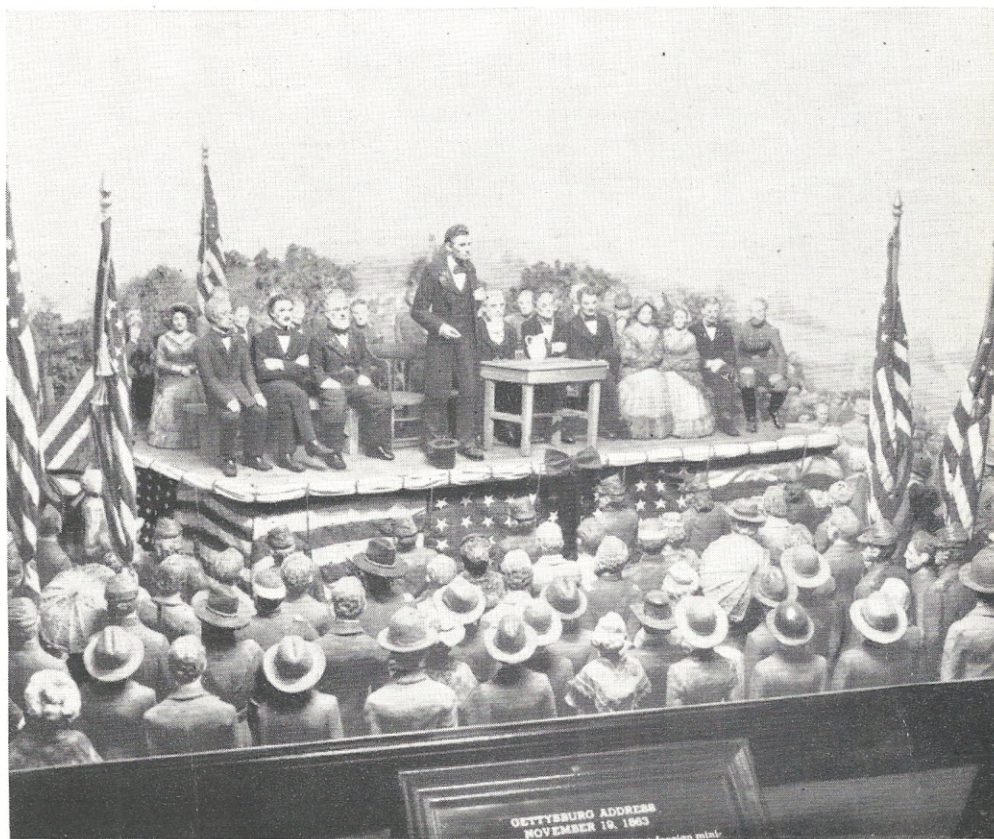


TRANSIT NEWS



FEBRUARY, 1955



Surface System Veterans Retire



Balfanz



Brookman

TWO veteran station superintendents on CTA's surface system ended their long transit careers on February 1 when *Elmer Balfanz*, Limits, and *Elmer L. Brookman*, North Avenue Trolley Bus, retired on pension.

Their retirement marked the culmination of 94 years of combined service. Mr. Balfanz, who was top man in seniority on the Transportation Department list, rounded out his 49th year of service on July 18, 1954, and Mr. Brookman completed his 45th year on last August 2.

Mr. Balfanz started with the former Chicago Union Traction Company on July 18, 1905, and after a short training period he became a conductor on July 29, 1905, working out of the Division-State depot. On May 1, 1909, he was appointed as a supervisor, serving in this capacity until November 13, 1934. Subsequently he served as supervisor at Kedzie-Van Buren, as assistant superintendent at Elston, Noble, Limits, Devon, Armitage and Division stations. He was transferred to Limits and Lincoln as superintendent on November 1, 1947. He remained in that capacity at Limits following the closing of Lincoln station.

Mr. Brookman joined the Chicago Union Traction Company on August 2, 1909, as a clerk in the Transportation Department, and in 1914 was transferred to North Avenue, also as clerk. He became assistant superintendent of Di-

vision 10 in June of 1924, and of Division 8 in 1925. He was appointed superintendent of the latter in 1929, and of Division 10 in 1932. Between 1933 and 1945, he served as acting superintendent and superintendent of these two divisions for various periods. His appointment as superintendent at North Avenue came on April 16, 1945.

Both men have a store of memories about Chicago's transit systems of the early years of the century. They remember the horse cars, cable cars, the first trolleys, and have lived with the problems of re-organization and modernization. Their records are notable in that both men rose from the ranks in predecessor companies to fill important posts with the present-day CTA organization.

OUR COVER: An occasion which became historic because of *President Lincoln's* moving tribute to the civil war dead is portrayed by our cover illustration. This was the Gettysburg address on November 19, 1863. The solemnity and simple dignity surrounding that event are captured in the photograph of one of a collection of Lincoln dioramas on display at the Chicago Historical Society, which is served by Clark-Wentworth, Broadway-State, North Avenue, Logan-Diversey and Wilson-Clarendon surface routes.

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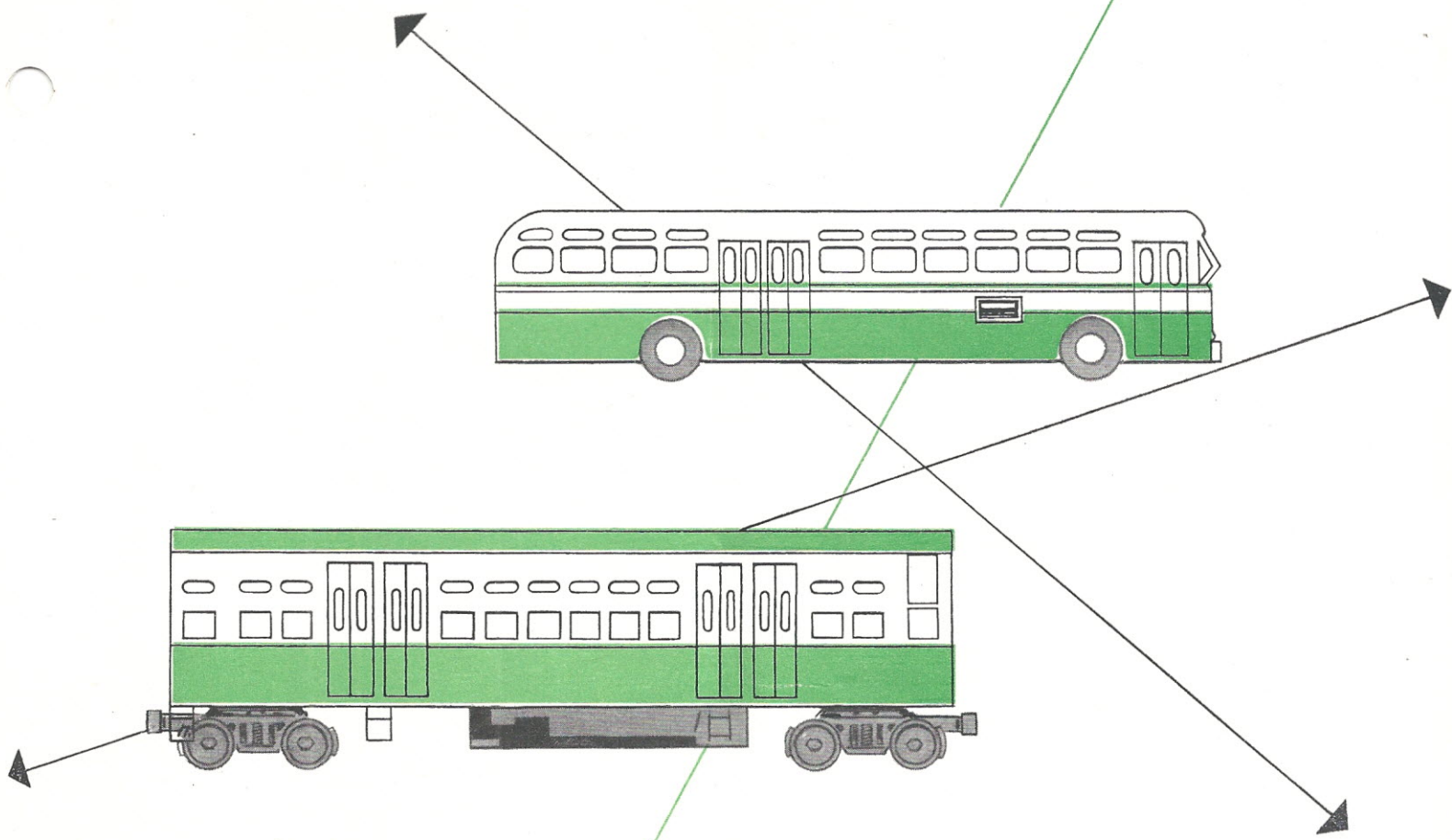
RECENT CTA ADDITIONS TO THE ARMED FORCES

Joseph Colello, Jr.—Claim Department
Thomas J. Coleman—Unassigned (formerly Shops and Equipment)

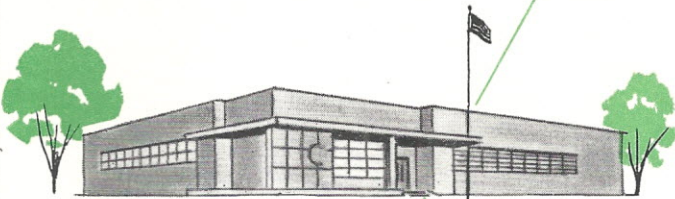
RETURNED FROM SERVICE

Thomas F. Gavin—Claim Department

CTA TRANSIT NEWS



1954 IN REVIEW



SIX HUNDRED and forty-six modern buses and rapid transit cars delivered or ordered in 1954 at a cost of about \$13,000,000 completed modernization of CTA's surface passenger equipment and advanced modernization of the rapid transit fleet to 75-80 per cent of completion.

In daily service at the end of 1954 were 277 odorless propane buses and 156 all-metal rapid transit cars delivered during the year. CTA's L-P gas bus fleet alone totaled 952 units, with delivery continuing on 99 more of a current order. Delivery of 114 more rapid transit cars also continued in 1955, and 80 more rapid transit cars are soon to be ordered. There were 356 Green Hornet rapid transit cars on the property at the end of 1954.

Since the start of CTA's modernization program, more

1954 IN REVIEW *continued...*

than \$95,000,000 has been invested or committed for purchase of modern rolling stock, in modernizing other equipment, such as shops, shop tools, and garages, and for improving other service facilities.

Altogether 3,535 buses and cars, including 270 Green Hornet streetcars that have been or are being converted to rapid transit cars have been purchased in what is generally recognized as one of the most extensive modernization programs in the transit industry. Only 225 more Green Hornet rapid transit cars are needed to complete modernization of the "L"-subway rolling stock.

Development work began last year in co-operation with General Electric and Westinghouse on other rapid transit cars, which may be high speed units rated at a maximum of 70 to 75 miles per hour. Four experimental units of the type planned for use in the median strip rapid transit facility of the Congress Expressway are expected to be ready for road tests in 1955.

By 1957 it is anticipated that at least part of the new rapid transit facility will be ready for use. Temporary relocation of the "L" tracks has progressed between Central avenue and Lombard avenue, and the Central and Austin stations have been relocated to make way for expressway construction.

Early this spring, construction of the median strip rapid transit right-of-way and installation of the tracks and other fixed operating equipment will get under way, proceeding westward from Halsted street, where the extension of the Milwaukee-Dearborn-Congress subway will join the median strip rapid transit tracks. The median strip tracks will terminate at Desplaines avenue, Forest Park, approximately 10 miles from the Loop.

During the year substantial progress was also made in changing from streetcar to free-wheeling bus operation. Five streetcar lines—Ashland, Halsted, Kedzie, Lake, and Cermak—were converted to bus routes, leaving only four street-

car lines, Broadway-State, Clark-Wentworth, Western avenue and Cottage Grove avenue, in operation. The first three are operated with buses on week-ends.

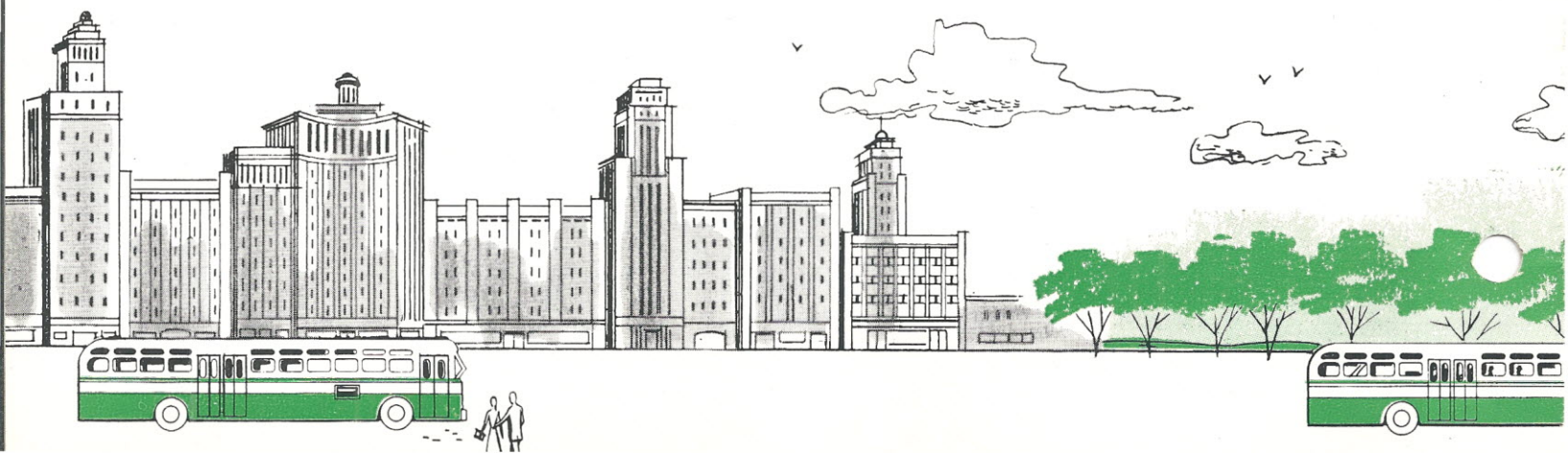
On the rapid transit system, all-metal cars replaced the wood-steel cars on the Lake Street route, and service was generally improved by the substitution of new type cars. The first automatic washer for rapid transit cars was installed, and the nation's first radar-type device to control trains spaced less than a minute apart was placed in service on Lake street.

