



TRANSIT NEWS



Chicago Transit Authority
Employee Suggestion Plan

Date _____

Mr. Walter J. McCarter

I SUGGEST THAT _____

WHAT
SHOULD BE DONE

WHY
SHOULD IT BE DONE

1102 SUGGESTIONS IN 1954

(See Page 3)

Name _____

Department _____

Home Address _____

Date received _____

Referred to _____

Date Ackn _____

MARCH, 1955

To All Employees of Chicago Transit Authority:

For a number of years, CTA has offered you the opportunity to save money effortlessly and automatically through the Payroll Deduction Plan for purchasing United States Savings Bonds.

More than one-third of you are now using this convenient program to provide funds for important lifetime purposes—a new or remodeled home for your family, education for your children, or supplementary funds for free-from-worry leisure days in your retirement.

Our record is good, but it can and should be better. Currently the U. S. Treasury Department is intensifying the efforts to promote thrift and to curb inflation by seeking a broader basis of employe participation in bond purchases. The CTA, I am convinced, can achieve a higher percentage of employe participation if each of you thoroughly considers the advantages of saving through the easy payroll deduction plan.

First, there is no safer way to save; the bonds are secured by the Federal government. Second, it's the easiest way to save—just tell us how much to deduct every month, and CTA will do all of the accounting without cost to you and give you each bond when the deductions have paid for it. Third, it's good business. The interest rate approximates 3 per cent compounded semi-annually if the bonds are held to maturity.

Within a few days, your immediate supervisor or a paymaster will hand you an explanatory leaflet, and an application for enrollment in the payroll savings plan. Read the leaflet carefully, fill out the application blank, and then hand it to your supervisor for transmittal to the Comptroller. If you are already enrolled, and wish to increase your monthly deduction for bond purchases, follow the same procedure.

Participation is voluntary, of course, but I sincerely hope that each of you will avail yourself of this opportunity to help yourself and to help your government.



Chairman
Chicago Transit Board

VOLUME VIII CTA TRANSIT NEWS NUMBER 3

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RECENT CTA ADDITIONS TO THE ARMED FORCES

John J. Harrington—Job Classification

RETURNED FROM SERVICE

Eugene J. Borowczyk—Claim Department

Patrick J. Clifford—Payroll Accounting

Richard C. Mecker—Claim Department

James E. Ohse—Transportation (Beverly)

Daniel J. Proffitt—Shops and Equipment

CTA TRANSIT NEWS



SUGGESTION PLAN REPORT

DURING 1954, a total of 854 CTA employees, representing all levels of occupational activity, submitted 1,102 ideas—an average of 92 per month—for consideration by the Employee Suggestion Plan Committee, according to the third annual report of the Plan issued recently.

Of the number submitted, 78 suggestions were adopted, or 7.7 per cent, and awards totaling \$1,035.00 were paid. The highest individual award was \$150.00. At the year's end, 1,007 of the 1,102 suggestions received had been closed, leaving 95 still in various stages of processing.

As in previous years, Shops and Equipment Department workers carried off a major share of the awards. Of the 78 winning suggestions, 37, or nearly 50 per cent, originated with employees of that department. Their awards totaled \$610.00. Transportation Department employees of the rapid transit system won 19 of the cash awards, totaling \$195.00, and surface system Transportation Department workers came in for 14 awards, totaling \$110.00.

Employees of the general offices and of the Stores, Electrical and Way and Structures departments shared the remaining awards.

In making awards for the 78 adopted suggestions, the Employee Suggestion Committee's investigation disclosed that the estimated savings to be expected during the first year the suggestions were in use would total \$10,162.00. This amounted to an average estimated saving of \$130.28 per adopted suggestion during the first year.

Three out of every four—75.8 per cent—of all suggestions received during the year were of an intangible nature, that is ones related to improvements which result in savings that cannot readily be measured. Suggestions relating to tangible savings amounted to 6.8 per cent. Suggestions dealing with safety, both of employees and riders, amounted to 17.4 per cent of the total.

The report noted that since October, 1952, when the present system-wide Employee Suggestion Plan was placed in operation, a total of 184 suggestions have been adopted and awards totaling \$3,013.00 made, with an estimated first year's savings of \$33,776.00. On the basis of cumulative savings, the total savings from October, 1952, to December, 1954, is estimated at \$43,232.00.

The Suggestion Plan not only provides all employees full and equal opportunity to have their ideas put to use in improving operating methods, but also gives recognition and reward to those who submit useful ideas. The details of carrying out the program are handled in the office of the Employee Suggestion Plan under the supervision of *Thomas P. Lyons*, secretary of the employee suggestion committee.

The annual report serves again to remind all employees that their ideas to improve CTA operations or better present practices are welcomed. Every suggestion is given careful consideration. Any idea submitted may turn out to be a prize-winner.

YOUR INDIVIDUAL RET *Coming* IN APRIL

6		7		8		9		10		3		11	
NAME LAST		EMPLOYEE BADGE OR PAYROLL NO.		DEPT. CODE		SOCIAL SECURITY NUMBER AREA		EARNINGS FOR YEAR		TOTAL ACCUMULATED EARNINGS TO DATE		YEAR	
12		4		13		5		1		2			
FOR YEAR		TOTAL ACCUMULATED TO DATE		INTEREST EARNED FOR YR.		TOTAL ACCUMULATED INTEREST TO DATE		ANNUAL RATE		YEARS		PAST SERVICE	
CONTRIBUTIONS													

THE RETIREMENT PLAN FOR CHICAGO TRANSIT AUTHORITY EMPLOYEES REPORT OF EARNINGS AND CONTRIBUTIONS FOR YEAR 1954

THE ABOVE REPORT SHOWS THE AMOUNT OF EARNINGS, CONTRIBUTIONS, AND INTEREST CREDITED UNDER THE PLAN FOR THE YEAR INDICATED ABOVE TOGETHER WITH THE TOTAL ACCUMULATED EARNINGS, INTEREST, AND CONTRIBUTIONS (INCLUDING F.O.A.B. EQUIVALENT FROM OCTOBER 1, 1947 TO JANUARY 1, 1951), FROM THE START OF THE RETIREMENT PLAN ON JUNE 1, 1949. ITEM (1) ON THE REPORT SHOWS YOUR ANNUAL RATE OF EARNINGS CREDITED TO THE PLAN FOR PAST SERVICE. ITEM (2) SHOWS THE NUMBER OF FULL YEARS OF PAST SERVICE CREDITED UNDER THE PLAN.

TO ESTIMATE YOUR RETIREMENT BENEFITS AS OF THE LAST PAYDAY FOR THE YEAR 1954 INSERT ITEMS (1) AND (2) TOGETHER WITH THE TOTAL ACCUMULATED EARNINGS TO DATE ITEM (3) IN THE BLANK SPACES OF THE FORMULA SHOWN ON THE REVERSE SIDE OF THIS CARD.

YOU SHOULD RETAIN THIS REPORT OF EARNINGS AND CONTRIBUTIONS AS A PERMANENT RECORD. H. B. STORM SECRETARY

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
EMP. NO.	NAME					INIT.	SS NO.	ANNUAL RATE	DEPT. CODE	EARNINGS FOR YR.	TOTAL EARNINGS	CONTRIB. FOR YR.	TOTAL CONTRIB.	INT. FOR YR.	TOTAL INTEREST	YEAR	PAST SERV.																																																															

THE SECRETARY of the Retirement Allowance Committee, H. B. Storm, announces that the Second Annual Report to be issued to employes participating in the Retirement Plan for Chicago Transit Authority Employes, listing their earnings and contributions for the year 1954, will be delivered through paymasters over the entire system during the month of April.

This report, which should be retained to serve as a permanent record, will contain important information pertaining to each employe's pension account. The report, in the form of a record card, will not only show individual earnings, contributions and interest for the sixth year of the plan, but also will show the accumulated earnings, contributions and interest for the period commencing with the date the employe became a participant in the retirement plan through the end of the sixth plan year.

To help employes understand what the various figures on the record card mean, a facsimile copy of both the front and back sides of the card accompany this story along with the following explanatory information. The numbers shown on the facsimile copy correspond with the numbering of the following explanations:

1. Annual rate of past service for each hourly rated employe, the average earnings for the year ended May 31, 1948, and for the occupation group to which the employe belonged on May 31, 1948. For salaried employes, total earnings paid for year June 1, 1947, to May 31, 1948. Annual rate of past service compensation on any employe does not exceed \$10,000.
2. Years of past service are the years of full service from the date of employment to June 1, 1949.
3. Your total earnings (not exceeding \$10,000 annually) recorded in the Retirement Committee's records since June 1, 1949, up to and including the last payday nearest January 1, 1955.
4. Your accumulated contributions from June 1, 1949, the date the retirement plan started, through the last payday of the year, covered in No. 11, or to your 65th birthday. This total also includes the amount you contributed from October 1, 1947, to January 1, 1951, at the rate of 1% of your salary up to and including \$3,000 annually which was withheld by the Authority during the period when the employes of the Authority were not under the Social Security Act.

IREMENT PLAN REPORT

THE RETIREMENT PLAN FOR CHICAGO TRANSIT AUTHORITY EMPLOYEES

TO ESTIMATE YOUR PENSION AS OF END OF PLAN YEAR 1954, USE ITEMS MARKED 1, 2, AND 3 FROM THE OTHER SIDE OF THE CARD.

PAST SERVICE:

$$\frac{\text{ANNUAL RATE (1)}}{\text{YEARS (2)}} \times \% = \text{ANNUAL PAST SERVICE CREDIT}$$

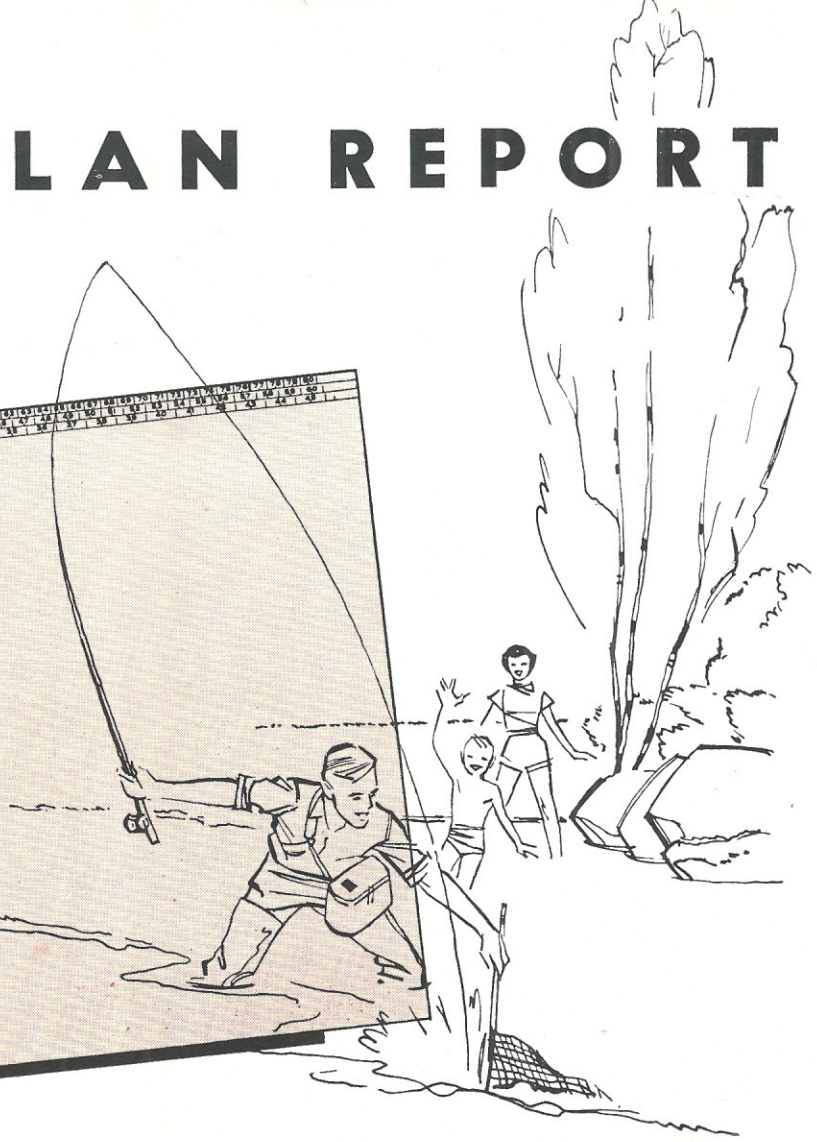
FUTURE SERVICE:

$$\frac{\text{TOTAL ACCUMULATED EARNINGS TO DATE OR TO AGE 65 (3)}}{1 \frac{1}{2} \%} = \text{ANNUAL FUTURE SERVICE CREDIT}$$

ESTIMATED TOTAL ANNUAL PENSION CREDIT

USE ITEMS MARKED 4 AND 5 FROM OTHER SIDE OF THE CARD

YOUR CREDIT WITH THE PLAN:

$$\frac{\text{TOTAL ACCUMULATED CONTRIBUTIONS TO DATE (4)}}{\text{ACCUMULATED INTEREST (5)}} = \text{TOTAL}$$


5. The total accumulated interest credited to your account from June 1, 1949 (date the Plan started), to the end of the year covered in Item 11.
6. Your name.
7. Your badge or payroll number.
8. Code used to identify where you work.
9. Your Social Security Number.
10. Your earnings as recorded in the Retirement Committee's records for the Plan Year shown in Box No. 11. If you were not over 65 when the Plan Year 1954 started, nor became age 65 during the Plan Year 1954, the above figure should agree with the government W2 form furnished you by the Authority for income tax purposes.
11. The Retirement Plan Year which covers the pay nearest to January 1, 1954, up to and including the pay nearest January 1, 1955.
12. The amount you contributed to the Retirement Plan during the Plan Year shown in Box No. 11. All contributions cease at age 65.

