



TRANSIT NEWS

JANUARY, 1956



Forest Glen Station Opened December 4, 1955

(see pages 4 - 5)

CTA Board Adopts Budget for '56

AN UNBALANCED budget for 1956 in which estimated revenues are \$1,501,000 short of meeting CTA's operation and maintenance costs and fixed charges was adopted December 1 by Chicago Transit Board.

In submitting the unbalanced budget, *General Manager Walter J. McCarter* advised the Board: "In spite of every effort by the staff, we have been unable to balance revenues with operating, maintenance and other fixed costs."

He pointed out, however, that the staff had succeeded in paring \$2,381,000 from a \$3,882,000 deficit indicated September 20, 1955, when the tentative budget for 1956 was submitted to the First National Bank of Chicago, trustee of CTA's revenue bond issues, and to the trustee's consulting engineers.

This was accomplished by increasing operating income estimates in line with the continuing favorable trend of passenger traffic volume, by reducing department cost estimates \$1,575,000, by reducing motor fuel costs to reflect a new and more favorable contract price, and by reducing pension costs to reflect the reduction in departmental costs.

Together those items totaled \$3,550,000 to be applied against the originally estimated deficit of \$3,882,000, but the full effect of these adjustments could not be realized because wage rates had to be increased \$914,000 to reflect the upward trend in the cost of living, and provisions for depreciation and injuries and damages had to be increased by \$255,000.

Increased wage rates, totaling \$6,114,000 annually, are included in the 1956 budget, and reflect the following wage rate adjustments for operators: An increase of five cents per hour effective June 1, 1955; an increase of 2½ cents per hour in the basic wage rate, plus a cost of living in-

crease of 3 cents per hour, effective December 1, and an increase of 5 cents per hour in basic wages effective June 1, 1956.

These added wage costs are absorbed with an increase of only \$1,044,000 in operating and maintenance expenses over 1955 costs.

Among the substantial operating economies contemplated by the 1956 budget are the following: (1) A saving of \$422,000 by the recent conversion of South State-Michigan section of the Broadway-State streetcar line to bus operation; (2) a saving of \$150,000 by converting the Broadway section of the present Broadway-State streetcar line to buses by June 30, 1956; (3) a saving of \$25,000 by converting the Western avenue one-man car operation to buses; and (4) a saving of \$200,000 in maintenance costs by the conversion of the Broadway-State and Western avenue routes to bus routes.

Gross income for 1956 is estimated at \$120,019,000 against which are budgeted \$103,795,000 for operating expenses, \$3,125,000 for debt service, and \$9,600,000 required for depreciation, making the budget unbalanced by \$1,501,000.

The Board also adopted a capital budget providing for \$17,442,000 worth of improvements in 1956 to be financed from depreciation reserves and from the proceeds of sales of equipment trust certificates. The major capital item contemplates expenditure of \$8,480,000 for conversion of 130 "Green Hornet" streetcars to rapid transit cars and the purchase of 150 motor buses. The balance of the capital budget is earmarked for normal construction projects and replacements required by CTA's progressing modernization program.

OUR COVER: Visitors at the Forest Glen "open house" were welcomed by a cut-out figure of a uniformed operator as they entered the building for a tour of the new CTA operating station. Opening of the new station makes possible improved service and more economical operation of bus routes covering a vast area on the west and northwest sides of the city.

RECENT CTA ADDITIONS TO THE ARMED FORCES

H. P. Goerner—Shops and Equipment (69th)
R. J. Gorney—Electrical Department
F. E. Sprovieri—Shops and Equipment (Kedzie)

RETURNED FROM SERVICE

John C. Jacoby—Transportation (Forest Glen)
Melvin Jones—Transportation (North Section)
Thomas M. Reidy—Shops and Equipment (South Shops)

VOLUME IX

CTA TRANSIT NEWS

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HANDING OUT Safe-Driving Day literature to bus operators at North Park station as he explains to them their part in insuring a safer S-D Day is *William C. Calderwood* (right), day superintendent, formerly at North Park and now at the new Forest Glen station. Receiving the leaflets are (left to right) *Frederick O. Nelson*, *Albert J. Prester*, and *George G. Stillwell*.



S-D DAY ON CTA

— Good Record Despite Snow

CTA VEHICLES traveled a total of 501,430 vehicle miles during the nation's second S-D (safe driving) day with only 63 traffic and passenger-type accidents.

Most of the incidents occurred after 4 p.m., when snow and ice made driving conditions extremely hazardous for the final eight-hour period.

CTA was on its way to a marvelous record, when the

snow storm hit Chicago. For the first 16 hours of S-D Day, CTA had only 12 traffic-type and three passenger-type accidents on the entire system.

Of the 63 incidents, at least 21 were due entirely to the hazardous driving conditions. Ten of the 21 incidents resulted from collisions with fixed objects, such as curbs, due to the icy conditions of pavements, and the other 11, also resulting from the same cause, involved automobiles colliding with buses standing, turning, coming to a stop or starting from a standing stop.

Two operating stations, 52nd street, and Keeler, went through S-D Day without a single passenger or traffic-type accident. Keeler, in fact, completed a 48-hour period without a single accident of this nature.

It was noted that again this year, CTA's S-D Day record was better than the record for the nation, and for the city of Chicago. The increase in incidents experienced by CTA for the day—63 as compared with 48 for S-D Day in 1954—was chargeable entirely to weather conditions.

Of the 63 incidents, 51 were traffic and 10 passenger-type accidents for the surface system. There were no traffic-type and only two passenger-type accidents on the rapid transit system.

HOW WELL Operator *Walter Ose*, North Park, observes safety practices in driving, and his driving efficiency in general, is checked by Instructor *John Cerny* and recorded on a rating sheet. The instructor was one of those who traveled with operators throughout the CTA system during the 10-day period before S-D Day.





SURVEYING REPAIR AREA are (left to right) *George Grist*, engineer with the Phillips Petroleum company; *Mrs. Grist*, *W. W. Schroeder*, vice-chairman of the Chicago Transit Board, and *T. B. O'Connor*, general superintendent of transportation and shops and equipment.



SUPERVISING ACTIVITIES at the new station are (center) *S. G. Milz*, night superintendent, and *William Calderwood*, day superintendent (right). With them is *Thomas F. Moore*, superintendent of operating stations.

Forest Glen Preview

CTA "opened the doors" of its new Forest Glen operating station to its new neighbors, and the public generally, on the evening of December 2, for a "back-stage" look at modern facilities and procedures so vital to maintaining local transit service.

Operating employes assigned to the new \$2,500,000 station, located at Elston and Armstrong avenues, were hosts to CTA's new neighbors, and other visitors, including their fellow CTA employes and their families.

An estimated 3,500 visitors availed themselves of the opportunity to preview the new installation which incorporates the latest construction features and complete facilities for the storage and servicing of bus equipment.

Visitors to the new terminal, which covers 11 acres, were permitted to see for themselves what goes on behind the scenes of a service and maintenance plant geared to handle 175 trolley buses and 200 motor buses under present requirements. A tour was set up through the various areas where the mechanical work and other aspects of servicing equipment are performed.

The tour began at the southwest corner of the main service building on Armstrong avenue, and visitors first saw a demonstration of one of the "king-size" vacuum cleaners which do a fast job in cleaning the interior of buses. The tour proceeded to the "blow-off" area, where electrical controls are cleaned by compressed air, and the chassis and engine cleaning area.

Next, the tour led them to the tank room, the storage area for grease, oil, torque fluids and other lubricants for servicing buses. The boiler room, where two oil-fired boilers sup-

TRAINING BUS in the repair area gets a thorough going-over by visitors. Inside bus are pictures and samples of material used in the Courtesy Caravan, Safe-Driving Day and service training programs. Each new driver receives 15 days of training in a bus of this type before starting on a regular run.



SHOWING BUS OIL filter to *V. E. Gunlock*, CTA board chairman (center) is *Robert J. Rupee* (right), superintendent of shops and equipment, as (from left) *T. B. O'Connor*, general superintendent of transportation and shops and equipment, and *David M. Flynn*, superintendent of operations, look on. The group is at a table in the repair area which contains such gas and trolley bus parts as a battery, door engine, current rectifier and trolley pole "shoes." Each part is labeled with name and cost.





CONVERGING AT EAST END of repair area around refreshment tables is part of the estimated 3,500 visitors who attended the open house. The crowd was one of the largest ever present at an open house of a new station.



ITS EXTERIOR GLISTENING, bus emerges from washer as huge brush finishes its job and the load of passengers, who are just winding up Forest Glen tour, prepare to alight.

Attracts 3,500

ply hot water to individual heaters throughout the building, also was open for inspection.

Facilities for personnel, the temporary transportation offices, bus operators' room and lunch and locker rooms also were shown the visitors.

In the general repair area, an LP-gas (propane) bus mounted on a new hoist showed how chassis mechanical repairs are made. In this area also was a parts storage exhibit which displayed the many different parts required for the mechanical maintenance of buses.

A specially-equipped bus, containing displays highlighting the CTA employes' training program, stressing courtesy, safety and improvement of personal service was another feature of the tour.

Other sections open for inspection included the degreasing pits and the tire repair, storage and inspection area, and the nearby battery inspection area.

Adding to the interest of the tour was a demonstration of the actual test equipment used in bus inspection. A Twin Coach engine cutaway section was used in the explanation of the purpose of each test. An equipment display, including a wreck truck, snow plow, line truck with tower and a trolley bus concluded the tour.

Visitors then boarded a bus which took them through a washing machine where a flow of water, released mechanically, and four sets of double brushes cleaned the exterior as the bus passed through.

CTA Transportation Department and Shops and Equipment Department instructors were on hand to answer questions and explain operations to the "open house" visitors.

Serving as a committee for the "open house" was *Verner Olson*, assistant engineer, Structures and Building, chairman; *John A. Baker*, director of training and accident prevention; *Julius Dain*, day foreman, Shops and Equipment Department school, and *Thomas F. Moore*, superintendent of operating stations.

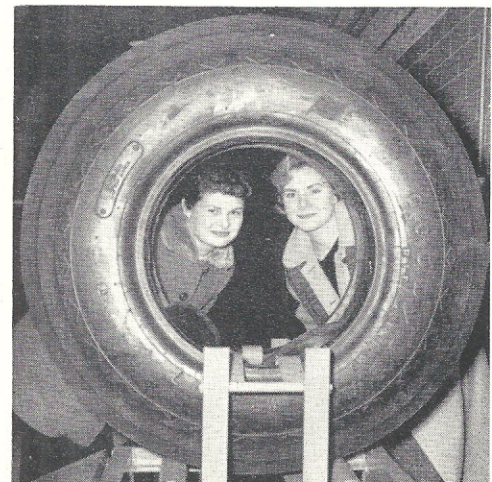
SHOWING HIS WIFE some of the tires in the tire room, which is adjacent to the inspection area, is *George Kaufman*, bus operator, who formerly worked out of North Park station and who now is based at Forest Glen. The tires here are part of 230 valued at more than \$57,000.

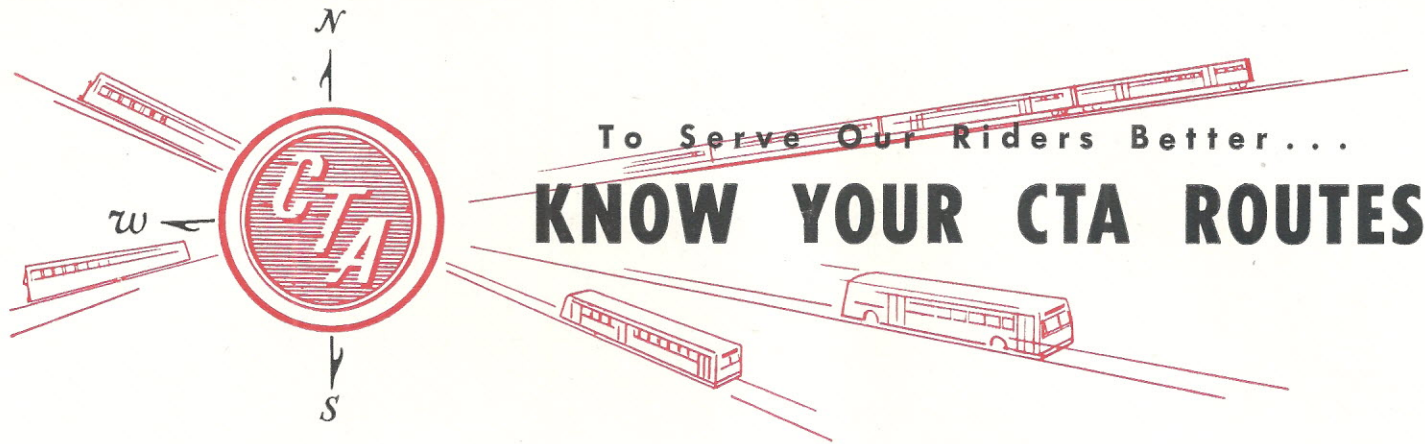


TRYING OUT the station's new type floor sweeper and cleaner is *Mrs. Edward Murray*, whose husband is an instructor at the Division and Western school. The machine, capable of sweeping a floor or putting down a detergent, can handle a floor the size of that in the repair area in less than 30 minutes. It is used on all concrete surfaces inside and outside the building.