Experiments with a transfer printing and issuing device, operating in connection with a combination coin and token turnstile, were successfully concluded during the year and plans are now moving forward for the purchase of eleven of these units to be installed in Loop subway stations. Their use will speed the flow of patrons through the stations to trains.

In connection with a campaign to encourage motorists to park outside congested areas and complete their trips by rapid transit, the parking lot for CTA patrons at Desplaines avenue, Forest Park, was enlarged to accommodate 400 automobiles, and construction of a new parking lot for CTA patrons was recently completed at the Kimball-Lawrence terminal of the Ravenswood rapid transit route. The latter will be the fourth parking lot established for CTA riders.

Continuing its policy of helping expedite the flow of traffic through the city's streets, the CTA established five more off-the-street terminals for surface routes (in Columbus Park at Harrison and Central, at 95th and Ashland, at 87th and Western, at California and Roscoe and at Grand and Fullerton, and co-operated with the Street Traffic Commission in studies to develop other remedial measures, such as traffic lanes exclusively for transit vehicles. CTA is now operating 100 off-the-street terminals for its surface routes.

Keeping pace with rolling stock modernization during the year, was modernization of behind-the-scenes facilities, such



as shops, shop tools, car houses and garages, so vital to the job of providing transit service.

Adaptation of car houses for servicing, maintaining and repairing buses, necessitated by CTA's extensive change-over from streetcars to buses, was substantially advanced during the year. Major remodeling work was done at five carhouses, Lawndale, 69th and Ashland, Kedzie and Van Buren, Limits at Clark and Schubert, and at 77th and Vincennes. This program began in 1948 and has advanced as the substitution of buses for streetcars progressed. It is now nearing completion.

To properly maintain and repair CTA's large fleets of modern buses and cars, more new, special shop tools and other facilities were provided for the surface system shops at 78th and Vincennes, and at 3901 West End avenue, and at the rapid transit shops in Skokie. Adaption of shop buildings for handling the modern equipment was also advanced, and training of shop men in the use of the new tools and in the maintenance of the modern equipment continued.

Construction of CTA's third all-new bus garage, located at Elston and Armstrong, which will cost \$2,500,000 was started during the year, and will be completed in 1955. It will provide storage and service facilities for 175 trolley buses and 200 motor buses. The other two all-new garages are located at 103rd and Vincennes, and at Kedzie and Foster.

Financially, there was no red ink on CTA's books for 1954 operations, income being slightly more than enough to meet operation and maintenance expenses, depreciation, debt service, and other fixed charges, which must be met under provisions of the Metropolitan Transit Authority Act requiring CTA to operate on a service-at-cost basis.

Advance retirement of CTA revenue bonds continued during the year, a total of \$120,000 in principal amount of bonds being bought on tenders. These purchases brought advance retirement of bonds to a total of \$1,778,000 in principal amount, achieving a saving of \$150,034 in principal charges, and \$1,812,468 in interest charges. Also during



the year, CTA retired \$1,800,000 in principal amount of serial maturities of its revenue bonds.

Major changes occurred in the membership of Chicago Transit Board. On June 30, 1954, *Mr. Ralph Budd*, former president of the Burlington Railroad, and nationally prominent in the industry, retired from the chairmanship of the Transit Board, a post he had held since September 1, 1949.

Mr. Budd was succeeded as member and chairman of the Board by *Mr. V. E. Gunlock*, former Commissioner of Public Works of the City of Chicago, who has a long record of accomplishment in planning and constructing major public improvements, including the city's initial subways, and the Congress Expressway.

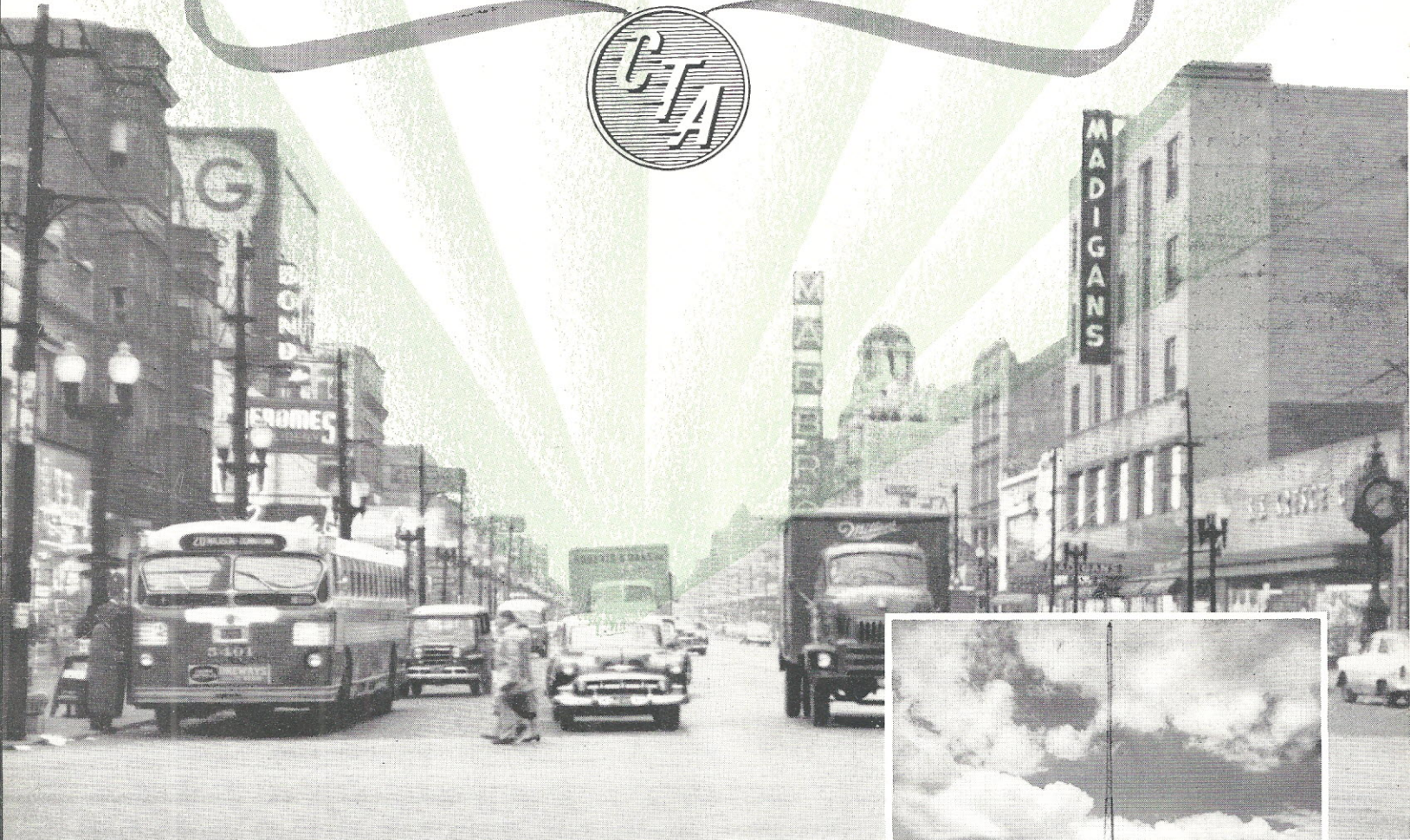
In September, 1954, *Mr. Guy Richardson* retired as a member and vice-chairman of Chicago Transit Board, having completed 54 years of service in the local transit industry, advancing from a shop helper for the Boston Rapid Transit Company to top executive of some of the nation's largest local transit systems.

Mr. Werner W. Schroeder, nationally prominent lawyer, succeeded Mr. Richardson as a member and vice-chairman of Chicago Transit Board. In addition, Mr. Schroeder is now conducting a research study of local transit.



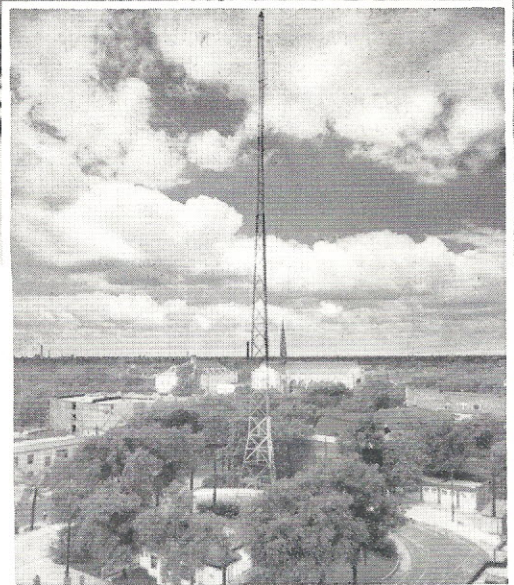
To Serve Our Riders Better

KNOW YOUR CTA ROUTES



A SUBSTANTIAL business district has grown up around the Madison-Pulaski intersection. The photograph shows a street scene looking west from that point.

A DISTINGUISHING feature of the Austin boulevard terminal of the Madison street route is the 250-foot tall transmitting and receiving tower of CTA's radio station, KSA-977. It is erected inside the turnaround and its slender steel skeleton can be seen from many blocks away.



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

IN THE January issue of CTA TRANSIT NEWS a description was given of Chicago's longest surface route—the Broadway-State streetcar line—which operates for a greater part of its trackage on State street, which divides Chicago into east and west sections for street numbering purposes.

The Madison street route (No. 20) holds similar distinction in that it operates over the artery which is the east-

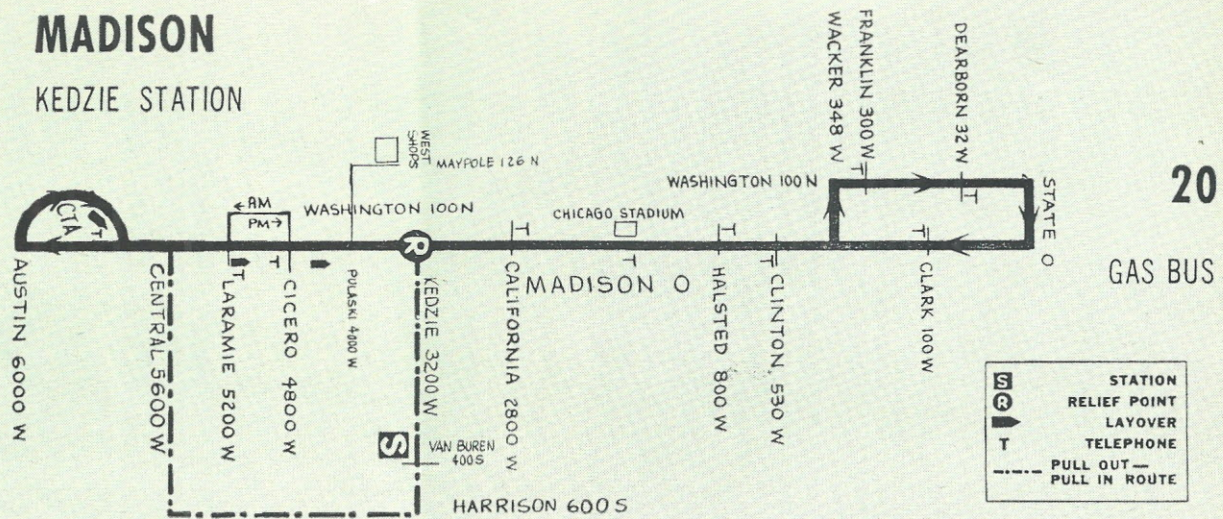
west geographical dividing line of Chicago.

It provides service from its eastern terminal, State and Madison, which has become known, and not without reason, as the busiest corner in the world, to a western terminal at Austin boulevard (6000 W — 1 N). The measured round trip mileage between the two terminals is 15.34 miles.

The Madison street route, if not one of the longest, is certainly one of the busiest on the surface system, for it directly links the downtown Loop with an area that has gained in

MADISON

KEDZIE STATION



prominence and importance as Chicago pushed its way to and beyond its western boundaries. Transportation facilities played a leading role in this expansion, which resulted in substantial gains, both population-wise and business-wise, on the far west side.