13. The amount of interest earned on your contributions during the plan year covered in item 11 and credited to your account in the Retirement Committee's records.
- The reverse side of the record card carries a simple Retirement Plan formula which is set up so that each employe might estimate his pension account as of the end of the Plan Year 1954 by using the items marked by the numerals 1, 2 and 3 on the front side of the report. Each individual's credit to the Plan can be found by using items 4 and 5 on the front side of the card.
- Employes' Retirement Contributions together with the Authority's Contributions totaling \$7,496,527.42 for the Plan Year 1954 make possible this Retirement Plan which mails each month Retirement Checks to retired employes in 48 states and 32 foreign countries. During the Sixth Plan Year of 1954 there was expended from the fund \$5,379,-737.35 to retired employes and beneficiaries, or in refunds.
- Since June 1, 1949, there has been paid to employes or their beneficiaries under this Plan \$21,867,667.79. At the end of the 1954 Plan Year, the net assets of the Plan were \$11,655,518.81, of which \$11,635,000 was invested in U.S. Government Securities.

To Serve Our Riders Better

KNOW YOUR CTA ROUTES



THE UPPER Michigan avenue district is closely adjacent to the northern terminal of the Archer avenue route at State and Wacker drive. The Wrigley building, Tribune Tower, Lincoln Tower and other familiar structures climb skyward nearby.

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

LINKING the Loop district and the upper Michigan avenue area with the far southwestern side of the city, and, through a network of intersecting lines, providing service to a vast urban residential section, is the Archer avenue bus route, one of the more important of CTA's surface system facilities.

This route provides two types of service—local and express—each terminating at a different southwest side location. The northern terminals of the two routes, however, are only a short distance apart, relatively speaking, in the Wacker Drive - Wabash - State area at the northeast edge of the Loop.

The express route (No. 62A), with a measured round-trip

mileage between outer terminals of 22.02 miles, starts at Wacker drive (300 N) and Wabash avenue (45 E) and operates over Wacker west to State, south on State to Archer (approximately 1900 S), southwest on Archer to Cicero (4800 W), south on Cicero to 63rd, west on 63rd to LaCrosse (4832 W), south on LaCrosse to 64th, and east on 64th to Cicero.

Archer buses in local service (Route No. 62), after entering the downtown area on the northbound trip at State and Polk streets (800 S), proceed west to Dearborn and north to Wacker and begin their southbound trip at that point over the following route: east to State, south on State to Archer, and southwest on Archer to a Neva avenue (7132 W) loop at 55th street. The measured round trip on this route is 24.94 miles.

Schedules are designed to meet service demands and the prime consideration of public convenience. However, because density of traffic and street conditions are uncertain factors, maintenance of desired intervals is not always possible. Nevertheless, as a general rule few deviations occur in the overall pattern of day-to-day operations.

During morning rush hours, operating headways for northbound Archer express buses are one and one-half minutes, and southbound, during the evening rush hours, approximately two minutes. These lengthen out to eight minutes during the day. There are no express buses operated during the evening, or on Sundays and holidays.

Northbound local buses are spaced at three and one-half to four minute intervals during the morning rush period. Southbound, during evening peak traffic hours, the schedule

END OF the line for Archer avenue local buses is this off-street terminal at Neva avenue and 55th street, one of 100 similar off-the-street facilities in service on the CTA system.



THE BUSY control tower at Midway Airport guides traffic at one of the nation's finest airports. Located at 57th street and Cicero avenue, at the southern terminal of the Archer express route, this is the greatest center of aeronautical activity in the country.



is every three minutes. Intervals in the day time are eight minutes, and evenings, six minutes. The scheduled running time between Archer-Cicero and downtown Loop terminal, one way, is 47 minutes for express buses and 53 minutes for local service.

On Saturdays, there are express buses every six minutes in the a.m. rush, and local buses every eight minutes. During the p.m. rush, express buses are on seven-minute intervals and local buses, six-minute headways. Saturday daytime intervals are seven minutes for each type of service, with local buses every eight minutes during the evening. Local service is provided every 15 minutes on Sunday mornings and each eight minutes during the afternoon and evening.

All late evening runs slide off gradually to nightly "owl"

A MAMMOTH quarry in actual operation within a relatively short distance of the downtown Loop is an interesting phase of commercial activity in the Archer avenue area. Located at Quarry street (1042 W), it is operated by Material Service Corporation.



IN THE Brighton Park district, Archer avenue is the main business artery. This is a view looking east from Whipple street towards Sacramento.



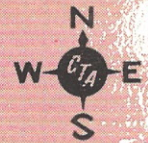
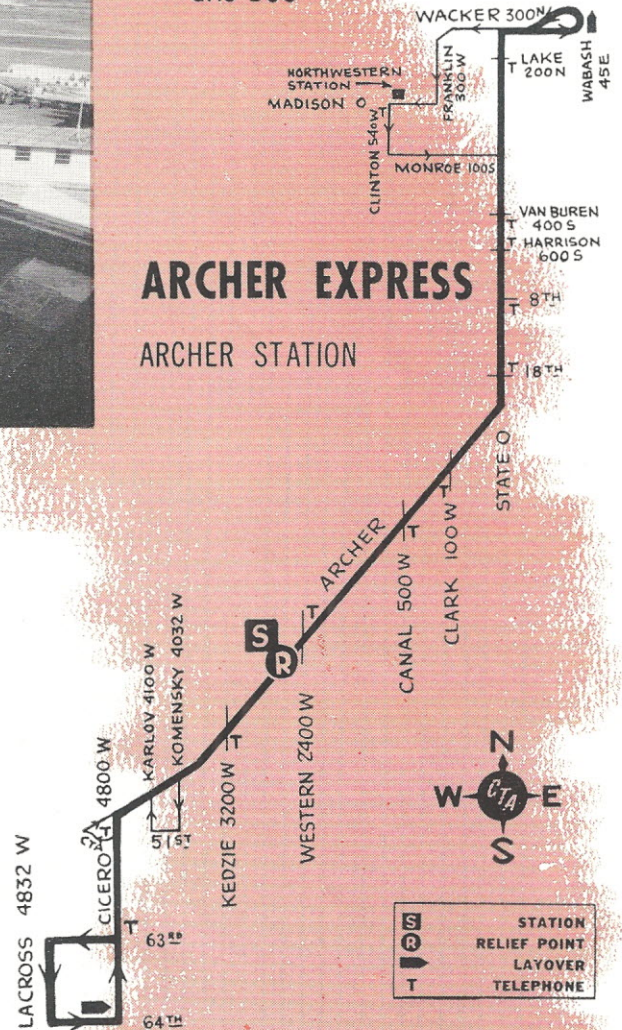
62A

GAS BUS



ARCHER EXPRESS

ARCHER STATION

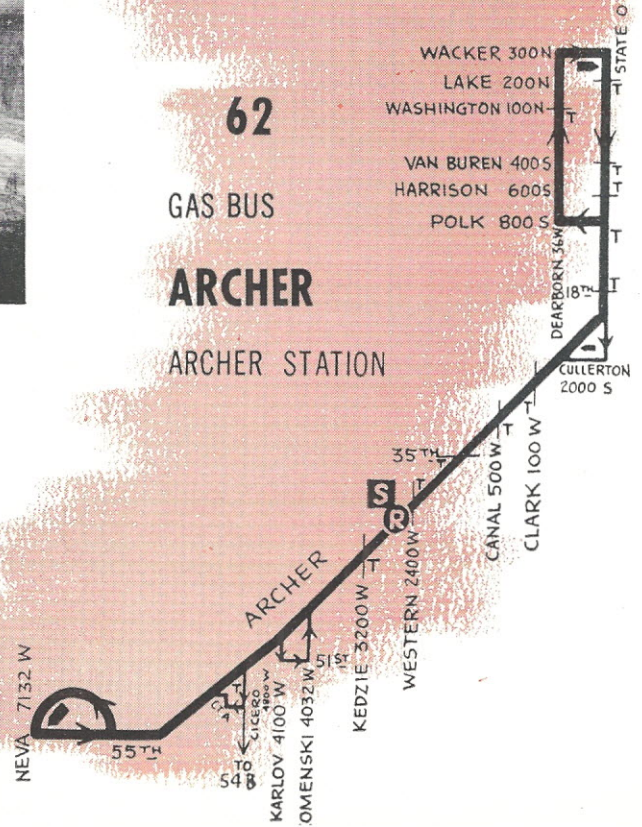


62

GAS BUS

ARCHER

ARCHER STATION





ANOTHER aspect of commercial activity is a large truck terminal at Archer and Pulaski road. This is a central point for fast freight lines which radiate out in all directions on highways leading from Chicago.

service at 20-minute intervals between 1:30 a.m. and 5:30 a.m.

A number of express specials operate to and from Cicero avenue and Loop terminals during rush hours. Between Cicero and Harlem, these specials run on local schedules.

Archer buses also are used to give a special supplementary service from North Western and Union stations to the central business district during morning rush hours.

A total of 89 gas or diesel buses are assigned to Archer service. These come out of Archer station.

The history of the Archer avenue route dates back to 1864, when horse cars began operating from State street to 22nd. In 1865, the line was extended to Fuller street (2900 S). The next extension came in 1884 to Western avenue (2400 W), and further westward from that point to Rockwell (2600 W) in 1887, to Kedzie (3200 W) in 1896, and to Cicero in 1900. There was a gas bus extension to Harlem avenue in 1934. Electric streetcars replaced horse cars on the line around 1900.

Chicago Midway Airport, one of the nation's finest air-

ports and the greatest center of aeronautical activity in the United States, is located at 57th street and Cicero avenue, at the southern terminal of the Archer express line.

The route also serves the McKinley Park, Brighton Park, Bridgeport, Archer Heights and Garfield-Ridge communities and adjacent business districts located along Archer avenue.

Such noted Chicago landmarks as the Michigan avenue bridge, the Wrigley building, Tribune Tower, Palmolive building and the surrounding business and shopping district are closely adjacent to the northern terminal of the route, as are all the prominent Loop department stores.

The Archer avenue route has contributed much to the growth of the southwest side of the city. It helped pioneer a territory that is now highly industrialized as factories sprang up along the car tracks which brought convenient local transportation to the area, making it easily accessible to all.

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

THE INTERSECTION of Archer and Western avenues is a busy transfer point between two surface system routes. In the background is McKinley Park, named in honor of a former president of the United States, whose statue, shown at the right, stands in the park.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Diamond Ring Tops Accounting News

ACCOUNTING — *Josephine Yericich* received a beautiful diamond ring on Valentine's Day from *Joseph Sweda*. Tentative wedding plans set the date for late fall.

Naomi Bohlin is convalescing after suffering a broken arm in a fall on January 22.

Virginia Rebich is a grandmother again. Latest addition is *Robert Lee*, born on February 8 to her daughter, *Millie*.

Ellamarie Worland was showered with many little things that will be useful in her new role of full-time homemaker when she left CTA on February 11.

—HELEN A. LOWE

Tony Turns Talent To Terpsichore

ARCHER—If any of you fellows who work in the garage should happen to see *Tire Repairman Tony Lombardo* practicing some ballet dancing on his lunch hour don't be alarmed. He is only trying to keep up with his pretty little daughter, *Linda Suzan*, who, besides just starting kindergarten, is taking ballet lessons.

Operator John Maher, formerly of Archer, worked with *Bill Cawley* passing out union cards on February 4. He substituted for operator and board member, *Burt Sheehy*, who recently underwent an operation.

It was a pleasure to attend the annual reporter's dinner, and meet the staff, reporters, and the photographers. We were treated to a dinner and show, and the evening was appreciated by all.

Operator Emil Felz and his wife have just taken a new daughter into the family. Their son, *Donald*, recently married *Peggy Reardon*.

There was a double celebration in the home of *Supervisor Jerry*



CREDIT UNION HEADS

RECENTLY elected to head the Beverly Bus Garage Credit Union for 1955 was the board of officers shown here. Left to right, the members are: *William O'Brien* and *John McMullen*, board of directors; *Virgil Teimmer*, treasurer; *Ed Quinlan*, president; *Jack Falsey*, board of directors, and *Pete Flaherty*, assistant treasurer. *Ernie Franks*, vice president, was not present at the time the picture was taken.

