corinne Joyce*, married *Clem Altherr*. A reception for approximately 300 persons followed at Haglins hall, Foster and Ashland avenues. The bridegroom's uncle, *Father Clemens*, officiated at the ceremony, which was the fourth in that family during November.

Operator William Smith can't wait until he moves into his new home in Meadowdale, near Dundee, Illinois. However, as he is building in the woods, off the main road, he

has been referring to it as "Mudville."

All the operators chipped in to buy a send-off gift for our lovable restaurant hostess, *Emma Lewandowski*, who flew to Los Angeles, California, to visit her daughter for the holidays.

Operators Harold Miller and *William Harvey* were giving away lovely fir Christmas trees to many of their friends around the station. They grow wild around *Miller's Fox River Valley* home.

Operator Carl Frykman and his wife had a lot to be thankful for on Thanksgiving Day. It marked the 28th anniversary of their marriage. The traditional turkey with all the trimmings was enjoyed by their immediate friends and relatives.

Operator Tom Thygesen and *Tom, Jr.*, bagged three pheasants on November 16 at the public hunting grounds near Fox Lake.

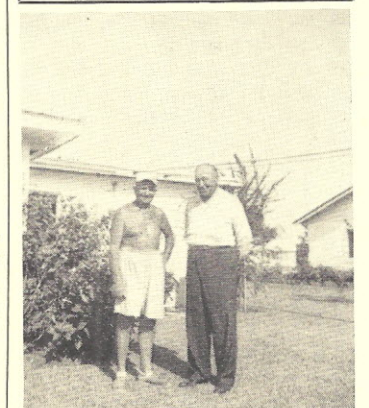
Charles Yount, veteran Boulevard operator, died September 26 after several years of illness.

Supervisor Weishaar suffered the loss of his wife, *Hazel*, who died on November 29 after a few days of illness.

Ravenswood went over on S-D Day with a perfect score—not a single accident. *Superintendent Herman Erickson* thanks each and everyone who contributed their efforts on this important day.

—AL BECK and
GEORGE D. CLARK

SOAKING UP SUN



WHEN *Bill Goodall*, safety supervisor, Transportation Department, vacationed earlier in Florida, he called on *Thomas Greenslade* (left), retired supervisor of District "D". Here they are, pictured in front of *Tom's* home at Verno Beach, Florida, soaking up some of that good southern sunshine.

Reported by *Mary Clarke*

BUDGET BEAUTY



THE CHARM of CTA's Budget Department beauty, *Stenographer Shirley De Stefano*, recently received widespread recognition at the DePaul University evening school of commerce. She was chosen as their representative in schoolwide competition for the title of "Homecoming Queen" and emerged with second honors.

Reported by L. C. Dutton

New Arrivals Top The News

SCHEDULE-TRAFFIC AND BUDGET—*Sandra Margaret Williams* arrived November 28, and will now occupy all the attentions of *Roy* and *Mrs. Williams*. . . . *Daniel Gerard* is the name of the new boy at the *Thomas Rice* home.

Patrick McStay has left the Schedule Department for the greener fields of the Traffic Engineer's office.

Ed. Juric is reported well on the way to recovery from the surgical job done on his anatomy recently.

March 1, 1909, a new operator for the model switchboard at Cottage Grove depot was hired by the Chicago City Railways Company. This ten-hour day, seven days a week, \$50.00 per month job was filled by a young man from Toronto, *Frank Irvine*. Six months later *Frank* was promoted to dispatcher in the general office, and in 1912 he became a clerk in the Schedule Department. In 1919, the need for schedule makers brought forth *Frank's* promotion to schedule maker, the position which he very capably filled until his recent retirement. His plans for the "Golden Years" start with spending this winter in Florida, where

he and his wife will rest and develop a schedule for their coming leisure time.

—L. C. DUTTON

Personal Pick-ups From Sixty-ninth

69TH—Our operators were proud to play a part in the success of S-D Day. Many, no doubt, paid particular attention to their own driving habits that day, as well as the other fellow. Let's remember to do that every day in line with the slogan of S-D Day.

Wedding bells rang recently for *John Hickman*.

Charlie Kraus has been accepting congratulations on his 29 years of married bliss.

Matt Queenan, retired, was the victim of an unfortunate incident recently. He bought a trailer, loaded it with all his furniture and was preparing to leave for Florida when some culprit stole the trailer during the night.

The ten bus drivers who drove chartered buses for St. Sabina's church are sorry to see the Marian Year come to a close. Each received a ten-dollar tip.

We regret to record the passing of *J. Kaczowski*, *C. Nickola*, *J. Fick*, *Walter Baruch*, and the father of *Operator V. Palumbo*.

On the sick list at this writing are: *Supervisor Otto Krueger*, *Art Murphy*, *William McTigue*, *M. Locasto*, *W. Klovos*, *C. Weston* and *J. Dennesaites*.

Receiver Bill McConnell's angora cat performed at a children's party during the holidays.

Jerry Esposito will sing the aria "Celeste Aida" from *Verdi's* famous opera at a future affair given by the CTA group of the Notre Dame Retreat League.

During the past holidays, *Operator M. J. Stenson* was very much in demand to act as Santa Claus at various children's parties.

Supervisor John Lynch was elected President of Division 52 of the A.O.H. at their annual election of officers on December 17.

Superintendents E. C. Tocci and *C. W. Zehier* are grateful to all operators for the remarkable improvement we have made in the accident prevention contest. If we keep up the good work, we will surely put 69th back on the map.

—TOM DANIELS

King's Keglers Win Tie For Christmas

SKOKIE—*Larry King's* bowling team won two games on December

23, enabling it to tie for first place in league standings. *Larry* is our assistant armature foreman.

Gene Jankowski, seat mender, recently bought and moved into a new home in Norwood Park.

Sigmund Lucas, who had been off sick, is back at work and feeling fine.

Electrician Frank Kramer has been in the hospital.

John Degan, carpenter, retired on January 1. *Johnny* had 26 years of service.

We were saddened by the death on December 19 of *Henry Altschuler*, electrical foreman.

Louis Harvet, shopman, lost his mother on November 14; *Clerk Kenneth Felton*, Storeroom 42, suffered the loss of his father on November 12, and the father of *Painter Walter Gandor* passed away December 1.

Laborer Donn Peterson, recently returned from 15 months in Alaska with the armed forces, was married November 27. The fathers of both the bride and groom are CTA employees.

Truckman J. O'Shaughnessy, *Machinist Ernest Fisk* and *Louis Skulski* have recently returned to work. *Louis* recently underwent nose surgery. . . . *Machinist Joseph Neboska*, who has been ill since November 29, is reportedly on the mend.