All east-west streets are numbered in their direct relation north or south of Madison. Thus Division street (1200 N) is 12 blocks north of Madison. Roosevelt road (1200 S) is 12 blocks south of Madison. Likewise, north-south streets are numerically located according to their location east or west of State street.

From its eastern terminal at State street, the Madison street route proceeds due west to its Austin boulevard terminal. After a turn-around at that point, buses operate east along Madison street to Wacker drive (348 W at the intersection), then north to Washington (100 N), east on Washington to State, and south on State to Madison for the west-bound trip.

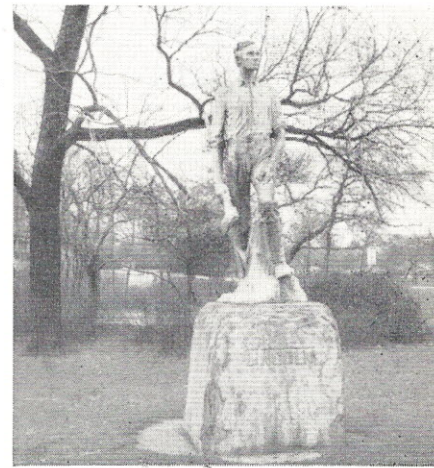
Close supervision is maintained over schedules, which are set up to meet the demands on the service. These vary with the time of day and density of traffic, with public convenience being the basic consideration.

During morning and evening rush hours, operating headways are two minutes. Schedules call for three and one-half

THE TALL towers of the Chicago Daily News building (left) and the Kemper Insurance building (right) reach into the sky across the river from each other at the Madison street bridge. In the center background is the Merchandise Mart.



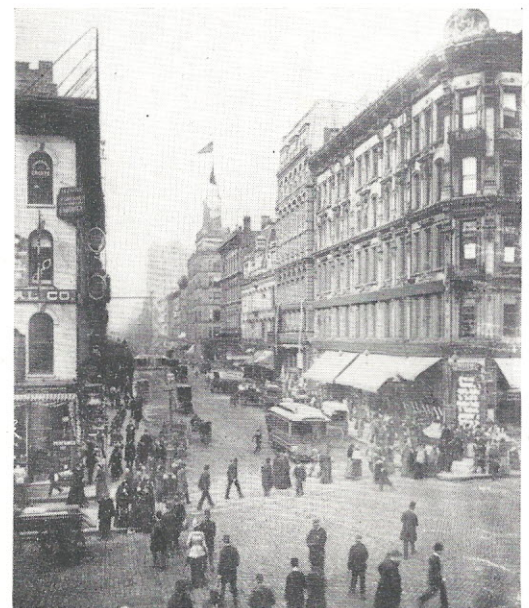
HONORING the Civil War president, whose birthday is celebrated this month, is this statue of *Abraham Lincoln* as a rail-splitter. The monument is near the Madison street route in Garfield Park.



CENTER of many attractions is the Chicago Stadium, world's largest indoor sports arena, located at Madison and Wood streets. Madison buses give service right to the door.



HEART OF the city and focal point of its street numbering system is the corner of State and Madison streets. This is how it looks today, some 65 years after the earlier view reproduced on this page.



CHICAGO was just beginning to make its impact felt among cities when this picture was taken. It is a view looking west along Madison street from the corner of State in the early 1890's. Contrast it with the recent photo on this page.



AMONG THE city's newest, most impressive edifices is St. Peter's Catholic Church, on Madison, near Clark street in the Loop. This provides a view of the entrance to the church.

minute headways during the day and four-minute intervals in the evening.

Saturday schedules provide for buses every four and one-half

minutes during the morning rush, every three minutes throughout the day, and every five minutes during the evening hours. Sundays and holidays, headways are seven minutes in the morning, five minutes in the afternoon, and six minutes during the evening. From 2 a.m., to 5:15 a.m., "owl" service is operated every 15 minutes throughout the week.

Operations during the morning rush hours require 45 buses. All are of the L-P gas (propane) type and the runs originate at Kedzie station.

The Madison street route was changed over from street-cars to buses on December 13, 1953, as part of CTA's modernization program. It is one of the city's oldest surface routes, being first opened on May 20, 1859, from State to Halsted street, when horse cars were used. Later that year it was extended to Damen avenue, and in 1863, to Western

avenue. Cable cars began operating on Madison to Springfield (3900 W) in July, 1890, and tracks were laid from Crawford (4000 W) to Austin boulevard.

The line was electrified west of Crawford in 1891. The cable cars were taken off and replaced by trolleys in 1906. Trailer cars, which were placed in service in the early 20's, were discontinued in 1930. In 1936, the first PCC cars went into operation over the route, and were subsequently replaced by 1946 PCC's in the late forties. These remained in service until the conversion to buses.

Madison street buses serve a number of community shopping districts, as well as the west side's popular recreation area, Garfield Park. The Chicago Stadium, the largest indoor sports arena in the world, with a capacity of 21,000 seats, is located on Madison, at Wood Street (1800 W). One of Chicago's great railroad terminals, the North Western Station, is at Madison and Canal streets, at the edge of the Loop.

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



ONE OF the largest establishments of its type on the west side is the Midwest hotel, which houses the Midwest Athletic Club, noted as a training center for aspirants to boxing fame. It is on the corner of Madison and Hamlin avenue.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Friends Help Out In Emergency

ACCOUNTING — *Eleanor Pudwell*, Accounts Payable, and son, *Leroy*, Purchasing, escaped unharmed though they lost most of their personal possessions in a fire that swept their home on December 16. Friends from various departments of CTA chipped in and made up a purse to help tide them over.

Florence Burman, Revenue, became *Mrs. Paul Parrott* in a ceremony at West Ridge Community church in the presence of immediate members of the family on January 15.

Alice Wallensack, Property, and *Carmella Petrella*, I.B.M., both ski enthusiasts, enjoyed that sport during their vacations at Winter Park, Colorado. Alice recently joined the roster of prospective brides when she became engaged to *John Dunne*.

Howard Belcher, Revenue, left CTA on December 31 for induction into the armed forces. A fitted traveling case was the farewell gift of his associates.

Patrick J. Clifford, Revenue, is back on the job after his discharge from the Army on January 12.

Camille Gillies, retired, stopped in the office to exchange a bit of chit-chat with her friends after she had been photographed for her riding pass.

A letter from *Dorothy Heimerdinger* indicates that she is well on the road to recovery and is looking forward to returning to work.

On January 10, the CTA General Office Credit Union held its fourth annual meeting and a three per cent annual dividend was declared for the third successive year.

Members and officers of the board of directors are *James E. Touhy*, president; *Harold F. Ebeling*, vice-president; *John J. Ruberry*, treasurer; *Girard T. Donahue*, secretary, and *Clark Johnson*, chairman of educational committee.

—HELEN A. LOWE

New Members On Team At Archer

ARCHER—On behalf of our day superintendent, *John O'Connor*, and night superintendent, *L. M. Keag*, we wish to welcome all the fellows who transferred from Blue Island to Archer. Hope all of you will enjoy your new home very much.



RETIREMENT PARTY

A HOST of well-wishers gathered the evening of December 29 at a dinner party in honor of *Frank Irvine* (center foreground), schedule maker, Schedule and Traffic Department, who retired January 1 after 46 years of service. Among the guests on the occasion was *Mrs. Irvine* (left foreground), *F. A. Forty* (standing), superintendent, Schedule and Traffic Department, and *Daniel McNamara* (right foreground), president and business agent, Division 241, Amalgamated Association of Street Electric Railway and Motor Coach Employees of America, which Frank had served for many years as a board member for CTA general offices. Gifts presented Frank at the dinner, held at Gus' restaurant, included luggage and cash.

Operator Frank Lange and his wife recently welcomed the arrival of a lovely bundle of joy. The new arrival has been named *Carol Jean*.

We finally found out why *Ralph Blinkwalt* has been walking on a cloud lately. His son, *Bill*, was discharged from the Army recently.

Two of our smiling clerks, *Charlie Derrick* and *Larry Helinski*, left Archer in the last pick, but we welcomed clerks *L. Hester*, *W. Henderson* and *Hank Zych*. The familiar face of *Clerk Gaskey*, whom we all know and like, will be around steady.

It's good to see our receiver, *Bill Leahy*, back at work after being sick for some time.

Operators W. Maslowski, *J. Glatzel*, *C. Taylor* and *T. Javorski* were on the sick list at this writing.

Joe Seaman, former garage foreman at Archer, paid us a surprise visit recently. After leaving CTA, he moved to California. He said living out there is fine, but he doesn't get to see the old buddies with whom he used to work. He would like to hear from the fellows he wasn't able to contact while in the city. His address is *Joe Seaman*, 264 "H" st., Chula Vista, California.

It's too bad that *Steve Paulov*, garage, couldn't go on his planned vacation to Florida. His co-workers were drooling for some of those Florida oranges.

Several of our people suffered the loss of loved ones recently, among them the families of *Operators Thomas Macejak*, *Dominic Saviano* and *David B. Dunn*, deceased;

Harold Lowery, who lost a son; *Thomas McLarney*, whose mother passed away; *Walter Zelis* and *Dale Duncan*, each of whom lost a brother, and *Supervisor Francis Maloney* and *Operator Leo Weiss*, whose fathers passed away.

The following was written for me by one of our trainmen:

Sometimes, this job gets tough;
To find good news is rough,
Help me do the thing in style,
And it will be worth your while.

—R. H. FORTIER

Shrubbery Snags Sauntering Santa

BEVERLY—Christmas parties for the little ones are lots of fun. *Operator William Schweitzer* spent Christmas eve playing Santa Claus for his children. The only hitch was that when *Bill* was running around the house, the suit caught on some shrubbery and was torn . . . where? . . . Oh my!

Also in the role of St. Nick was *Operator George Schletz*, who convinced a group of nieces and nephews that he was the real McCoy.

The annual meeting of the Beverly Bus Garage Credit Union was held January 15. The evening was a combination business and social affair. Many old friends from 77th were there and a grand reunion was enjoyed by all. Hats off to the officers, board of directors and the various committeemen who make up this fine, smooth-working organization. These men work hard, mostly without pay, so that we may enjoy the many benefits of a credit union.

Arlene, the daughter of *Operator* and *Mrs. Leslie Whiting*, was united in marriage to *Albert Hylander* recently at the Roseland Presbyterian church. The reception was held at Surmas for 200 guests. The happy couple toured Florida on their honeymoon. *Operator Whiting*, a recent addition to Beverly, spent his previous time at 77th and Burnside.

Another recent marriage was that of *Operator Leonard Wilson* to *Mildred Strickland*. Nuptial vows were pledged at the Central Memorial church on November 21.

Tom Canning, shops, had quite a busy and eventful vacation. The same day that he moved into his new home, his wife presented him with a baby boy.

HOSPITAL HONORS CTA MEDICAL CHIEF



ELECTION of Dr. George H. Irwin, director of CTA's Medical Department, as president of the medical staff of St. Francis hospital, Evanston, was announced recently. Dr. Irwin

joined the hospital staff in 1926 and served as vice-president of the medical staff last year. Previously, he was secretary and treasurer of both the medical and surgical staffs.

Dr. Irwin, who has headed the CTA Medical Department since October, 1953, has been affiliated with CTA and the former Chicago Rapid Transit Company for 32 years. Having been long connected with the transit industry, Dr. Irwin is a member in good standing of the American Association of Railway Surgeons, as well as other noted medical organizations such as the Chicago Medical Society, American Medical Association, and the American College of Surgeons.

Pushing levers, working pedals and making change keeps *Operator Peter Zacharias* in trim for his favorite hobby. Pete plays the organ and can really make the old Hammond swing and sway. Pete came to us from 69th, where he spent 18 years. Incidentally, the *Zacharias* family recently moved into a new home.

Supervisor *Ernie Frank* is back to work and looking fit after a nine-week illness.

When *Operator George Peyton* roamed the hills of the deep south, he used to cut a notch in his rifle for every squirrel he bagged. Now he finds it just as easy to keep count of his grandchildren the same way. Notch number eight has just been carved for grandson *Bradley Peyton Cannon*.

Mary Katherine Bradshaw came into this world November 16 to make life more interesting for her grandparents, *Harold* and *Mary Bradshaw*. She is their second grandchild.

The newest grandparents in our growing family are *Roy* and *Ann Wells*, whose daughter, *Mrs. Margaret Dileo*, presented them with their fourth grandchild on January 4.

The U. S. Air Force lost a good man and *Beverly* has gained one in *William Zettek*. *Operator Zettek* served four years in the 1600 Air Traffic Squadron. He was loadmaster and carried an A-1/c rating.

He made several Atlantic crossings and visited all the principal European air ports. Bill is now our newest bus driver and we wish him happy landings.

December 29 was a momentous day in the life of *Operator Henry Bockwoldt*. Beside being his birthday, it was also the day he decided to take his pension. Henry has 34 years of service, with most of the time spent at Archer. After a trip to St. Petersburg, Florida, where he will visit many friends and pensioned employes, he will return to Oaklawn, where he and his family have resided for many years.

—FRANK M. BLACK

Claim Department Bids New Employes Welcome

CLAIM AND LAW—New additions to the Claim Department are as follows: *Mary Ann Nykiel*, *Richard De Grazia* and *John Henry Melody*. *Rod Heffernan* left the Claim Department on January 18.