TIME TO RETIRE? Not yet, decide these two girls after giving new bus tire a close scrutiny. Tire inspection racks can be revolved on two rollers (bottom). *Lyn Laski*, (right), daughter of Bus Operator *Jess Laski*, Forest Glen, peers through tire with her friend, *Kay Finco*.





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

PROVIDING a service link between the downtown Loop and the city limits on the far north side is the Sheridan Road—No. 151—bus route that operates for the greater part of its trip over three of Chicago's most heavily traveled thoroughfares—Michigan avenue, Lake Shore Drive and Sheridan Road.

Because of the proximity of this route to the lake front, Lincoln Park and Grant Park, this line not only provides one of the most scenic trips on the CTA system but also affords direct access to the business heart of the city and the vast residential area that lies between the Loop and the southern limits of suburban Evanston.

Operating between a northern terminal at Howard and Paulina streets and Michigan and Adams in the downtown section, the route covers a measured round trip of 23 miles, and provides both local and express service on convenient schedules.

From this northern terminal, the route follows this street pattern: East on Howard from Paulina (7600 N - 1700 W) to Sheridan Road; south and east on Sheridan and Lake Shore Drive to Michigan; south to Adams; west to State (200 S - 1 E); north to Washington and east to Michigan and back north over the same routing in reverse.

A slight variance of routing is in effect on evenings and Sundays when buses continue south on Michigan to Congress, west to State and then over the regular route. On short line trips to Devon, buses follow the regular route to Granville, then go west on Granville, north on Broadway and east on Sheridan.



CUTTING a wide path through Chicago's front yard and paralleling the lake front from Jackson Park north to Hollywood avenue, Lake Shore Drive daily carries one of the city's heaviest traffic loads. This is a view along the route of Sheridan Road buses, looking south towards the Loop from just north of Eugenie street.



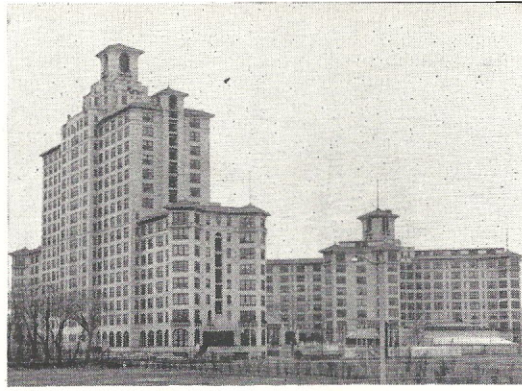
THE MANY huge apartment hotels and buildings that have sprung up along Sheridan Road are typified by this photo looking south from Belmont avenue. In the center background stands the statue of *General Philip H. Sheridan* whose name is perpetuated by the busy thoroughfare.

THIS IMPOSING structure at the corner of Diversey and Sheridan is the Elks Memorial, erected in 1924 in honor of B.P.O.E. members who served in the armed forces in World War I.





A CENTER of Jewish faith is Shalom Temple, on Lake Shore Drive near Cornelia.



ONE OF Chicago's showplaces and best-known stopping places is the Edgewater Beach Hotel and apartments at Berwyn avenue. This is a view looking west from Lake Shore Drive.

Supplementing the regular local service on the Sheridan Road route are the following express and limited stop bus services: Outer Drive Limited—No stops between Sheridan-Berwyn and Walton-Michigan during weekday mornings to approximately noon and afternoon rush and Saturday a.m., midday and p.m. rush. Sheridan Road Express—No stops between Clarendon-Wilson and Walton-Michigan during weekday a.m. and p.m. rush. Sheridan-LaSalle Express — No stops between Clarendon-Wilson and Eugenie-LaSalle during weekday a.m. and p.m. rush.

Schedules on the Sheridan Road route vary with the different types of service. Sheridan Road expresses, which operate only during the peak rush hour periods on weekdays have headways of five to six minutes southbound in the morning, and seven minutes in the evening northbound. Outer Drive Limiteds, which operate until noon are on four-minute headways during the rush period southbound and eight minutes thereafter. They go back into service northbound for the evening rush period on seven-minute headways. The Outer Drive limiteds also are in service on Saturdays during rush hour periods, operating at eight minute intervals.

Locals, which run throughout the day seven days a week, are spaced four minutes apart during weekday morning rush hours; five minutes for weekday evening rush hours, and six minutes during the rest of the day. Saturdays, the intervals are seven and six minutes, respectively, during morning and evening rush periods, and seven minutes throughout the day. The locals are on

CHICAGO'S FAME in the educational field is further advanced by schools like Mundelein College, at 6363 N. Sheridan.

12-minute headways on Sunday mornings and are scheduled on seven-minute headways from noon until late evening.

Some short runs are operated during peak rush hour periods. Southbound, in the morning, some buses start at Belmont-Sheridan, and some Sheridan expresses start at Devon during the a.m. rush and run only as far as Devon in the p.m. rush.

The flow of vehicular traffic on the streets over which Sheridan Road buses operate is, for the most part, extremely heavy throughout the day and early evening. This accounts for a variance in running time between Howard street and the Loop of from 46 to 60 minutes.

Sixty diesel buses are assigned to Sheridan Road service and these are housed at Rosemont garage.

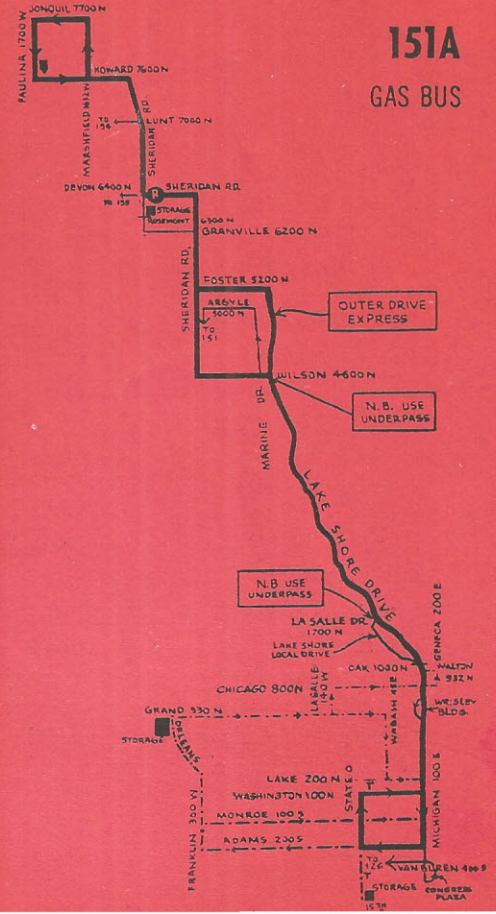
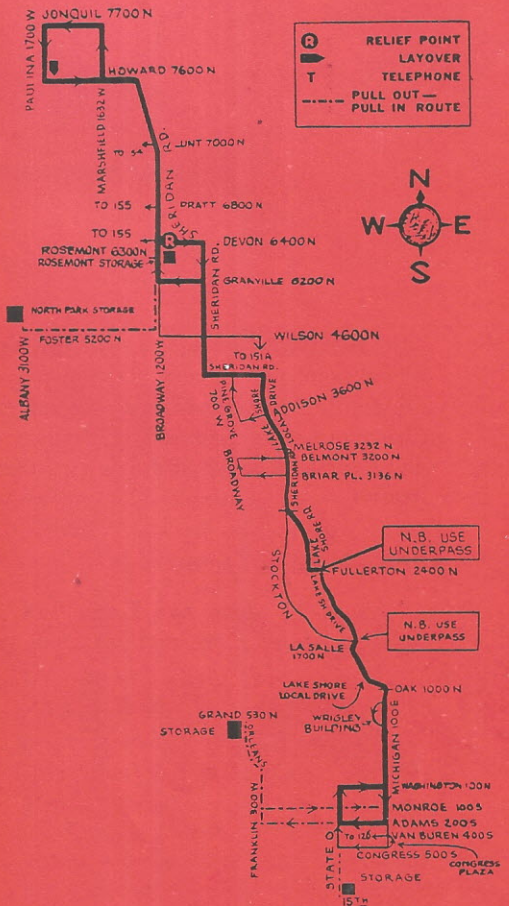
The old "gold coast" territory through which Sheridan Road buses operate has been changing rapidly in recent years. Where it once was an area of fine old homes and mansions it has taken on a new look, with many skyscraper apartment buildings rising on sites formerly occupied by the residences of Chicago's first families.

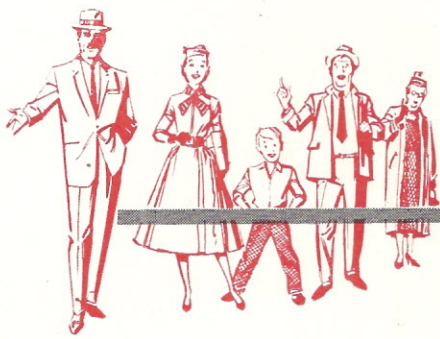
(The nineteenth in this series of articles on CTA routes will appear in a future issue.)



SHERIDAN DEVON STATION

151
GAS BUS





Our Public

SPEAKS

ACCORDING TO letters recently received from our patrons, CTA employes are continuing last year's resolutions to give more courteous and efficient service. Reprinted below are a few of these letters:

Praises All CTA'ers

"About 11 years ago I was lost in Chicago late at night and far from the



Loop. I asked a CTA ticket agent at an "L" station for help in finding my way around the city. His courteous attitude and efficient directions not only got me back to my hotel quickly, but left me with a warm glow for several days. I have always regretted that I didn't write to express my thanks for the help I received.

"Last week, I again returned to Chicago for a short visit. During that visit I made numerous trips via bus, "L" and streetcar. Once again, everybody connected with CTA was extremely patient and helpful.

"I have travelled extensively throughout the United States and abroad, but nowhere have I encountered a municipal transit system which can compare with that of Chicago for the efficiency of its 'round-the-clock service and un-

failing courtesy of all who are associated with CTA."

"Calls Streets Clearly"

"After I was seated on the streetcar, I was delighted to hear the motorman call out each street clearly and pleasantly. But, most of all, I was impressed with the way Motorman No. 1921 (*John A. O'Connor, 77th*) warned his passengers in a most concerned tone to watch their step when alighting from the streetcar."

Gives Pleasant Ride

"It is a real pleasure to ride the Halsted bus line, thanks to Operator No. 1372 (*George J. Mendyk, Limits*). He is always smiling and never hesitates to give his passengers helpful, efficient information whenever they are in need of directions."



NOW AND THEN, a few CTA'ers lag in courtesy and efficiency and our patrons are quick to observe this. Let's begin the new year with a little more conscientious performance of our jobs and try to avoid letters such as these:

"I am an elderly woman and am not able to move as quickly as I would like to. Because of this, I had to leave my seat and walk toward the rear door of the bus soon enough so as not to miss my stop. I pulled the bell cord in plenty of time for the operator to stop his bus, but he ignored me and drove past my corner. I called out to him and he finally stopped at the next corner. As I alighted, he called out to me and said I shouldn't expect him to go off his schedule just because I am an elderly woman."

COMMENT: Courtesy and consideration for our patrons are important assets to good public relations. This operator not only violated CTA's regulations by not stopping his vehicle at a designated zone, but he possibly lost a good customer as well. Thoughtfulness and adherence to regulations could have avoided this letter.