Al Schmitz and family motored to Iowa over a recent week-end to visit with relatives.

Specialist Steve Plaszcewski and his wife celebrated their 20th anniversary on November 17.

We were visited recently by pensioners *Joe Novello* and *Peter Nelson*. Both are feeling fine and looked as if retirement was agreeing with them.

This is a new year, fellows, so let's keep this column going with all the news we can.

—DAVE GURWICH and
EVERETT E. ENGLAND

He Went Thisaway, And Then Thataway

SOUTH SECTION—*Towerman Elmer Pipkorn* really gets around in his new car. He first decided to visit Long Beach, California, and the next time we heard he was sunning himself on the beach at Miami, Florida. We understand he experienced a little difficulty going up the mountains.

Agent Edna Bell, who has worked at Jackson Park station for many years, was doubly thankful on Thanksgiving Day as she also celebrated her birthday on that holiday.

On December 2, the South Section Agents' club held its annual dinner at the Chez Paree. Club officers *Elizabeth Buckley*, *Lulu Hamann*, and *Sarah McEvoy* made arrangements which were greatly enjoyed by those who attended. Distinguished guests present included *E. O'Hara*, *T. Mullen*, *R. F. Wenstrom* and his wife, *Charles Burns*, *Jim Christopher*, *Julie Prinderville*, *Mrs. E. Hill* and *Nancy Fogarty*, to name a few.

After the dinner, entertainment was furnished by *Jack Eigen*, M.C. of the Chez show. It turned out to be an eventful evening for *Agent Mary Russell*. She was selected as the subject for a glamour course at *Sylvia's* salon in the Blum Building, which culminated in an outfitting from head to foot. A week later she was driven back to the Chez in a blue Cadillac. Mr. Eigen extolled the fine character of the women who worked for CTA and said that customers should take better notice of the person accepting fares. As for thrills, there is no question that *Miss Russell* was as happy as if she had been crowned Miss America.

GOLDEN WEDDING



RETIRED Elston station conductor Theodore C. Korman and his wife, *Emma*, celebrated their 50th anniversary by renewing their marriage vows on October 31. The ceremony, conducted in their northwest side residence, was followed by a dinner at the Ivar temple which was attended by approximately 100 friends and relatives including many CTA employees.

Korman retired October 1, 1949, after 45 years of service, most of which was spent at the former Elston station.

Charles Burns was in a very effervescent mood while handing out union cards recently. Questioning brought out that he had become a grandpa for the second time.

Pensioned conductor *Joe Mascolino* dropped a line to say that he was residing at 1321 21st Street, San Bernardino, California, and is anxious to hear from his old friends.

George Rehkopf sent season's greetings from 848 No. 74th Street, East St. Louis, Illinois.

Motorman Earl Jones, Jr., invited and escorted *R. F. Wenstrom*, station superintendent, as a guest to the second annual "Bosses Night" held by the South End Chapter of the United States Junior Chamber of Commerce. Earl is a State director of the Jaycees and was very proud to have his boss present at the dinner, which was attended by prominent Jaycees from all over the country.

This being the initial issue for the new year, yours truly will appreciate greatly any news items or stories which are submitted for publication. It's the little things that help to make a column such as this interesting.

—LEO J. BIEN

Bakers Celebrate 30th Anniversary

SOUTH SHOPS—A celebration was in order on December 9, when *Harry Baker*, miscellaneous, and his wife, *Martha*, celebrated their 30th wedding anniversary.

Joe Mack, carpenter, car repair, has certainly had his share of trouble. Joe had an unfortunate accident when he fell in his home and crushed some ribs. After being hospitalized for some time, Joe came back to work, but is now on the sick list again with a back ailment.

Marie Easterhouse, print shop, and *Stanley Shimkus*, bus overhaul, both recently suffered the loss of their mothers.

Postponing his vacation until the Christmas holidays was a wise choice for *Walter Sundquist*, electrician, bus body shop. Wally, his wife, *Ina*, and their two children, *Roger* and *Shiela*, spent the holidays with Ina's parents in Leesburg, Florida. Leesburg is better known as the spot where the big bass bite.

A new name was added to Santa's list when *Anita Louise* made her appearance in the home

of *Fred Cerenak*, bus body shop, on December 8.

Max Kuchan, foreman, woodmill, and his wife, *Jennie*, took a trip to New York City to meet Max's niece, *Denise*, who arrived on the Queen Elizabeth from Yugoslavia. Denise thinks this country is wonderful and intends to continue her education here.

Bill Meyers, upholsterer, proudly announces the arrival of a granddaughter, *Elayne Theresa*, on November 24.

It's nice to see *Harris Hansen*, tin shop, back to work and doing so well after being on the sick list for over two years.

—EVELYN CLARK

Parakeet Provides Problem For Pete

TERMINAL INSPECTION SHOPS—Recently a parakeet flew into Douglas Shop. For two days, *Repairman Pete Gaza* tried to trap the bird when suddenly it flew to the shoulders of *Marty Shannon*, foreman. Evidently the bird knew who the boss was.

Repairmen Walter Hovald, *Sheldon Rita*, *Jim Perillo* and *Jim Bennett* all bought their 1955 license plates together so they can help one another remember the numbers.

A letter from *Lt. Col. Robert Ragsdale*, formerly truck foreman at Lake street shop, tells us he passed through Chicago recently on his way to Oberammergau, Germany, where he is executive officer of the Intelligence and Military

Police school. Among places he had visited are Frankfort, Hanover, Wurzburg, Munich and Bremerhaven. He said "hello" to his many friends.

The following men retired from Wilson Shop on January 1: *Repairmen Henry Brunderman*, *Lou Eiterer*, *Vic Racker* and *Clerk Gordon Walters*. Fellow workers were on hand to wish them many years of health and happiness in retirement.

Repairman John Birmingham Wilson is the proud pappy of a baby boy.

When *Tony Masco*, watchman at Logan, retired on pension, he was not only honored by his co-workers at Logan shop, but the night men in the Transportation Department. Led by *Towerman Laddie Smach* and his lovely wife, they gave a little party for him as an indication of his popularity.

—JOE FEINENDEGEN

Babcocks Have Big Time On Anniversary

WEST SECTION—Our former Lake street conductor, *Thomas Babcock*, and his wife celebrated their 25th wedding anniversary on November 6, with a Mass at Our Lady of Grace church. A dinner for members of the family at Ballantine's was arranged by their son and daughter. After the dinner, they attended the theatre.