Recently returned from military service and back at work are *Dick Mecker* and *Gene Borowczyk*.

William Schram has taken over the duties of legal investigator; *Dan Perk* has advanced to statement man, as did *Paul Twine*, who was formerly located at Cottage Grove.

Barbara Geiger, formerly a stenographer, who left us recently,

is planning an extended vacation in Miami, Florida.

Adjuster Roy Swanson has been hobbling along since returning to work after suffering a badly-strained left ankle. Roy fell off a ladder while trimming the outside of his home during the Christmas season.

Legal Investigator John Davis is now in his new home, located in Blue Island.

The Credit Union party turned out to be a huge success. The party was held at Gus' Restaurant and the election of new officers took place right after dinner.

—TONI TORTORELLO

Devon Elects Credit Union Officers

DEVON—Devon Credit Union had its annual dance and business meeting last month and a good time was had by all. The elected officers are as follows: *Clifford Whalen*, president; *Carl Elmer*, vice-president; *Bill Washa*, treasurer, and *Warren Scholl*, clerk. *John Devane*, *Pat Sullivan* and *John Wrenn* are the directors. Bill Washa would like all members, whether active or inactive, to bring in their books for auditing as soon as possible so that he can bring the books up to date.

Charles Kerr, night superintendent, is back at work after being confined in the hospital.

Our retirement list is growing. *Conductors P. Sitkewitz*, *F. Mueller*, *J. Nelson*, *J. Rohr* and *L. Titsworth*, and *Motorman J. O'Neil* all took their pensions as of January 1. *Motorman "Snuffy" Dressler* is smiling again. He was able to pick a swing.

—H. C. THELIN

Heeds Siren Call Of Sunny South

ELECTRICAL—*Frank E. Forster*, electrician, motored some 4,500 miles on his vacation to the deep south. He spent some time at San Antonio, Texas, and at Christmas time went swimming in an outdoor pool in the mountains about 150 miles from Mexico City, Mexico. He had a very delightful trip with no tire trouble.

Robert Sylvester, lineman, became a father for the third time on December 30, when his wife, *Rachel*, presented him with a baby girl. She has been named *Rachel Anne*, after her mother.

Two men sat on a beach bench last Christmas Day arguing golf while their wives got a little sun

on their backs. One of the men was none other than *Line Foreman Bernard Jauman*, who vacationed at Fort Lauderdale, Florida.

Arthur Anderson, laborer, recently flew to Miami, Florida, where he enjoyed a most pleasant vacation.

We regret to record the passing of the following: *Andy Sorensen*, retired machinist; a brother of *Leo Davis*, retired chief operator at 82nd substation; a brother of *Daniel Kelly*, chief operator, 63rd substation; the mother of *Samuel Raniere*, chief operator of Milwaukee substation; the infant son of *Edward Superczynski*, operator's apprentice; the father of *Thomas Igloe*, lineman helper, and the mother of *Anton Rigler*, helper.

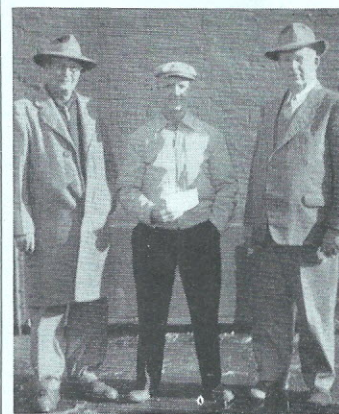
—GILBERT E. ANDREWS

TRANSFER

IN AN executive order signed by *General Manager Walter J. McCarter*, effective January 24, *James O. Dwight* was transferred from the Legal Department and will report to the general manager.

Mr. Dwight will be management advisor to the Claims Settlement Committee.

RETIRES



AMONG RECENT retirees was *Laborer William McLean*, center, South Shops, who had completed 30 years with CTA and predecessor companies. As a parting gift from his co-workers, he was presented a check by *C. E. Matthews*, left, yard foreman, and *R. E. Buckley*, right, divisional storekeeper, at South Shops.

Reported by *Dagmar McNamara*

This Could Lead To A Lot Of Little Things

GENERAL OFFICE—(Staff Engineering) There is a contest going on in this department between those two cute little grandmothers, *Anne Schleiter* and *Mary Isbrandt*. The winner will be the one with the top number of grandchildren by 1965. Anne is leading at present, but Mary chalked up another one recently when her daughter, *Mary Ostick*, gave birth to *Kurt Thomas* on January 6.

Jenny Bell, former typist, sent word that she and her husband are proud to announce the arrival of their son, *Joseph Louis*, on January 12.

Bob Aldworth, now Engineering Assistant III, was welcomed to Staff after transferring from the Training Department.

(Specifications) *Jim Murray's* son, *Jack*, was home on a two-week leave from the Army following completion of his basic training at Camp Chaffee, Arkansas.

Apartment Hunting

Jo Ann Spanos' husband, *Nick*, is back home after receiving his honorable discharge from the Air Force. Both have been busy trying to find an apartment so as to set up housekeeping.

Specifications is happy to have *Victoria Lepek*, who recently transferred from Accounting.

(Traffic Engineering) The welcome mat was out for *Pat McStay* and *Dick Mackay*. They transferred recently from Schedule and Job Classification, respectively.

(Job Classification) It's four boys in a row for *Bill Platt* and his wife, *Anne*. They are *Larry*, *Bill*, *Mark*, and now *Garry*. The little fellow was born January 26 at Grant hospital.

(Training) Another little fellow, *Douglas Frank* made his appearance into this old world on January 26. He's the new baby son of *Frank Johnson*, training assistant.

Burton Bosan, Jr. suffered the loss of his father in December and *Mrs. Bosan* the loss of her mother in November.

(Accident Prevention) We were happy to see young *Jimmie* and *Mrs. Gullery* when they dropped into the office on January 19 to pick up poppy, *Ed*, who took them to dinner and to the theatre in celebration of their wedding anniversary.

—MARY E. CLARKE

HUNTER'S HOLIDAY



REAL MARKSMANSHIP was displayed by *Lorenzo Sparacino*, right, car cleaner, *Howard*, on a vacation trip to California. Here he is shown with his nephew and the 17 jack-rabbits they bagged in the space of two and one-half hours in the Butte desert, about 85 miles from Los Angeles.

Reported by *Joseph Feinendegen*

There's No Place Like Home For Sightseeing

GENERAL OFFICE—(Transportation) *Jim Miller*, who acquaints inquiring customers with information on where to go and what to see in Chicagoland, spent his vacation visiting locations he recommends to others.

Funeral services for *Mrs. W. A. Hall*, widow of CTA's late superintendent of transportation, were held January 25 in the chapel at 3440 N. Central avenue. Burial was at Acacia Park cemetery.

Ed Murray, who is convalescing at home following a recent operation, sends his thanks and best wishes to all those who have remembered him with cards.

Ruth Soutter recently returned from a trip to California, where she celebrated the holidays with her sister and other relatives.

(Insurance) CTA welcomed a new employe when *Carol Huckin* joined the ranks of the Pension section.

Ed Donahue recently suffered the loss of his father, *David*, a retired policeman.

No one except the committee in charge of arrangements for the

Christmas party for the Pension girls knew the locale that had been selected. So up streets and down lanes trudged the group until, unexpectedly, the *Chez Paree* loomed before them. During the floor show, *Tommy Leonetti* sang sweet melodies to *Mary Berry*, while the *Cross* and *Dunn Duo* chose *Reggie Kuzius*. Former pensioners *Charlotte Hoger*, *Nancy Meerman* and *Sheila Arnos* returned to join the group. Two center pieces arranged as door prizes were won by *Mary Berry* and *Marge Horan*. . . *Marilyn Sala's* long blonde mane has fallen, the victim of jack-the-clipper.

(Electrical) *C. F. Gustafson* and his wife, made their annual Christmas trip to Michigan City, Indiana, to visit *Charles Jones*, general manager and vice-president of the South Shore Line. Mr. Jones at one time was electrical engineer of the rapid transit system.

Marie Sheid is mourning the recent passing of her mother.

Bob Schageman, who is married to *Agent Mary Keane*, recently played host to his sister, who visited Chicago with her husband, a representative of United States Rubber Company, and their four

children, from their home in Buenos Aires. Also in Chicago from Dallas, Texas, to greet the South Americans were *Bob's* brother and sister-in-law and their two children.

(Executive) *Peter J. Meinardi*, comptroller, suffered the loss of his mother, *Mrs. Bart Meinardi*, on January 30. Her death occurred at Herrin, Illinois, where funeral services were held on February 1. Among other survivors are her husband, and a son, *John J.*, of Webster Grove, Missouri.

—JULIE PRINDERVILLE

It's Greetings And Farewell At Limits

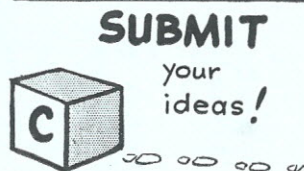
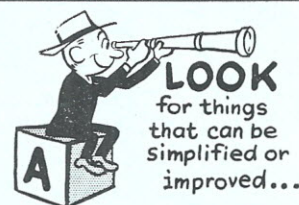
LIMITS—Retired Superintendent *Elmer Balfanz* wishes to express his gratitude to the men he has worked with during his long service with Chicago transit lines. He takes this means of conveying his thanks to his many friends, and especially to the boys at Limits station, where he last served.

And now may we welcome *Ernest Guiles*, successor to Mr. Balfanz and *J. P. Hart*, who fills the night superintendent's position. The fellows here at Limits hope they will find their new home a happy one.

Operator *Harold Greibel* and family vacationed in Florida, as did Clerk *Joe DeGiovani*.

The men in the repair department, who keep the buses in top condition, deserve special credits. They helped make it possible for the operators to make the good showing on S-D day, and we hope, every day.

—C. F. GREER



PICTURE OF THE MONTH



A FAVORITE spot with many visitors to Southern California is the famed Capistrano mission, to which the swallows return on the same day each year. Equally as well known in bird lore are the white doves at the mission. Little *Dorothy Ann Lingens* three-year-old niece of *Violet Carnes*, Way and Structures, found the birds very friendly when she visited the mission recently with her aunt, who snapped this picture during the year-end holidays.

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.

Vacationing Agents Seek Warm Climes

LOOP—*Ann Connelly*, *Joan Murname* and *Ann Walsh*, agents, traveled to the warmth and sunshine of Florida recently to visit a friend in St. Petersburg. They made short tours from there.

Ann Donegher, also hoping to leave the cold behind, vacationed in Los Angeles, California. Ann visited cousins in Beverly Hills and Glendale, and also made short trips to Santa Barbara and San Diego.

Vance Caldwell, the father of *Paul Grant*, porter, who was employed in July, 1924, as a Logan Square lampman, and retired in 1952, passed away January 10.

William Reynolds suffered the loss of a brother, whose home was in Montgomery, Alabama.

We anxiously await the return of *Marie Lehmann* and *Johanna Christensen*, who are on the sick list.

Leona Hammer, pensioner, met with an accident recently that resulted in a broken ankle.

—EDITH EDBROOKE

New Clerks Take Over At North Avenue

NORTH AVENUE—This month we would like to welcome our new chief clerk, *Martin Grady*, and his staff to North Avenue. Grady comes to us from way down south. The other new clerks are *W. Kelly*, *R. Head*, *A. Arnieri*, *E. Stack*, *J. Sinko*, *R. Healy*, *J. Keenon* and *George Isaac*. *Bill Echols* and *Art Seiloff* are holding down the switchboard. *Johnny Stich* is in charge of communications.

February 20 found *Operator Sam Tamburino* celebrating his 27th wedding anniversary.

We are sorry to report that *Repairman J. Cott* is on the sick list. . . . *Operator Ray Ebel*, who suffered a broken leg, is doing nicely and will be back at work soon. . . . *Supervisor Willard Miller*, who recently underwent surgery, is doing nicely. . . . *Pensioner Paul Jacobson* and *Harry Smith* are both confined to their homes, while *George Thornton* is a patient at Hines hospital. A card, or better yet, a visit to these fine fellows would be cheering.

Tomi Thurston, the talented daughter of our superintendent, *William Hornkohl*, played the leading role in the TV show, "They Stand Accused." The part was well played by Tomi, who is very popular on TV and stage. She also appears in movies.

The annual membership meeting of the North Avenue Depot Federal Credit Union was held Friday, January 14. Election of officers was held and a three per cent dividend was voted. The following men were elected: Board of Directors—*A. Johnson*, *Harold King*, *William Moran* and *Eddie Carroll*; Credit Committee—*E. Froehlig* and *Paul Simons*; Supervisory Committee—*Ed. Blaskey*. We were honored

with the presence of *Augie Johnson* and *Joe Hill* of Division 241. If you are not a member of our credit union, you are missing out on many benefits, such as loan insurance and life insurance. *Eddie Winters* or *Eddie Carroll* will be glad to explain the plan. Don't forget to bring in your pass books so your dividends can be entered.

Operator Elmer Stobart was presented with a baby boy on January 11. The newcomer was named *Richard*.

Operator George Tyriver and his wife celebrated their coral (35th) wedding anniversary February 17.