"When I boarded a bus with several large packages, I had the misfortune of dropping a dime on the floor. I asked the operator if he would kindly pick it up since I had my hands full and it had fallen right near his foot. He embarrassed me to no end by telling me to pick it up myself because it was my dime. Luckily, there was a gentleman on the bus who came to my rescue by picking up the coin."

COMMENT: Sometimes we forget that our patrons are paying our wages. If we would stop to consider that a little courtesy and patience go a long way toward having satisfied customers, letters like these could be avoided.

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

	Dec. 1955	Nov. 1955	Dec. 1954
Complaints	1105	1221	1002
Commendations	92	82	123

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Honored For Service As K. C. Officer

ARCHER—Operator Bruno Petkus, past grand knight of the Cardinal Mundelein council of the Knights of Columbus, was honored recently at a celebration, and was presented with a solid gold watch in appreciation of his two years of service in office.

Welcome to all the men who transferred to our depot, and best of luck to those who transferred to other depots.

Operator Russell and Mrs. Lipari became parents of a son, Russell, born December 5.

Michael Rovella, son of Operator Mike, was elected president of the Isabella Dolton chapter of the National Honor society recently at Kelly High school.

Operator Andy Huemer, formerly of this depot, paid us a visit recently.

Day Janitor Edward Krause and Ignatius Eldonis, of repair, recently took their pensions.

On the sick list at this writing are Operators John Young, Edward Hudzinski, Edward Liss, William Van Buren, C. Coursey, Joe Hoffman; Receiver William Leahy; Louis Soduski, supervisor of district "B" and Repairman Joe Lantanti.

Repairman Pete and Mrs. Szafanski are the parents of a daughter, born recently.

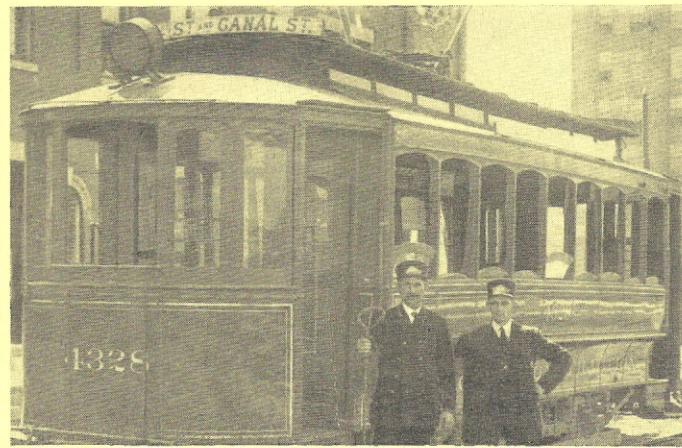
Operator Victor Zalatoris' daughter, Barbara Sue, was married to Jack Jackson in Evansville, Indiana, on December 23.

Superintendent John J. O'Connor's wife suffered the loss of her sister, Mrs. Kathryn O'Regan, recently.

—R. H. FORTIER

This Youngster Really Knows How To Sing

BEVERLY—Richard Poncin, a 9-year old blind boy who was awarded a new car on a local amateur hour program November 27, is a nephew of Operators Ed O'Shaughnessy and



WHEN STRETCARS RULED

A MEMENTO of the days when streetcars ruled Chicago's thoroughfares is this 1908 picture of Former Motorman Herman Hertz and Retired Conductor James Valenta standing by their car at 21st street and Marshall boulevard. Both beginning their careers in 1907, the two men started at the Blue Island depot of the former Union Traction Company. Mr. Valenta, who retired in 1948, now lives in Ingleside, Illinois. Mr. Hertz died in 1919.

Reported by Joe Hiebel

Rex McCoy. Richard sang "McNamara's Band" and really wowed 'em. Two years ago the little boy was struck by a car and lost his sight. He now attends braille classes at Holy Redeemer school.

Operator James Ohse has a fire chief rating in the National Guard Air Reserve Corps and belongs to the 126th Fighter Interceptor Squadron at O'Hare Field . . . Also a member of the National Guard is Joaquin Mayoral who comes to us from North Avenue. He belongs to the Civil Defense division and makes weekly flights in a spotter plane. Joaquin, his wife, Patricia, and two children live in Markham, Illinois.

Bill and Ann Radloff vacationed in Fort Lauderdale, Florida.

The Credit Union will hold its annual business meeting and election of officers at 8:00 P.M. Saturday, January 21, at 7726 S. Ashland avenue.

Rex and Catherine McCoy have moved out to the wide open spaces; way down to 145th street and Kenton avenue, Midlothian, Illinois.

Earle and Norma Campbell became the parents of Paul Arthur

November 12 . . . Roy and Judy Engwall became grandparents of Linda Ann, who is the daughter of their son, Roger.

Marquis and Helen Hartman moved from Pullman to Blue Island . . . Jim and Audrey Bell and their two children moved to their new home in Hazelcrest, of which Jim built the greater part himself.

Charles and Marge Wennerstrom and son, Robert, vacationed up in Ludington, Michigan, last summer where Bob caught all the fish. The boy was a star pitcher on a Little League team in Gary, Indiana, last season.

Bill Bowen and Jack Young are patients in Hines Hospital at this writing . . . Jack Granville was recovering at home after undergoing surgery, as this was written, while John Hogan is back again after several weeks of illness.

Operator George Goerner's son, Howard, has begun boot training at Great Lakes Naval Training Station. Howard formerly was employed in the shops at 69th . . . Operator Charles Kleim's son, Charles, Jr., also is now at Great Lakes.

—FRANK M. BLACK

Bride And Bride-to-be In Accounting News

ACCOUNTING—Alice Hayes, payroll, was married to Louis Novalich on November 19 at St. Bernard's Church. Following a reception for 125 relatives and friends, the newlyweds motored to New Orleans, Louisiana, for a short stay.

Dorothy Klosowski, Material and Supplies, has worn a lovely diamond on her third finger, left hand, since November 30. It was placed there by George Nyczak, whom she will wed. No wedding date has been set.

Sophia Danielson, supervisor, revenue, returned from her vacation with a deep tan and more fish stories. She spent her vacation at Holiday Isle, Florida. The highlight of her stay was a 21-hour deep sea fishing trip commencing at midnight on Saturday and continuing through Sunday. This gave her a fine view of sunrise on the Gulf, and she came back with a 17-pound red snapper she caught.

Florida Vacation

Lawrence Francoeur, assistant general accountant, and Mrs. Francoeur, went to Miami Beach, Florida, for some relaxation. They enjoyed a daily dip in the ocean, visited friends and did some sight-seeing.

Virginia Rebich, revenue, has a new granddaughter, born on December 6. Grandmother passed around "coffee and" to her CTA cronies and so a toast was offered to little Nora Ann.

Emma Weber, Material and Supplies, is presently confined to her home with a fractured bone in her foot . . . Oscar Leiding and Frank Hodapp, voucher, are also on the sick list.

Mary Griffin, revenue, who left CTA on December 16, received a skirt and sweater as a farewell gift from her associates.

Departmental Christmas parties and exchange of grab bag gifts ushered in the holiday season on December 22.

—HELEN A. LOWE

Yule Festivities Now Only Memories

CLAIM—The Christmas tree ornaments have been put back in their boxes for another year and all that remain are memories of the parties. The Claim Department gals celebrated at Younker's and the Law Department girls had dinner at the Merchants and Manufacturers Club in the Mart.

The holiday Cupid found two targets in *Phyllis Torrey* of the Law Department who promptly loaned her fiance to Uncle Sam, and *Mary Ann Pelka*, Claim Department, whose fiance has returned from service.

George Griffin attorney, spent the last of his vacation in California, while *Naomi Jenkins* spent hers with her sisters back home in Indiana.

Dennis Crowley, inquestman, died November 29 from pneumonia.

—EL-JE

Old-timer Recalls Early Street Cars

DEVON—*Motorman Tom Norton* retired November 30 after 43 years' service. Tom can tell some tall stories about handbrake cars and no keys to let down sand on slippery rails. He worked at both Kedzie and North avenue depots.

Carl Elmer, Division 241 board member and conductor, also left for his pension on November 30.

Roy Spears, conductor, is in Lutheran Deaconess Hospital, at 1138 N. Leavitt street, as this was written. Roy's right leg was amputated three inches above the knee. His brother *William*, also a conductor, reports his condition good.

Receiver Ray Simon suffered a heart attack on November 17. Ray is doing very well, it was reported . . . *Ed Kopson* also suffered a heart attack. He is reported doing well.

Receiver George Schelkopf announced being grandpappy to a new grandson *Richard Michael*, born to George's son, *George Richard*, and his wife, *Dorothy*. George Richard is stationed at Barksdale Air Force Base at Shreveport, Louisiana. He has 12 years' service. Upon returning from a mission in the Arctic Circle, he was made a master sergeant.

DOUBLE CELEBRATION



HOLDING DOUBLE celebration on Thanksgiving Day were *William A.* (air brake repairman, Kimball Shops) and *Mrs. Buerger*, who also marked their 38th wedding anniversary with a dinner party at their new home in Skokie. Also attending were their two sons, *Bob* and *Bill*, who both work at Skokie Shops. The couple received many gifts.

Reported by *Dave Gurwich* and *Everett England*

Bus Operator Pat Sciortino is back at Devon. Pat says he sure is happy to see his old friends. He formerly was operating out of Limits Depot.

That strong Devon bowling team, made up of *Elmer Shattuck*, *Ernie March*, *Van Vandermullen*, and *Andy Nelson* were in fourth place. But a recent three-game loss, one game by two pins, another by seven pins, no doubt dropped them further behind.

—JACK MOREAU

They Missed Some Of Our Nice Cool Weather

ELECTRICAL—Cards received from *William King*, superintendent of construction, and *Mrs. King* indicates they enjoyed their vacation down Texas way. They visited relatives and friends, and then flew to several places of interest, including Mexico, where they did considerable sightseeing. Las Vegas, Nevada, also was on their itinerary.

Bernard Toal, operator at Harding substation, motored 3,370 miles to the sunny south and back again. His itinerary included stop overs at Daytona Beach, Fort Lauderdale, St. Petersburg and Miami, Florida.

James Jones, chief operator at Western substation, who was hospitalized, is resting up at home at this writing.

Ralph Jossi, lineman, suffered the loss of his mother on November 24.

—GILBERT E. ANDREWS

What Say, Fellows? Let's Help Him Out!

FOREST GLEN—Since our station is only a few weeks old—or rather, young—I haven't had the opportunity to meet all the men or gather any news as this was written. But I'd greatly appreciate some help, help, help from all of you.

If you have any news items concerning your family or coworkers, please forward them to me. You can leave any news or pictures with the clerk and I'll be glad to submit them. I'm sure we all want to make Forest Glen station a well-known place and have an interesting column each month.

—TOMMY CURCIO

Clerks Take Over New Desks, Duties

GENERAL OFFICE—(Transportation) The Transportation Department has more moves than a checkerboard. When *Chief Clerk Louis Bohlin* went on pension, *Jim Tucker* moved to Lou's desk; *Bill Rooney* moved to Jim's desk as Clerk No. 4; *Bob Quetschke* moved to Bill's desk as Clerk No. 3, and *George Riley* moved in from 77th street as acting superintendent of instruction in place of *Joseph J. Hemzacek*, now acting superintendent of surface operations.

"*Mickey*" *Daly* journeyed to a small town in New York State—Middletown—to spend Thanksgiving with her sister and family. Although Middletown is in the heart of the deer country, and the hunting season was in full swing, "Mickey" dined instead on good old traditional turkey with all the trimmings.

Charlie Stephenson was convalescing at home as this was written. In a recent telephone call to the office, he stated he was doing fine . . . *Francis R. Smith*, instructor at Limits, and *Mrs. Smith* celebrated their 25th wedding anniversary by entertaining friends and relatives in their new home in Grandview Park.

(Electrical) — *Power Supervisor Walter Olson* and his wife recently

celebrated their 31st wedding anniversary and the 25th birthday of their son, *Wayne*. Wayne also boasts of a CTA background, having worked on the Douglas Park "L" branch as a student trainman while studying to obtain his law degree at DePaul University.

(Insurance) — *Nancy DalPorto*, while bowling with the CTA League, met up with *Pat Clifford* of payroll accounting. Whether or not 'twas his bowling alone that won Nancy, a beautiful engagement ring found its way onto her finger Thanksgiving day and another CTA union is in the offing.