Former Lake street conductor *Martin Egan* is now driving a CTA

ALL-STAR



A BIG man in the line for the football team of Nebraska State College, Peru, Nebraska, is *John McMullen, Jr.*, son of *Operator John McMullen*, Beverly. John, Jr., plays right guard and was picked on the all-college team of the Nebraska College Conference.

Reported by *Frank M. Black*

bus, and *Harold Sax*, *John Volino* and *Joseph Gentile* are now on the agents list.

Steve Dudasik is a towerman, as is former switchman *John Cimmericer*.

Motorman Harold Dixon and *Switchman Ed. O'Brien* are hospitalized at this writing. . . . *Motorman Fowler*, however, is back at work.

The family of *Combination Clerk Joe Markos* was saddened by the death of his five-year-old daughter.

Lake street supervisor *A. E. Holmberg* retired December 1 after 46 years of service. He was presented with a wrist watch at a dinner held at the Cypress Gardens in Hinsdale, Illinois.

Receiver Laddie Kiery, Douglas Park, has returned to work after being on the sick list.

Chief Clerk Pierce Fleck, Lake street, was presented with his third grandchild, a baby girl, *Barbara Ellen*, at West Suburban hospital on November 30. The mother, *LaVerne*, was formerly employed in the CTA Purchasing Department.

—WALTER J. REICH

LONG, LONG AGO



A REAL old-timer is this photograph taken in September, 1913, at the Lawrence and Milwaukee terminal. It belongs to *Operator Onie Hildebrant* (right), North Avenue, who at that time was making regular runs out of that station. He recalls some of his riders were members of the Big Oaks Golf club, then located at Lawrence and Kostner. The other employee shown with Hildebrant is *Andy Dalgren*, now deceased.

PICTURE OF THE MONTH



LITTLE 18-month-old Michael Docherty looks a bit suspicious after investigating the fireplace to see if Santa could make it down the chimney. He's decided it wasn't such a good idea for it turned out to be a pretty messy business and he came out of it with dirty face and hands. But after a thorough tubbing he was good as new, but still wondering why Santa chose the hard way of making an entry when it would be much simpler, and neater, to come through the door like daddy did all the time. Michael is the grandson of **Elizabeth Docherty**, Loop ticket agent.

CTA TRANSIT NEWS accepts photographs for 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.

90 Guests Eat Chicken, Honor Retired Agents

WEST SECTION (Agents)—A wonderful time was had by all at our annual pensioners' dinner at Toffenetti's restaurant. There were 90 plates of chicken served. Two more agents left on pension, **Ann Gillespie** and **Mary Rezab**. They each were presented with an orchid and a rock crystal rosary. At the affair, 15 pensioners made speeches, telling how much they are

enjoying their leisure hours. Ann and Mary have a lot to look forward to after listening to them.

Agent Buelah Fields recently received \$10.00, which comes in handy as she is planning a trip to Europe, as an award for a suggestion she made through the CTA suggestion system.

Catherine Rice and **Pearl Waite** are back at work. Pearl had an infection in her finger, and Catherine suffered a virus infection.

We're waiting for word of speedy recoveries for **Agents Ruby Pierson** and **Sarah Simmons**. . . . **Station Superintendent Ralph De Mario** has been in Mother Cabrini hospital. . . . **Pensioner Mary Creighton** is also on the sick list.

Agent Bess Slaly and **Pensioner Ann Halpin** flew down to St. Petersburg, Florida. . . . **Frank Zima** and his wife drove down to Tampa, Florida, to buy a few of those good cigars he heard so much about and then went to St. Petersburg.

Emma Krumsieg took a leave of absence to visit her sister in New York, who was convalescing from a broken leg.

Catherine Smith took a trip to Indianapolis to visit her niece, and **Alice Rockett** flew to California.

Other agents on vacation at this writing are **Nellie Reidy**, **Molly Winters** and **Harry Cotton**.

—KITTY KEEGAN and RUTH HANSON



BUSY BUS OPERATOR



WHEN IT comes to being busy, **Bus Operator James Simpkins**, 77th, knows just what you're talking about. Spurred by a noteworthy desire to raise funds to buy needed equipment for the St. Albert the Great parish school, Jim developed the idea of establishing a roller skating rink in the parish hall. The rink is in full swing and Jim has his hands full.

Youngsters and teen-agers can use the rink for a small fee. Skates can be rented at the rink if desired. Special parties and events are arranged according to the season of the year, and prizes are usually awarded at these events. The accompanying photo was taken by **Wilbur Jensen** at their Hallowe'en party. Jim, left, is shown awarding prizes to children who had the best costumes.

According to Jim, whose wife and two children are also active supporters of the rink, the project serves not only to help build school funds, but provides the kids with wholesome and healthy entertainment which keeps them off the streets.

Reported by **Wilbur Jensen** and **Joe Smith**

40-YEAR EMPLOYEES RECENTLY RETIRED



William E. Hinchcliff, conductor, 77th, retired January 1 with 41 years of service.

Anton F. Dubrick, motorman, 77th, retired January 1, 1955, with 41 years of service.

Charles J. Mutterer, conductor, 69th, retired September 1, after 41 years of service.

Morris Mantel Retires From West Shops

WEST SHOPS—*Morris Mantel* retired on December 1 after 13 years of service with the former Chicago Motor Coach company and CTA. *Morris* says he will now have a lot of time to care for his wife, who has been in ill health for a long time. *Machinist Oscar Nolte* presented *Morris* with a cash gift from fellow workers along with wishes for the best of everything.

Machinist Joe Johnson, Jr., resigned on December 1 to enter business on his own.

Ted Panek, bus overhaul, spent Thanksgiving in the great state of Kansas getting acquainted with his new granddaughter.

Former *Machinist Apprentice Walter Hallford, Jr.*, now serving in Uncle Sam's Army at Ft. Ord, California, paid the bus overhaul a visit on his recent holiday furlough. *Walter* is a son of *Walter Hallford, Sr.*, of North avenue bus garage. Army life must agree with *Wally*. He was looking fine.

At this writing *George Kullousch* and *Foreman Joe Sargent*, carpenter shop, are convalescing from operations.

On Saturday, November 27, *Pete Piecyk*, carpenter shop, gave his daughter, *Helen*, in marriage to *Charles Adams*. *Helen* is also a sister of *Norm Piecyk*, carpenter shop booth clerk.

Michael Maziarka, truck repairman in the machine shop for 32 years, and *Foreman John Hickey*, with 39 years of service, retired on January 1 amid showers of best wishes from co-workers.

Word has been received that *Joseph G. Korabik*, tinner, who retired in August, 1954, after 31 years of service, is spending a lot of time visiting local places of interest. *Joe* tells of taking time out from his "do-it-yourself" projects to see the Chicago Historical Society, the Brookfield Zoo and other attractions.