Reported by *Frank Black*

and *Mrs. Pierczynski* on February 26. Not only was it their 17th wedding anniversary, but their son, *Jerry, Jr.*, birthday . . . *Operator Bill* and *Mrs. Mittlestaedt* also recently celebrated a wedding anniversary—their 19th.

We wondered why *Operator Ed Slattery* was smoking extra large cigars lately. His son, *Larry*, was elected mayor of Burroughs grammar school.

Operator Joseph and *Mrs. Smolik* happily reported the recent arrival of a son, *Joseph, Jr.*

At the annual credit union meeting recently, all the officers were elected unanimously. *Burt Sheehy* was elected president, filling the post formerly held by *Operator Bill Saunders*, who recently retired. Other new members elected are: *William Moore*, supervisory committee, and *Bill McNamara*, credit committee.

At this writing *Operators J. March*, *Tom McKeon* and *Bill Koritzke* were on the sick list. . .

It's good to see *Operators John Hoffman* and *Emil Drobney* back at work after being off sick.

The families of *Operators Milo Krejca* and *George Oakey*, formerly of Archer, are mourning their recent deaths. *Operator Roy Wilson* recently suffered the loss of his mother; *Supervisor Joe Klima* the loss of his brother; *Night Watchman James Nolan* the loss of his son-in-law; *Operator A. Ukockis* the loss of his father, and *Operator A. Kohlstedt* the loss of his mother.

—R. H. FORTIER

At Least They Came Back With Something

BEVERLY—*Operators Ray Anderson* and *Vick Paciski* are two of our ice fishing fans. A recent trip to Fox Lake was not in vain . . . they returned with 34 pounds of ice.

St. Margaret's church was the scene of a beautiful wedding on February 19 when *Patricia Hogan*, daughter of *Operator John Hogan* and his wife, *Ruth*, was united in

marriage to *Eugene Vilimek*. A reception was held at Washington Heights hall, after which the young couple left on a honeymoon.

Operator Frank Pierson, the Merionette fireman, is moving over to make room for a brother smoke eater. From neighboring Garden Homes comes *Floyd Grajek*. He is a volunteer fireman and assistant fire chief. *Floyd* also serves on the newly purchased ambulance. His quieter moments are spent at home with his wife, *Estelle*, and their three children.

Operator James Ohse has returned to CTA from military service. His home base for the past two years was the U. S. Naval station in Key West, Florida. *James* served on the *U.S.S. Gilmore* and *U.S.S. Bushnell*, and visited such places as Port Au Prince, San Juan and the Virgin Islands.

Did you know that our handsome night clerk, *William J. McCarthy*, has a brother, *John*, just back from the Navy and working in bus repair?

The eye examiner who visited us recently is *Jim Gavin*, brother of *Pat Gavin*, receiver at 77th.

George Robert Schleitz, Jr., son of *Operator George, Sr.*, has been inducted into the Coast Guard.

Wedded 58 Years

Golden weddings are great, but each year after that is really something. *Mr. and Mrs. Charles Gline, Sr.*, parents of *Bus Operator Charles Gline, Jr.*, celebrated 58 years of wedded life on January 20. An open house was held for friends and relatives, including 14 grandchildren and nine great grandchildren.

The man with the Florida tan is *Operator Ted Dexter*. He and his wife, *Bess*, recently returned from three wonderful weeks in the south. Most of their time was spent in and near Miami. On the return trip, they toured the Eastern seaboard, stopping at Fort Bragg, North Carolina, to visit their two paratrooper sons, *Corporal Ronald* and *Sergeant Ted, Jr.*

A famous father and son team in the shops is *Bill Moore, Sr.*, of Beverly, and *Bill Moore, Jr.*, of 77th. Big Bill is quick to tell about his two fine grandchildren, *David*

FEBRUARY BRIDE



A NUPTIAL mass at St. Michael's church on February 5 united Marilyn Horan, Material and Supplies Accounting, and Gene Wright in the bonds of matrimony. Marie McClaughry, Public Information Department, participated in the ceremony as a bridesmaid. The couple honeymooned at King's Gateway lodge, Land O'Lakes, Wisconsin. Marilyn's wedding gift from CTA associates was a rotisserie.

Reported by Helen A. Lowe

and Donald . . . Also in the father and son department are Operator George Goerner, of this station, and Howard, located at South Shops. Both are former Greyhound bus drivers.

Bus Operator William Bowen, former scribe at 38th street, and now director of salvage at Beverly, recently received word that his son-in-law, William A. Stone, had been commissioned Lt. Commander aboard the U.S.S. Owens and was headed for Bermuda at last reports.

—FRANK M. BLACK

Greeley Couldn't Have Done Any Better

CLAIM AND LAW—Attorney Phil Comiano and his wife took a wonderful trip to the west, stopping off at Tucson, Arizona, to visit Ernie and Glee Hoskins, formerly of General Accounting and Accident Prevention, respectively. Their next stop was California, and Phil was seen on Art Linkletter's House Party television show by

two former employes, namely Mary Kay Rowland and Pat Hays. It seems Phil was picked as a contestant and won a 21-inch Stromberg Carlson television set.

The welcome mat was rolled out recently for Helen Lojtus, secretary, who filled the job vacated by Barbara Geiger.

At a special meeting of the board of directors of our credit union held directly after the annual meeting, the following officers were elected: Donald J. Curtin, president; Edward Weingartner, vice president; William S. Nott, treasurer; Elvera Potensa, assistant treasurer, and Florence Gray, clerk.

Gladys Shuflitowski is back at her desk after her recent confinement at home due to a fall.

At this writing this reporter is happy to announce that Jeanne Ludmann and Elvera Potensa will take over as reporters for this column. Let's give them full cooperation with any news items that will be of interest to the department.

—TONI TORTORELLO

New Arrivals Keep Storkline Busy

ELECTRICAL—Arthur R. Sandberg, engineer, is the proud daddy of a baby boy who arrived on February 7. His name is Christopher, and this makes it two girls and three boys for the Sandbergs.

Bert A. Engberg, engineer, became a grandpa on February 7 for the first time. His granddaughter's name is Bonnie Jean Brown.

William Spitzock, lineman, was presented a baby boy on January 24. His name is Mark William and it now adds up to three boys and one girl for the Spitzocks.

William Timmerman, lineman's helper, has a new exemption for his next income tax return. A baby girl, who arrived on January 30, has been named Nancy Ann. The Timmermans now have one boy and one girl.

Joseph Kelso, lineman's helper, became a daddy on February 17, when little Theresa Anne arrived. This is number one for the Kelsos.

A card received from Herbert Storey, foreman, indicated he enjoyed his vacation in Miami, Florida. Here's a quote: "Ate at Top O' the Columbus. Did some deep sea fishing, caught 36. Think of you all, but feel no pain."

Jack Gilroy, chief operator at 42nd substation, enjoyed his flight to Florida. He spent his time resting and basking in the sunshine in

the vicinity of Clearwater . . . Golbert Vachet, retired, writes: "Still enjoying the sunshine, watching TV shows and living."

Chief Operator John P. Woods retired on February 1 after completing 45 years of faithful service.

—G. E. ANDREWS

Devon Getting New Dress For Easter

DEVON—The station is going to have a new dress for Easter. The painters are busy trying to get the job done before then.

To the outdoor men of Devon, Hank, the day foreman at Rosemont, has a real bargain in a 12-foot boat and trailer. See him at the garage or call BU 1-6594.

Operator Stanley Gustofson, who picked run No. 9 on Sheridan, still can't believe it . . . Receiver Bill Pinazo is back with us again.

Superintendents Smith and Kerr would like to suggest that all men at Devon get their watches checked. It will be to their own advantage.

Motorman A. Coquillet and Conductors E. Schultz and P. Gallagher took their well-earned pensions beginning February 1.

The operators at Devon say "hats off" to the mechanics at Rosemont for having the cleanest steering wheels, for the morning pullout.

Bill Washa reports that the pass books are ready and can be picked up any time now.

Let's have some more news, boys. I can only write up what you pass on to me. Don't be so bashful.

—H. C. THELIN

Progresses In Medical Career

GENERAL OFFICE—(Transportation) Dr. Cecelia Miller, who was mentioned in this column upon the occasion of her graduation as a doctor of medicine from the University of Illinois in June, 1951, is at present an instructor in surgery (Anesthesiology) at the Northwestern School of Medicine. Dr. Cecelia has just recently been appointed assistant chief of anesthesia at both the new Veterans Administration Hospital of Research and Municipal Tuberculosis sanitarium. In between her busy assignments she finds time to be a wife and homemaker for James R. Miller, telephone information, and a mother to their only child, Jo-Ann Miller, age 13.

The sweetest music this side of

heaven can now be enjoyed by the Gibes family. Dispatcher Carl Gibes, a lieutenant in the Air Force, who recently was promoted to captain, has just about completed building a six tube transmitter for his Hi-Fi set. Another do-it-yourself job well done.

Enroute to a tonsorial parlor on a recent blustery day, Clarence Melbye, treading on ice without the aid of a pair of skates, fell and twisted his knee.

Ed Murray shook himself free from the bonds of convalescence that grounded him for the past few weeks following an operation, and is now back in business at his old stand.

Charlie Stephenson awakened the other morning to find himself in hot water. A leak in his hot water tank flooded the utility room knee deep with boiling water.

(Insurance) Mary Berry was approached by the Quick Quiz columnist of the Sun-Times and, after being photographed, was asked for an opinion as to whether or not sales taxes should be increased. Mary's immortal answer was simple and concise: "There must be a very good reason."

(Public Information) During the latter part of February, two faces disappeared from the office for a

GOLDEN WEDDING



CELEBRATING their golden wedding anniversary on February 6 were Mr. and Mrs. Joseph Pinelli, parents of Bus Operator Art Pinelli, Beverly. To mark the occasion, a turkey dinner and champagne were served to 38 guests at the South Shore View hotel.

Reported by Frank Black

week. Upon their return, *Marie McCloughry* and *Art Rudd* were bursting with news of New Orleans and the Mardi Gras . . . *Mary Pat McDonnell*, stenographer, also had news. She and her husband-to-be, *Robert Mersch*, have purchased a home in Morton Grove to begin housekeeping after their April marriage.

—JULIE PRINDERVILLE

Big Days In Two Ways

GENERAL OFFICE—(*Training*) *William Kurtz*, training assistant, received congratulations on two counts recently. On February 2, Bill received his Master's degree in Social and Industrial Relations from Loyola university, and on the next day, February 3, a baby daughter was born and welcomed into the Kurtz household, which includes little brother *Billy*, and sister *Mary Pat*. The new baby was named *Katherine Ellen*.

(*Job Classification*) *Irene Glas-ing*, secretary to *James Carney*, received a beautiful diamond engagement ring from *Clarence Hill* on February 20. Irene and Clarence plan to be married in the latter part of May.

(*Accident Prevention*) *Tom Henningsen*, accident analysis clerk, was pleasantly surprised when his telephone number appeared in the Chicago American newspaper, entitling Tom to a ten dollar prize.

Edward Henry ushered at the marriage of his brother, *Jack*, to *Terry Mannion* on February 19 at St. Sabina's church. The groom's dad, *Edward Henry, Sr.*, who works at 77th station, and *Bus Operator William Mannion*, 69th station, father of the bride, gathered with other relatives and friends to wave goodbye as the happy couple left for Sea Island, Georgia, for their honeymoon.

(*Employment*) *Clarence B. Heath*, interviewer, and *Bernice Coyne*, test administrator, surprised their friends and co-workers when they announced their marriage recently. Clarence's twin brother, *Herbert*, and his wife, *Charlotte*, were the best man and matron of honor. The newlyweds plan on making their home at Crystal Lake, Illinois, in the near future.

(*Staff Engineering*) *Frank Scheubert*, traffic analyst, at this writing was recuperating at Walther hospital after an operation,

40-YEAR EMPLOYEES RECENTLY RETIRED



Frank Pauley, motorman, West Section, retired March 1 with 43 years of service.

John J. Stefek, motorman, 77th, retired March 1 with 44 years of service.

Joseph J. Marvin, motorman, Devon, retired March 1 with 43 years of service.

Henry Schmidt, conductor, 77th, retired March 1 with 40 years of service.

Leonida Hildebrandt, operator, North, retired March 1 with 41 years of service.

and we're hoping to hear of a speedy recovery.

Bernard Trager, traffic analyst, sent word that he was enjoying wonderful weather and having a good time while vacationing in Ft. Lauderdale, Florida.

(*Traffic Engineering*) *Frank Barker, Jr.*, was recently welcomed back into the department after two years spent with the Chicago Plan Commission.

—MARY E. CLARKE

Retired Conductor Requests Letters

KEDZIE—*Retired Conductor Edward Swanson* is now living in Phoenix, Arizona, and would appreciate a line from the boys. His address is 315 E. Belmont, Phoenix.

We are glad to hear that the wife of *Instructor Otto Bruebach* is now on the road to recovery after being confined to the McNeil hospital in Berwyn for some time.

—C. P. STARR

Happy Parents Greet Fine New Baby Son

LIMITS—*James Reed* and his wife had a visit February 15 from that wise old bird, the stork, who left them a fine baby boy.

