



# TRANSIT NEWS

FEBRUARY, 1956

**OPERATOR'S AREA**  
At front center

**DOORS**  
three on each side

**MIRRORS**—Wrap  
around overhead and  
at sides



**VISIBILITY**  
Transparent sides from  
seat height to roof

**DESTINATION SIGNS**  
Electric, at front, sides  
and rear

Prize-Winning  
**BUS OF TOMORROW**  
(See pages 3, 4, 5 & 6)



## TO ALL CTA EMPLOYEES:

In the February issue of Transit News last year it was my privilege to address a message to CTA employees calling attention to the opportunity offered to save money effortlessly and automatically through the Payroll Deduction Plan for purchasing United States Savings Bonds.

The response in the number of new subscribers was heartening, and it is encouraging to note that many of you are now using this easy plan to provide funds for future security by investing regularly through payroll savings. We commend this method to the consideration of *all* employees.

Whatever your plans for the years ahead—a new or remodeled home for your family, education for your children or building a supplementary income for your retirement days—there is no better way to insure that your hopes will be realized than by systematically setting aside a portion of your earnings each payday in United States Savings Bonds.

Currently the U. S. Treasury Department is intensifying the efforts to promote thrift and to curb inflation by seeking a broader basis of employee participation in bond purchases. I am convinced that the CTA can achieve an even higher percentage of employee participation if each of us thoroughly considers the advantages of saving through the easy payroll deduction plan.

There is no safer way to save. The bonds are secured by the Federal government. All you have to do to participate is just tell us how much to deduct each month, and CTA will do all the accounting without cost to you and give you each bond when the deductions have paid for it. You'll not only be saving money but adding to your financial resources inasmuch as the interest approximates three per cent compounded semi-annually if the bonds are held to maturity.

Participation is voluntary, of course, but I sincerely hope more of you will avail yourself of this opportunity to help yourself and to help your government. Application forms for participating in the payroll deduction plan or increasing your present deduction may be obtained from your department head. Fill out the application and hand to your supervisor or department head for transmittal to the comptroller.



Chairman,  
CHICAGO TRANSIT BOARD

VOLUME IX

### CTA TRANSIT NEWS

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### RECENT CTA ADDITIONS TO THE ARMED FORCES

J. F. McCarthy—Engineering Department

### RETURNED FROM SERVICE

Donald Barron—Claim Department

Joseph A. Duce—Transportation (Forest Glen)

John W. Grimes—Accounting (Payroll)

J. J. McGrath—Shops and Equipment (Wilson Terminal)

Charles R. Meiners—Unassigned

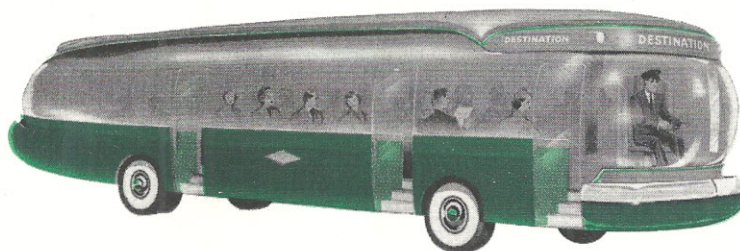
CTA TRANSIT NEWS



Winners Named in

# Bus of Tomorrow

Contest



ONE HUNDRED and eighty-three employees — stenographers, clerks, bus and streetcar operators, rapid transit trainmen, mechanics, and engineers — have won \$2,375.00 for prize-winning ideas submitted in CTA's inter-company contest for mass transit's Bus of Tomorrow.

Their prize-winning suggestions have been turned over to a committee of the American Transit Association which is charged with the responsibility of designing the Bus of Tomorrow to help transit regain patrons lost to the private automobile. Other transit companies throughout the nation have conducted similar contests.

Collectively, the prize-winning suggestions stressed passenger convenience, comfort and safety, and automatic devices to aid the operator by easing his duties by reducing driving hazards in heavy street traffic.

First prize, \$250.00, was won by *A. E. Wolf*, equipment engineer in the Engineering Department; second prize, \$150.00, was won by *L. T. Gunn*, bus operator stationed at 77th street and Vincennes avenue, and third prize, \$100.00, was won by *J. N. Jobaris*, chief equipment engineer in the Engineering Department.

The names of the other 180 employees who won a total of \$1,875.00 in individual prizes ranging from \$5.00 to \$75.00, are listed in an alphabetical tabulation appearing elsewhere in this issue of CTA TRANSIT NEWS.

Here is the grand prize winner's futuristic conception of the Bus of Tomorrow:

Sweeping air-flow, windowless body of shatter-proof plastic, transparent from top of seats to roof line.

Electric radiant heating installed in the bus floor.

Air-conditioning provided by electro-mechanical units of the freon-charged type.

Indirect, uniform lighting reflected from ceiling to illuminate standee area as well as seat area.

Individual seats with theater-type, inward-folding cushions.

Public address system for announcing passenger stops and other information.

Baggage and package racks, and vending machines dispensing newspapers, candy, gum, etc. Waste paper disposal containers over front and rear wheel housings.

Horizontal grab rails, approximately three feet from floor, running full length of bus, except for passage gaps.

Duplicate sets of customer-operated, operator-controlled doors on each side of bus to permit curb boarding and alighting on either side of one-way streets.