—TED SHUMON

THEY HAD 'EM THEN, TOO

About 1850 the *London Times* reprinted the Omnibus Law which included the following rules for passengers:

Behave respectfully to females, and put not an unprotected lass to blush, because she cannot escape from your brutality.

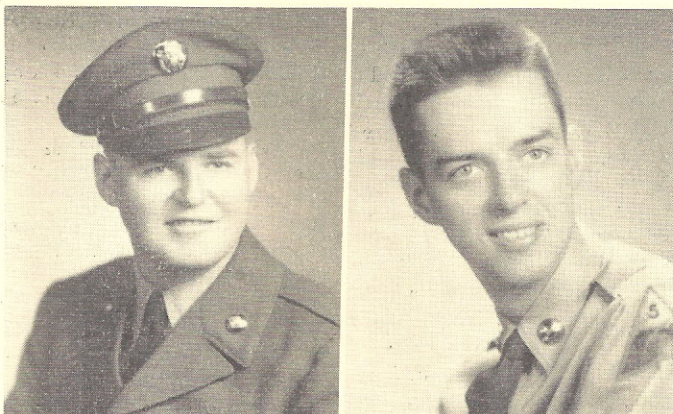
Refrain from affection and conceited airs.

Do not impose on the conductor the necessity of finding your change; he is not a banker.

Do not spit upon the straw. You are not in a hogsty.

Reserve bickerings and disputes for the open field.

ARMY BROTHERS



BACK IN civilian clothes again is *Jerry J. Scannell*, left, who recently returned to the CTA after active service with the Army. His brother, *Eamon*, right, also a CTA employe on military leave, is currently stationed with the Army overseas, in Salzburg, Austria. *Jerry*, a clerk at Wilson Shop, served as a sergeant with the army finance corps, while *Eamon*, a corporal, worked in the CTA Accounting Department before entering the service. He is with the quartermaster's corps.

CHRISTMAS ART

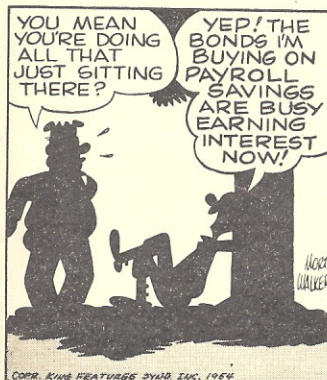


PAINTING is a hobby with *Bernice L. Coyne*, test administrator, Employment Department, and she demonstrated her skill with some unique Christmas murals on glass windows in her office in the Merchandise Mart during the year-end holidays.

The paintings, almost lifesize, portrayed familiar Christmas scenes. One depicted two children gazing in awesome delight at a brightly-decorated home Christmas tree. The other pictured *Joseph* and *Mary* on the road to Bethlehem, where it came to pass that the Christ Child was born.

The accompanying photos of the paintings hardly do them justice as they were executed in bright colors against a background of simulated snow. They were painted with water colors, brushed on free-hand style, and the figures and objects stood out brilliantly as light poured through the windows and accentuated the artist's handiwork.

BEETLE BAILEY BY MORT WALKER



FUNERAL RITES HELD FOR WARREN POWERS

FUNERAL services were held December 18 for *Warren Powers*, 56, night superintendent at Limits station, whose death occurred December 16.

Mr. Powers started with the former Chicago Surface Lines on March 31, 1925, as assistant receiver at Kedzie. Later that year he transferred to the general offices as clerk and dispatcher, and on March 1, 1944, he was appointed district superintendent of the Central Division. On November 1, 1947, he was named relief assistant superintendent of the north side, and on November 16, 1952, he became night superintendent at Limits. He had also served as night superintendent at Armitage, Elston, Lawrence, Ravenswood and Keeler stations.

Services were held at the Hursen Funeral Home, 5911 W. Madison street, with burial at Queen of Heaven cemetery. He is survived by his widow, *Stella*; two daughters, *Marion* and *Madeline*; a son, *Tom*, and five grandchildren.

RECENT DEATHS AMONG EMPLOYEES

SAM ALFIREVICH, 69, retired laborer, Track. Died 11-26-54. Employed 4-1-43.
LOUIS AUER, 78, retired motorman, Northside. Died 12-13-54. Employed 11-2-18.
J. M. BALL, 79, retired agent, Lake Street. Died 11-30-54. Employed 6-22-16.
W. S. BARUCH, 54, retired conductor, 69th. Died 12-12-54. Employed 11-24-25.
F. J. BURKE, 65, retired conductor, Kedzie. Died 11-29-54. Employed 4-6-18.
PATRICK BYRNES, 67, retired laborer, Track. Died 11-15-54. Employed 2-4-26.
MICHAEL CULLINAN, 74, retired motorman, Kedzie. Died 11-18-54. Employed 1-10-10.
P. J. DAVITT, 75, retired motorman, 69th. Died 11-7-54. Employed 9-5-17.
MICHAEL DEANES, 68, retired conductor, Limits. Died 12-11-54. Employed 8-16-16.
S. A. DUGAN, 85, retired flagman, Burnside. Died 11-13-54. Employed 3-4-04.
LEWIS EBBY, 50, conductor, Kedzie. Died 11-21-54. Employed 11-27-27.

J. H. FICK, 78, retired conductor, Archer. Died 12-6-54. Employed 10-31-05.
MORRIS GLASER, 55, mail clerk, Office Services. Died 11-23-54. Employed 8-31-22.
DAVID GORDON, 62, chauffeur, Utility Department. Died 12-14-54. Employed 5-12-22.
JAY GUTHRIE, 65, retired motorman, 77th. Died 11-18-54. Employed 2-1-23.
JOHN HATFIELD, 69, porter, Loop. Died 12-6-54. Employed 7-9-43.
STUART J. JOHNSON, 32, conductor, North Section. Died 12-14-54. Employed 6-29-53.
JOSEPH KACZOWSKI, 62, conductor, 77th. Died 11-25-54. Employed 12-7-22.
JOSEPH KNASKO, 70, retired carpenter, South Shops. Died 11-27-54. Employed 11-9-25.
JOHN KOMONSKI, 82, retired watchman, Track. Died 11-16-54. Employed 5-4-22.
A. T. KRUEGER, 65, retired motorman, 69th. Died 11-13-54. Employed 7-2-18.
JOHN C. LAING, 66, day foreman, Shops and Equipment. Died 11-20-54. Employed 2-14-14.
L. J. LAVANWAY, 69, retired lineman, Electrical. Died 11-25-54. Employed 5-27-07.
RICHARD LEAHY, 76, retired flagman, Beverly. Died 12-10-54. Employed 5-16-10.
J. M. LEWINSKI, 75, retired guard, Metropolitan. Died 11-27-54. Employed 2-15-17.
PETER LOWDEN, 74, retired gateman, Lake Street. Died 11-26-54. Employed 5-15-17.
W. J. MAHONEY, 59, retired car cleaner, 61st. Died 12-8-54. Employed 7-10-42.
E. J. MALONEY, 73, retired pump operator, Track. Died 11-9-54. Employed 8-6-29.
MICHAEL MATROS, 68, retired conductor, Westside. Died 11-20-54. Employed 4-18-07.
PATRICK McHUGH, 72, retired conductor, Southside. Died 11-28-54. Employed 5-19-08.
C. O. MOBERG, 71, retired motorman, Northside. Died 9-17-54. Employed 10-19-15.