Carol Huckin's father, a former state senator, died recently.

Anne Golding traveled to California on a three weeks' vacation. While there, she contracted an ear condition. Anne returned home and entered Elmhurst hospital where she underwent a mastoid operation. After six weeks' absence, Anne is back on the job.

Sporting Sunday bibs and tuckers, 10 Insurance Department belles celebrated Yuletide with a dinner at Empire Room of the Palmer House just before Christmas. Joining in the applause for *Harry Belafonte*, featured calypso singer, were *Helen Dobbs*, *Pat Norum*, *Nancy DalPorto*, *Ann Whitney*, *Marge Schintz*, *Zoe Petrin*, *Mary Berry*, *Jeri Olenick*, *Josephine O'Connor*, *Wilma Lofthouse*, and *Marie McLaughry*.

—JULIE PRINDERVILLE

REVISIT HOMELAND



OLD TIMES were recalled to mind by *Riveter Frank Korper* and his wife, *Rose*, when they made a five-week trip to their old home in Austria recently. Frank visited his 84-year-old mother and a brother, whom he had not seen in 30 years. Just a few miles away in the same province, *Rose* visited her 78-year-old mother, four sisters and three brothers.

Reported by *Ted Shumon*

Retrace Footsteps Of Abraham Lincoln

GENERAL OFFICE—Following in the footsteps of a great American, *Abraham Lincoln*, *Willis Helfrich*, assistant secretary, Chicago Transit Board, a troop chairman, and six Boy Scouts of a north side troop, made the Lincoln Trail Hike back in November. Helfrich, scoutmaster of the troop, led the boys over the 21-mile trail, over which Lincoln himself walked numerous times, from New Salem to Springfield. The group arrived at New Salem the night before during a snow-storm and started out early the next morning when there was a two-inch covering of snow on the ground and the roads were covered with ice. Nonetheless, all seven completed the hike in seven hours and 10 minutes, and the Scouts thereby completed the requirements for the Boy Scout hiking merit badge.

Edward A. Bartusch, Sr., mail room, is proud of his son, *Edward, Jr.*, who is vice-president of Silver Spring Gardens, one of the country's largest growers and processors of horse-radish, located near Eau Claire, Wisconsin. The company grosses more than \$1,000,000 per year from its operations. Ed, Sr., has been an employe of the former Chicago Rapid Transit Company and the CTA for 43 years, serving as a motorman, towerman and switchman on the Garfield Park branch, West Section.

—MARY E. CLARKE

Welcome Mat Out At Kedzie Station

KEDZIE—We welcome *Myles Harrington* as our new night station superintendent and wish *Stanley Bitel* the best of luck in his new assignment as south side relief station superintendent.

Herman Goldman came back as Clerk 3A; *Walter Jastper* as Clerk 4A, *Frank Anderson* as Clerk No. 5; *Tom Birmingham* as assistant receiver No. 2; *Stanley Micek* as Combination Clerk No. 1; *John Duffy* as Combination Clerk No. 2; *Anthony Arneri*, *Maurice Buckley*, *Michael Cusack* as relief receivers and *Dennis Crowley* as night janitor.

Receiver *Stanley Micek* suffered the loss of his mother on December 14 . . . Janitor *Jim O'Neil* died December 11.

40-YEAR EMPLOYES RECENTLY RETIRED



Phillip E. Diehl, conductor, North Section, retired January 1 after 43 years service.

Jerry Kostal, conductor, West Section, retired January 1 after 46 years of service.

Edwin Doremus, conductor, North Section, retired January 1 after 40 years service.

Marten Martin, conductor, Devon, retired January 1 after 43 years of service.

Welcome back to Kedzie to *John McCarthy*, night relief station superintendent.

—C. P. STARR

Operator's Son Rates As Grid Luminary

KEELER—Operator *John Mart's* son, *George*, a star fullback at Colorado A. & M., for the past four years, was signed to play in the North-South game Christmas day in Mobile, Alabama, which was seen on TV. *George* will play pro ball with the New York Giants or in the Canadian league.

Operator and *Mrs. Art Higgins* are the parents of a baby daughter born December 13 and appropriately named *Holly*.

Operator *Dan Aschenbach* took unto himself a bride for Christmas and practically got married during his swing . . . Operator *Joe LaBianca* is the winner of the award to the driver who received the most favorable mail at the garage for 1955, with Operator *Dan Keedwell* finishing a close second.

The garage is getting a brand new paint job and general going over.

Forty-four new men joined us after the last pick, and Superintendent *Ed Loughran* welcomes them aboard on the winning accident prevention team.

cently won a \$20 suggestion award for his proposal to reroute the Diversey (No. 134) buses in the Loop, evenings and Saturdays.

James L. Hubbard, operator, re-

—AL BECK and
DAVE ASCHENBAUER

Discuss Dividends At Credit Union Meeting

NORTH AVENUE—The North Avenue credit union held its annual membership meeting on January 13. The election of officers, setting of dividends, and future business was discussed. Incidentally, if you need money after Christmas, why not visit our credit union? *Eddie Winters* and *Eddie Carroll* are ready to negotiate.

A hearty welcome to all the new men who chose North Avenue on the last system pick. Here at North we are one big happy family.

We salute *Forest Glen*, the new station which opened December 4. Although *Forest Glen* is just a month old, the fellows have nicknamed it *Oak Forest*. Many of our men have transferred to the new station. To them we say farewell, not goodbye, and hope they are happy in their new home.

Board Member Jerry Blake celebrated his 32nd wedding anniversary January 12, while Superintendent *William Hornkohl* marked his 33rd wedding anniversary on the following day, January 13 . . . Too late for the last issue was the news of *Jeff Mulvey's* 21st wedding anniversary December 1.

We have just found out that *Richard Scholtens* became a grandpappy last month. His new grand daughter was named *Lois May*.

Operator *Earl Erland* recently was a patient at *Elmhurst* hospital where he underwent surgery . . .

Operator *Edward Lee* also underwent surgery at *McNeal* hospital . . . *Ray Spears*, who had a leg removed, was convalescing at home, 4435 N. Malden avenue.

Henry "Hank" Buggerts has taken his disability pension and is looking forward to taking his full pension this spring.

—JOE HIEBEL

Courtesy, Cheerfulness Merit Warm Praise

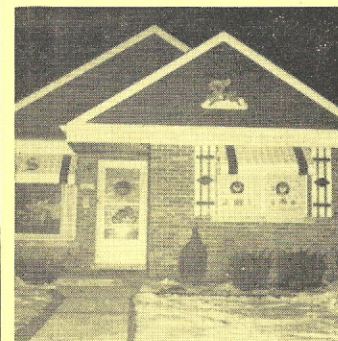
NORTH PARK—*Bus Operator John Mather*, who works on the *Milwaukee* avenue line, has been commended by a passenger as one of the most polite bus operators ever encountered by that passenger. He is always smiling and is courteous to everyone, the passenger declares.

Operator *Frank Keller's* daughter, *Sandra Lee*, was confirmed on November 9 at *St. Sylvester's* church. She is a sixth grade pupil in *St. Sylvester's* school. A small reception was held at *Frankie's* home for relatives after the event.

Operator *George Zelinko* became a grandfather on November 15 when his daughter, *Audrey Dedrick*, and son-in-law, *Robert*, honored grandpa with their first son, whom they named *Robert Lynton*.

Clarence Thompson, relief superintendent who retired December 1, was given a send-off of coffee and cake, and a box of cigars. Officiating in the "coffee and" department were *Hugh O'Boyle*, *Edward Stenzil* and their friends.

SHOW YULE SPIRIT



CHRISTMAS WAS bustin' out all over at the home of *Edward Schneider*, bus operator, North Avenue, as this photo of his *Melrose Park* dwelling shows.

Reported by *Joe Hiebel*

A family pheasant hunting trip in the country around Arlington, South Dakota, proved a profitable one for *Bus Operator John R. Miller* and his three sons, *John R., Jr.*, relief clerk at North Park; *Larry*, clerk at Devon depot, and *George*, who is with American Air Lines.

The welcome mat is again at the front door for all new operators, clerks and receivers.

Welcome to *Ernest A. Guiles*, day superintendent, and *Charles Kerr*, night superintendent.

This is my last column from North Park station because on the last pick I transferred to Devon.

—JACK MOREAU

Former Reporter Calls On Old Acquaintances

PURCHASING AND STORES — *Jean O'Neill*, former reporter, and her year-old son, *James*, dropped in to wish us all a Merry Christmas. We all enjoyed the birthday candy little *Jimmy* brought.

Horace Decker, stock clerk, West Shops, thanked his many friends for their Christmas gift. We, in turn, wish him a speedy recovery.

The girls in the Purchasing Department held their Christmas party this year at the Black Orchid. A wonderful time was had by all.

Seaman Ken Klein, on military leave from the Purchasing Department, has been transferred from the U. S. Coast Guard's Frankfort, Michigan, lifeboat station to the 9th District U. S. Coast Guard Headquarters office at Cleveland, Ohio. For those who would like to write him, his address is 2200 Prospect street, Room 908, Cleveland, Ohio.

Eldora Marshall, niece of *Dorothy Stenbridge*, West Shops, and herself a former employe of the Stores Department, is moving her family to Detroit, Michigan.

John Jankus, stock clerk, South Shops, lost his brother, who was killed in an automobile accident recently.

Otto Hoger, South Shops, is on the sick list at this writing.

—DAGMAR McNAMARA



SAYING GOOD-BYE



SAYING SO long to their boss, Richard T. Duffy (left center), superintendent at Beverly who retired on pension December 1 after 39 years, are (from left) William Franks, chief clerk; Barney Becker, clerk; Rudy Albrecht, receiver; William McCahey, clerk, and Joe Carney, instructor.

Reported by *Frank M. Black*

Takes Vacation To Prepare For Santa

SCHEDULE-TRAFFIC—*Marie Shumon* took a Christmas vacation from her typewriter. She said that she was going to prepare the chimney for *Santa Claus'* entry. Her husband, *Ted*, West Shops correspondent, says that he is sure *Santa Claus* departed through the hole in his purse left by the Christmas shopping . . . *William Dentamaro, Pete Donahue, Joe Werner, John Bosacki* and *M. B. O'Neill* also tried out a Christmas vacation.

Edward Joyce was recently installed as Commander of Paul Revere Post No. 623, American Legion.

Art Langohr celebrated doubly on November 22. It was his birthday and also marked 36 years of wedded bliss.

Harold Andrews is recovering from a recent operation in West Suburban Hospital as this was written. *Joe Billis* went to the Veterans Administration medical staff for treatment of a thyroid condition.

Jim Anderson and his fiancée, *Gertrude Figge*, Schedule, have been busy shopping for a new home in Wilmette and new furnishings, prior to their wedding.

—L. C. DUTTON

No Auto-Choked Highways For Them!

77TH—*Switchboard Operator Art Heene* and *Mrs. Heene* spent Christmas with their daughter and son-in-law at Elmhurst. They spend most of their week-ends there now that Art bought a helicopter. They make the round trip in about 20 minutes. However, *Mrs. Heene* threatens to walk if Art puts jets on the 'copter.

We welcome all the new men who came to 77th through the recent system pick. On the recent clerk's pick, *Frank Rooney, John Cooke* and *Charlie Stych* are back on the job again.

Roscoe Wakefield, 77th station P.M. switchboard operator and *Union Leader* correspondent, was sick recently.

Bus Superintendent George E. Evans is now closer to home, having taken over as superintendent at Beverly. We wish him all the best in his new command.

Operator James Simpkins recently won a suggestion award of \$5.00 for his idea that a far south side stop be made at South Chicago avenue and Marquette Road . . . A \$15.00 suggestion award was made to *Operator Theodore Hubbard* for suggesting that the south-bound through service on South Park be extended from 66th street to 75th or 81st streets . . . *William C. Scott*, assistant foreman, for calling attention to the problem of excessive replacement of transfer bags, received an award of \$10.

Because of being transferred to the North Avenue depot, yours truly will no longer be able to report 77th depot news. It was great working as a reporter for the magazine, and I hope I can serve in the same capacity again some day.

—JOE SMITH

'The Citizen' Fought Hard For His Title

69TH—*Operator Andy Grabowski* is called "The Citizen," for good reason. He fought hard for the privilege of citizenship which most of us Americans take for granted.