"When it rains it pours"—that statement seems to be very true in the life of *Operator Irvin Metzger* during recent weeks. First, *Mrs. Metzger* was attacked and stabbed in a robbery attempt which resulted in hospitalization for a wound in the back; second, his car was

struck and wrecked while parked in front of his home. He should be about due for a change in luck.

Receiver George Singer entered the hospital for treatment recently. George came to Limits as day receiver when the clerks had their last pick.

Limits credit union held its annual dance this month and it was such a huge success that next year they will have to get a larger hall.

—C. F. GREER

Family Reunion In California

LOOP—We will miss the pastry furnished by *Ernest Ebbeson*, who retired February 1. He was employed as a northside agent in 1939 and transferred to the Loop in 1943 as a platform man. He and his wife drove to California to be with their family. They will make their home in Romana, where one of their daughters lives. Their other two children are in San Bernardino and San Luis.

Kathleen O'Donnell had the honor of being godmother to her nephew, *Michael Francis*, born January 22 to *Bridget Lahart O'Donnell*, former agent.

Lydia Ruck vacationed in Maywood . . . *Kathryn Leahy's* holidays were saddened by the death of her sister on New Year's day.

The Metropolitan "L" Credit Union held its annual meeting at the Oak Park Arms hotel. A turkey dinner was served and entertainment furnished to 225 members and guests, among whom were *Mr.*

and *Mrs. Hinekey*. *Charles Cannon* presided at the meeting.

Anders Neilsen, platform man, passed away February 3. He had been an employe since October, 1943, and began on pension in January of this year.

Agents Mary Ohnesorge and *Johanna Christensen* have returned to work following their recent illnesses. Still on the sick list at this writing are: *Agents Charles Backstrom, Edgar Gale, Thomas Hajek* and *Marie Lehmann*, and *Towerman James Loftus*.

Mary Avallone suffered the loss of her father recently.

Geraldine Wallace is very proud of her first grandson, born to her daughter, *Betty*, February 23.

—EDITH EDBROOKE

Give Credit Where Credit Is Due

NORTH PARK—The fellows at North Park on February 10 and 11 did a fine job in sub-zero weather to keep the streets clear of snow and ice. Most of them worked around the clock.

Here is the belated news of *Leonard Skiba*, who recently was called off his run to meet the stork. It happened on January 18, at West Suburban hospital, where Leonard's wife, *Mary Ann*, met him and introduced *Stephen Michael* . . . *Jimmy* and *Elaine Holmes* are happy to announce the arrival of their new baby son, *Richard Wayne*, on January 25.

The boys at North Park were sorry to see *Jack Werdell* leave on pension. Jack was well liked and

took our best wishes with him. He entered transit work 39 years ago, on June 1, 1916. A surprise retirement party was held in his honor at his home in Skokie.

A triple birthday celebration was held at *Harold Sedin's* home on February 18. Harold's daughter, *Georgina*, his granddaughter, *Kathy Ann*, and his brother-in-law, *Carl Pollock*, all celebrated the occasion.

Lynn Hoffman, wife of *Perry*, celebrated her birthday on January 29 at the Fireside restaurant, where they dined and danced. The Hoffmans have two children, *Kim*, 3, and *Carol*, 6 years.

On the sick list at this writing were: *George Crofoot*, *Henry Kozarz* and *Mike Raupp*.

James Connor has a good reason for carrying a Honolulu paper. His son, *Jimmy*, is pictured in an Army transport arriving at Oahu, Honolulu, from Japan. Jimmy is a member of the Third Battalion, Fourth Marine Regimental Combat Unit.

All were saddened at the sudden accidental death of the father of *Ray* and *Bill Gerke*.

—JACK MOREAU

It's Time To Start Hitting The Ball

NORTH AVENUE—As spring approaches, we can't help but think of baseball. Many of our ball players have transferred to different stations and to other departments. This is an appeal to the new men who have just joined our CTA family. We are in need of soft ball players, even a manager. Watch the bulletin board for further details.

February 1 found *Superintendent Elmer L. Brookman* ending his long transit career when he retired on pension. His retirement marks the culmination of 45 years of service.

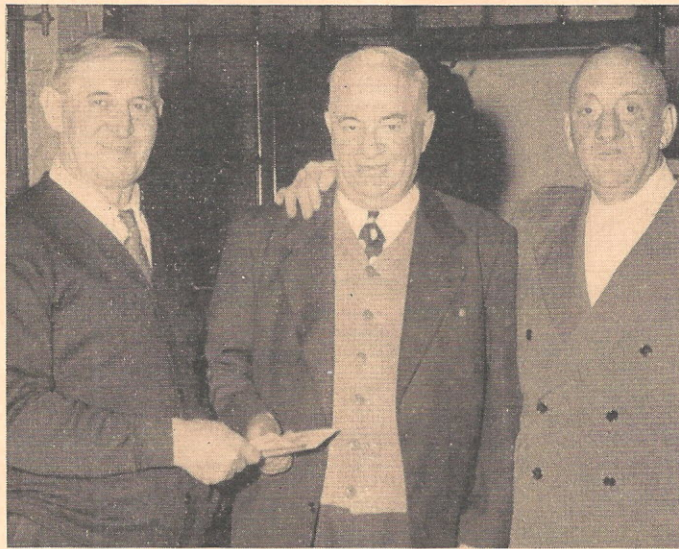
Although *Clerk Arthur Ecker* doesn't leave on his vacation until April, he has had his bags packed since the first of March. He is planning a trip that will take him to New Orleans, through Florida, and a plane trip to Nassau.

Operators Al Barber and *R. O. Babbitt* report wonderful vacations in Florida.

We rolled out the welcome mat for our new paymaster, *Pat Kenny*.

Our switchboard operator, *William G. Echols*, veteran correspondent for the Union Leader, has been a patient at Hines hospital, where he recently underwent

RETIREES AFTER 46 YEARS



JUST PRIOR to his retirement on February 1, co-workers of *John Woods*, center, chief operator, Blue Island substation, gathered to present him with a savings bond as a going away gift. *Harry H. Geier*, left, chief operator at Homer substation, made the presentation. *Lars Rasmussen*, who retired recently as chief operator at Crawford substation, was also on hand to extend best wishes. *Woods*, who served for many years as chief operator at Broadway substation, had 46 years of service.

Reported by *Gilbert E. Andrews*

surgery . . . Two of our injured operators, *John Rutkowski* and *Ray Ebel*, who suffered broken bones recently, were pleasant visitors to our station . . . *Operator Roy Gaess* was a recent patient at St. Ann's hospital, where he was taken after his car skidded on the ice and ran into a post. He received a broken leg.

Operator Walter J. Schicht and his wife celebrated their 19th wedding anniversary, on March 7.

We have just learned of a new arrival at the home of *Operator Frank Newbauer*. The stork delivered a baby girl on January 26. This makes four children for Frank and his wife.

If you've an opinion, suggestion or criticism about this column, we'd certainly be happy to hear from you. Remember this is your column and you make the news. Let's hear from you, especially from the repair department.

—JOE HIEBEL

TRANSITAD

WANTED—Piano for blind person. Will pay cartage. Call *D. H. Worcester*, Wellington 5-8329.

going surgery at St. Francis hospital at this writing.

Agents Mary Rohr, *Lillian Edell* and *Mary Mulken* were reportedly basking in the bright sunshine of Arizona, Mexico and California. Hope they didn't forget to take along the suntan lotion.

Just as this column was going into the mail we received word of the untimely death of *Conductor Mike Christy*.

That's it for this month. If you have any news items you would like to see in the column just send them to me at the Howard Street office. I'll appreciate any contributions.

—CHUCK RATTRAY

Wedding Bells Ring Out For CTA Bride

PURCHASING AND STORES—*Gloria Joyce Babcock*, addressograph operator, and *Kenneth Wayne Wohlbedacht*, were united in marriage on February 19 at Drexel Park Presbyterian Church. After their reception, held at Kurland's Hall, Mr. and Mrs. Wohlbedacht left to spend their honeymoon in New Orleans.

Fred Loitz, order clerk, has joined the ranks of home-owners, and Edison Park was the spot picked.

Alfred Mathison, stock clerk I, West Shops, retired January 31. An engraved watch was presented to him as a remembrance from his many friends. His co-workers also presented him with a box of his favorite cigars.

In appreciation, we received the following note which Al would like very much to have printed:

"Thanks to my many friends who presented a beautiful watch to me on my retirement on January 31. The gift was a surprise and I shall cherish it. Note to the boys in Storeroom 31—I'm sitting back in my easy chair and enjoying the smokes. Thanks a lot."

If this column seems rather brief to you, and it does to me, more news items can help make it longer.

—DAGMAR McNAMARA

If you've moved recently,
please notify

CTA TRANSIT NEWS

North Section Back Again With A Bang

NORTH SECTION—After almost nine months of silence, the North Section again adds its voice to those of the reporters from the Loop, South and West Side Rapid Transit divisions.

Harry Diehl, who has been on the sick list for quite a while, hopes to be back at his desk very soon.

Conductors Henry Pfeiffer and *James McGinnis* joined the growing ranks of pensioners on March 1.

Ray Gorham and *C. H. Elliott* recently returned from Florida vacations—and Elliott doesn't have to alibi about the big one that got away. He caught a 30 pounder!

A new income tax deduction appeared at *Jim Doherty's* house on February 4. He is listed on papa's withholding statement as *James Michael*.

We recently spread the welcome mat for new agents *Stella Gives* and *Marie Gurnsey*.

Clerk Mike DuMont spent a very pleasant vacation visiting relatives in Los Angeles.

Conductor William O'Connor was convalescing at home after under-

This Deserved A Big Celebration

RAVENSWOOD—Ravenswood won the annual passenger award plaque for the highest safety achievement in 1954. On Wednesday, February 16, the trophy was presented to Superintendent Erickson by T. B. O'Connor during ceremonies in Ravenswood club room. Refreshments were served to all during the day. Mr. Erickson thanks all operators, mechanics and everyone who helped to bring this permanent plaque to our station.

The annual meeting of the R K R Credit Union was held on January 27 at Ravenswood club rooms. The members were invited and three directors were nominated

PICTURE OF THE MONTH



MAKING LIKE a scene from a western movie, the two sons of Herman Izzo, Douglas Park inspection terminal, show what happens when the big, bad villain is confronted by the handsome hero. They are Ronald, left, and Thomas, who might conceivably some day play roles in T-V horse operas and re-enact this childhood photo.

Reported by Joseph Feinendegen

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.

and elected. They were Fred Feller, Emil Schrieber and William Zemates. A two per cent dividend was declared for 1954.

George Slate, mechanic, received a \$15 award for his recent suggestion. George made a mechanical tool for exchanging a clutch and fly wheel.

Operator Durfsee expects to complete his home near Algonquin by May 1. That's the day his landlord has asked for a rent increase.

Israel Miles, garage cleaner, is probably one of the flashiest dressers around these parts. Lately, he has been wearing the latest colors and size 12 pointed shoes.

An orchid to Operator H. D. Miller for keeping calm, cool and collected when a mentally deranged passenger threatened him with a pistol. He just ignored the man and drove until he came upon a police car and secured the arrest with the minimum of trouble.

Supervisor Adam Walker's ulcer is acting up again, and, at this writing, he was at Bethany Methodist hospital and needed blood donors.

Operator Fred Leider is convalescing at home after a gall bladder operation.

We're sorry to report that Operator Tony Abbanatti lost his father, and Receiver Sam DeSalvo lost his mother-in-law.

Receiver Roland Head is back at work . . . Receiver Art Bates, matinee idol in silent film days, also is back at Ravenswood.

—GEORGE D. CLARK
and AL BECK

Legion Honors Employee's Son

SCHEDULE-TRAFFIC AND BUDGET — Richard Goldstein is justly proud of the American Legion Certificate of Distinguished Achievement awarded to his son, Ray, by Behrentz Post, No. 612, during graduation exercises at Mary Lyon School. Ray was further honored with a medal in recognition of high qualities of honor, courage, scholarship, leadership and service.

Tony Hess is very proud of his first granddaughter, born January 29, even though he had to cook his own meals while his wife went to Texas for a first hand inspection of the youngster.

George Fisher has one of the best self-locking screen doors in Glenview.

Frank Neuman recently enjoyed a furlough from the wintry blasts,

basking in the sunshine in Fort Lauderdale, Florida.

Retired Frank Irvine is making us jealous with his picture post cards from St. Petersburg, Florida.

Gertrude Figge sent some very picturesque cards from Florida, where she acquired a beautiful sun tan.

—L. C. DUTTON

Safety Winners Have Reason To Feel Proud

69TH—We are happy to report that the quarterly passenger type safety award was won by 69th. We were a "dark horse" winner, coming from 12th place to win in the stretch. The safety plaque was presented at the depot, with coffee and rolls, which tasted very good after finishing our runs, being served to all hands.

Among officials attending the ceremonies were W. J. McCarter, general manager; E. A. Imhoff, general superintendent of personnel; C. E. Keiser, superintendent of transportation; T. F. Moore, superintendent of operating stations; C. M. Smith, superintendent of accident prevention, and W. E. Goodall, J. J. Donovan, and J. F. Tretton of the Accident Prevention Department.