GIACCHINO MUCIA, 66, retired laborer, Track. Died 11-28-54. Employed 9-21-22.
T. F. MULDOON, 85, retired motorman, Lawndale. Died 11-18-54. Employed 9-5-05.
BURTON W. NASH, 56, conductor, Kedzie. Died 12-6-54. Employed 7-19-22.
CHRIST NICKOLA, 61, retired conductor, 69th. Died 11-29-54. Employed 7-13-11.
E. F. NOELLE, 79, retired conductor, Northside. Died 12-8-54. Employed 10-21-99.
J. R. O'DELL, 78, retired operator, North Avenue. Died 11-11-54. Employed 7-2-10.
JOSEPH ORLICH, 72, retired laborer, Track. Died 11-24-54. Employed 6-15-20.
A. H. PELTON, 75, retired carpenter, Southside. Died 11-21-54. Employed 8-21-07.
E. E. PENCE, 59, retired conductor, 69th. Died 11-11-54. Employed 5-24-23.
RAYMOND A. PORTER, 55, motorman, Northside. Died 12-12-54. Employed 4-29-26.
C. E. ROBBINETT, 57, retired conductor, 77th. Died 12-6-54. Employed 12-7-15.
W. J. SANBORN, 59, retired conductor, Limits. Died 11-19-54. Employed 12-30-19.
WALTER SAVICKIS, 69, retired machinist, South Shops. Died 11-28-54. Employed 9-19-18.
JOSEPH SCIANNA, 88, retired watchman, Building. Died 11-14-54. Employed 7-15-21.
WILLIAM W. SHARIK, 47, operator, Wilcox. Died 12-2-54. Employed 6-1-33.
JOHN SODERMAN, 70, retired agent, Northside. Died 11-9-54. Employed 11-23-22.
C. P. STONE, 84, retired conductor, Kedzie. Died 11-5-54. Employed 6-22-03.
E. G. STUEDEMANN, 71, retired conductor, Northside. Died 12-13-54. Employed 8-14-08.
WILLIAM THIELE, 76, retired motorman, 77th. Died 11-16-54. Employed 6-24-03.
MILDRED TORRIS, 43, clerk, Revenue Accounting. Died 11-27-54. Employed 6-21-54.
HARRY N. VANDENBERG, 45, cashier, Treasury Department. Died 11-26-54. Employed 9-1-24.

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

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

Name.....Badge No.....

Home Address.....
(Street and Number)

(City) (Zone) (State)

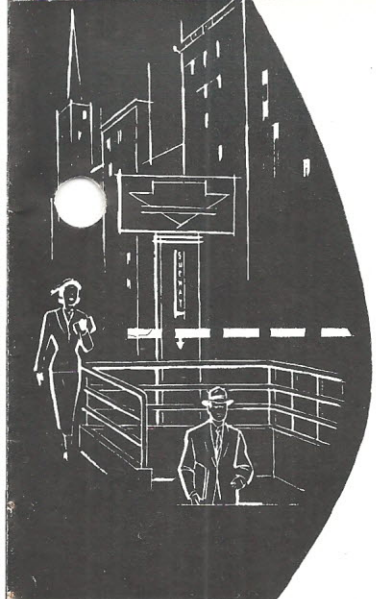
I am employed in the.....

department, located at.....

I have recently moved from:

Old Address.....
(Street and Number)

(City) (Zone) (State)



Traffic Jams Slow Riders

LOCAL transit riders lose a substantial portion of their travel time waiting for traffic to clear at street intersections, according to a recent study of traffic movements on 12 CTA lines at seven busy intersections made by CTA engineers in cooperation with the city's Street Traffic Commission.

Intersections observed in the study were Milwaukee-Irving Park-Cicero, Milwaukee-Chicago, Lincoln-Irving Park-Damen, Lincoln-Lawrence-Western, Archer-Western, Halsted-35th, and Ashland-47th.

The study showed that waiting time at some intersections,

excluding time for boarding and alighting time, over the 3-hour P.M. rush period averages nearly four minutes per bus stop on some lines. This waiting time runs as high as 19 times the time consumed in passenger boarding and alighting.

A summary of the seven intersection survey showed that during the periods 6:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m. on a typical weekday late in August, 84,750 CTA passengers on 1,531 buses waited for traffic clearance a total of 1,448 passenger hours—the equivalent of 36 forty-hour work weeks for one person.

Serves 46 Years, Joins Pensioners

A LOCAL transit career that began when he was still in his teens ended on November 30 when *Lars Rasmussen*, chief operator at Crawford substation, retired after 46 years of service.

Rasmussen started his long service at the age of 19 as water boy on a work train of the former Chicago Railways system on July 7, 1908. He became a trolley boy in the track department on March 29, 1909. His job on this assignment was to handle the trolley on work trains, which in those days had a motorman's cab at each end of the car with a trolley pole atop each one.

On November 17, 1909, he joined the Electrical Department as a helper at Grand substation. He served at this location for 28 years and then was advanced to chief operator at the Crawford substation.

Rasmussen's father, *Hans*, was also a long-time employe

of the surface system. He aided in the construction, as carpenter foreman, in the erection of three Chicago Railways substations—Lill avenue, Blue Island and Grand avenue.

Long employment service records are a family trait with the Rasmussens. Lars' sister, *Lillian Rasmussen*, has been an employe of the Millinery Department of Marshall Field and Company for 48 years.

➔
PRESENT TO extend best wishes to *Lars Rasmussen*, chief operator, Crawford substation, upon his retirement on November 30, were these Electrical Department associates, left to right: *Harold Coyne*, supervisor of automatic substations; *George Becker*, superintendent of electric substations and equipment; *Rasmussen*, *Harry Essington*, electrical engineer in charge of power, and *William Becker*, retired superintendent of electric substations and equipment.