—JOSEPH HIEBEL

Operators Commended For Good Service

NORTH PARK—Commendations are in order for *John Perry*, who was complimented by a patron for good operation of his bus, and also for his courtesy in handling difficult situations. . . . *S. Bejrowski* was praised for escorting across the street a little girl who was confused and afraid of the traffic. All passengers noted the courtesy shown and some commented on the good judgment shown by all bus operators. . . . Smiling *Nick Rupp* also was commended for courteous action in assisting a blind man across the street.

Ray Stratton and his wife, *Ann*, celebrated a wedding anniversary on January 2. Present for the occasion were Ray's four children—*Pat*, who is employed in the CTA Claim Department; *Don*, just back from military service, and *Carole* and *Richard*.

Sixteen years was registered recently on the anniversary list of *Ben* and *Maxine Kerpen*. They celebrated with their daughter *Karen*, who chaperoned mother and dad to a show.

Mr. and Mrs. Nickolas Rupp announced the engagement of their daughter, *Pearl Nancy*, to *George Spiropoulos* on December 25 at a surprise party dinner held for her in her parents' home.

L. Skiba was suddenly called off his run to meet the stork. So far, we have not received news as to what happened, but hope that in the next issue we can make an official announcement.

Tired feet and full stomachs were in evidence after the Lawrence and North Park Credit Union dance on January 15. Lawrence held their party at 1651 N. Kedzie avenue. Two-hundred and

fifty guests were present and refreshments were served. Smiling *Ray Gray* was one of the hosts. North Park held its affair at Phillips Bohemian hall, Foster and Pulaski. Between 250 and 300 guests were present. Delicious beef sandwiches and coffee was served. The hosts were *Art Muir*, president; *Edward Goddard*, vice-president, and *John O'Brien*, treasurer. Many of the wives were present and beautifully dressed.

The sudden passing of *William Halverson* on December 19 was a shock to his family and friends.

Joe Oeger is mourning the loss of his brother, *Nicholas*.

A new clerk and receiver's pick went into effect on January 15, and among the new faces around are *Fred Murburger*, receiver; *Walter Jasper*, combination clerk; *John Reding* and *Herbert Schmidt*, clerks, and *Jack Violtt*, relief clerk.

—JACK MOREAU

Round-up Of News Around Ravenswood

RAVENSWOOD — *Operator Paul Brackett* took unto himself a bride, *Peryle Terrance*, on January 9. The bride is a registered nurse.

We're happy to hear news of a speedy recovery for *Operator Emil*

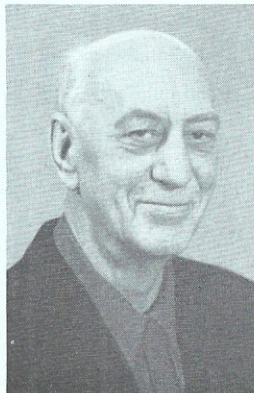
WEDDING DAY



THIS pretty bride is the former *Jane Flood*, Specifications Department, shown with her husband, *Jack Chevatro*, following their wedding at Our Lady of Peace church. A wedding breakfast, attended by several of the bride's CTA co-workers, was held at the Del Prado hotel.

Reported by *Mary E. Clarke*

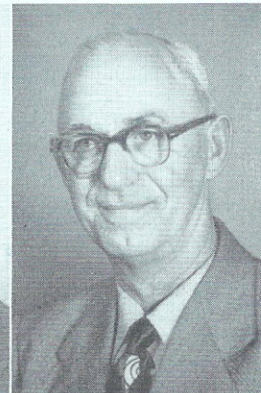
40-YEAR EMPLOYEES RECENTLY RETIRED



William A. Wahl, yardman, West Section, retired February 1 with 44 years of service.



Anton Bialk, motorman, Howard, retired February 1 with 47 years of service.



Alonzo Coquillette, motorman, Devon, retired February 1 with 45 years of service.



Otto G. Gajewi, switchman, North Section, retired February 1 with 44 years of service.

Schreiber's lovely wife, Inez. She is recuperating from an illness at home.

Operator Cliff Hutton and his wife have been running the garage restaurant during the three-week absence of Emma Lewandowski, who vacationed in sunny California, and they did a fine job of keeping our boys satisfied.

Operator Leonard Walker and his lovely wife, Peggy, are looking forward to the time in the near future when they can retire to that nice farm they bought up north.

Operator Al Beck ran into a dilemma. He took his three weeks' vacation during the last week of December and the first two in January so he could go to the Rose Bowl with the University of Illinois football team, and they didn't win a game last fall.

If you are interested in listening to some good World War II yarns, corner Operator Harold Duerer. He can tell some darbs.

Operator Johnny Bork is doing some work to help the credit union.

Operator Carl Frykman is now a proud grandfather. A boy was born to his daughter, Mrs. R. Ohlerkuis, in Jacksonville, Florida, on December 14.

Frank Weishaar opened the ice-fishing season with a bang. He caught four—the prize being a 10-pound northern pike taken out of Pistakee Bay.

Leo DeVarco vacationed during the month of January and caught up on chores around home.

At the recent pick of receivers, there were no changes at Ravenswood.

Nick Origer, former Ravenswood operator, passed away on January 13.

During the first 18 days in January, Ravenswood had 12 S-D days on traffic and 15 S-D days on passenger accidents. We are all proud of this record.

—AL BECK and
GEORGE D. CLARK

Stork Derby Score: Two Boys, Two Girls

SCHEDULE-TRAFFIC AND BUDGET—The Bernie Kincanons welcomed Lynne Marie into their family circle on January 10. The new young lady evens the score of two boys and two girls for the Kincanons. . . . The Tim O'Rourkes also have a new daughter, Mary Ellen, who arrived December 28.

Two winter vacationists, George Fisher and William Dentamaro,

stayed close to home, but claim to have really enjoyed their leisure.

Ed. Juric and Mike Shanahan have completed their surgical repairs and are back on the job.

Phil Leahy, Clark Johnson and Glenn Crump were the last ones to leave the auto show at closing time. We haven't heard that they spent any money on new cars.

Retired Charles Pfau has been hospitalized recently for a series of tests.

Frank Irvine, retired, is making us jealous with his letters and cards from sunny Florida.

—L. C. DUTTON

Now He Has Spots Before His Eyes

77TH—Bus Operator T. J. Dunn has had a large increase in his family. On December 15, seven perfect dalmatian pups took up residence in the Dunn household.

We were sorry to hear of the illness of Bus Operator Charley Unruh, who was confined to Jackson Park hospital recently.

John Hemingway Cooke, IV, recently set himself to the task of typing a badge list using carbon paper to make a copy. When John finished, he found his completed work correct and without blemish, but as he took it from the machine he found he had a carbon copy on the back of the original. He then tried a second time and did it exactly the same way.

Bill LaMont, son of Bus Operator George LaMont, and his girl friend, Jackie Coughlin, took first

prize on WGN-TV's Bandstand Matinee dance contest, December 31.

Some years ago, Roscoe and Isola Wakefield entered into an agreement to assist each other in carrying out the ashes. Roscoe was to carry out the ashtrays and empty them, while Isola carried the ashes from the furnace. All went well for several years, each living up to their bargain. But now there are no more furnace ashes and Isola is freed from her part of the contract. Roscoe, however, is still trudging back and forth, laboriously emptying filled ashtrays. He is trying to re-open negotiations for a new contract.

Bill Evans, youngest son of George Evans, is young enough to break and unbreak things without knowing or saying how he does it. One evening recently he played with the family typewriter while no one watched. The result was that while the margin release, back space shift, lock shift keys, and all outside keys around the keyboard worked, the main keyboard wouldn't budge. After turning the typewriter upside down, sideways and every other way it was allowed to sit until next evening, when George placed the machine on the dining room table where Bill had easy access to ply his magic touch. No one knows yet what Bill did, but the important fact is that after his little hands went over it several times the typewriter was as good as new.

We didn't get the chance to report on the new arrival in the

Frank Rothman family. A son, Garry, was born at Wesley Memorial hospital on November 19.

—WILBUR JENSEN
and JOE SMITH

Pensioners Favor "Sunshine City"

69TH—There were quite a few of our pensioners who were really looking forward to retirement and one of them was Phil Barger. His address now is 4520 10th Street, St. Petersburg 7, Florida. Art Lipphardt, chief clerk, received a Christmas card from Phil. If you care to write, or drop in on your vacation, as John O'Dwyer and his wife did, you're welcome.

Phil tells that retired pensioners in and around St. Petersburg have organized two baseball teams called the "Kids and Kubs." All players are over 75. They play regularly scheduled games.

Jerry Esposito, the Perry Como of 69th, is on vacation with his beautiful wife at Miami Beach.

John Hedderman, retired, and Al Ray, retired, who are in business on the south side, are two men who don't know what the word retire means.

The men on pension now receive a riding card for a full year, so we'll miss a lot of old faces around the station. We looked forward to their monthly visits.

If you meet any of the old timers, stop and shake hands, give them a smile and tell them some of the news about the fellows with whom they worked.

Quick thinking and alertness on the part of *Clarence McCann* probably saved the life of a passenger who suffered a heart attack on his bus recently.

Frank Rooney, clerk, recently completed a sight-seeing tour of Chicago. It started out as a trip to the Merchandise Mart building.

We are sorry to report the passing of the following co-workers: *J. Benson*, *L. Denby*, *J. Mullin*, *E. Johnson*, *James McGrath*, and *L. Filatreau*.

The annual election of Credit Union officers was held, and *Joe Haug*, treasurer, and all present officers were unanimously re-elected.

—TOM DANIELS

Skokie Shopmen Back Home Again

SKOKIE—Welcome back to *Ted Neinaber*, development engineer at Skokie Shops, who spent a long period at the St. Louis Car Company plants, and to *Clarence Golz*, carpenter foreman, who also spent a month there.

Joseph Decker, shopman, returned to work recently after seven days of illness, and *Axel Peterson*, carpenter, who was caught by the "flu-bug" for five days, also is back on the job. *Robert Mueller*, machinist, was forced into his bed with a virus infection for three days.

The family of Carpenter *Al Deering* is mourning the passing of his father-in-law on December 21. Others suffering losses recently are: Carpenter *George Kimmske* whose mother died in December, *Gene Jankowski*, upholsterer, whose mother-in-law passed away, and the family of *John J. Carolan*, whose death occurred on January 15. John had been a CTA employee since 1943 and a member of Locals 713 and 241.

Carpenter and Mrs. *Richard Lyons* welcomed the stork, who delivered a baby girl, named *Marian*, on January 6. . . . Cards from *Dania*, *Florida*, and *Havana*, *Cuba*, keep us informed as to the travels of Pensioner *Gus Hyde*.

A speedy recovery is hoped for Machinist *Joe Barro*, blacksmith helper.

Through a regrettable error, it was reported in this column last month that *Henry Altschuler*, electrical foreman, had passed away. The item should have read that the deceased was *Mrs. Altschuler*. We offer our apologies for allowing

PRESENTATION



IN A PRESENTATION made at Wilson Shop, three retiring Shops and Equipment Department employees were honored by their fellow workers prior to joining the ranks of CTA pensioners on January 1, 1955. The three were: *Louis Eiterer* (front row, left), car cleaner; *Gordon Walters* (center), clerk, and *Henry Brunderman* (right, wearing hat and glasses), repairman. Standing between the three, each of whom received a cash gift, are *Anthony Antonucci*, foreman, Wilson Shop, and *Beatrice Susman*, Skokie Shop.

Reported by *Joe Feinendegen*

this misinformation to get into print.

—DAVE GURWICH and
EVERETT ENGLAND

Here's Good Advice — Send In Suggestions

SOUTH SECTION—Hats off to *Mike Sheerin*, conductor, for recognition of a suggestion he sent in. "It sure was a pleasure to receive that check," said Mike. More of us should take time to send in our ideas. Suggestion blanks may be obtained at 61st street or Loomis street.

Conductor *Tom Douglas* mentioned that the holiday season was always one to which he looked forward as his birthday fell on Christmas. He told of the days when he was a boy and of his hope that two gifts would be received instead of one.

Elijah Ward was bubbling over with enthusiasm as he announced that a bundle of joy arrived at his home. At this writing, no name had been decided upon for the little miss.

John Hightower, pensioned motorman, had to depend on crutches for locomotion due to his illness recently, but it is reported that he is progressing nicely and should be back in shape soon.

Clerk *John Barry* is back on the job at Loomis street and feeling fine. He expressed thanks to those who inquired about his progress during his recent illness.

Agent *Mary Russell*, who was selected for a glamour treatment at the Chez during the holidays, had the misfortune of sustaining a broken wrist recently. We hope to see her back on the job real soon.

Towerman *Bill Termunde* wishes to express his gratitude for all those get-well cards sent him during his recent illness.

Clerk *John* and Mrs. *Moran* got the surprise of their life while listening to the radio Christmas Day when they heard the voice of their son, *John, Jr.*, who is stationed in the Panama Canal zone in the capacity of electronic technician. It appears that recordings were made of various servicemen stationed outside of the country and John was among the lucky ones selected.

Harold Blitch happily announces that he is the proud papa of a baby girl, *Lois Diana*.

Occasionally, hidden talents of employees come to light, as recently happened while talking to *Porter Walter Morrisette*. Walter plays the piano, mandolin and violin. He also has sung bass at the Olivet church for the past 31 years.