We regret to record the passing of James McCarthy, G. Oakey and C. Stroff; the father of Melvin Cooper, and the mothers of H. Myers and A. Kohlstedt.

Receiver Bill McConell has some gruesome pictures of head hunters, taken during World War I.

R. H. Fortier of Archer depot, and your scribe, attended the annual reporter's dinner together and afterwards enjoyed a fine show at the Erlanger theatre.

—TOM DANIELS

Now He Can Work Closer To Home

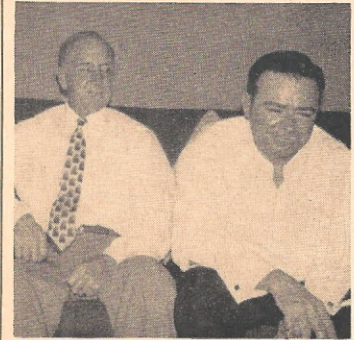
SKOKIE—Painter Foreman Oliver Lang recently bought and moved into his new home in Skokie.

The stork called at the home of Painter and Mrs. John Broda and delivered a baby girl February 13. The proud parents have named her Rose Mary Alfrida.

Match bowling games between the Skokie Shops electricians and machinists were rolled February 13, at the Leland Recreation Center. The machinists won, with games of 782, 793, 901 and a series of 2496. The electricians had games of 788, 809, 795, for a 2392 series.

We are sorry to report the pass-

FLORIDA VISIT



WHILE vacationing in Florida recently, Attorney James Mahoney, right, Law Department, and his wife visited several retired CTA'ers. Among them was Fred C. Payne, retired superintendent of the Claim Department, who now resides in Palm Beach. Others visited included Josephine Kelly, retired switchboard operator, in Bradenton, Florida, and Bill Eger, former claims adjuster, in Fort Lauderdale.

Reported by Toni Tortorello

ing of the wife of Armature Windler J. T. Talalay on February 14; of the mother-in-law of Air Brake Foreman Henry H. Hitterman on February 15. Pensioner Andrew Axelson also lost his wife during February.

Michael Costello and Albert Samaka, electrical workers, and Joseph Reda, truckman, recently transferred from West Shops.

Sigmund Lukas has returned to work after being confined to home with a broken foot bone while Bill Herrmann is home with a broken ankle.

Frank Capadona, electrical worker, has been transferred back to Skokie.

John Dwyer, clerk at Skokie, received a card from Gus Hyde, retired electrician foreman. Gus is enjoying the Florida sunshine. His address is 48 S.W. Dixie highway, Dania, Florida.

Commander Robert Buerger is to be commended for the very fine meeting he arranged for members of CTA Post, No. 1216, American Legion, on February 15.

Ruffy Silverstein, a fine gentleman and high class professional wrestler, gave a splendid talk on wrestling, and also used the Commander, Bill Small, and Gary Olsen to demonstrate some of his well-

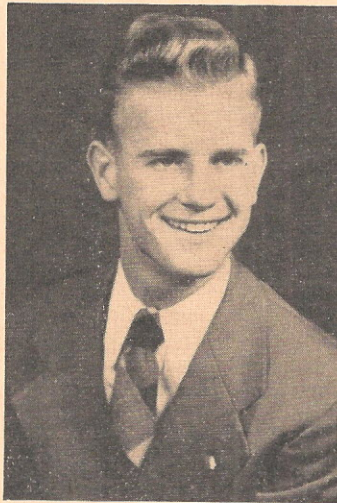
known holds. Lunch was served along with the usual refreshments. The meeting lasted longer than usual and the motion picture and music by our own *James O'Shaughnessy* and his guitar had to be dispensed with. Jim will be heard from at a later date.

Blood donors are needed for the Blood Bank Drive for Hines Hospital. Anyone interested kindly contact *Calvin Valentino*, DI 2-6586, or Skokie Shops, IR 8-0444.
—DAVE GURWICH and EVERETT ENGLAND

Here's A Fellow Who Really Got Around

SOUTH SECTION — *Supervisor Hugh Kelley* was the envy of his listeners as he described the trip he made in a private plane, a twin-motored job. The tour was made with good weather and some of the stops were Memphis, Atlanta, Florida Keys, Cuba and Nassau in the Bahama Islands. In all, he covered about 5,000 miles in less than two weeks.

HONORED



NAMED the "outstanding young man of the year" at an annual awards banquet in Freeport, Illinois, recently, *Robert Wack*, son of *Joe Wack*, carpenter, car repair, South Shops, received the award from *Governor William G. Stratton*, who was guest speaker for the evening. Working in the capacity of assistant farm adviser in Freeport for the past two years, *Robert* assumed the office of farm adviser on March 1. He is the youngest farm adviser in the state.

Reported by *Evelyn Clark*

Pensioner Clark MacGregor made a social call to 61st street office and said that being on pension agreed with him. He looked hale and hearty and it was a pleasure to see him since the privilege of greeting pensioners each month ceased with the advent of annual passes. Old-timers are always welcome and if unable to drop in for a chat, send a little note if there is news or information which is suitable for this column. Send items to the undersigned at 329 East 61st Street, Chicago 37, Illinois.

Earl Jones, motorman, states that he has another potential motorman who should qualify about 1975. It appears that *Earl* became a proud dad of a baby boy on January 10. *Michael* was the name selected.

In recognition of *Motorman Lorenzo Lawson's* alertness in noticing a man on the tracks and flagging down an approaching train, *Lorenzo* received a letter of commendation from *General Manager Walter J. McCarter*. Without question the life of the person involved was saved, but only because of quick thinking and instant action.

Report On Pensioners

Pensioner Harry Metcalf, who dropped in to say hello, stated that he had the pleasure of seeing *John Lamb*, who is now residing at 816 Maple Street, Tempe, Arizona. He also informed us that *Eugene Reilly* also moved and his present address is 209 Taylor Street, Eldorado, Kansas. Why not drop them a line?

Trainman Prosper Standaert, and his wife observed their 24th wedding anniversary on January 23.

Loomis terminal, which recently had the honor of being presented the quarterly safety achievement award, again made the news by being the recipient of the annual safety achievement award. Those who made the attainment of this award possible must be justly proud. All on the South Section are proud of Loomis for its accomplishments.

—LEO J. BIEN

ANNIVERSARY



TOGETHER for almost four decades, *August J. Keslinke*, right, cleaner, Ravenswood, and his wife, *Martha*, celebrated their 39th wedding anniversary on March 1.

Reported by *Al Beck*

Gets Away From It All; Seeks Sun Tan

SOUTH SHOPS—Basking in the sun in St. Petersburg, Florida, with work the farthest thing from his mind, is *Frank Rothman*, foreman, laborers. *Frank* is spending the month of March in Florida and visiting many former CTA'ers who are now living there.

We are sorry to report that *Richard Zajac*, tin shop, suffered the loss of his half brother and to record the death of *Harry Sapp*, pipe fitter at South Shops. *Harry* worked all day January 28 and passed away the next afternoon. Everyone in the shop was stunned when told of his death.

Introducing *Judith Ann*, who made her appearance in the home of *Bill Koperski*, bus overhaul, on January 23.

We are still trying to find out how *Pat Quinn*, bus overhaul, spent his recent vacation. Seems it's a big secret, but secrets will out, we hope.

Add the name of *Billy Hanna*, assistant foreman, car wiring, to our list of proud grandfathers. The

baby boy was named *Gary Robert*. *Tony Nutile*, foreman, Utility Division, was \$10.00 richer when his wife spotted his license number in a contest a local newspaper has been conducting.

Larry Brent, painter, paint shop, has a new member of the family born on February 14. Bet you can't guess what they named him . . . "Valentino", of course.

Charles Gerard, bus overhaul, and his wife were called to Petosky, Michigan, when *Mrs. Gerard's* father, *Clyde Kent*, passed away. *Clyde* was well known to many CTA employees. On their return trip they encountered snow drifts eight feet high. Needless to say they were glad when they finally reached home.

—EVELYN CLARK

Recent Recoveries Reduce Sick List

TERMINAL INSPECTION SHOPS—*Nick Suero* and *Sam Milazzo*, both repairmen at Logan, are now back at work after recent sickness.

The lovely wife of *John Cannella*, repairman at Laramie, is now convalescing after undergoing surgery.

New safety committees have been appointed at the inspection shops. Starting in February, through June, they will meet once a month with *Bill Kendall*, safety coordinator, to discuss safety problems in the shops. *Mike Kristman*, *Pete Colombo* and *Sam Milazzo* will represent Logan. *John Cannella*, *Jim Esposito*, *Tony Heneghan* and *Milton Rieck* will meet for Laramie.

NEWLYWEDS



AN EVENT of recent interest was the wedding on November 27 of *Betty Ann Stevens* to *John P. Casey*, operator, Lawndale. The nuptials took place at St. Callistus church, with a reception following at the bride's home for 125 guests. The couple honeymooned at Sioux Falls, South Dakota.

OVERSEAS



THE BIG smile on the face of A/2C John Giovenco might well be because he became a father on January 2 this year, but it will be some time before he'll get to see his new son, John, Jr. The father is stationed with the U.S.A.F. in Japan and won't be home on leave until December. John was an upholsterer at Skokie Shops before he enlisted in March, 1953. His father, James Giovenco, is an employe of CTA's Building department.

Bill Thornton, Jim Perillo, Carmen Raguso and Pete Schuler will take care of Douglas Shop problems. At Kimball it will be Bill Ford, foreman, and Otis Haynes, John Southworth, John Wierciach, and Nick Lichvar.

With spring just around the corner, the boys at the Terminal Shops are again talking baseball. The shops will again have a team in the soft ball league.

Frank Holzgethan, one of the old timers at 61st was pretty blue when Tiger Jones lost to Bobo Olson.

Ben and Fulton Nealy, 61st, recently lost their uncle.

Mike Forbes, 61st, and your reporter have something in common, both being rabid White Sox fans. This is the year.

Bill Carey, 61st, was on vacation recently. Aaron Swope, 61st, has been a great help in preparing this column.

—JOE FEINENDEGEN

Folks Shivered In Florida, Too

WAY AND STRUCTURES—T. E. McCarthy, superintendent of north division, and his wife recently returned from a vacation in Florida. He was fortunate that he missed zero weather in Chicago.

T. W. Morgan, special engineer, Way and Structures, suffered the sudden loss of his brother, Arnold E. Morgan, on February 8. The deceased left a wife and two sons.

Here's hoping John J. Cuddy, and Eric Lausch, Utility Division, who have been ill for some time, will soon be well and on the way to speedy recovery.

The Track Division extended their best wishes for happiness to the following men, whose retirement became effective March 1:

T. Susich, assistant section foreman, 48 years of service; Nick Nigrelli, watchman, 32 years; R. A. Lavis, watchman, 29 years; N. Squillo, laborer, 26 years; S. Vidas, watchman, 29 years; and S. Calatrino, laborer, 12 years.

—VIOLET CARNES

Visits Son During Mardi Gras Fun

WEST SECTION (Agents)—Each year Agent Sarah Simmons looks forward to the latter part of February so she can take her vacation and visit her son. He lives in New Orleans, and, of course, the Mardi Gras is in full swing . . . Agent Marcella Byrnes visited the Wild Horse dude ranch in Tucson, Arizona, recently . . . Agent Minnie Lonn spent her vacation in Chicago.

For an idea she sent in to the Employes Suggestion Committee, Agent Bernadette Hayes recently

"L" SCENE WINS ART CONTEST FOR STUDENT

PUTTING on canvas a scene with which he was thoroughly familiar, Saul Klibanow, 15, Bowen high school student, won first prize in a contest sponsored by House and Garden magazine.

The scene depicted a CTA elevated system station, with a train on the structure, complete even to advertising signs on the girders. The stairway leading to the station was in the center foreground of the picture.

received \$5.00. Let's get busy gals, and do some research work.

We rolled out the welcome mat recently for ex-student agent, Jean Leahey. She has returned as a regular extra agent.

Clem Spruill, porter, was recently operated on for a cataract on one eye. We're hoping to hear of a speedy recovery.

Nora Cronin, former ticket agent who is now working in the Merchandise Mart, has joined the grandparents club. Her daughter, Mrs. Mary Green, presented her with a darling granddaughter, Barbara Ann, on January 24. . . . Student Agent Pat Cronin is also throwing out his chest on becoming a proud uncle.

We regret to report the recent passing of the mother of Agent Helen McMahan . . . Agent Mildred Leppla suffered the loss of her brother recently, as did Pensioner Mary McGuire. Mary's brother passed away while on vacation in Florida.

—KITTY KEEGAN and RUTH HANSON

Items In The News From Out West

WEST SECTION—Conductor T. P. McGovern's daughter, Mary, was married December 11, to Raymond Engstrom at Saint Matthew's Church. McGovern's family is growing—he has gained a son-in-law.

Jimmie Roberts, Douglas Park switchman, and his wife welcomed a new arrival at their home on October 13. It was their fourth son, who has been named Dean.