Wage Increase in Effect

AN INCREASE in wage rates of two cents per hour went into effect January 1 in accordance with the arbitration award made May 29, 1953, by a two-man panel representing the CTA management and Divisions 241 and 308.

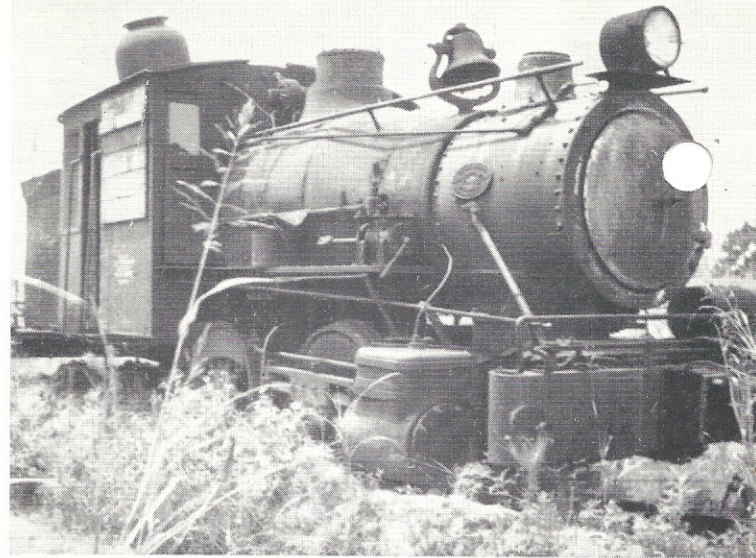
This is the fourth increase in basic wage rates made under the arbitration agreement of that date. The third increase under the award went into effect on June 1, 1954, when wage rates were advanced four cents per hour.

New Northwest Side Terminal

THE 98th off-the-street terminal established by CTA was placed in operation on November 26 on the west side of California avenue about one block north of Roscoe street.

Kedzie-California (No. 52) buses operate north in California to the northern driveway of the new terminal and then move counter-clockwise through the turnaround.

The use of this new facility eliminates an inconvenient wyeing operation which it had been necessary to make at California and Roscoe to return buses southbound on the route.



End of Line for Old Engine

HOW AN old steam "dummy" engine used on the Lake street "L" around the turn of the century happened to land in the middle of a Texas prairie may never be known.

Pictorial proof is provided by the accompanying photograph taken near Waco, Texas, and sent in to CTA TRANSIT NEWS by a reader.

From scanty information appearing on the back of the photo it appears that the engine was built for the former Lake Street Elevated Railroad by the Rhode Island Locomotive Company in 1893. It even had a name—"Charles H. No. 9." At one time, after being retired from service, it was owned by a chemical plant in Michigan and later was moved to Texas.

That's about all the information available on the physical history of the engine, but now it is rusting away, surrounded by weeds, deep in the heart of Texas. Bell and construction number plate are now missing and there isn't much to identify it as one of the real pioneers of Chicago's local transportation system.

But how did it get there? Your guess is as good as ours—even better perhaps—for we haven't the vaguest idea.

PURCHASE of \$120,000 in principal amount of outstanding Series of 1947, 1952 and 1953 Chicago Transit Authority revenue bonds, thereby achieving a saving of \$8,385 in principal payments and \$119,343.75 in interest charges, was recently completed.

Delivery of the securities, \$95,000, \$19,000 and \$6,000 in principal amounts of 1947, 1952 and 1953 revenue bonds, respectively, was made to the First National Bank of Chicago, which as trustee for the issues, conducted the transaction for CTA. The purchase was financed by reserve funds accumulated by CTA in its Revenue Bond Amortization Account during the third quarter of 1954.

Altogether CTA has purchased a total of \$1,778,000 in principal amount of 1947, 1952 and 1953 revenue bonds for \$1,627,966, thus saving an aggregate of \$150,034 in principal payments and \$1,812,463.75 in interest charge by advance retirement of these securities.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF NOVEMBER 1954 AND 1953, ELEVEN MONTHS ENDED NOVEMBER 30, 1954 AND 1953 AND
TWELVE MONTHS ENDED NOVEMBER 30, 1954

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

	Month of November		Eleven Months Ended November 30,		Twelve Months Ended November 30, 1954
	1954	1953	1954	1953	
Revenues	\$10,166,346	\$ 9,768,214	\$110,380,415	\$113,507,656	\$120,976,750
Operation and Maintenance Expenses	8,533,408	8,756,155	94,106,022	96,722,435	103,680,491
Available for Debt Service	1,632,938	1,012,059	16,274,423	16,785,221	\$ 17,296,259
Debt Service Requirements:					
Interest Charges	417,593	424,065	4,623,950	4,467,414	
Deposit to Series of 1947 Serial Bond Maturity Fund	200,000 (1)	150,000	1,900,000	1,250,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	330,000	260,000	
	647,593	604,065	6,853,950	5,977,414	
Balance Available for Depreciation	985,345	407,994	9,420,473	10,807,807	
Provision for Depreciation—Current Period	813,308	781,457	8,830,436	9,080,613	
Balance Available for Other Charges (Note 3)	\$ 172,037	\$ 373,463	\$ 590,037	\$ 1,727,194	

— Denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	52,757,342	55,535,058	585,502,008	627,329,641	644,732,443
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at November 30, 1954

1952-53-54 Orders:	Delivered to date	Remaining to be Delivered	Total
Propane Buses	400	100	500
El-Subway Cars	150	120	270
	550	220	770
Delivered under previous orders	2,814		
Less—P.C.C. Streetcars to be converted to El-Subway Cars	270		2,544
			3,314

NOTES:

- (1) Equal monthly installments to retire \$2,400,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1955.
- (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 \$16,213.50, respectively (translatable 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 \$500,000 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.



AS PART of a \$50,000 project for the improvement of La Salle street, the north portal of the unused street car tunnel in La Salle, between Randolph and Hubbard streets, was filled in and paved over recently. The tunnel extended under the

river and was abandoned in 1944 because of subway construction. The south portal was filled and paved in 1945. The photo shows a view looking south towards the Loop, with the newly-paved section in the foreground.

Record for Reliability

WHEN *Emil W. Miller*, retired operator, North Avenue, joined the ranks of CTA pensioners on December 1 after 45 years of service, he had justifiable reason to feel proud of his record.

Only once did he ever miss a day's work—that was back in 1913, when he had a tooth pulled.