Incidentally, did you notice the picture of retired motorman *B. F. Page* in the January issue of TRANSIT NEWS? He was shown in the lower left photo on page 19. He's in the foreground facing the camera with a newspaper under his arm. Page retired in July, 1952, after over 40 years of service.

—LEO J. BIEN

Decorated Doorway Wins Contest Prize

SOUTH SHOPS—No wonder *Henry Kolar*, bus overhaul, has been looking so proud. Henry won first prize in the doorway decoration contest sponsored by the Tinley Park Garden Club. The side entrance to the Kolar home was decorated with evergreens and varicolored lights. The house was trimmed in red, which heightened the Christmas effect. A flood light at the door threw into sharp relief *Santa Claus*, who appeared to be leaving the house and about ready to enter his sleigh and depart for his next stop. The four "tiny reindeer" of *Clement Moore's* famous poem, *Dancer*, *Prancer*, *Comet* and *Blitzen* were all set to go at the front of the sleigh.

John Allver Engberg, machinist, is spending some time in Florida, resting under doctor's orders.

Bill Mayer, material handler, industrial engineering, underwent surgery recently.

Ray Kura, bus overhaul, and his wife recently drove down to Florida for a winter vacation. The weather being in the 70's, the Kura's reported a wonderful time. Ray also received a lucky \$2.00 bill from the check cashers, and received \$10.00 for it just before he went on vacation.

After completing 35 years of service, *Cornelius Kelfkens*, carpenter, car repair, retired February 1.

Victor Cuny, bus overhaul, and his wife proudly announced the arrival of little *Laura Ann* on January 5.

The *Stanley Romanosky* family has moved from Rockford, Illinois, to a new, ranch-type home in West Pullman. Stanley is with the Utility division.

Slippery footing during the holidays resulted in injuries for *B. Presz*, carpenter, car repair, who hurt his back, and *Pat McGuire*, miscellaneous, who crushed some ribs. Both slipped on icy sidewalks.

One of Santa's helpers, *Tony Jarosy*, carpenter, car repair, made his appearance in full regalia at noon on Christmas eve day to the astonishment of all. Santa was very good to this reporter, and presented gifts and cash from the boys in the car repair, tin shop, woodmill, paint department, electricians, miscellaneous and storerooms 53 and 55.

Pvt. Tom Corcoran, formerly of bus overhaul, dropped in for a visit during the holidays. Tom, who flew in for a two-week holiday, is stationed at Camp Chaffee, Arkansas. He planned to enter auto mechanic school when he reported back to camp.

The welcome mat was out recently for *John Baker* and *Koest Kaveckis*, who transferred from 77th repair, and *Anton Daukas*, who came from 69th-Ashland.

It seemed like old times around the shops recently when *Joe Gasser*, retired senior foreman, and *Joe Hecht, Sr.*, retired paint shop foreman, paid us a visit. Both men looked wonderful and are enjoying leisure hours fully.

—EVELYN CLARK

Depend On Newborns To Make The News

TERMINAL INSPECTION SHOPS—The stork must have been working overtime lately. Here are some of the recent blessed events: *Herman and Catherine Giannelli*, Kimball, received a real Christmas present when they were presented with a baby boy born Christmas day.

Dan Gillespie, Lake street, and his lovely wife, became the parents of a baby boy on December 1.

Frank and Ann Izzo, Wilson, announce the birth of a baby girl on December 19.

For some reason or other, news has been very scarce lately. Again we would like to remind you that this column covers all the inspection terminals on the rapid transit system. That includes Lake street, Kimball, 61st, Wilson, Logan, Douglas, Laramie, Howard, Linden and Loomis. If you have any news, get it to me at Wilson avenue. Let's hear from you.

—JOE FEINENDEGEN

That Happy Sound Is Wedding Bells

WAY AND STRUCTURES—*Mary Kay Fahey*, typist in the Building division, who has been exhibiting a beautiful engagement ring for some time, was married to *Robert R.*

Casey on Saturday, February 5, in a nuptial mass at St. Mel's church on the west side. After the ceremony a reception was held in Oak Park at the K of C hall. Mary and Robert were fortunate enough to locate an apartment to start house-keeping after returning from their honeymoon.

Harry Safford, Way and Structures, retired on February 1 after 40 years of service. He and his wife plan to leave Chicago to take up residence in Fort Lauderdale, Florida. They will do their own landscaping and gardening. Harry says a welcome mat will be placed on the doorstep for all their Chicago friends.

Your reporter's vacation was spent visiting her mother in Van Nuys, California, and sisters and brothers who also reside in that state. This year, the family spent Christmas under one roof, and although it was an expensive holiday, it was well worth it. One of the spectacular sights witnessed was the beautiful Tournament of Roses parade on New Year's day in Pasadena. Capistrano Mission—famous for its white doves and swallows—was a favorite point of interest.

The following men from Way and Structures are retiring from service: *Anton Bedalow*, laborer, 20 years; *Ante Muzinic*, laborer, 27 years; *Anton Vlastelica*, laborer, 27

years; *Irving G. Schumann*, carpenter foreman, 27 years; *Klemo Dragovich*, truck repairman, 31 years; *Paul Britvich*, foreman, 31 years; *Anthony Roccoforte*, laborer, 29 years; *Toma Botica*, laborer, 25 years; *Mike Stracchio*, watchman, 24 years; *Joseph Discipio*, foreman, 39 years; *Vasso Nikolich*, paver, 29 years; *Frank Skuta*, laborer, 34 years; *Robert Visnevac*, switch cleaner, 26 years; *Charles Dellasso*, watchman, 34 years, and *Valeriya Domiyanic*, mixer operator, 35 years.

Paul Minogue spent a week's vacation around the house entertaining the family at Christmas and acting as Santa Claus... *Joe Dugo*, Track division, also spent a week's vacation at home during January.

—VIOLET CARNES

Pensioners Keep Florida In News

WEST SECTION—Christmas greetings were received from St. Petersburg, Florida, from *Earl and Fred Johnson*, *Hank Gauer*, *B. B. Day* and *Sophia Kuhlman*. *Hank Gauer* and his wife bought a lovely new home about four blocks from the Johnsons. They are all enjoying their retirement immensely.

Conductor Lawrence Martin entered into happy wedlock on November 13 with *Sarah McNally*, at St. Thomas Aquinas church.

RE-UNION IN HOLLYWOOD



SEVEN FORMER South Section Transportation Department employees, now retired and living in California, held a get-together and re-union recently in Hollywood. At the gathering were (left to right): *Alfred Griebel*, *Sam Stockton*, *Virgil Lanier*, *W. O. Perkins*, *Harry Schneider* and *Ed Lewis*. The seventh member of the group was *Joe Mascolino*, who is not in the picture because he was behind the camera. On this occasion they made a tour of Hollywood studios and followed up with a big dinner.

Reported by *Leo J. Bien*

Conductor Anthony Jarzyna, Logan Square branch, passed away suddenly on January 13 at the age of 62. He had 31 years and six months of service with the rapid transit division.

—WALTER J. REICH

Ticket Agent Enjoys Unusual Vacation

WEST SECTION (Agents)—*Agent Mary Scanlon Winters* enjoyed an unusual vacation this year. She obtained one of the much sought after statues of the Pilgrim Virgin, available from Our Lady of Sorrows church, and placed it in her home. During the next eight days, 428 fellow employees and friends stopped in to say the Rosary.

These Pilgrim Virgins are available to those who write Our Lady of Sorrows Shrine and request that the statue be brought to their home. With only four statues available, the demand is tremendous and a long period generally elapses between the time of the request and the time the statue is delivered.

Special indulgences are gained by those who recite the Rosary in the presence of the Pilgrim Virgin, so when *Agent Winters* chose her vacation period she submitted a request for the Pilgrim Virgin. Much to her surprise it was delivered on the date she specified in her request, and she was privileged to have it from one Saturday to the succeeding Saturday.

Another "L" merger is slated in the near future. *Agent Kitty Keegan* is wearing a new diamond given to her by *Bob Conroy* of the Electrical Department.

Our agents were glad to welcome back *Collector George Kuehn* after a long siege of illness.

Agents Eva Devitt, *Beatrice Kerins* and *Joan Murnane* are back after their vacations. *Joan* is really nice and tanned after her stay in Florida.

Agents Madeline Hayes, *Margaret McMahon* and *Sara Simmons* are on the job again after being home on the sick list... *Ruby Pierson*, at this writing, was still at home recuperating from her accident.

Our number one agent, *Nelly Reidy*, no longer believes the saying that it is lucky to fall up the stairs. Her fall of this nature resulted in a fractured nose.

—KITTY KEEGAN
and RUTH HANSON

ENDS 41 YEARS OF SERVICE



WHILE other members of the department look on, *Harry Safford* (front row, center), rodman, Way and Structures Department, receives a United States Government Savings Bond on the occasion of his retirement February 1 after 41 years of service. Safford is flanked on the left by *Paul J. Minogue, Jr.*, civil engineer, and on the right by *H. L. Howell*, superintendent of Way and Structures.

Reported by *Violet Carnes*

Employee's M. D. Son Wins New Distinction

WEST SHOPS—*Joseph Nemecek*, who has been draftsman at West Shops since 1923, is very proud of a distinction that has come to his son, *Dr. Joseph G. Nemecek*, who is listed in the latest edition of the World Biography for his outstanding career in psychiatric medicine. He has served on the staffs of West Suburban hospital, Chicago State hospital, Elgin State hospital, and Hines Veterans Administration hospital. He is a clinical instructor in psychiatry at the University of Illinois School of Medicine, from which he was graduated in 1942. Dr. Nemecek is licensed to practice anywhere in the world.

Nick Simonetti and *Dan Murphy* have joined the ever-growing crowd of property owners in the bus overhaul department, and have purchased homes on the southwest side. Not to be outdone, *Bill Rafferty*, labor gang, also purchased a home, way out in Westchester.

Eddie Mays and *Wally Richards* were recent Florida visitors.

Donald McCarthy is having a great time visiting friends and relatives in County Cork, Ireland.

Steve Mattes is back on the job after 10 days in the hospital, where he underwent surgery. *Carpenter Shop Foreman Joe Sargent* is still

convalescing from a long illness following serious surgery.

—TED SHUMON

Wilcox Welcomed Back In The News

WILCOX—The last clerk's pick brought us a new chief clerk, *Eugene Peterson*. At the same time, *John Simke* returned to Wilcox. *Fred Murbarger* left us for North Park, along with *Walter Jasper*. This leaves *Ed McDermott* as the only member of the old gang left.

The *John Wilhelmi* family moved into a new home just before the holidays. . . . We recently welcomed back *Jack Cowell*, who had been on the sick list.

Louis Ranallo reports that he received a card from *Art Ohm*, who is on the sick list, thanking everyone for the gift he received at Christmas.

E. A. Katke, who has left us for sunny California, took along best wishes from all the boys. . . . *Ralph Carbone* has found out that honesty is the best policy. He turned in a wallet left on his bus and received a ten-dollar reward recently.

Being new on the job, I enjoyed meeting all my fellow reporters at dinner on January 25, and seeing the play, "The Fifth Season."

Let's have some news items, fellows, and keep Wilcox in print again.

—CHARLES DRYFHOUT

RECENT DEATHS AMONG EMPLOYEES

BIAGIO BARBARO, 76, retired laborer, Track. Died 11-20-54. Employed 5-11-23.

FRANK V. BARBER, 81, retired conductor, South Section. Died 1-6-55. Employed 4-2-04.

ROBERT C. BARTON, 63, operator, Devon. Died 12-20-54. Employed 5-5-26.

JOSEPH P. BENSON, 61, janitor, 69th. Died 1-14-55. Employed 5-10-27.

V. H. CALDWELL, 70, retired porter, West Section. Died 1-10-55. Employed 2-18-24.

JOHN J. CAROLAN, 57, armature winder, Shops and Equipment. Died 1-15-55. Employed 4-16-43.

DANIEL COURSEY, 54, motorman, North Section. Died 1-8-55. Employed 3-17-18.

LESTER DENBY, 57, supervisor, District "A." Died 1-5-55. Employed 8-6-23.

MICHAEL DOMINICO, 59, car cleaner, Shops and Equipment. Died 1-13-55. Employed 9-20-21.

J. M. DUGGER, 72, retired conductor, 77th. Died 1-1-55. Employed 9-15-20.

DAVID B. DUNN, 62, motorman, 77th. Died 12-31-54. Employed 10-2-20.

H. C. EHLERS, 60, retired operator, North Park. Died 12-31-54. Employed 1-16-13.

D. J. FINDLAY, 64, retired gateman, West Section. Died 12-31-54. Employed 2-5-30.

PATRICK FURLONG, 70, retired watchman, Lake Street. Died 1-4-55. Employed 10-24-23.

WILLIAM G. HALVERSON, 50, operator, Devon. Died 12-18-54. Employed 12-9-43.

MILTON HERZMAN, 46, guard, Kimball. Died 12-25-54. Employed 9-24-45.

GEORGE HOFFERTH, 69, retired motorman, Kedzie. Died 12-22-54. Employed 2-18-20.

S. B. HOLMAN, 70, retired car cleaner, South Shops. Died 1-6-55. Employed 10-21-42.

ANTHONY JARZYNA, 63, conductor, Logan Square. Died 1-13-55. Employed 8-2-23.

EDMUND JENSEN, 64, motorman, Devon. Died 12-28-54. Employed 11-26-23.