Our Lake street track repairman, Isaac W. Jackson and his wife also had their fourth son, Isaac, Jr., born December 30.

Supervisor J. J. Gilhooly has returned to work, after being on the sick list.

Lake street motorman Charles Davis is now making use of the home-made wire toaster made by Motorman LeFebre before his retirement.

Leo, Jr., 17-year-old son of Conductor Leo Tabert, who recently graduated from Tuley high school, plans to take up photography as a career.

We are sorry to report the death of Conductor Henry J. "Happy" Keane, who passed away February 4 after suffering a relapse. Keane was with the transit lines since 1911.

Motorman James Howlett,

CTA POST TO HOLD FISHING PROGRAM

CTA POST, No. 1216, American Legion, announces a program that will interest all fishermen and outdoor sports enthusiasts on April 19, when an evening will be devoted to the showing of sound and color films based on some fabulous fishing adventures. The program, which begins at 8 p.m., will be held at St. Jude's hall, 221 W. Madison street, and is open to all members and their families, and all CTA employes.

Another event of recent interest took place March 15, when CTA Post held a formal initiation of new members at the monthly meeting at the same hall. The ceremonies were conducted by an initiation team from Peoples Gas Post.

Switchman E. T. O'Brien, and Conductor J. W. Gaynor were still on the sick list at this writing.

Kitty Keegan, west section re-

TEACHER



PROUD OF his daughter, Sister M. Alvina of the Felician Order of Nuns, is Operator Frank Gill of Archer station. After attending St. Peter and Paul grammar school, she went on to Good Counsel high school, where she joined the teaching order. Her first assignment was at Sacred Heart school, 46th and Wolcott, where she is still teaching.

Reported by R. H. Fortier

porter, was saddened by the death of her mother, who passed away on February 20.

—WALTER J. REICH

Who Do You Think Is Having The Most Fun?

WEST SHOPS—At this writing, Machine Shop Booth Clerk *Charles Daugherty* is serving on the jury, and *Wally Richards* is having himself a gay time, vacationing in Florida.

Electrician Harry Hamilton and *Machinist Bob Emery* are recovering from heart ailments. *Carpenter John Zaraza* is also recovering from an operation.

We were all glad to see *Foreman Joe Sargent* back on the job, after a long battle with the medicos. *Joe Kolin* of the carpenter shop, however, had to go back to the hospital after being out only a week.

J. Wirth, father of our former paint shop booth clerk, has been transferred to the West Shops and is now working in the carpenter shop. *A. Samaska* and *N. Costello* have been transferred from the armature room to the Skokie Shops and *A. Salkauskas* and *R. (Butch) Ellerbach* have been transferred from the South Shops to the armature room.

Bill Rabor is back in the carpenter shop after a seven-month loan to 69th.

We are sorry to report that *Car-mello Ritrovato's* grandfather, *Peter*

VIRGINIA BALDWIN TAKEN BY DEATH

FUNERAL SERVICES were held March 3 for *Virginia Lee Baldwin*, secretary to *S. D. Forsythe*, general superintendent of engineering, whose death occurred on March 1.

Miss Baldwin had a record of 30 years of service with local transit companies, having started with the former Chicago Rapid Transit Company as a secretary in 1925. She was secretary for many years to *Col. Edward J. Blair*, retired CTA special engineer.

She is survived by two brothers, *H. Cuyler* and *Whitford Baldwin*. Services were held at a chapel in Oak Park, with interment at Forest Home cemetery.

G. M. ANDERSEN, 73, retired engineer, General Office. Died 12-3-54. Employed 3-27-17.

HARRY ANDERSEN, 61, operator, North Park. Died 2-3-55. Employed 7-15-16.

JEVTO BAJOVICH, 66, retired paver, Track. Died 1-23-55. Employed 10-27-20.

G. A. BAUER, 69, retired truckman, Shops and Equipment. Died 2-8-55. Employed 9-18-25.

A. E. BECKER, 74, retired agent, Lake Street. Died 1-18-55. Employed 7-30-07.

RAYMOND BLOOM, 60, retired operator, 52nd, Died 1-10-55. Employed 10-4-23.

P. P. CADETTO, 67, retired car cleaner, Kedzie. Died 1-28-55. Employed 3-13-30.

ROMEO CALZARETTA, 66, retired conductor, 77th. Died 1-19-55. Employed 7-27-27.

J. B. CONDON, 65, retired conductor, Cottage Grove. Died 2-4-55. Employed 3-28-16.

GEORGE CRNEICH, 60, paver, Track. Died 1-23-55. Employed 10-26-19.

PATRICK DWYER, 72, retired motorman, 77th. Died 1-29-55. Employed 2-9-10.

JOHN DYRA, 68, retired foreman, Track. Died 2-3-55. Employed 4-13-21.

J. P. FRANK, 79, retired motorman, Limits. Died 1-10-55. Employed May, 1901.

J. A. GERGES, 62, retired car repairman, Kedzie. Died 1-25-55. Employed 9-27-19.

WILL GRAY, 66, retired flagman, Beverly. Died 1-22-55. Employed 5-10-26.

HARRY GUBBINS, 66, retired bus operator, Lawrence. Died 2-1-55. Employed 2-16-21.

EMIL HAKANSON, 74, retired conductor, North Avenue. Died 2-9-55. Employed 12-24-09.

Cadetto, died recently. Peter was a pensioner from Division street.

In honor of a recent birthday of *Christ Gazich*, many of his co-workers surprised him with a party. Christ received a wallet, cash gift, and a savings bond.

At the recent annual meeting of the credit union, *Joe Kereszturi* was elected president, succeeding *Andy Tyson*. New directors elected were *Charles Kilroy* and *Austin Byrnes*. *Vice President Walter Hart*

RECENT DEATHS AMONG EMPLOYEES

HARRY HEATH, 66, retired conductor, Logan. Died 1-20-55. Employed 6-26-07.

C. A. HOLMBERG, 73, retired motorman, Limits. Died 2-8-55. Employed 7-12-07.

J. T. HUDSON, 65, retired guard, South Section. Died 1-14-55. Employed 2-26-45.

HENRY J. KEANE, 61, conductor, Lake Street. Died 2-4-55. Employed 9-17-19.

H. G. KIETZER, 87, retired car repairman, North Avenue. Died 1-26-55. Employed 9-4-07.

MILO J. KREJCA, 54, operator, Archer. Died 2-10-55. Employed 9-1-42.

J. J. McCARTHY, 65, retired motorman, 77th. Died 1-26-55. Employed 7-9-18.

PATRICK McCARTHY, 66, retired gateman, Garfield. Died 1-28-55. Employed 7-25-46.

JAMES McGRATH, 76, retired motorman, 69th. Died 1-16-55. Employed 12-14-18.

T. A. McKEON, 61, retired motorman, Devon. Died 2-6-55. Employed 1-9-20.

J. M. NAUDUZAS, 75, retired car repairman, 77th. Died 2-6-55. Employed 7-15-10.

A. P. NIELSON, 63, retired platform man, West Section. Died 2-3-55. Employed 10-30-43.

EDWARD F. NOLAN, 65, switchman, 61st. Died 2-5-55. Employed 1-15-45.

G. T. OAKLEY, 64, retired conductor, 69th. Died 2-7-55. Employed 1-18-16.

J. J. O'CONNOR, 60, retired conductor, Kedzie. Died 1-9-55. Employed 12-19-22.

F. J. O'HARE, 69, retired motorman, Kedzie. Died 1-31-55. Employed 2-21-27.

J. A. PARKER, 78, retired flagman, Burnside. Died 2-5-55. Employed 4-24-26.

NICHOLAS PASKALY, 86, retired conductor, North Section. Died 1-12-55. Employed 10-4-07.

LONNIE PAYNE, 55, retired cleaner, Way and Structures. Died 2-3-55. Employed 9-14-28.

ANDREW PIWOWARSKI, 70, retired blacksmith helper, Way and Structures. Died 2-2-55. Employed 9-11-22.

M. J. REID, 66, retired motorman, 77th. Died 1-26-55. Employed 12-17-19.

E. J. RICE, 75, retired conductor, West Section. Died 1-19-55. Employed 2-26-28.

HARRY W. SAPP, 54, pipe-fitter, Shops and Equipment. Died 1-28-55. Employed 1-13-45.

CHARLES E. STROFF, 55, motorman, 77th. Died 2-9-55. Employed 11-14-27.

FRANK TOJICK, 72, retired laborer, Track. Died 1-25-55. Employed 8-28-29.

CARMELO TRAPANE, 56, retired watchman, Track. Died 1-13-55. Employed 5-8-23.

EMIL WALTENBERG, 71, retired tool helper, West Shops. Died 1-16-55. Employed 1-21-26.

F. J. WALTER, 74, retired motorman, Kedzie. Died 1-28-55. Employed 5-15-08.

JOSEPH WEST, 62, retired conductor, Blue Island. Died 1-26-55. Employed 2-1-26.

FRED WIEGEL, 58, car cleaner, Shops and Equipment. Died 2-15-55. Employed 11-13-42.

R. J. WIELAND, 78, retired conductor, North Section. Died 1-26-55. Employed 12-6-00.

resigned and his place has not yet been filled.

—TED SHUMON

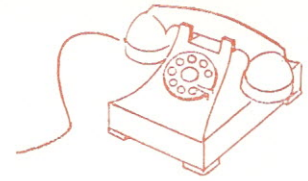
Herald Arrival Of Nicholson Son

WILCOX—The stork, having no regard for deadlines, makes us a little late in reporting that *Mr. and Mrs. Bill Nicholson* welcomed the arrival of their son, born February 15.

The mechanical department welcomed *Vincent Rosanova* and *John Grant*, who came to us from Blue Island.

Bowling tournaments will interrupt two important dates at this reporter's home, April 3, my wedding anniversary, and May 15, my wife's birthday. Perhaps I had better hide my bowling ball.

—CHARLES DRYFHOUT



our public speaks



PATRONS of CTA have taken time and effort to write the following letters commending our employes who have shown them courteous and considerate service:

"Efficient and Courteous"

"The other day I watched driver No. 8706 (*Alexis Collins*, North Park) extend courtesy, answer questions with a smile and remember a couple of requested stops—all this without being inefficient or wasting any time to maintain his schedule.

"I rode a very short distance, but couldn't help notice the many acts of courtesy this man performed."

"Highly Praised"

"While riding on a northbound bus, there was an old woman, about 75 or 80 years of age, who asked the bus driver, No. 2098 (*Arnold Smith*, North Avenue) to let her off at Wilson and Pulaski. He not only called out that stop, but also escorted this lady across the street in the rain. I think this man should be highly praised and commended for his considerate act."

"Pleasant Act of Courtesy"

"While riding on a Washington boulevard bus, late the other evening, I witnessed a very pleasant act of courtesy performed by Bus Operator No. 1428 (*Marion Brzezniak*, Wilcox).

"A girl, who also was on the bus, wanted to alight at Hamlin avenue and catch a southbound bus. Just as we came to that stop, the southbound bus was leaving the intersection. Driver No. 1428 signaled the Hamlin avenue bus driver to stop and the girl was able to board the bus. This certainly was a pleasant experience for me to witness."

IN SHARP contrast to these commendations are the following critical comments of CTA patrons:

"Another woman and myself wanted to alight at Division street, through the rear door. I rang the bell and stood on the treadle, but the operator did not stop the bus and took us a couple of blocks past Division. He had also taken two girls a couple of blocks past their stop previously."

COMMENT: Failing to permit our patrons to board or alight at designated stops is a direct violation of CTA regulations. To encourage the public to use our service, CTA employes should perform their duties courteously and efficiently.

"I boarded a northbound bus in the loop and deposited two dimes in the fare box. When I asked for a transfer, the driver would not give one to me and told me that I had not paid my fare. He then proceeded to make insulting remarks about 'beating my fare.'"

COMMENT: Care in collecting fares and issuing transfers will help to avoid situations like these. Under no circumstances should CTA employes act discourteously or inconsiderately toward our patrons.

"After boarding the bus, I handed the operator a quarter and he in return gave me two dimes and a nickel. I deposited one dime and before I could deposit the other, a man behind me deposited one dime and moved on. I proceeded to deposit the other dime and sat down. The operator called to me and accused me of not paying my full fare. He embarrassed me to no end with sarcastic remarks."

COMMENT: Situations like these are a common cause for complaint of late. More care and attention in collecting fares and making change would help to correct these occurrences. Our patrons should receive every courtesy and consideration.



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

	Feb. 1955	Jan. 1955	Feb. 1954
Complaints	875	823	802
Commendations	111	82	94



EDGAR KLAUCK, Carpenter: "I wish I could invent a garment of some kind, for small children to wear, that would protect them from ever getting polio."



JAMES PAOLICCHI, Machinist: "Home telephones with television, the screen being about the size of the dial, is what I would like to see invented. Then you could look into the screen and see the person to whom you are talking."

What Would You Like To See Invented?