He confessed, however, to being late for work three times over the period of years. The three occasions when he didn't quite make it on time were between 1909 and 1914. The reason: a faulty alarm clock. After that, he worked 40 years without being tardy.

Emil started on the horse cars and has many recollections of the growth of local transit in Chicago.



EACH DAY at 12:20 p.m., a bus horn sounds in the overhaul shop at CTA's West Shops signalling to a group of more than 40 employees that it is time for spiritual meditations. They assemble in an out-of-service bus and for five minutes join together in saying the rosary and in special prayers for peace and personal intentions. *Henry Gillespie* (standing, center), machinist, brake department, who organized the group on October 13, acts as their leader.



CTA PENSIONERS line up at the Merchandise Mart offices to have their pictures taken for the annual riding passes to be issued for 1955. The passes, issued to all employees who formerly received monthly riding tickets, are good for the entire year. There were many happy re-unions among the "old-timers" as they gathered for the occasion.

What special objectives did you accomplish in 1954?

LOCATION: Schedule-Traffic and Budget

Thomas Rice, Traffic Checker: "In 1954, after six years of marriage, our prayers for a baby were answered. With the help of Saint Gerard, my wife and I were able to adopt a three-month-old baby boy whom we called *Daniel Gerard*. The close of the year also found me one year nearer to receiving my degree from DePaul University, which I hope to have by February, 1956." →



↓
Marie Shumon, Typist: "My husband and I acquired the kind of home we have always wanted during 1954."



William B. Folta, Assistant Budget Supervisor: "As pack chairman for the Cub Scouts of our community of Berwyn, I feel that a successful 1954 drive for increased membership marked the accomplishment of a special objective. Since scouting gives a boy respect for his God, country, parents, home and fellow men, fulfillment of such an objective is a step in the right direction to avoid youth delinquency problems of the future." →



Walter J. Thomas, Assistant to Superintendent: "After nine years of attending evening classes I received my certificate of graduation from Northwestern University's Evening Division during 1954." →



→
George R. Bryan, Schedule Maker: "For several years my objective has been to take a California vacation, go deep sea fishing, visit the beautiful city of La Jolla and also visit Tijuana, Mexico. During 1954, my wife and I accomplished this objective and we really enjoyed four full weeks of vacation."



Joint Fund Drive Total \$62,638 For '54

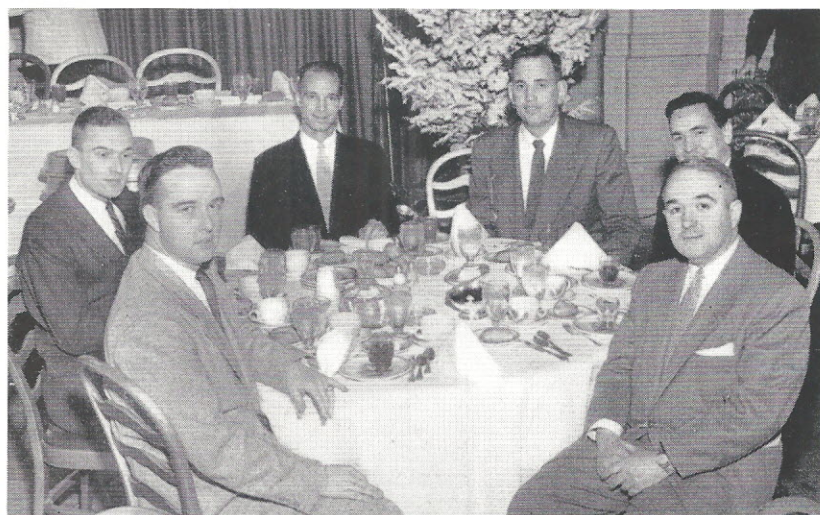
CTA EMPLOYEES contributed \$62,638.62 (December contributions estimated) in 1954 to the combined Community Fund and Red Cross fund raising plan established by CTA in 1952. The Community Fund received \$41,959.08, and \$20,679.54 went to the Red Cross fund. This compares with contributions of \$65,168.50 in 1953—\$43,645.68 to the Community Fund and \$21,522.82 to the Red Cross.

The slight decrease in CTA employe contributions to these two worthy philanthropic activities, compared with 1953, is due to the decline in the number of employes during 1954.

In 1954, 65.8 per cent of CTA's employes contributed to the combined fund compared with 64.8 per cent in 1953. The average contribution per participating employe was 54 cents a month, as it was in 1953, with 36 cents per month allocated to the Community Fund and 18 cents per month to the Red Cross.

Most of the participating employes make their contributions by the continuing-pledge, monthly payroll deduction method which is one of the outstanding features of CTA's combined fund plan. The remainder make single, lump-sum contributions. Among the latter are the annual contributions of Division 241 and Division 308 of the Amalgamated Association of Electric Street Railway and Motor Coach Employes of America.

For the Community Fund, which has just completed its annual fund-raising campaign, CTA also provided a ten-man team of volunteers, headed by *John J. Bowen*, supervisor of advertising production, Public Information Department, which aided in the city-wide solicitation of commercial, industrial and manufacturing enterprises. Members of the team were *James E. Touhy*, supervisor of invoices, Account-



PRESENT at the final clean-up luncheon of the 1954 Community Fund drive were these members of the CTA team that helped with the campaign. Clockwise from left foreground, they are: *Jack O'Connor*, *Burton Wright*, *Robert Keane*, *Stuart McGinnis*, *J. R. Blaa*, and *James Touhy*.

ing; *John J. O'Connor*, employment interviewer; *Robert Keane*, service representative, Public Information; *Stuart Maginnis*, training assistant, Training; *James R. Blaa* and *Burton Wright*, training assistants, Transportation; *William R. Kendall*, industrial safety coordinator, Accident Prevention; *Harold F. Brown*, methods and procedures supervisor; *John J. McNamara*, methods and procedures analyst; and *Henry A. Fullriede*, specifications engineer.

During the last several weeks of the campaign, Mr. Touhy acted as captain of the team due to the illness of Mr. Bowen.

Free State Service for Veterans

CTA EMPLOYEES who have been in military service will be interested to know that field offices of the Illinois Veterans Commission have announced a free one-stop service through which all veterans may have their service records reviewed and brought up to date in accordance with new laws affecting veterans' benefits.

The service includes a thorough check by a service officer of a veteran's eligibility for hospitalization, civil service, compensation, insurance, education, pensions, loans and other benefits to which he may be entitled.

The Commission points out that every veteran owes it to himself and family to find out for himself what these benefits and services are, determine his need, his eligibility, and make proper application. The service is also available to widows, orphans and parents of veterans.