If you've moved recently,
please notify

CTA TRANSIT NEWS

He served in the Polish army during World War II until captured by the Germans. He escaped and joined the British Army and finally enlisted in the U.S. Army, where he served with honor.

Supervisor John Cavanaugh is mighty proud of his son, *Jack*, who recently won the Catholic Youth Organization boxing championship in the 112 pound category, and was scheduled to go to the state finals. He is a graduate of St. Rita's High school.

Clerks Frank Rooney and *Tony Krause* left 69th for other stations, while *Barney Becker, William Clifford*, and *William Henderson* recently joined our ranks. Welcome to all . . . Another newcomer is *Janitor Pat Geary*, who left 77th where he had spent many years.

Michael Madigan, operator, and the mother of *Instructor John Knerr* passed away recently.

—TOM DANIELS

Reads, Bowls Her Way To A 526 Series

SKOKIE—*Marian Wilson*, stenographer, read the daily bowling hints in our Chicago newspapers and found they paid dividends with a 526 series.

Welcome back to: *James Corcoran*, machinist, after a two-week illness; *Walter Serzow*, assistant industrial engineer, who recently recovered from pneumonia, and *Joseph Lelakes*, instrument tech-

WALTZING TO WIN



WINNING FIRST place in waltz contest held at the Harvest Moon Festival recently was *Tom Hoey*, electrical worker, Skokie Shops, shown here with his partner, *Jean Mudloff*. The pair also took second place in the foxtrot contest.

Reported by *Dave Gurwich* and *Everett England*

JOSEPH P. GAYNOR RETIRES ON PENSION

JOSEPH P. GAYNOR, CTA superintendent of surface operations, retired on pension January 1 after more than 33 years of service with Chicago transit companies.

Starting as a conductor with the former Motor Coach Company in April, 1923, Mr. Gaynor, after serving in various capacities, was placed in charge of Loop operations of the company in June, 1933.

He subsequently became general inspector of transportation in October, 1945; assistant to the vice-president in charge of transportation in April, 1949, and general superintendent of transportation in November, 1951. He was appointed to the post he held with CTA shortly



after the take-over of the Chicago Motor Coach Company on October 1, 1952.

Following his retirement, Mr. Gaynor took up residence at New Lisbon, Wisconsin.

nician, who returned after a two-day illness. Others recently returning to work after illnesses are *Bill Herrmann*, carpenter; *Robert Mueller*, machinist, and *Louis Lesko*, shopman, who had been confined to the Illinois Masonic Hospital, and *Truckman Louis Harvet*, who is back after a long illness.

Tony Salkauskas, motor line, and wife became the proud parents of a boy November 16 whom they named *Michael John*.

Painter John Broda and *Mrs. Broda*, to whom a son was born prematurely on December 5, lost their baby two days later.

—DAVE GURWICH and
EVERETT ENGLAND

**Sometimes You Can't
Even Please A Dog!**

SOUTH SECTION—*Frank DeBerry*, 61st street porter, who selected a fall vacation, related his many experiences. As always, his faithful companion is *Tim*, that reliable beagle who goes with him on his hunting trips. While hunting pheasants, Frank, who is a good shot, once missed his target and the dog looked up with a disgusted expression as if to say, "What goes here?"

Ray LaFaire has been appointed work train conductor, succeeding *George McMillan* who went on pension December 1.

Agent Mary Abels expressed thanks and appreciation for the many cards sent her during her recent illness.

Leo Terrence, son of *Switchman Frank Terrence*, again had his name in the newspapers. His football team went on to win the Chicago Park championship. He gained additional honor when selected for the all-star team.

A new face is in evidence at 61st street in the person of *John Becker*, recently appointed acting superintendent of agents and porters.

Geraldine Vinzens, central assignment agent, enjoyed the pre-holiday season baby-sitting with her grandchildren.

—LEO J. BIEN

**Stamp Collection Wins
State Fair Honors**

TERMINAL INSPECTION SHOPS — (*Lake*) *Ralph Danielson*, foreman, took quite a few honors at the last Illinois State Fair with his collection of Swedish stamps. Among the honors he received were the American Philatelic Society Medal, a trophy, and a red ribbon and blue ribbon awards.

(*Kimball*)—*Repairman Anthony Citro* passed out the cigars recently for a boy, born November 14.

Repairman Bill Buerger had a lot to be thankful for on Thanksgiving Day as he celebrated his 38th wedding anniversary.

News seems to be scarce lately, maybe because of the holidays. Send in the news, boys, and this column will make more interesting reading for all of us.

—JOE FEINENDEGEN

**Bill, Let's See
You Do It Again!**

WEST SECTION (Transportation)—A once in a lifetime thrill came to *Bill Wilkes*, conductor on the Garfield Park "L" branch, recently. It all came about when Bill, who is a charter member of the Austin Veterans of Foreign Wars post, was playing pinochle with his buddies at the post. Looking at his cards, Bill realized that he had been dealt a 1500 hand. To meld 1500, one must hold all of one suit in his hand. Bill held all diamonds. He was the first man at the post to receive a 1500 hand since 1937.

Conductor Otto Bouma is again confined to a hospital bed in a very serious condition at this writing.

Glad to see *Chief Clerk Walter Pitman* back on the job, after undergoing surgery.

Clerk James Logan is now residing in his new home in Bellwood. "Coffee and doughnuts" will be served at a house-warming at a later date.

Frank Zitnik passed away on November 15 after a lingering illness. . . . *Conductor Harry Tishler's* wife is reported very ill at this writing.

Effective December 1, the following employees retired: *Edward Rook*, motorman; *John Turek*, yard foreman; *H. Erickson*, towerman, and *Paul R. Becker*.

Gatemen John Laurie and *Frank Lampe* are back to work after a long siege of illness.

—WALTER J. REICH

**Welcome Newcomers
To Exchange Area**

WEST SHOPS—*Irving Ptashkin* is now in charge of our Division and Western exchange area. He is ably assisted by *James Stafford* and *Julian Rapacz*. This will save an enormous amount of time, spent in moving material back and forth.

At this writing, *Machinist Al Dohm* is convalescing at Presbyterian Hospital. *Machinist Apprentice Timothy Tracey* also is doing a recovery act in Resurrection Hospital.

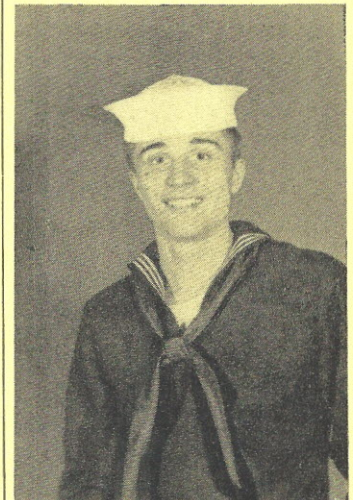
Wireman Mike Pribish retired on December 1 after 37 years of service.

—TED SHUMON

**Vacationers Visit, Go
To Places Unknown**

WEST SIDE—(*Agents*)—*Agent Margaret Sheehan* spent one week of her vacation visiting relatives in Washington, D. C., and one week in Fayetteville, North Carolina, with her daughter who is a nun. She enjoyed having Thanksgiving dinner at the convent. . . . *Agent Sarah Simmons* spent part of her vacation in Washington D. C., with *Former Agent Lillian Mowatt*. The latter lives with her daughter who is an attorney and secretary to *Congressman Hoffman* of Illinois.

FINISHES TRAINING



FINISHING Navy boot training recently and assigned to the destroyer U.S.S. *Cory*, was *Fireman's Apprentice Daniel Grimm*, 20-year-old son of *Operator William Grimm*, North Park depot. The operator has two other sons; *David*, assigned to the destroyer U.S.S. *Abbott* as gunner's mate, third class, and *James C.*, a staff sergeant stationed with the Air Force in Omaha, Nebraska.

Reported by *Jack Moreau*

JAPANESE WEDDING



AMID CHERRY blossoms and pagodas, **Harry F. Bailey**, now a bus operator at Beverly and formerly an Army master sergeant, wed **Shizuko Hashizume** while stationed with the Army in Beppu, Japan. Because of government regulations, Shizuko could not join her husband when he returned to the United States. Harry misses his wife and Japan, where he attended school and learned to read and write Japanese. While awaiting Shizuko's eventual arrival, he hopes that any other CTA employes who have married Japanese will contact him and give him a chance to converse in his adopted tongue.

Reported by *Frank M. Black*

Agent **Mildred Leppla** spent one week in New York, while **Ruth Hanson** and **Leone Nelson** just relaxed at home for that extra week of vacation . . . Agent **Frank Zima** drove to unknown places in his new car . . . Other agents on vacation recently were **George Pechos**, **William Guerin**, **Mary E. Dillon**, **Catherine Smith** and **John Volino**.

Agent **Mary Dorion** is overjoyed with her new niece, **Nancy Elizabeth**, born November 9 to Mary's sister, **Ann**. The baby is the first girl in Ann's family.

On the sick list at this writing are Agents **Helen McMahon**, **Mary Shields**, **Nellie Reidy** and **Porter Louis Thompson**.

It was nice to see Former Student Agent **Jean Fahey** at our pensioners' dinner.

—KITTY CONROY and RUTH HANSON

For And About Our Pensioners

BEVERLY—Mr. and Mrs. **Charles R. Austin** recently celebrated their 51st wedding anniversary. Charlie, who worked for 34 years at 77th, retired October 1, 1947, and was the first man officially to retire under the CTA. He and his wife now live in Harvey, Illinois . . . **John Douglas**, who spent many years at 77th, is as fit as ever. He and Mrs. **Douglas** will spend the winter in Panama City with their son, **Robert**, who is employed by the government there.

Elmer Thieben, former Burnside and 77th conductor, visited Chicago over the holidays. He now is farming near Pekin, Illinois . . . Had a long chat with **Edward Mulcrome**, 8449 S. Green. He had 40 years at 77th when he retired . . . **Bill Frank** received a letter from former Burnside **Ansgor Thorwald Lindquist**, who now lives near Merrill, Wisconsin.

Now for a few addresses of former Burnside and 77th men: **John Bohan**, 7541 Evans avenue; **Alfred Dahlstrom**, 10418 S. Green street; **Edward Dolton**, 737 E. 89th street; **Hubert Brennan**, 502 E. 89th street, all of Chicago. More addresses:

Edward Edgecomb, R.F.D. 1, Johnsonville, New York, and **Edward Blair**, (formerly of 69th and of Cottage Grove) 5600 S. Peoria, Chicago.

—FRANK M. BLACK

CLAIM—John Long visited us during the holidays to tell us he was leaving for a vacation in Sarasota, Florida . . . News from Bradenton, Florida, tells us that **Josephine Kelly**, former switchboard operator, and her husband, **Clarence**, who is retired from Way and Structures, were in an automobile accident in Tampa, Florida. Clarence, who suffered a broken leg, would like to hear from his friends. Drop him a card at 505—25th street West, Bradenton, Florida.

—EL-JE

NORTH AVENUE—We received word from **Stephen Evanoff**, who now resides at St. Petersburg, Florida. He says he is very much alive and is enjoying the Florida sunshine . . . **Jim McGrath** sends his regards to all his old buddies. He recently underwent surgery and is doing nicely . . . **Dan Finley** is under the doctor's care at this writing.

REASSIGN SUPERVISORY PERSONNEL

REASSIGNMENT of supervisory personnel affecting agents and porters on the rapid transit system was made effective November 27 in a bulletin signed by **Charles E. Keiser**, superintendent of transportation, and **T. B. O'Connor**, general superintendent of transportation and shops and equipment.

The bulletin listed the following appointments:

Ralph DeMaria, superintendent of agents and porters, West Section, consisting of Douglas Park, Garfield Park and Lake Street routes. Mr. DeMaria will report to **Frank Boland** and **S. R. Smith**, day superintendents at Douglas and Laramie and Logan and Lake Street, respectively.

Joseph DeLong, superintendent of agents and porters, West Section, consisting of the

Logan Square (Dearborn subway) route, elevated Loop and the State street subway from Lake-Randolph to Congress-Van Buren. Mr. DeLong will report to Mr. **Smith** and **R. F. Wenstrom**, day superintendent at 61st street and Loomis terminals.

C. E. Isaacson, superintendent of agents and porters, North Section, consisting of the Evanston and Ravenswood routes. Mr. Isaacson will report to **L. J. Hickey**, day superintendent of the north-south district.