INQUIRING REPORTERS:

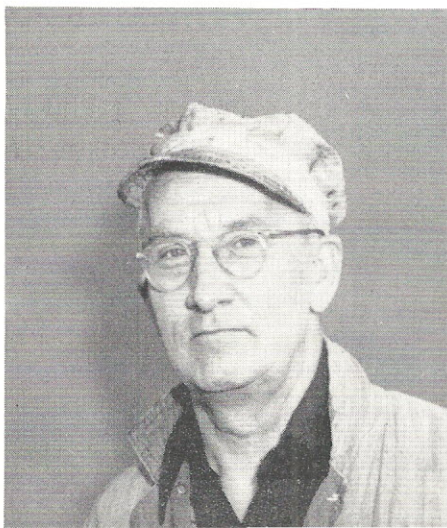
Everett E. England
and David Gurwich

LOCATION: Skokie Shops



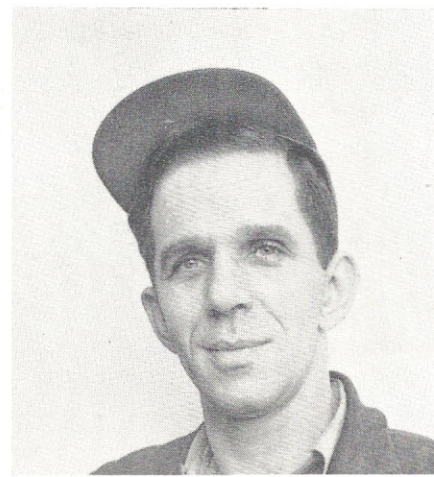
David Gurwich

ERNEST FISK, Machinist: "Something I'd like to see invented is a special glass that would quickly shed rain water and be immune to ice forming on it. Such an invention could be used for windshields in order to keep them clear for good vision."



ROBERT BUERGER, Carpenter (with Inquiring Reporter Everett E. England): "I would like to see some type of a spring steel invented that could be used in automobile bodies. It would, in the event of an accident, resist the impact of the crash, and that would help save people's lives."

LOUIS KARIOLICH, Electrician: "An invention I would like to see is some type of belt or strap that would hold the driver of an automobile and his passengers secure in their seats. Then, when an accident occurred, fewer people would be thrown from the vehicles and, consequently, there would be fewer deaths and serious injuries. If such a device has already been invented, I feel every automobile owner should be compelled to install one in his car."



Income Tax Facts

THIS ARTICLE is based on material supplied by the American Institute of Accountants, which points out that the filing of federal income tax returns is a more urgent problem than ever this year because of literally thousands of changes going into effect as a result of the new tax law passed by Congress last August. The institute, a national professional society of certified public accountants, offers this material with the statement that it has been reviewed for technical accuracy by some of the nation's leading accountants, as well as by the Internal Revenue Service.

LAST AUGUST you heard such terms as "baby sitter deduction," "dividend exclusion" and "retirement income credit," when Congress passed the Internal Revenue Code of 1954.

Now these terms will have real meaning as you file your income tax return under the new tax law, containing thousands of changes in its 929 pages.

Some taxpayers may find April 15th—the new deadline for most individuals—a worse shock than March 15 used to be. Most of us, fortunately, will find the new tax a little easier. For one thing, a reduction of about 10% in rates took effect in January, 1954, and has been reflected in the amount of tax withheld from pay since then.

But the difference is not just in the rates. The new tax law—passed after the rates were reduced—includes many special adjustments aimed at helping people who particularly need relief. You'll get some of these benefits almost automatically as you fill in the blank. Others must be dug out of the fine print. That's why it is particularly important this year not to wait till the last minute, but to begin your tax returns early.

Here is a brief explanation of the more important changes and how they will affect the typical employe:

That "Baby Sitter" Deduction

Bill and Alice Anderson think they know about the deduction of baby sitter pay. They hired a sitter when they went to the movies . . . and they're in for a shock.

The deduction is permitted only for actual expenses up to \$600 for the care of dependents while a mother, widower, divorced or legally separated person is gainfully employed.



But the broad meaning of that word "dependent" will help many. Expenses for care of a child under 12 years who is the taxpayer's son, daughter, stepson or stepdaughter, or other dependent mentally or physically incapable of caring for himself, are deductible. There are no restrictions as to age or relationship in the latter case.

Thus *Betty Baker* can deduct what she paid the woman who sat with her bedridden dependent aunt while Betty worked afternoons at the library. She is filing a joint return with her husband, which is necessary procedure for wives asking the "baby sitter" deduction. The couple's adjusted gross income was not more than \$4,500. If their income were more, say \$4,700, they would have to reduce the \$600 limit on the deduction by the amount their income exceeded \$4,500. That is, they could take off only \$400. This limitation and the requirement of a joint return do not apply if the husband was disabled.

You Can Claim More Dependents

Earl Cassidy will benefit two ways from the more liberal rules about dependents. Until now, because the relationship was too distant, he could not claim as a dependent (good for a \$600 exemption) his cousin, *Jake*, who came for a visit and stayed.

Jake will be listed this year because close relationship is no longer necessary to qualify a dependent who lived in the taxpayer's home and received over half of his support from him.

Young Earl's earnings of over \$600 a year would have kept him off his father's list of exemptions under the old law. Not wanting to penalize parents for their children's industry, Uncle Sam now sets no top limit for a son's or daughter's earnings. A taxpayer can claim an exemption if he provides over half the support of a dependent who is

Income Tax Facts cont.

either under 19 or a student, regardless of the child's income.

The 1954 Code offers relief, also, to children who are supporting parents. For example, *Fred Parsons* and his two sisters share in helping their mother, who lives in her own home. Among them they have provided more than half of her support for several years and each has furnished more than 10% of such support. However, as no one of them provided more than half, none was able previously to list her as a dependent. Now they can take turns in claiming the exemption. Fred can take the exemption for 1954 because his sisters have agreed to sign a statement that they will not claim the exemption for that year.



You Can Deduct More for Medical Bills

This year you can deduct medical expenses in excess of 3 per cent of your adjusted gross income, as compared with 5 per cent in the past, but in listing your medical expenses you can only include medicines and drugs beyond 1 per cent of your income.

Take *George Harrison's* figures. His adjusted gross income comes to \$5,000, and during 1954 he spent \$400 on doctors' and dentists' bills for the family, \$200 on hospital expenses, \$125 for drugs and medicines. He may count only \$75 of the last item (having subtracted \$50, 1% of his gross income), which makes his total medical expenses \$675. He subtracts \$150 (3 per cent of income) leaving a deduction of \$525.

Maximum permissible medical deductions have been doubled and can now go as high as \$5,000 for a single person or married person filing separately; up to \$10,000 for married persons filing jointly, or for the head of a household.

Look out for this change if the doctor ordered a trip for

your health; you can deduct cost of transportation, but not living expenses while you were away.

If You Received Dividends

Sid Horton, who has bought stocks with some of his earnings, will find a small bonanza in the new tax law when he works out his return. His stocks paid him \$50 in dividends during 1954. On his tax form in other years he added his dividends to his \$6,000 salary. The new law, however, gives him the first \$50 of dividends tax free. This \$50 dividend exclusion can be doubled for a married couple, if both have dividends of \$50.

This tax reduction is to offset in part the effect of "double taxation"—which occurs because a corporation pays taxes on profits and then, when the shareholder receives those profits in the form of dividends, they are taxed again.

As another means of reducing "double taxation," 4% of the dividends after the first \$50 may now be deducted from the total tax bill, within certain limits.

Annuities and "Retirement Income"

James Hunt received during 1954 the first \$1,200 annual benefit on an endowment policy with an insurance company. The new rules permit him to recover his entire investment, tax free, during the life expectancy upon which the payments will be made—this is ten years in Mr. Hunt's case. Since his policy cost \$10,900, Mr. Hunt will exclude \$1,090 of his benefits this year. He will pay taxes on only \$110. And no matter how long he may live beyond the 10-year expectancy, he will still report only \$110 of the \$1,200 each year.

If you have this sort of annuity, your insurance company will let you know what part of your benefits is taxable. Special rules apply to certain annuities to which both you and your employer may be contributing.

The "retirement income credit"—new this year—can benefit retired persons as much as \$240. It is intended to give all retired persons tax relief similar to that enjoyed by those who receive tax-free social security payments.

If You Need Help

The instructions that come with your tax blanks will describe all these changes and others. Read them carefully and you should have little trouble filling out the forms.

If you have questions, consult your nearest Internal Revenue office. But get there early. The place may be jammed with other puzzled people this year when your neighbors are getting acquainted with the first general revision in the entire history of the federal income tax.

If your problems are complicated, you may need professional help. The Internal Revenue Service has repeatedly urged taxpayers to make sure their advisers are fully qualified.

Service Revisions

ROUTE revisions designed to provide improved service for CTA riders in the northwest section of the city became effective February 20 on three bus routes.

Consolidation of the west Foster and north Central extension routes brings CTA service for the first time to residents adjacent to Caldwell avenue, between Devon and Touhy avenues, and to residents adjacent to Touhy avenue, between Lehigh and Caldwell avenues. The new consolidated route operates east in Foster from Canfield to Central, north to Caldwell, then over a clockwise loop, via Caldwell, Touhy and Lehigh-Central. Buses on the consolidated route operate from 5:30 a.m. to 1:15 a.m., Monday through Saturday, and from 8:30 a.m. to 9:30 p.m. on Sundays.

A new loop operation affects the west end of the Higgins road route to more conveniently serve residents adjacent to Canfield avenue, between Higgins and Devon avenue. This also provides service on Talcott avenue, between Higgins road and Canfield avenue, for the first time.

Schedules on this route call for a full 24-hour a day, seven-day a week operation. Between about 5:00 a.m. and 2:15 p.m. buses operate over the loop in a counter-clockwise direction via Talcott and Canfield avenues and Higgins road. From about 2:15 p.m. to 5:00 a.m. buses operate in the reverse direction over the same route.

This operation calls for a slight revision in the east terminal of the Higgins road route. The turn-around is now made clockwise from Higgins road via Gale, Milwaukee, Lawrence and Long avenues to Higgins. This increases the convenience of the passenger interchange with the Chicago and North Western station at Jefferson Park.

WEST 79th street bus service, operating between 79th and Western and 76th and Cicero, was increased 100% during the mid-day hours, effective February 13.

On weekdays, between 9:00 a.m. and 2:00 p.m. former intervals of 30 minutes between buses were reduced to 15 minutes, increasing the number of trips in each direction during that period from 10 to 20. Buses presently operate at intervals of four to seven minutes during morning rush periods and from four to 10 minutes during evening rush periods.

On Saturdays, from 8:00 a.m. to 2:00 p.m. and from 5:00 p.m. to 7:00 p.m., headways were cut from 30 minutes to 15 minutes, increasing the number of trips during those periods from 16 to 32.

On Sundays, between 12:00 noon and 6:30 p.m., 26 trips in each direction are now made instead of the former 13 trips by shortening the intervals between buses from 30 minutes to 15 minutes.

A NEW, direct transfer connection between CTA Surface lines was established January 30, when the Kimball avenue bus route was extended northward from its former terminal

in Lincoln Village to an off-street terminal at Devon and Kedzie.

The extension of the Kimball line, which is a north-south service, connects it with the present east-west service in Devon to provide a more convenient and direct means of travel between the Albany Park area and that section of the city north of Devon and east of Kedzie avenue.

Under the revised routing, Kimball avenue buses operate north in Kimball, northeast in McCormick road to Devon, east in Devon to Kedzie, through the off-street terminal at Devon and Kedzie in a clockwise direction, and return over the same route. Devon buses continue to use the same terminal at Devon and Kedzie.

PERMANENT relocation of the north terminal of the North Damen avenue bus line became effective February 20.

Under the revised operation the bus line was extended northward in Ashland from west Olive avenue to west Edgewater avenue, with layover time being taken in Edgewater, between Ashland and Clark.

The complete terminal operation under the new arrangement is as follows: North in Ashland to Edgewater, east in Edgewater to Clark, south in Clark to Bryn Mawr, and then west in Bryn Mawr over the regularly established route.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF JANUARY 1955 AND 1954, AND TWELVE MONTHS ENDED JANUARY 31, 1955

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

	Month of January		12 Months Ended Jan. 31, 1955
	1955	1954	
Revenues	\$10,046,654	\$ 9,653,420	\$121,532,750
Operation and Maintenance Expenses	8,912,051	9,045,282	103,278,306
Available for Debt Service	1,134,603	608,138	\$ 18,254,444
Debt Service Requirements:			
Interest Charges	417,202	423,590	
Deposit to Series of 1947 Serial Bond			
Maturity Fund	200,000(1)	150,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	
	647,202	603,590	
Balance Available for Depreciation	487,401	4,548	
Provision for Depreciation—Current Period	803,732	772,274	
Balance Available for Other Charges (Note 3)	\$ 316,331 r	\$ 767,726 r	

r - Denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	52,358,886	54,546,351	638,979,036
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as of January 31, 1955

1952-53-54 Orders:	Delivered to date	Remaining to be Delivered	Total
Propane Buses	454	46	500
El-Subway Cars	198	72	270
	652	118	770
Delivered under previous orders	2,814		
Less—P.C.C. Streetcars to be converted to El-Subway Cars	270		2,544
			3,314

NOTES:

- (1) Equal monthly installments to retire \$2,400,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1955.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,135.00, respectively (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

Snow Removal Costly

APPROXIMATELY \$175,000 of CTA riders' money was spent during January in fighting the month's snowstorms to maintain transit service.