The announcement emphasizes that it is important for a veteran to know what government aid is available during his lifetime, or what help can be had by his widow or orphan if death occurs. The one-stop service offered includes the

compilation of a permanent record for instant use in an emergency, or in the event new laws are enacted or new services provided. An identification card is given to all veterans who avail themselves of the service.

Examples of some of the questions a review of a service record will clear up are: How may ambulance service be obtained? What compensation is payable for service-connected and non-service-connected disabilities? What scholarships are available to veterans or their orphans? What burial benefits will be paid? How can a veteran qualify for a loan to purchase a home, farm or business?

There are 11 IVC offices in Chicago and Cook County where this free service is available. The Chicago offices are located at 938 Belmont avenue, 9101 Commercial avenue, 4554 N. Broadway, Room 320—160 North LaSalle street, 6255 S. Ashland avenue, and 4703 South Parkway. Other convenient offices are at 718 Wentworth avenue, Calumet City; 29 Illinois street, Chicago Heights; 5241 W. 25th street, Cicero; 166 E. 154th street, Harvey, and 164 N. Marion, Oak Park.

FUN AND Festivity



THERE WAS fun and festivity for CTA folks and families at Christmas. A big event for the children was the annual Christmas party sponsored by CTA Post No. 1216 of the American Legion at St. Jude's Hall on December 21. Two of the pictures on this page show the happy anticipation with which the youngsters greeted this gala affair.

Other pictures show three of the many Christmas trees which were to be seen in CTA offices in the Merchandise Mart during the holiday season. These were purchased and decorated by employees of the various departments.



Rug Making Is Easy-And Fun

MAKING RUGS from cut squares of washable carpeting is the latest do-it-yourself idea.

The requirements—whose combined cost is less than half the price of a new rug of equal quality—are squares of undyed washable carpeting, such as nylon-viscose and pre-shrunk cotton; packages of all-fabric dyes, some hotiron tape and the usual home-dyeing equipment.

Although the undyed carpeting can be cut up into other sizes and shapes, foot-square or yard-square pieces are being recommended as a starter because they lend themselves to the simple-to-make and attractive checker-board or alternate-diamond designs.

Following are the steps suggested for making a scatter rug from squares of undyed nylon-viscose carpeting in either of those two-color designs:

1. Purchase as many squares of the carpeting as needed for the size and shape of the rug planned. 2. Get packages of all-fabric dye in the colors desired. The amount of dye needed will depend upon colors selected and size of rug. A square yard of black, which

needs the most dye for good color and fastness, will require six boxes of dye. Less will be needed progressively as the colors lighten. Pastels will need only two boxes of dye. 3. Fill washing machine with hottest water it can provide. 4. While the washer is filling up, empty the contents of the first-color dye into a quart jar or pitcher of very hot tap water, stirring the solution with a wooden spoon or stick until the dye is dissolved. 5. Pour the solution into the machine and follow the usual procedure for dyeing in washers. 6. Repeat the process for the second color, making sure first to clean the washer by letting it run for a few moments, using a small amount of soap. 7. When the squares have dried, lay them out on the reverse side in the arrangement and size planned. Fit the squares closely. Press strips of hotiron tape along the dividing lines. These will hold the squares firmly. Turn the taped carpeting over and the rug is ready for service.

For washing the rug in the future, a preliminary step to taping is recommended. Apply liquid latex along the



SCATTER rugs in any color, size or shape you wish out of squares of washable, undyed carpeting, is the latest idea to emerge from do-it-yourself movement.

borders of the squares an inch or two wider than the tape. This will enable you to remove the tape easily prior to washing and, at the same time, provide skid-proofing while the rug is on the floor.

White squares may be attained by simply washing the material. This will remove the grey color and leave a snowy white.

Besides the fun of being your own rug designer and maker, besides being able to get a rug that fits in with your own decorating scheme, you'll wind up with quite a saving in cash.

Milady's Lingerie

BE THERE a woman with soul so dead she doesn't yearn for frilly lingerie or sleepwear? Whether she buys a daring nightie or makes one herself is another story. But, at any rate, most any gal goes into ecstasy when she receives such a fine gift.

The excitement of the season's new silhouette is shared by sleepwear fashions with emphasis on elongated waistlines adapted in flattering ways for gowns and pajamas. Whether simple or decorated to the hilt, the most femme fatale piece of fragility that ever graced milady's boudoir is the nightgown, utterly feminine and timelessly youthful. Lengths are long or short or a combination of both, aptly termed "waltz-length" because of the graceful way in which the gown falls below the calf, developing into a romantic "dancing" flare. Softly flattering for the winter bride is a waltz-

length gown in white nylon georgette, with long torso of snow white lace and a peignoir (cover-up coat) with balloon sleeves accentuated by lace trim. From underneath the oversize Puritan lace collar peeps a 24" velvet shoe-string bow. Lavish touches of lace add glamorous detail to a nylon satin waltz-length gown with camisole shoulders and scalloped hemline. In a more elegant mood is a full length nylon tricot Grecian gown with braid trimmed bodice and sash covered with a peignoir collared and cuffed in white fox.

And to think that Sleeping Beauty of fairytale fame had to sleep for years and years in the same old thing! Today's sleeping beauty not only has style but color at her command. Color evolves around skin tone pastels. Pale tones of aqua and mint green are directed toward ivory skins; lilac for the rosy-cheeked; frosty pink for medium skins; yellow

for radiant complexions; pearl for olive skins. Skin tone effects are also worked out with a layer of white over color creating an iridescent effect.

MR. SANDMAN TIME . . . Both mother and daughter nightgowns have scoopy necks, demure puffed sleeves and ribbon-tied waists. Their dotted Swiss nylon peignoirs have balloon sleeves edged in lace that is continued in the Peter Pan collar.





OPPORTUNITY KNOCKS....

THE LADY knocked on our door. She wanted to ride.

She had cash fare in her hand . . . money that makes transit jobs.

To allow her to board would have been easy. And she had knocked on our door. But the light was just turning green and we were in a hurry to get going. We drove off leaving her standing on the corner.

Strange way to treat a person we've been trying to convince that public transportation has a lot of advantages over driving her car in traffic, isn't it? In fact, we spend thousands of dollars every year just to get that message across. But when she decided to give us a try, we wouldn't let her ride with us.

What did she do about it? She did exactly what any of us would have done under the same circumstances. She went back to driving her own car.

She doesn't like snarled traffic and parking problems any more than the rest of us. But she liked less being turned down when she was willing to pay to ride with us. And the hundreds of fares she might have put in the fare box over the next few months and years never wound up in a pay envelope.

Isn't that something to THINK OVER?



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