J. B. Becker, acting superintendent of agents and porters, South Section, consisting of Jackson Park stations south of Harrison-State and Roosevelt-Wabash, and the Kenwood, Stock Yards and Englewood branches. Mr. Becker will report to **R. F. Wenstrom**.

GOOD HUNTING



THE HUNTING was good around Elwood, Illinois, the day this picture was taken. **Tom McCormick** (left) of the Treasury Department, and his friend, **Jack Powell** (right), stock clerk at West Shops, bagged a total of four pheasants.

Reported by *Dagmar McNamara*

"Scotty" Thompson is as fit as a fiddle. He is working at the Drake hotel.

If you would like to get in touch with some of your old buddies, check the following list of our pensioners: **Niels Borch**, 5656 N. Newcastle avenue, Chicago 31; **Thomas Conlon**, 4636 Medill avenue, Chicago 39; **Victor Colson**, 4807 W. Washington boulevard, Chicago 44; **Patrick Clancy**, 4013 W. Harrison street, Chicago 24; **Ed Durkin**, 1928 N. Harding avenue, Chicago 44; **Ed Dibbern**, 651 N. Waller, Chicago 51; **Wesley Davis**, 5118 W. Barry avenue, Chicago; **John Devane**, 1510 Highland avenue, Chicago 26; **Louis Klauer**, 2248 N. Kostner avenue, Chicago 39; **John Meseth**, 4528 W. Altgeld avenue, Chicago 39; **Ben Mathy**, 1352 N. Cicero avenue, Chicago 51; **James McGrath**, 1006 N. Leamington avenue, Chicago 51; and **Dan Finley**, 4906 W. Iowa, Chicago 51.

Also: **James Sprague**, 2119 N. Avers avenue, Chicago 47; **Mike McLaughlin**, 1129 N. Lawler avenue, Chicago 51; **William Nellis**, 823 N. Latrobe avenue, Chicago 51; **Martin Schroeder**, 6003 N. Neva avenue, Chicago 31; **Dan Sullivan**, 4931 W. Iowa street, Chicago 51;

For And About Our Pensioners (Cont.)

Harry Smith, 2900 N. Menard avenue, Chicago 43; Joe Valenta, 2628 S. 58th court, Cicero, Illinois; William Westlake, 15 W. Hickory street, Chicago Heights, Illinois; Christ Woeltje, 3044 S. Kildare avenue, Chicago 23, and Stephen Ewanoff, Box 222, Sta. A, St. Petersburg, Florida.

—JOE HIEBEL

SKOKIE—We were recently visited by *Machinist Pensioner Tony Kowalski* who looks a picture of health . . . We also heard recently from *Pensioner August Nimtze*, former chief clerk at Skokie Shops, who would enjoy hearing from his old friends. His address is 3941 N. Wayne avenue, Chicago.

—DAVE GURWICH and EVERETT ENGLAND

PENSIONER'S CATCH



PROUDLY displaying his catch of jack salmon hooked at Longview, Washington, during a visit to his daughter and her family is *Kaspar Sarkauskas*, retired Lake Street shop employe, shown with his grandson, *Mathew Harman*. Kaspar now resides at 3951 Stotts avenue, Arlington, California and would be glad to hear from his old friends in Chicago. Kaspar's son, *John*, and his family also live in Arlington and grandpa has fun playing with his twin baby granddaughters.

SOUTH SECTION—*George Rehkopf*, pensioned conductor who is residing in East St. Louis, Illinois, dropped a line to say that he and his wife are enjoying being on pension and extended "the best to all" on the south side . . . *Former Towerman Otis Young* was in a happy mood during the social chat over the telephone. Otis said that taking it easy is not hard to do . . . The new year finds this column begging for news, so let us all try to keep the space allotted to us filled with interesting items. Forward any newsy bits to yours truly, care of 61st street office.

—LEO J. BIEN

WEST SECTION (*Transportation*)—*Earl H. Johnson*, retired "L" conductor from the Lake street branch, sent me a Christmas card from St. Petersburg, Florida. His son, an ex-motorman from Lake street is also living in Florida. They extend their best wishes to all.

Ted Schneider, a retired motorman from Lake street, says he is enjoying his leisure hours visiting with good associates.

—WALTER J. REICH

WEST SIDE (*Agents*)—The annual dinner for agents on pension was held at *Toffenetti's* Restaurant on December 4, and 73 attended. They were served a turkey dinner with all the trimmings, topped off with apple pie a la mode. Among those present were *Pensioners Mary Tracy, Bess Reilly, Mary Egan, Rose Daniels, Mary Everdine, Emily Staly, Elizabeth McEleney, Ann Gillespie* and *Mary Rezat*. *Margaret Vershure* sent a telegram to say hello to everyone there. Also present were *Mr. and Mrs. Arthur Heidecke*, as well as Division 308 members, including *President Edward O'Hara* and *Board Members Charles Burns* and *Adolph and Mrs. Spulak*.

KITTY CONROY and RUTH HANSON

FACTS AND FRIPPERY

SECRET SITTER. Author *Homer Croy* tells about a woman friend who each week attends a club meeting, but stays only one hour — no more, no less. Recently a curious lady asked why she had to be so exact in her departure. The answer: "I use the bus as my baby sitter. I pay the children's fare, tell the driver not to let them off until he circulates through town and gets back to our house. That takes an hour. The children are always excited about the trip and the cost is practically nothing."

* * *

A TEACHER was telling her second graders about a famous American, "When he was your age," she said, "he lived in a little cabin in the country, and every day he had to walk six miles to the schoolhouse."

Came a shout from a youngster in the back of the room: "Why did the crazy kid keep missing the bus?"

* * *

HERE in the United States the horse-drawn trolley has disappeared, and even its electric cousin is giving way to motor buses, but there are two places in the world where horse-drawn trolleys are still respected and widely used. These are on the Isle of Man, where they will take you from one end of the promenade at Douglas to the other, and at Fintona, in Northern Ireland's County Tyrone, used to bring passengers to the main rail line a mile away.

RECORDS AT AGE 6



FEATURED AS soloist on a new professional phonograph record is 6-year-old *Janine Donahue*, daughter of *Statistician Girard Donahue*, *Schedule*, and *Mrs. Donahue*. Janine and eight other children, including her sister, *Penny*, 12, are members of a "cherub" choir which made a recording of a Christmas song. The sheet music of the song has a large picture of the little girl on the cover. Janine, shown here with her pet cat, *Socks*, has sung in public on various occasions since she was three years old.

Reported by *L. C. Dutton*

FRUSTRATED HERO. *Dennis Lowe* of Nottingham, England, was traveling on a bus when he saw a smartly-dressed woman in flames in a store entrance. He quickly jumped off to rescue her, only to discover he was about to save a tailor's dummy.

We Need Men

. . . for Surface Transportation Work

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

Hiring Requirements:

Good Physical Condition

Ability to pass reasonable qualifying tests



New Riding Passes Issued For 1956

CONTINUING the policy in effect last year, all CTA employes who previously received riding passes were issued annual passes for the year 1956 recently.

The CTA insignia and the year are printed in red this year, instead of green as they were on the 1955 passes. They are laminated in plastic and bear employes' photographs as did the ones issued for last year.

Last year's passes were surrendered at the time the passes were issued.

AMONG AWARD winners recently reported by the Employes' Suggestion Committee were the following: *Operator John D. Walker*, Lawndale, awarded \$5.00 for his suggestion that a steering column guide be painted at 18th and Western; *Operator Bernie Collins*, Lawndale, for his suggestion that a telephone be provided in trainroom, and *Russell Warnstedt*, accident analyst, Accident Prevention Department, for his suggestion proposing stair risers signs at Dearborn-Van Buren rapid transit station.

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

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

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

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

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

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

(City) (Zone) (State)

RECENT DEATHS AMONG EMPLOYES

- LOUIS BENNARDO, 71, retired guard, South Section. Died 12-4-55. Employed 5-4-14.
- T. R. BLIXT, 68, retired motorman, Devon. Died 11-30-55. Employed 4-18-11.
- JAMES CANNON, 68, retired motorman, Cottage Grove. Died 12-4-55. Employed 6-7-12.
- DANIEL CIBICH, 63, laborer, Track. Died 11-30-55. Employed 5-5-19.
- DENNIS J. CROWLEY, 71, statement man, Claim Department. Died 11-29-55. Employed 5-1-43.
- ROBERT C. DOWNING, 56, janitor, Cottage Grove. Died 11-21-55. Employed 6-16-24.
- J. J. DUDAS, 81, retired laborer, Utility Department. Died 11-4-55. Employed 5-1-01.
- SALVATORE GIARRIZZO, 77, retired laborer, Track. Died 12-11-55. Employed 6-10-20.
- ANTHONY T. HARTOWICZ, 59, operator, North Park. Died 12-4-55. Employed 1-20-20.
- ANTON KAMALICK, 85, retired motorman, Cottage Grove. Died 11-12-55. Employed 1-18-99.
- NICHOLAS KULHANEK, 78, retired motorman, North Avenue. Died 11-24-55. Employed 7-17-06.
- C. G. LEINAUER, 78, retired car placer, 77th. Died 11-26-55. Employed 9-13-27.
- MICHAEL MADIGAN, 53, conductor, 77th. Died 12-2-55. Employed 4-10-43.
- MATE MALESH, 68, retired paver, Track. Died 10-16-55. Employed 8-20-29.
- E. J. McBRIDE, 48, retired operator, Kedzie. Died 12-1-55. Employed 6-12-28.
- EDWARD MCGINN, 64, chauffeur, Utility Department. Died 12-12-55. Employed 3-15-11.
- M. J. McGUIRE, 69, retired watchman, West Section. Died 11-29-55. Employed 3-25-41.
- JAMES McMANUS, 79, retired conductor, Lincoln. Died 12-8-55. Employed 7-1-04.
- E. W. MILLER, 67, retired operator, North Avenue. Died 11-17-55. Employed 4-1-09.
- F. B. MOLLATH, 65, retired machinist, South Shops. Died 11-30-55. Employed 3-13-24.
- TIMOTHY MURPHY, 64, retired conductor, Kedzie. Died 11-20-55. Employed 12-23-19.
- JAMES P. O'NEILL, 51, janitor, Devon. Died 12-12-55. Employed 9-18-22.
- D. J. O'SHEA, 77, retired motorman, Noble. Died 11-23-55. Employed 4-14-10.
- JOHN RAPPS, 73, retired car cleaner, South Section. Died 11-29-55. Employed 3-9-11.
- W. A. SCHELLING, 74, retired trainman, North Section. Died 12-1-55. Employed 9-6-18.
- O. D. SCHWEITZER, 82, retired agent, North Section. Died 11-20-55. Employed 11-23-42.
- ANTON SHADBARAS, 67, retired car repairman, Kedzie. Died 11-22-55. Employed 11-9-12.
- W. F. SICKENGER, 90, retired motorman, Lincoln. Died 11-13-55. Employed 1-25-09.
- T. P. SLOTA, 67, retired gate-man, West Section. Died 12-5-55. Employed 7-2-47.
- J. J. STACK, 81, retired watchman, South Section. Died 11-30-55. Employed 7-12-20.
- R. G. STOLTING, 68, retired conductor, Lawndale. Died 11-10-55. Employed 7-25-14.
- CLARENCE STROUSE, 57, conductor, Devon. Died 12-3-55. Employed 8-24-21.
- J. H. THOMAS, 70, retired motorman, Kedzie. Died 12-2-55. Employed 2-17-12.
- G. C. VOHS, 61, retired conductor, Kedzie. Died 11-30-55. Employed 10-2-22.
- WILLIAM H. WALSH, 63, motorman, Utility Department. Died 11-21-55. Employed 4-16-14.



TRANSIT IN THE NEWS



Broadway-State Split Into Two Routes

TO IMPROVE service and adherence to schedules, CTA's longest street car route, Broadway-State, was split into two separate routes, effective December 4.

One is designated the State Street route, (No. 36A) and the other the Broadway (No. 36) route.

On the State Street route 51-passenger, odorless LP-gas (propane) buses replaced streetcars. Service frequency is improved to approximately two minute intervals in the rush hours, with four or four-and-a-half minute, and six minute intervals being provided in the mid-day and evening hours, respectively. Owl service is operated at 15 minute intervals. Seventy-one buses, as compared to 55 streetcars, are required to provide these improved service intervals.