Most of the \$175,000 was expended for clearing snow and ice from streets on which CTA buses and streetcars operate. The balance was spent in keeping streetcar switches, carhouse tracks and rapid transit tracks operable, and in sanding and salting elevated steps and platforms.

Approximately 17,215,000 pounds of rock salt and rock salt and sand mixture were spread on the streets during January by CTA crews. The sand and salt alone cost an estimated \$115,300. Labor and equipment costs totaled \$59,000.

During January there were five snowstorms that required calling out CTA crews, as well as City, Park District, County, and State crews, to spread sand and salt.

Bonds Retired at Savings

ADVANCE retirement of an additional \$451,000 in principal amount of CTA's outstanding revenue bonds at a purchase price of \$422,280.25, thus saving \$28,719.15 in principal payments and \$430,408.12 in interest charges, was announced February 2.

The purchase was financed by money deposited in CTA's revenue bond amortization fund during 1954. Deposits up to a maximum of \$316,713.50 per quarter may be made to this fund, if revenues are sufficient after paying operating and maintenance costs, debt service charges, and depreciation charges.

Securities retired by this latest purchase of outstanding revenue bonds comprised \$357,000 in principal amount of 1947 revenue bonds, \$73,000 in principal amount of 1952 revenue bonds, and \$21,000 in principal amount of 1953 revenue bonds.

As of February 2, 1955, CTA has retired in advance of maturity a total of \$2,229,000 in principal amount of bonds of the three issues. For these bonds, CTA paid a total of

The \$175,000 cost of these January storms to CTA riders does not include any portion of the money spent by other public agencies in clearing snow and ice from the streets. Every snowstorm of any consequence compels the sanding and salting, and sometimes extensive plowing, of approximately 1,860 miles of surface transit routes.

In connection with these snow-fighting costs, *V. E. Gunlock*, Chairman of Chicago Transit Board, commented:

"In terms of vehicles on the streets, private automobiles and trucks derive the most benefit from our snow-fighting expenditures because they outnumber CTA's 3,250 buses and streetcars by more than 184 to one.

"Motorists have learned from experience that local transit streets and boulevards get prompt attention from snow and ice fighting crews. Consequently motorists who normally use secondary streets flock to local transit thoroughfares when there is snow and ice on the pavements. The added traffic on these local transit thoroughfares seriously impairs local transit service when operating conditions are already difficult."

\$2,050,247, thus saving \$178,753 in principal payments, and \$2,196,846.03 in interest payments, or a total of \$2,375,599.03.

Deposits to the Revenue Bond Amortization Fund were started during the last quarter of 1952. Revenue bonds now outstanding total \$129,971,000, a decrease of \$5,029,000, which reflects both advance and regular retirements.

100th Off-Street Terminal

THE 100th off-street terminal facility established by Chicago Transit Authority was placed in operation February 9 at 119th street and Western, the south terminal of the South Western avenue bus route.

The new off-street facility is "L" shaped and located near the northeast corner of 119th street and Western, with entrance-exit driveways facing both streets.

Under the new arrangement, southbound buses operate in Western avenue to 119th street, east in 119th to the terminal entrance, operate counter-clockwise through the terminal and emerge on Western avenue just north of 119th when starting their northbound trips.

DELIVERY of 10 new utility trucks recently purchased by CTA began January 14, when the first unit was received and accepted for service. They are four-wheel drive trucks, equipped for winter use with a front snow plow, a 15-foot hopper body and powered rear mechanism for spreading salt and sand mixed in varying proportions according to weather conditions. The 10 units, one of which is shown here, can be converted for more general use during other times of the year, and cost approximately \$9,600 each.



to the ladies from Ellen

FROZEN FOODS CAN EASE LENTEN PROBLEM

WITH the popularity of new frozen products—fish sticks, deviled crab, seafood dinners, breaded shrimp, and fish fillets—the task of preparing delectable, meatless meals during the Lenten season is becoming less and less a chore for the woman in the family.

No matter how your family likes fish—from the newest version of the old-fashioned salt cod—fibred cod—to the phenomenally popular fish sticks, you'll find ready-to-prepare or ready-to-eat fishery products at your grocer. To make use of these products, during the latter part of this Lenten season, here are a couple of ideas for preparing and serving them:

CREAMED CODFISH IN TOAST CUPS

2 packages fibred or shredded codfish
½ cup butter or margarine
½ cup flour
1 quart milk
4 eggs
salt and pepper
½ green pepper, chopped
Place fish in a saucepan. Cover with cold water and heat slowly to boiling

point. If the fish is hard and salty, repeat this process, using fresh water. Drain. Melt butter in a large saucepan. Remove pan from heat. Add flour and stir until smooth. Gradually add milk, stirring until smooth. Return pan to heat and cook slowly, stirring constantly, until mixture thickens. Add salt codfish and cook until fish is heated through. Remove from heat. Beat eggs slightly and add a small amount of hot mixture to eggs, then add egg mixture to fish. Return to heat and cook about 2 minutes, stirring constantly. Do not boil. Season to taste with salt and pepper and stir in chopped green pepper. Pour into heated serving dish and garnish with a green pepper ring. To serve, spoon creamed fish into crisp toast cups. Makes 8 servings.

TOAST CUPS

Trim crust from sliced sandwich bread. Fit slices into buttered muffin cups. Brush with melted butter or margarine. Brown at 325° F. (moderate oven) 20 to 25 minutes. Allow 2 cups for each serving of creamed codfish.

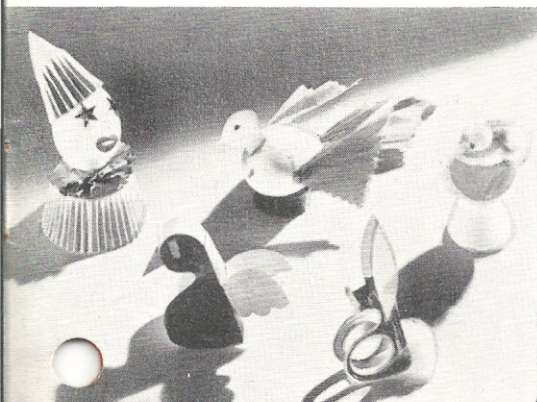


HOMEMAKERS no longer have to worry about their ideas for meatless meals becoming exhausted since the popularity of new frozen products has become so widespread.

CHILI-GLAZED FILLETS

1 package frozen fish fillets
Juice of ½ lemon
¼ cup chili sauce
Let fillets thaw on refrigerator shelf. Cut blocks of fillets into 4 parts. Arrange on preheated greased broiler pan. Sprinkle blocks of fillets with lemon juice and spread with chili sauce. Broil 2 inches from source of heat 8 to 10 minutes or until fish flakes easily when tested with a fork. Serve immediately with pineapple chunks, buttered and broiled at same time fish is broiled. Makes 4 servings.

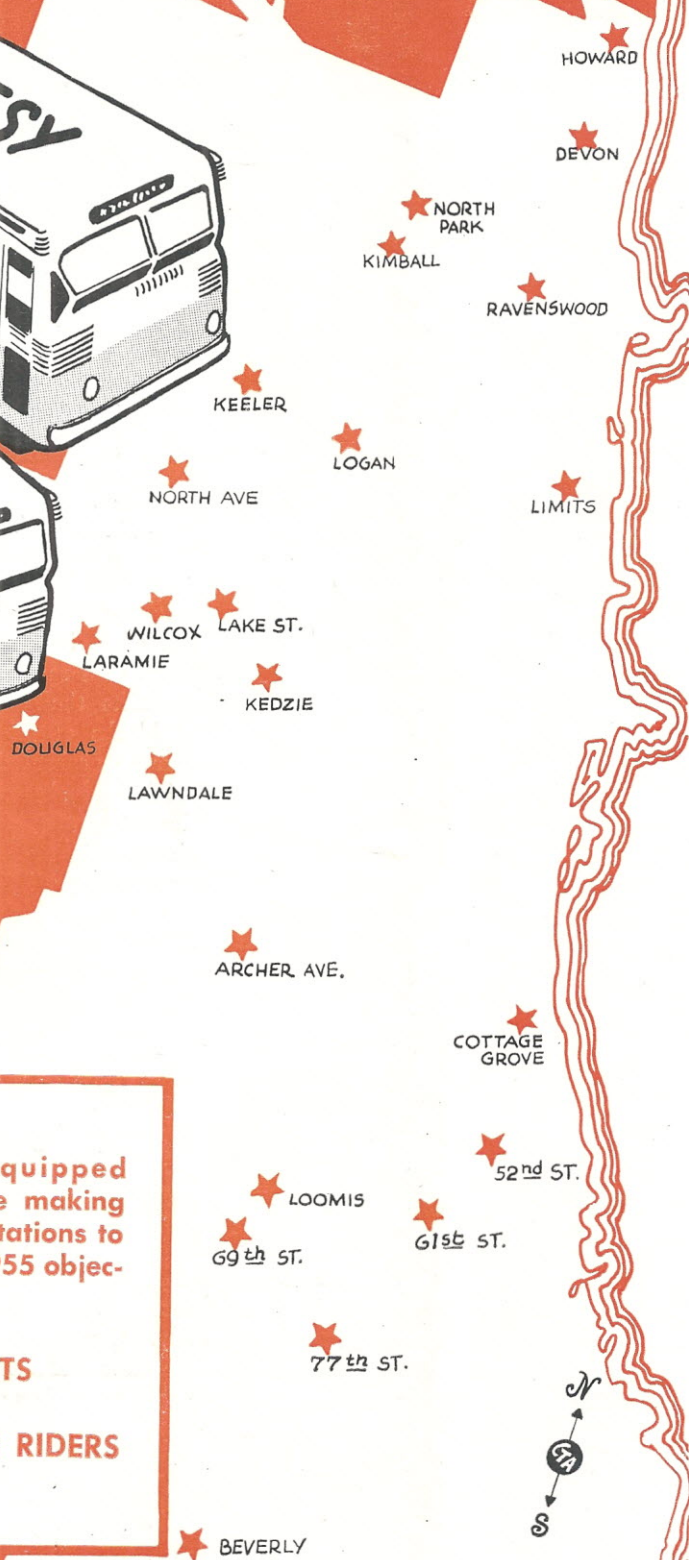
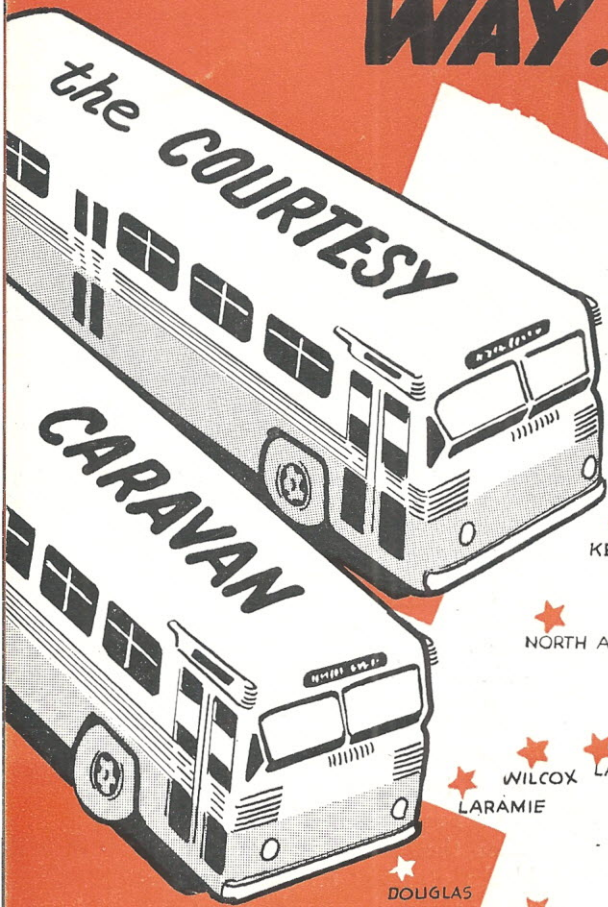
Easter Decorations THE CHILDREN CAN MAKE



CHILDREN enjoy making Easter novelties as well as receiving them. With a little help from Mother, the young ones can make all the decorations shown in the accompanying photograph. The head and shoulders of the egg clown, at left, are made of paper baking cups, and his collar is made of the fluted edges of the cups. The bird in upper center is made of pleated tissue paper attached to the egg with cellophane tape. The head is construction paper with eyes drawn on.

For the Easter chick in the left foreground, a discarded tape dispenser is the body. Construction paper is used for the wings and back. With another discarded tape dispenser, create an Easter bunny (right foreground) by attaching paper ears and a fluffy cotton tail with cellophane tape. The tiny cotton chick on the right is perched on top of an egg cup made of halved egg shells taped together end to end, and painted on the inside with water colors.

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