EVERALD F. JOHNSON, 45, conductor, 77th. Died 1-6-55. Employed 1-11-34.

HENRY KANN, 62, retired conductor, Kedzie. Died 12-25-54. Employed 7-11-12.

K. L. LANDECK, 62, retired motorman, 77th. Died 1-7-55. Employed 1-31-23.

C. S. LARSON, 75, retired conductor, North Section. Died 12-27-54. Employed 10-12-04.

ADAM LOMASZ, 82, retired car cleaner, Lawndale. Died 1-2-55. Employed 12-15-18.

THOMAS MACEJAK, 42, operator, Archer. Died 1-3-55. Employed 12-19-42.

DENNIS MALONEY, 76, retired motorman, Cottage Grove. Died 12-18-54. Employed 8-28-06.

WILLIAM MASLAUSKAS, 70, retired armature winder, West Shops. Died 1-2-55. Employed 8-17-06.

JOHN M. MULLIN, 45, conductor, 69th. Died 1-6-55. Employed 4-10-42.

JOSEPH OBOIKOVITZ, 72, retired car cleaner, 61st Street. Died 12-20-54. Employed 2-15-22.

THOMAS F. O'BOYLE, 62, guard, North Section. Died 12-29-54. Employed 1-9-22.

W. J. O'SHEA, 67, retired motorman, North Avenue. Died 1-4-55. Employed 5-25-21.

WARREN POWERS, 56, Superintendent, Limits. Died 12-16-54. Employed 4-5-25.

W. G. SAUER, 81, retired motorman, Burnside. Died 12-29-54. Employed 3-31-08.

DOMENICK SAVIANO, 49, operator, Kedzie. Died 12-19-54. Employed 9-27-43.

WILLIAM SCHLOSSER, 67, retired conductor, North Avenue. Died 1-4-55. Employed 6-1-08.

ARNT SORENSON, 80, retired machinist, Electrical. Died 12-31-54. Employed 4-17-99.

LORENZO STELLA, 67, retired car cleaner, North Avenue. Died 12-13-54. Employed 9-20-19.

C. F. TYLER, 48, retired operator, North Avenue. Died 1-8-55. Employed 11-18-36.

W. D. ZIMMERMAN, 78, retired motorman, Devon. Died 1-4-55. Employed 6-19-09.

Blue Island Depot Closes

FORMER Blue Island Operator *Thomas Jacek* with the St. Christopher's medal and key ring given him by a group of nuns for his consistently courteous service.



SAFETY AWARDS won by Blue Island transportation personnel are removed from the walls by *L. M. Keag* (left), and *C. A. Sonders*, night and day superintendents, respectively, prior to the closing of the depot.

BLUE ISLAND, 2201 W. 24th Street, one of Chicago's oldest surface system stations, was retired as a Transportation Department operating depot on January 16.

The bus equipment for the seven routes formerly housed and serviced at Blue Island depot is now assigned to other southwest side stations. Three routes—Morgan-Racine, 26th and South California—now operate from Archer station, 2600 W. Pershing Road; and four routes—16th-18th, 14th, North Damen and Taylor-Sedgwick-Sheffield—operate from Lawndale station, 3925 W. Cermak Road.

Moving into the vacated quarters of the old station were the offices of the Utility division and the centralized hauling control unit of the Way and Structures Department, formerly

at 39th and Halsted, and the garage of the Utility division and Electrical and Stores Departments' facilities, from Grand and Leavitt.

The automotive division of the Shops and Equipment Department (maintenance of CTA automobiles and trucks) remains at the Blue Island location.

No specific information is available as to when Blue Island was established as a surface system station. But it is known that it was sometime before the turn of the century in the days of the cable and horse cars. The present building was built in 1908, replacing the original building at the same address.

The closing of the station was marked by a tribute paid to one of the operators by 18 nuns from a nearby Catholic institution. The operator is *Thomas Jacek*, now of Lawndale, who every Saturday morning for the past four years had been driving a bus boarded by the group of nuns from St. Mary of Perpetual Help School, Aberdeen and 32nd street, who were going to another school near Archer and Throop.

Learning that with the closing he would be transferred to another station, the nuns wanted to show their appreciation for the courteous and well-mannered treatment with which Jacek had always handled them. So, as a token of their respect, they presented him with a St. Christopher medal and key ring, along with a letter commending him highly. Jacek will round out his 28th year of service as a conductor and bus operator next May.

PICKING run tags for the last time at Blue Island are Operators *Tom Dolan* (left), and *William Butler*, as a group of fellow operators look on.

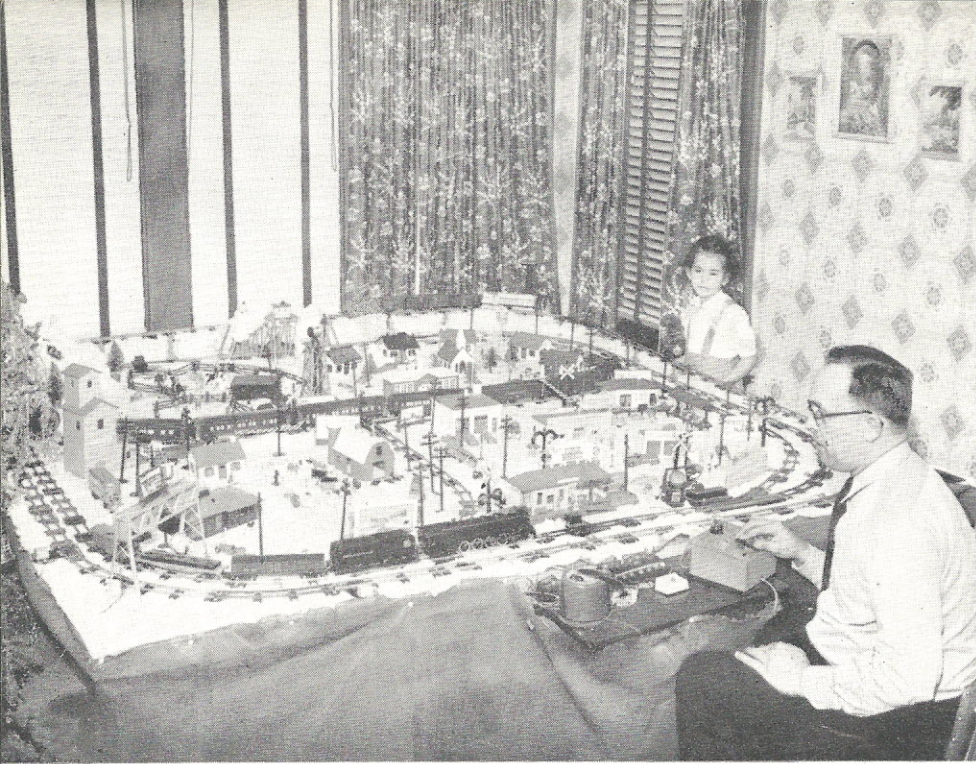


MOVING after 36 years at the same location doesn't seem to worry *George Casensky*, car cleaner. He started with the surface system at Blue Island in 1919.



Diminutive Display

◀ THIS unusual display which Operator Steve Keri, 77th, features in his home at Christmas time consists of a miniature village, complete with a model railroad. Steve is seated at the control switch. Daughter Kristine, 5, is an interested observer.



A VERY special event at the home of Operator Steve Keri, 77th, and his wife, Irene, always takes place at Christmas time. For that is the time of the year Steve moves an unusual Christmas display into the living room, where it stays through the holidays.

The display consists of a miniature village, complete with model railroad, and incorporates many other features not ordinarily found in projects of this type. Minute attention to details, even to the use of figurines and midget mechanical devices, lend authenticity to the display and make it unique by any standard of comparison.

Mounted on an eight-foot square table, the display has four scenes, laid out in individual sections. These represent a typical small town business section, residential district, a farm with outbuildings, and a ranch with a log cabin, corals, cowboys and horses, all in proportionate size. These are placed within a double circle of tracks that run around the outer edge of the table, while other tracks crisscross the various sections.

Assembling the Christmas display requires about 60 hours each year. The railroad is put together with 125 pieces of track in 10-inch lengths and is equipped with two model steam trains—one passenger and one freight—and one diesel switch engine. All three trains can be run simultaneously. It is operated by electric control switches, and has crossing gates, signal lights, switch tracks and other operating features of a grown-up railroad.

More than 50 figurines are used to simulate people and various farm animals. Many of these came from other countries. The display's 20 to 25 buildings are wired for electric lighting. These include, among others, a post office, railroad station, church, school, super market and fire house. Miniature trucks, tractors, automobiles and mechanized farm equipment fall naturally into the display's motif.

Steve, a CTA operator for eight years, first started to de-

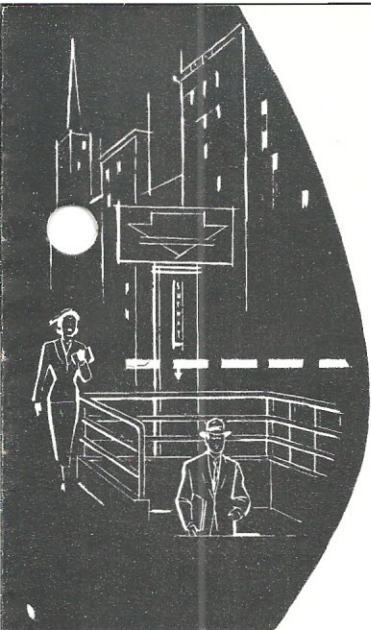
sign the display nine years ago. He estimates he has spent about \$1,300 in bringing it up to its present stage. Most of the material used was bought in hobby shops and stock shops, the component parts being added, according to Steve, "whenever I had a few bucks to spare."

Keri has had several opportunities to rent it out at Christmastime for display in shop windows and stores. But his three children, Kristine, 5, Stephanie, 7, and Claudia, 17, would have no part of it.

"It wouldn't be like Christmas at our house without it," they protested.



CLOSE-UP view of one of the four sections comprising the display which is authentic in every detail. Note the miniature figures on the station platform.



TRANSIT IN THE

NEWS

CTA Makes Payment for Resurfacing Streets

CTA RIDERS on January 27, paid \$300,000 to the City of Chicago toward the cost of repaving or resurfacing city streets where buses have been substituted for streetcars.

Under CTA's franchise ordinance, CTA's riders are required to contribute up to a maximum of \$300,000 a year toward the cost of improving city streets.

This obligation applies to the streets where CTA is now operating buses instead of streetcars. Payment is made at the rate of \$5,000 per single track mile or \$10,000 per double track mile.

CTA riders are to continue to make this annual contribu-

tion of \$300,000 toward the cost of improving city streets until all of the streets where we have replaced streetcars with buses have been repaved or resurfaced.

Just recently CTA riders paid \$230,339 to the city for 1955 license tags for CTA vehicles, and also paid \$50,000 to the Chicago Park District, completing its annual payment of \$200,000 to reimburse the Park District for the wear and tear on Chicago Park District boulevards resulting from the operation of CTA vehicles.

In addition to this \$730,000 paid to the City and the Park District, CTA riders pay \$1,500,000 annually in motor fuel taxes to the State of Illinois.

SUPERINTENDENTS SHIFTED

IN AN ORDER signed by *T. B. O'Connor*, general superintendent of Transportation and Shops and Equipment, and *Charles E. Keiser*, superintendent of Transportation, and approved by *General Manager Walter J. McCarter*, the following re-assignment of station superintendents was made effective January 16:

C. A. Sonders, station superintendent, Lawndale; *Ernest Guiles*, station superintendent, Limits; *F. J. Buetow*, acting station superintendent, North Avenue (trolley bus); *M. F. Harrington*, night station superintendent, North Avenue; *J. P. Hart*, night station superintendent, Lawndale and Wilcox; *C. A. Kerr*, night station superintendent, Devon and Ravenswood, and *S. J. Bitel*, night station superintendent, Kedzie.



CONSTRUCTION work is progressing steadily on the new Elston-Armstrong bus garage on the northwest side. Started in 1954, the \$2,500,000 project will be completed this year.

REVISED TERMINAL OPERATIONS

THE WEST terminal operation of two CTA bus routes—Jackson (No. 126) and Washington (No. 131)—was permanently revised over the week-end of January 2-3.

Beginning January 2, Jackson (No. 126) buses began operating as follows: West over the regular route in Jackson boulevard to Central avenue, north in Central to Madison street, west in Madison to Austin boulevard, south in Austin to Jackson boulevard, east in Jackson to the refectory building in Columbus Park, from which point they begin scheduled trips eastbound in Jackson over the regular route.

Effective January 3, Washington (No. 131) buses started utilizing CTA's off-street terminal facility on the northeast corner of Madison and Austin by operating as follows: West over the regular route in Washington to Austin boulevard, south in Austin to Madison street, east in Madison to



JACKSON BOULEVARD buses use this turnaround in Columbus Park as a west terminal. The building at the left is the park refectory.

the east driveway of the off-street terminal facility, north and west through the terminal to Austin, north in Austin to Washington and east in Washington over the regular route.

Under their former operation, Jackson buses operated west in Jackson to Pavilion drive in Columbus Park, where they looped to begin their eastbound trips.