This route operates between State-Grand on the north and 119th-Morgan on the south via State, 95th, Michigan, 119th, Morgan, 120th, Halsted, and 119th back to Michigan and then north over the southbound route to Wacker Drive, east to Wabash, north to Grand, west to State and then south to the terminal at 119th and Morgan.

The Broadway route, which remains a streetcar route, operates between Devon-Clark on the north and State-Polk on the south via Devon, Broadway, Clark, Division, State, Polk, Dearborn, and Kinzie to State and then north over the inbound route.

Service intervals on the Broadway route remain virtually unchanged, varying from two and a half to four minutes in rush hours, four to four and a half minutes mid-day, six minutes in the evening hours to 15 minutes in the "Owl" period. Buses will continue to be substituted for the street cars on week-ends and holidays.

Under the new arrangement, service delays on the Broadway route, for example, are not reflected by service delays

on the State Street route, or vice versa. With the former long, single-line operation, delays in one section of the city inevitably adversely affected service in the other section.

Substitution of trolley buses for motor buses on the Kedzie-California route (No. 52), as well as a revised routing for the Higgins bus route (No. 88) also went into effect on December 4.

The Kedzie-California route and terminals remain unchanged, but the Higgins route was revised to operate over a new loop at the northwest end of the route, via Higgins Road, Canfield, Talcott and Harlem to Higgins Road. The remainder of the route remains unchanged.

From about 5:00 A.M. to 2:15 P.M. each day, the buses operate over the new loop in a counter-clockwise direction—north in Harlem from Higgins, northwest in Talcott to Canfield, south in Canfield to Higgins, and then southeast in Higgins. From about 2:15 P.M. to 5:00 A.M., the buses operate over the loop in a clockwise direction—northwest in Higgins to Canfield, north to Talcott, southwest to Harlem, and south in Harlem to Higgins.



A RECORD OF 250,000 man hours without a single lost-time accident at 77th depot was hailed recently when *Charles M. Smith* (right), superintendent of accident prevention, presented an American Transit Association bronze certificate award to *John J. Theis* (left), superintendent at the depot, *George E. Evans* (center), formerly 77th bus superintendent and now superintendent at Beverly depot, and *Thomas F. Moore*, superintendent of operating stations, look on.

NEW WAGE RATE IN EFFECT

AN INCREASE in wage rates of five and one-half cents per hour went into effect on December 1 in accordance with the wage settlement negotiated between

CTA and the two unions representing operating and office employees last summer and voted on July 14 by Chicago Transit Board.

Two and one-half cents of the increase was in the basic wage rates as stipulated in the contract now in force. The other three cents was a cost-of-living allowance which can be adjusted quarterly, based upon the percentage increase, if any, over the cost-of-living index for May, 1955.

This is the second basic wage increase made under the present contract. The first was a five-cent an hour raise effective as of June 1, 1955. Another five cents per hour will be added effective June 1, 1956. The new contract term extends through May 31, 1957.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF NOVEMBER 1955 AND 1954, ELEVEN MONTHS ENDED NOVEMBER 30, 1955 AND 1954 AND
TWELVE MONTHS ENDED NOVEMBER 30, 1955

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

	Month of November		Eleven Months Ended November 30,		Twelve Months Ended Nov. 30, 1955
	1955	1954	1955	1954	
Revenues	\$10,013,149	\$10,166,346	\$110,346,485	\$110,380,445	\$121,105,556
Operation and Maintenance Expenses	<u>8,523,770</u>	<u>8,533,408</u>	<u>93,354,851</u>	<u>94,106,022</u>	<u>102,660,367</u>
Available for Debt Service	<u>1,489,379</u>	<u>1,632,938</u>	<u>16,991,634</u>	<u>16,274,423</u>	<u>\$ 18,445,189</u>
Debt Service Requirements:					
Interest Charges	406,983	417,593	4,539,649	4,623,950	
Deposit to Series of 1947 Serial Bond Maturity Fund	233,334(1)	200,000	2,366,666	1,900,000	
Revenue Bond Reserves (Note 2)	<u>30,000</u>	<u>30,000</u>	<u>330,000</u>	<u>330,000</u>	
	<u>670,317</u>	<u>647,593</u>	<u>7,236,315</u>	<u>6,853,950</u>	
Balance Available for Depreciation	819,062	985,345	9,755,319	9,420,473	
Provision for Depreciation - Current Period	<u>801,052</u>	<u>813,308</u>	<u>8,827,719</u>	<u>8,830,436</u>	
Balance Available for Other Charges (Note 3)	<u>\$ 18,010</u>	<u>\$ 172,037</u>	<u>\$ 927,600</u>	<u>\$ 590,037</u>	

PASSENGER STATISTICS

Originating Revenue Passengers	<u>52,063,296</u>	<u>52,757,342</u>	<u>569,641,850</u>	<u>585,502,008</u>	<u>625,306,343</u>
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at November 30, 1955

	Delivered to Date	Remaining to be Delivered	Total
1955 Orders:			
El-Subway Cars	-	80	80
Delivered under previous orders		3,314	
Less - P.C.C. Streetcars to be converted to El-Subway Cars		<u>80</u>	<u>3,234</u>
			<u>3,314</u>

NOTES:

- (1) Equal monthly installments to retire \$2,800,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1956.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

CENTRAL BUS ROUTE EXTENDED

ADDITIONAL service on the Central avenue trolley bus and Limited gas bus lines (Nos. 85 and 85B, respectively) was provided effective December 4.

The additional service consists of an extension northward on the trolley bus route from the former terminal at Central and Milwaukee to Central and Bryn Mawr. On the Limited gas bus routes, operating on weekdays only, service was extended southward from the terminal at Parkside and Lake street (north) to Central and Harrison street during morning rush hour periods.

The extended service provides two additional transfer points to other CTA routes, one at Harrison street, for the Limited service, and the other at Elston avenue, on the trolley bus route.

The Limited gas bus service extension is routed as follows: South on Parkside to Lake street (South), east on Lake street (South) to Central, and south on Central to the Harrison street off-street terminal. The route still connects with the Parkside avenue entrance to the Central avenue station of the Lake street "L."

The trolley bus service from the new Bryn Mawr terminal is as follows: East on Bryn Mawr to Elston, northwest on Elston to Central, and south on Central. Terminal time for the route will be taken on Elston north of Bryn Mawr.

Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



HOW ABOUT some fun with gardening in 1956? If you have your own home, of course, you will want to keep the grounds beautiful. But even a mere taste of gardening, if only in your apartment, will bring you lots of satisfaction. And you'll enjoy practicing gardening whether you have an outdoor garden or not.

This column will be here monthly to give you hints and dependable garden information. The Chicago Horticultural Society will be glad to give you any further information you may need upon request.

For a starter, if you'd like a few "different" plants to grow indoors, look up the aluminum plant, the tiny shrub *Pittosporum*, or the new Chinese velvet plant.

Whatever you do in the way of outdoor gardening will be twice as successful if you plan ahead for it. January is the month for that. First make a list of things you would like in the garden. Don't be too ambitious and plan on more than you can conveniently handle this year. But, because you might want to add to it in the future, plan for years ahead so that later you need not repeat steps or make radical changes that may be costly in effort and expense.

50 Years of Service Sets Record

A RECORD of 50 years of service with Chicago transit companies—longest of any woman employe of the Chicago Transit Authority—was reached December 4 by *Miss Mildred Humes*, who was honored on the eve of the anniversary at a dinner attended by nearly 100 of her CTA associates.

Among them were officials and executives, department heads and co-workers in the CTA offices in the Merchandise Mart, where Miss Humes is secretary to *W. W. Helfrich*, assistant secretary of Chicago Transit Board. All of them came to pay tribute to a lady whose record of continuous employment surpassed even that of most men who have made a career of the transit industry.

Her service record dates back to the cable car days, when she began as a clerk in the offices of the old Chicago Union Traction Company at Clark and Division streets on December 4, 1905, shortly after graduation from Lakeview high school. Her plans at that time were to earn money to continue schooling so as to realize her childhood ambition to be a school teacher.

OLDEST woman employe in point of service with the present CTA organization is *Mildred Humes* (second from right), secretary of *W. W. Helfrich*, (right), assistant secretary of Chicago Transit Board. Miss Humes rounded out her 50th year with Chicago transit companies on December 4. She was guest of honor at a dinner given by her friends and co-workers in Merchandise Mart CTA offices on the eve of her anniversary. Among those joining in the tribute to her were *General Manager Walter J. McCarter* (left), and *Guy A. Richardson* (second from left), former head of Chicago Surface Lines and retired vice-chairman of Chicago Transit Board.

Having determined what you want in the garden, indicate where each item is to go in the plan you make. Remember, the front of the house should always look attractive from the street. Plan on evergreens or shrubbery along the base so as to make the house seem a part of the front yard and tied to it artistically. Don't figure on planting anything that would grow so large as to hide or block out windows or entirely over-shadow the architectural grace of the building.

You homeowners with evergreens outdoors should give them special winter care. On a mild January day, apply a bucket or two of water at the root zone. The leaves (needles) of evergreens are live and breathing throughout the year. The cold winds of January, especially in a dry season, will turn them brown if they cannot get enough moisture from the roots.

Resolve to have a few flowers this year that will win the admiration of your neighbors, such as the long spiked McKana strains of Columbine; the strong, dwarf rose pink "Prima Donna" petunias; the little "Ruffled Red" marigolds, or the "Candy Pink" morning glory for a vine. These are the outstanding prize winners for 1955.

In completing that garden plan, you may want some new trees or shrubs to frame the home grounds. We will tell you of many types of these in next month's "Garden Helps."

EDITOR'S NOTE: The Chicago Horticultural Society exists to help people get pleasure from gardening in their own home or apartment. It issues "Garden Talks," a monthly publication of timely information about gardening in the Midwest area. As a CTA employe you can, therefore, receive "Garden Talks" at a reduced price of 60 cents a year, by writing to the Chicago Horticultural Society, 116 S. Michigan avenue, Chicago 3.

Her first job was counting transfers, but she later became a stenographer and then advanced to a secretary in the executive offices of the company. At that time she decided against teaching in favor of a business career.

In 1907, when the Union Traction Company became a part of the Chicago Railways Company, Miss Humes continued as a secretary with that company, and in 1914, when all streetcar lines were consolidated under Chicago Surface Lines management, she again retained her secretarial job.

Another change in management came in 1947, when the Chicago Transit Authority took over the surface and elevated lines. Miss Humes also took that in stride and maintained her position with the new organization, as secretary to *Frank L. Hupp*, then assistant secretary of Chicago Transit Board, now retired and living in California.

Miss Humes was presented with a TV set and cash on behalf of her fellow workers and a gold merit award following the dinner.





medically speaking

By Dr. George H. Irwin
CTA Medical Director

WHAT IS HIGH BLOOD PRESSURE?

WHEN THE pressure in the arteries measures more than 140/80 millimeters mercury it is evidence of elevated high blood pressure. It is commonly referred to by doctors as hypertension. A brief explanation of 140/80 reading may be helpful.

The 140 or high number is known as systolic pressure because it is the pressure in the arteries at the beginning of the contraction of the heart. The 80 reading is known as diastolic pressure and represents the pressure at the end of the heart contraction. Thus the physician usually reports to you that the pressure is 140/80 or 160/90 as the case may be. The low reading or the diastolic pressure is very important. When the diastolic pressure is high it usually means the disease is more permanent and severe.

High blood pressure is actually due to the narrowing of the arteries or pipe lungs. This condition may be of a temporary or permanent nature. When the narrowing is temporary it is usually due to a spasm of the artery resulting from an illness of short duration, worry, hurry or anxiety. This type of blood pressure can vary greatly from hour to hour or from day to day. On the other hand, if the narrowing is permanent it is on the basis of a definite thickening or hardening of the walls of the arteries. An example of this type is generalized arteriosclerosis. The idea that one's blood pressure should be equal one's age plus 100 is obsolete.

Other causes of hypertension are heart disease, obesity, chronic infections, kidney disease (Nephritis or Bright's Disease). A temporary type of kidney trouble is seen in the toxemia of pregnancy. In this type the blood pressure returns to normal after delivery. Overactive thyroid glands and tumors of the adrenals are sometimes the cause. Excessive use of certain protein foods, salt, coffee, tobacco and alcohol are contributing causes to high blood pressure. Prolonged mental tension and emotional strain also are factors in hypertension.

What are the common symptoms?

Elevated blood pressure usually does not manifest itself until the latter half of life. Among the early symptoms are headaches, dizziness, shortness of breath, pains in the left chest and leg cramps or pain. The headaches often are noticed in the early morning hours and are relieved by eating breakfast. Occasionally eye trouble such as failing vision may be among the first symptoms. Fatigue sometimes is an

early sign. When these symptoms appear, one should not delay in seeing his family doctor.

It is very important that some supervision or treatment be started early. It is necessary to have a complete physical examination and laboratory tests. If any defects are found, your doctor will advise you about their correction. Each case requires different evaluation and your physician's instructions should be followed carefully.

There are many, many drugs used in the treatment of hypertension. It is not wise to take these tablets without supervision. Some are beneficial and some are harmful. Depend on your physician for their use.

In conclusion, the following points should be emphasized: When the diagnosis of high blood pressure is made, place yourself under the care of your family doctor. Do not become discouraged or pessimistic. Readjustment of your living to include moderation in work, diet, worry, rest and relaxation will be most helpful in adding years of comfort. See your physician regularly and follow his advice.

Fund Drive Totals \$69,032

A TOTAL of \$69,032.05 was contributed by CTA employees in 1955 to the combined Community Fund and Red Cross fund raising plan established by CTA in 1952. The Community Fund received \$45,996.41, and \$23,035.64 went to the Red Cross fund. This compares with contributions of \$63,195.42 in 1954 — \$42,510.68 to the Community Fund and \$20,684.74 to the Red Cross.

In 1955, 90.5 per cent of CTA's employees contributed to the combined fund compared with 66.7 per cent in 1954.

Most of the participating employees made their contributions by the monthly payroll deduction which is an outstanding feature of CTA's combined fund plan. The remainder made single, lump sum contributions. Included in the latter are the annual contributions of Division 241 and Division 308 of the Amalgamated Association of Electric Street Railway and Motor Coach Employees of America.

Brown, Joseph Zukowski and Bob Quetschke. Back row: O. B. Wright and Vince Donohue. The 11th member—Jack J. O'Connor—is shown in inset.



WINNERS OF Red Feather "Oscars" at a Community Fund final awards luncheon meeting on December 14 were 11 CTA employees who served as a soliciting team in the North Side Division of the Fund's General Business Division. They received special recognition for their outstanding work in scoring 103 per cent of their quota, the highest of any team in their division. The team members are (front row, left to right) *William Lembachner, James E. Touhy, John J. Bowen*, team captain; *Ben I. Twery and Frank A. Johnson*. Middle row: *Harold*

FOUR VETERAN SURFACE SYSTEM SUPERINTENDENTS RETIRE ON PENSION

FOUR VETERAN transit employes, all superintendents of CTA surface system operations, retired on pension recently with a combined total of nearly 175 years of service.

Retiring on December 1 were: *F. J. Smith*, superintendent, Devon, who completed 51 years of service last March 4; *Clarence Thompson*, night station and relief superintendent of north side bus operations, whose service record spanned 47 years, and *Robert T. Duffy*, superintendent, Beverly, who began his transit career 36 years ago. The fourth was *John T. Philpott*, superintendent of surface lines in the Loop area, who retired on January 1 after nearly 40 years of service.

Mr. Smith started as a streetcar motorman at Devon station on March 4, 1904, and, except for a short period in the Army during World War I, has been continuously in transit work ever since. Upon his discharge from the military forces in 1919, he was named a street supervisor. In 1923, he became assistant superintendent, and in 1925, superintendent at Devon station.

Mr. Thompson, who started as a conductor on May 23, 1908, served in that capacity until 1923 when he was appointed supervisor of street car operations at Kedzie station. In 1945 he was promoted to night superintendent at the former Noble-Elston garage of the old Chicago Surface Lines, and in 1947 he became the first superintendent of the bus division at the former Elston-Lawrence garage. He took over the superintendent's job he held at the time of his retirement in 1950.

Mr. Duffy also rose from the ranks of streetcar conductor to superintendent, working out of the old Burnside station from February 17, 1919, until March 16, 1922, when he became an instructor in the training program for new conductors. On January 1, 1924, he was shifted to the post of supervisor of surface lines in the Loop. He subsequently returned to Burnside as assistant division superintendent and in April, 1937, was appointed superintendent at that station. He later moved to 77th station as superintendent of buses. Then, with the opening of Beverly station late in 1949, he became its first superintendent.

Mr. Philpott started as a conductor working out of 69th station on June 28, 1916. He was appointed supervisor at the same depot on June 14, 1928. He moved to the central district in the Loop as supervisor on April 18, 1932, and 15 years later, on June 19, 1947, advanced to the job he held at the time of his retirement.



NEARLY 175 years of service with CTA and predecessor companies are represented by this group of surface system superintendents who retired recently. Left to right they are: *Robert T. Duffy*, Beverly, 36 years of service; *Clarence Thompson*, night station and relief superintendent of north side bus operations, 47 years; *F. J. Smith*, Devon, 51 years, and *John T. Philpott*, superintendent of surface lines in the Loop area, 40 years. They are shown with the plaques given them at a luncheon in their honor attended by friends and fellow workers on November 28.

Mr. Thompson, the father of eight children, has a son and two sons-in-law with the CTA organization. His son, *Matthew*, with whom he resides, is a vacation relief receiver and clerk; his daughter, *Catherine*, is the wife of *Thomas Horan*, supervisor, District "B", and another daughter, *Mabel*, is the wife of *Operator Edward Marsh*, Kedzie.

The four old timers have a wealth of memories about Chicago transit operations and the growth of the city as surface routes were expanded to new areas. A luncheon in their honor, held November 28 in the Merchants and Manufacturers Club in the Merchandise Mart, brought out a host of friends and fellow employes to wish them well in the years of retirement ahead.

Following the retirements, a reassignment of supervisory personnel was made effective December 1 in a bulletin signed by *Charles E. Keiser*, superintendent of transportation, and *T. B. O'Connor*, general superintendent of transportation and shops and equipment. The new assignments are:

G. E. Evans, station superintendent, Beverly; *John Frugo*, station superintendent, 77th; *E. A. Guiles*, station superintendent, North Park; *Herman Erickson*, station superintendent, Limits; *G. J. Dorgan*, station superintendent, Devon; *William Calderwood*, station superintendent, Forest Glen; *M. F. Harrington*, night station superintendent, Kedzie; *W. B. Hornkohl*, night station superintendent, North Avenue; *J. P. Hart*, night station superintendent, Limits and Keeler; *C. A. Kerr*, night station superintendent, North Park and Devon; *E. G. Milz*, night station superintendent, Forest Glen; *John McCarthy*, relief night superintendent, North Side; *S. J. Bitel*, relief night superintendent, South Side.

Effective January 1 was the appointment of *H. A. Wilson* as district superintendent, Central District, replacing Mr. Philpott.

INQUIRING REPORTER: Gilbert E. Andrews

LOCATION: Electrical

Should Daylight Saving Time be Continued on a Year-round Basis?

HERBERT STOREY, armature winder foreman: "Yes, I am in favor of the idea. If we had it all year, many people would be home before dark, and the number of accidents occurring in the heavy traffic at dusk would be cut down. In the summer, I enjoy outdoor activities during the extra hour of daylight."



JOE LAMB, electrician: "Personally, I would like to see it all year. I would rather drive to work in the dark than drive home in the dark. When we go back to standard time each year, it gets dark around 5:00 P.M. and traffic in the city seems to crawl. Many of my friends, during the warm months, can play ball or get in nine holes of golf in the evening because of daylight time."



ROBERT R. BOOTH, line helper: "I'm for simply what it implies: 'day-light saving.' With the extra hour of daylight in the summer I can do more work outside around home and can enjoy more outside activities with my friends. In wintertime, because we are now on standard time, the days seem to end too quickly."



FLORIAN CZANKOWSKI, chief operator, Van Buren substation: "Yes, not only for the summertime, but at this time of year it would help to make driving and walking safer during the evening rush hours."



ANDREW J. BOURNE, "B" electrician: "Yes, I think we should have it all year. It would give children an hour more of play every day and it would be safer for people coming home from work."



To the Ladies

FROM ELLEN

WHITE COLLAR GIRLS

THESE DAYS a white collar can mean luscious lace or satin for after five, as well as traditional crisp cotton for the office. The fact remains that collars are the best change of face for a basic dress—the backbone of every wardrobe. This year collars range from the big, Puritan type to the perennial Peter Pan variety.

An excellent 9-to-5 choice would be a wing collar and dickey insert in smart linen worn with a drop-waisted sheath. And if this is to be an all-washable outfit, consider washable flannel for the dress, which comes in wonderful high shades.

It's always a good idea to have one simple dress in your wardrobe that you can dress up or down by means of dif-

ferent collars. Nothing looks quite so fresh and feminine as a white collar on a black dress. And this look can be achieved for very little money if you sew several good looking collars that you can wash and press in a jiffy.

These new collars aren't only the working girl's way of changing her wardrobe, but mother and the schoolgirls can make use of the many new types of collars. An added little contrasting color to a sweater, or a touch of olive green or subtle beige on a simple styled shopping dress can make a world of difference.

One of the advantages of knowing how to sew is that you can expand your wardrobe with little effort and cost. Most



YOUR favorite department store has a pattern for this double cape collar that will add a sparkle to any basic dress.

department stores carry a variety of collar patterns at their sewing counters, but before you buy your fabric, be sure to consult the back of the pattern envelope for important suggestions on fabric, thread, fasteners, ribbon or trimming.

VALENTINE GIFT FOR EVERYONE

OF COURSE we get a kick out of Valentine's Day. Who doesn't? It's fun to watch children compare the number of Valentines they receive, then save those with pencil signatures to erase and re-sign for next year's giving. It's fun, when you're a little older, to get red

roses or candy, traditional Valentine remembrances.

But this year, it will be fun for you to remember your family on Valentine's day with a something special for dessert, like a cake in the shape of a heart.

The special recipe that we have obtained for you is for a heart shaped, one layer, 8-inch cake, brown, rich and moist. Pink frosting, red spice drops and dribbles of milk chocolate further the Valentine look. You'll be the "sweetheart" of the family for baking this scrumptious cake.

For a free Valentine recipe leaflet, write Women's Page Editor, P.O. Box 3555, Chicago 54 .

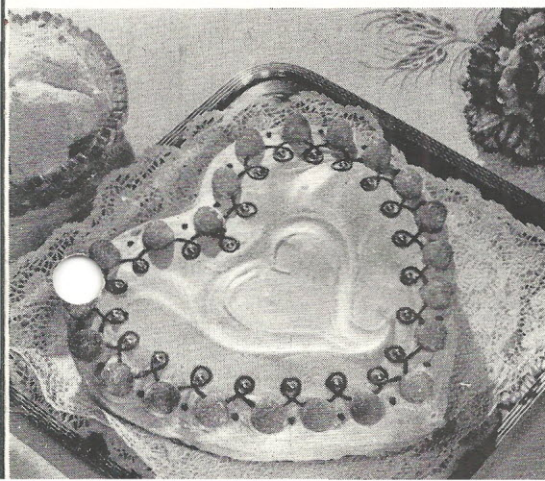
A SWEETHEART of a cake is just the dessert for a special Valentine party or family dinner.

DEAR LADIES:

This year we're going to try to make the Ladies' Page a real part of everyday CTA family life and we're asking for your help.

If you have a special recipe that you might like to share with other CTA homemakers, we would appreciate your sending it to us so we may feature your recipe on this page.

Please send it to Women's Page Editor, P.O. Box 3555, Chicago 54.



Here's how **COURTESY**
and **SAFETY** paid off
for **CTA** in 1955



..... FEWER
ACCIDENTS

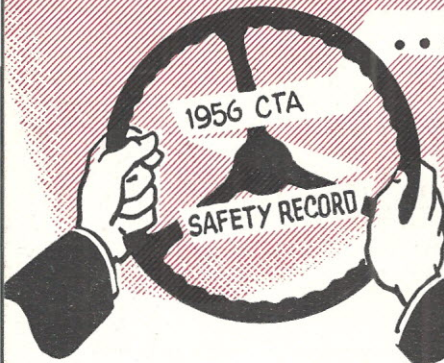


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FROM PATRONS

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