Washington buses formerly operated south in Austin boulevard from Washington to Jackson, then east in Jackson to Pavilion drive in Columbus Park, where they looped to reverse direction for their return trips.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF DECEMBER 1954 AND 1953, AND TWELVE MONTHS ENDED DECEMBER 31, 1954 AND 1953

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

This statement is subject to such changes, if any, as may be disclosed by final year end audit

	Month of December		12 Months Ended December 31.	
	1954	1953	1954	1953
Revenues	\$10,759,071	\$10,596,306	\$121,139,515	\$124,103,962
Operation and Maintenance Expenses.....	9,305,516	9,574,469	103,411,537	106,296,905
Available for Debt Service.....	1,453,555	1,021,837	17,727,978	17,807,057
Debt Service Requirements:				
Interest Charges	416,661	421,923	5,040,612	4,889,336
Deposit to Series of 1947 Serial Bond Maturity Fund	200,000 (1)	150,000	2,100,000	1,400,000
Revenue Bond Reserves (Note 2).....	30,000	30,000	360,000	290,000
	<u>646,661</u>	<u>601,923</u>	<u>7,500,612</u>	<u>6,579,336</u>
Balance Available for Depreciation.....	806,894	419,914	10,227,366	11,227,721
Provision for Depreciation—Current Period..	860,726	847,704	9,691,161	9,928,317
Balance Available for Other Charges (Note 3) \$	<u>53,832</u> r	<u>\$ 427,790</u> r	<u>\$ 536,205</u>	<u>\$ 1,299,404</u>

r - Denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers.....	55,664,493	59,230,435	641,166,501	686,560,076
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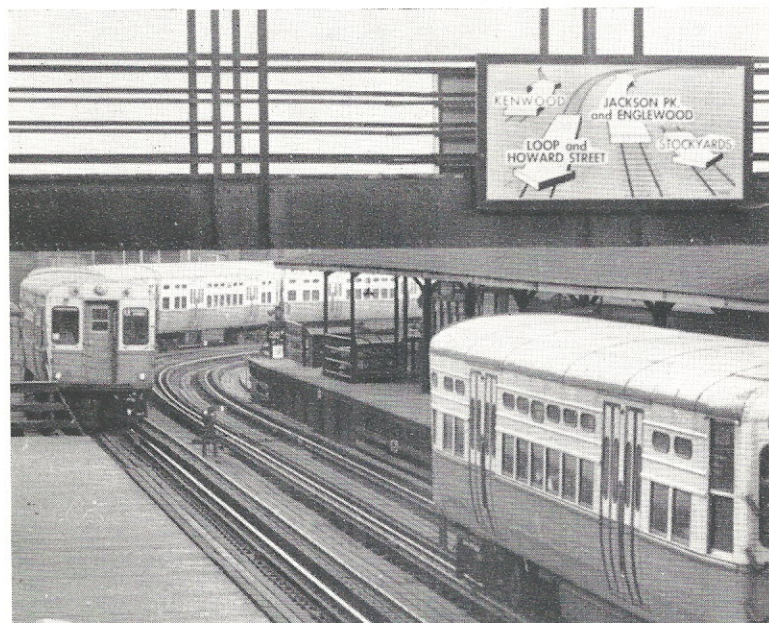
STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as at December 31, 1954

1952-53-54 Orders:	Delivered to date	Remaining to be Delivered	Total
Propane Buses	422	78	500
El-Subway Cars	176	94	270
	<u>598</u>	<u>172</u>	<u>770</u>
Delivered under previous orders.....	2,814		
Less—P.C.C. Streetcars to be converted to El-Subway Cars	<u>270</u>		<u>2,544</u>
			<u>3,314</u>

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 \$16,713.50, respectively (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that monies are available after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.



NEW DIRECTIONAL signs to facilitate loading of trains at Indiana avenue station on the rapid transit system have recently been installed at this important transfer point. One of the signs can be seen attached to the railing of the overhead bridge which connects the two platforms for passengers transferring to and from north-south "L"-subway trains and Kenwood and Stock Yards branch trains.



our public speaks



Murden



Williams



Prosser

FOUR CTA operators on west side routes were selected as winners in a courtesy contest sponsored by a community newspaper, The Post Tribune, which assigned a reporter to ride buses and observe considerate acts by the men behind the wheel towards riders.

The first man chosen was *Russell Collins*, Kedzie station (CTA TRANSIT NEWS, November, 1954).

The three more recently honored men, who received merchandise awards donated by business men of the community, were *Jack Williams* and *Nesbit Murden*, Kedzie station, and *Carl Prosser*, Wilcox station.

Williams, a former CTA TRANSIT NEWS reporter at Archer station, was chosen for courtesy shown a blind man; Murden for consideration extended to passengers boarding the bus at Cook County Hospital Clinic, many of whom were visibly bandaged, and Prosser for politeness in making change of a \$5.00 bill handed him by a rider on a crowded bus.

While hundreds of similar acts are performed each day by other operators, it is noteworthy that these four were selected by the newspaper for special mention. That good personal service does not go unnoticed is proven by

letters of commendation received daily by the CTA. The following are typical examples:

"Courteous, Helpful Attitude"

"Due to the fact that I am a handicapped girl, it is necessary for me to use crutches to get around and I find it very difficult to travel.

"One of your CTA bus drivers, No. 6409 (*Ray Maple*, North Park) has made my life happier because of his courteous and helpful attitude. Every morning I board his bus and instead of just opening the door, he personally helps me into the bus. Many passengers on the bus have made remarks on the courtesy of this man."

"Public Relations Officer"

"I would like to commend bus operator No. 5460 (*Albert Hall*, Devon). He is exceptionally courteous and patient with everyone and seems to be one of the best public relations officers CTA could have."

ALSO, patrons have noted acts of impoliteness and discourtesy shown them by our employees. Reprinted below are letters from dissatisfied customers:

"I boarded a Roosevelt Road bus at the west terminal and was issued a transfer. I alighted at Halsted street and

boarded a northbound bus. The driver informed me in a very loud voice that the transfer was no good. I asked him why and he said 'because I said it was no good.' I told him it was the one given me by the other driver and in an insulting tone he said, 'if you don't want to pay your fare, don't get on the bus.' "

COMMENT: Patrons must be given courteous explanations as to why transfers are rejected and an additional fare required.

"While waiting for a bus at Belmont and Pulaski Road, a few buses had passed us by. When the next bus was approaching, there were several cars waiting at the light signal, causing the bus to wait several feet away from the corner. One man, who also was waiting at the corner, walked over to where the bus was standing and boarded it there. When the light changed and the cars began to move, we waved to the operator to stop, but he kept on going since the light was still green and motioned that he had stopped, 'back there.' "

COMMENT: CTA operating rules and regulations provide that when buses or streetcars are forced by traffic to stop short of a regular loading zone, a second stop must be made at the proper point to permit patrons to board or alight. Failure to do so is an infraction of operating rules and results in a loss of riders as well as in letters of complaint such as the above.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for January, 1955, December, 1954, and January, 1954:

	Jan. 1955	Dec. 1954	Jan. 1954
Complaints	823	1,002	943
Commendations	82	123	96

Do you find motorists are driving more cautiously now than prior to S-D day?

INQUIRING REPORTER: Charles Greer

LOCATION: Limits



Ernest Johnson, Operator: "No, I don't think that people are driving any more cautiously now than before S-D Day. The same inconsiderate things that lead to accidents are still very much in evidence."



Ascenzio Domino, Operator: "There has been no appreciable change in the actions of drivers since S-D Day that I have noticed. They seem to take the same foolish chances now as they did prior to S-D Day."

Carmen W. Iacullo, Operator: "I don't think that motorists are driving any safer since S-D Day. Rather, it seems to me that some are even worse than before."



Oscar Demey, Operator: "Drivers seem to be the same now as prior to S-D Day. It seems as though they treated it like a day off; after it was past, they forgot about it."



Gus May, Operator: "Motorists are taking just as many chances now as they did before S-D Day, from what I have observed. I'm in favor of making every day S-D Day."

to the ladies from Ellen

HOME KNOW-HOW HELPS KEEP HAIRDOS LOVELY

LEARNING a few of the techniques of hairdressing can be a help to every woman. Even those who visit their hairdresser regularly find it necessary to roll up a curl once in a while to save a hairdo, or shampoo their hair at home when they can't get an appointment. So, knowing a little about these things can make the difference between being presentable or not, on occasion.

Just as hairstyles have changed, so have curling methods. Tight, ridgy waves ending in small snails of curls have lost favor to more natural, undulating, motion hairdos. And, these new styles call for new methods of hair setting, the use of large mesh curlers, turning pin curls over two fingers instead of one, or using more hair for each curl. If the new type rollers (they measure about one half inch in diameter) are

used, you get a lot of wave for a little work. Part the hair in sections to measure about two inches across and one half inch deep, hold your hair straight out from the head, and roll it from the ends toward your head over the roller. Because these rollers are of mesh, hairpins, pushed through the rollers, hold the curls in place until they dry. Curls made in this way comb into large, natural looking waves that fluff out.

If a flat hairdo is wanted, but in the newer, more loosely curled look, turn pin curls over two fingers. This makes the circumference of the curl larger, so it combs out soft and curved, rather than curled. Also, using large section of hair for pin curls helps give them a softer look. Be sure, however, to turn ends to the center, otherwise they might fuzz or show no curl at all.

Then, learn to comb your hair. Many



KNOWING a little about hairdressing techniques can make the difference between being presentable or not.

hairdressers say this is where home hairdressers fail. Use both hands for combing, they say, shaping the hair with one hand as you comb with the other. Brush and comb pin curls flat to your head, until your hair looks very straight, then start arranging a hairdo. Use your comb with a firm hand, and remember that several hairdos can be arranged from one setting.

THERE probably have been more jokes written about the new bride's biscuits than any other food. And while this popular quick bread often becomes more eminent than necessary, still a light, fluffy biscuit is a delight!

Hot breads make simple meals take on real importance. It has probably been noticed that many of the best restaurants throughout the country feature them and add new zest and interest to meals this simple way.

Most of the time breads are probably bought. Bake shops have a variety of hard rolls and specialty breads from

which to choose. Brown 'n serve rolls are popular, also. But biscuits are simple to mix and bake.

Biscuits can star in breakfast, lunch and dinner menus. For breakfast you will like tender, hot biscuits served with honey or jam. Luncheon fruit salads taste better with meat-flecked biscuit accompaniment. And for dinner, you'll find many biscuit-topped main dishes.

The basic biscuit recipe may be varied for special treats. For breakfast, have Pork Sausage Biscuits. To the biscuit recipe add $\frac{1}{4}$ pound browned pork sausage meat before adding milk.

Make Cheese Purses for lunch with a fruit or fish salad. Roll biscuit dough out $\frac{1}{4}$ inch thick. Cut with large biscuit cutter and place a strip of cheese— $1\frac{1}{2}$ inches long—in center of biscuit. Fold biscuit over cheese and seal edges.

For dinner soon, serve chives or herb

BISCUITS at their best are high, golden brown, tender and flaky. Serve them hot to glamorize simple meals.

biscuits. Chives biscuits are made by adding 4 tablespoons minced chives to flour mixture. Make herb biscuits by adding $\frac{1}{4}$ teaspoon mustard, $\frac{1}{2}$ teaspoon dry sage and $1\frac{1}{4}$ teaspoon caraway seeds to flour mixture.

Whether it be a bride of one month or a bride of 20 years, biscuits like these are easy and simple to make.

BISCUITS

2 cups sifted enriched flour
3 teaspoons baking powder
1 teaspoon salt
2 to 4 tablespoons shortening
 $\frac{2}{3}$ to $\frac{3}{4}$ cup milk
Sift together flour, baking powder and salt. Cut or rub in shortening. Add milk to make soft dough. Turn out on lightly floured board and knead gently 30 seconds. Roll out to $\frac{1}{2}$ inch thickness. Cut with floured biscuit cutter. Bake on ungreased baking sheet in hot oven (450°F.) 10 to 12 minutes. Makes about one dozen biscuits.



MAJOR OBJECTIVES

FOR

1955

**MORE
RIDERS**

**LOWER
ACCIDENT
COSTS**

To help accomplish these objectives, here are a few activities planned for 1955:

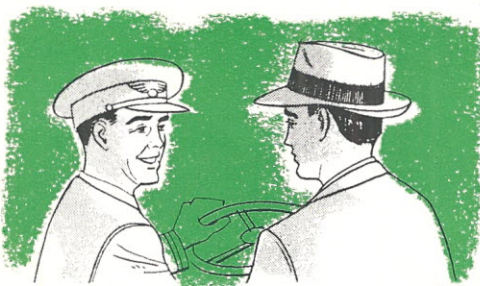
A COURTESY CARAVAN

A Courtesy Caravan will be coming your way on a trip throughout CTA. Do you know just HOW important courtesy is in our business—why it's so important to YOU? Watch for the Courtesy Caravan in '55!



PASSENGER SAFETY CAMPAIGN

Passenger accidents are extremely costly to us—both in money and public good will. Don't wait for the campaign—begin concentrating on passenger safety now—and every day in '55.



SAFE-DRIVING PROGRAM

Here's a program you made a big success in 1954, and we are sure you can do it again this year. Let's set a new Safe Driving record in '55 by making every day S-D Day!



By working together we can reach these objectives—

**MORE RIDERS,
LOWER ACCIDENT COSTS**

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