Two-way turnstiles at each door, free-running for exit, and coin or token operated for entrance, supplemented by transfer and token-issuing, and change-making devices. Transfer punching device at front door for alighting passengers.

Automatic co-pilot for straight-ahead operation in traffic lanes reserved exclusively for mass transit; manual over-rule power steering for turns.

Operator's position located at front-center for maximum visibility; operator's area enclosed on front and sides by transparent non-glare structure, electrically heated, to prevent ice formation.

Barrier of one-way vision glass behind operator to afford privacy and yet retain full view of interior of bus.

Full rear view mirror forming arc over front of bus and extending downward to steering wheel height of each side; wing sections adjustable from 90 degrees to flush with body.

Electrically illuminated destination signs at front, rear



# Award Winners Congratulated By

General Manager W. J. McCarter

IN A LETTER of congratulations sent with the checks awarded to all CTA prize winners in the Bus of Tomorrow contest, *General Manager W. J. McCarter*, said in part:

"I am particularly pleased and gratified that so many of the suggestions merited awards, and that the award winners collectively represent virtually every activity within our organization.

"The wide range of the suggestions demonstrates keen individual awareness of mass transit's many

problems in this automotive age, and individual ability to conceive constructive approaches to solutions of these problems.

"With this kind of teamwork tackling our problems, I am certain that we can continue to improve our operations and our service to the public. We earnestly solicit your continued co-operation, and urge your frequent participation in our regular Suggestion Plan where you may win further recognition and additional awards for worthwhile suggestions."

and sides, controlled from keyboard at operator's position.

Innovations contained in Operator Gunn's proposal included:

Curved front end for 165 to 180 degree visibility, with operator's seat on platform about 18 inches off floor of bus in center of bus; front windshield to extend upward through space now occupied (in most city buses) by front sign, giving full forward view to standing passengers.

Hand rails curving from front of each front door, right and left, to driver's seat, to assist passengers in holding on while paying and at the same time keep passengers from blocking operator's view to either side.

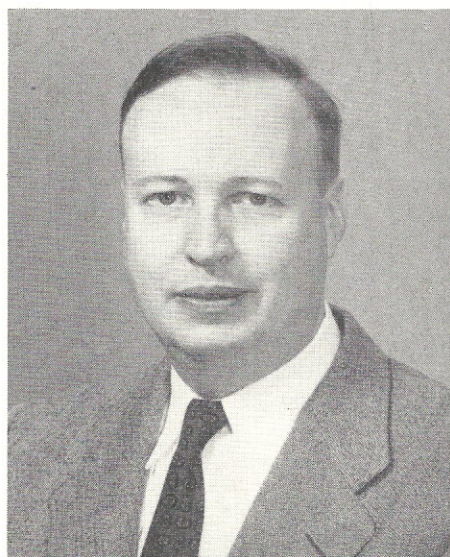
Three exit doors, treadle or pushout type, each located behind wheel of bus rather than ahead of wheel.

Sand boxes ahead of rear dual wheels, with spouts ahead of each rear wheel, for added traction in emergencies.

Roof roll-sign, enclosed in glass, readable and lighted from front and rear, across front part of roof in same location as present metal "shuttle service" signs now mounted on some buses. This single sign would replace front and side signs.

Suggestions made by Jobaris included:

Rear engine and all accessories mounted on slide-out tray for quick removal.



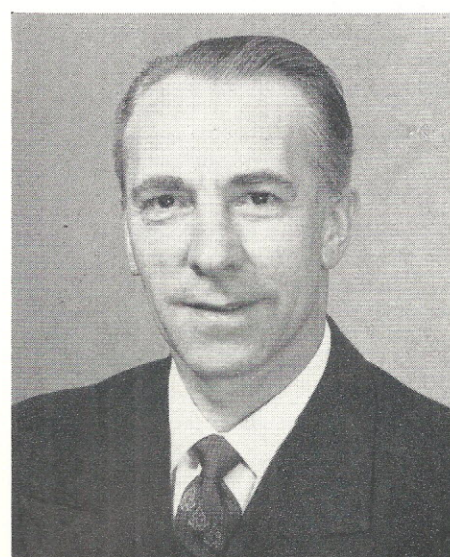
**FIRST PRIZE WINNER**

**A. E. Wolf**, equipment engineer, Engineering Department



**SECOND PRIZE WINNER**

**L. T. Gunn**, bus operator, 77th, Transportation Department



**THIRD PRIZE WINNER**

**J. N. Jobaris**, chief engineer, Engineering Department



Rear floor elevated for axle clearance, under floor engine and passenger safety and visibility.

Individual supplementary ventilation and heat control, passenger operated (aircraft type) at each seat. Main body heat and ventilation automatically controlled.

Low floor height at front end for one-step loading.

All controls by push button except brake and accelerator.

All doors, gates and turnstiles with releases for fast exit in emergency.

Short wheel base, under 40 feet turning radius.

Lock type rear axle for starting on slippery pavement.

Double axle ratio for rapid acceleration in local service and higher speeds in express or charter service.

Other prize-winning suggestions, not included in the overall design awarded first prize, proposed:

Sliding doors with sensitive edges.

Larger loading area at front of bus.

Step wells and/or floor to be grated to prevent accumulation of ice, snow, dirt, water, etc.

Foam rubber padding for dash boards, bulkheads, seat backs, stanchions and other obstacles.

### Innovations Suggested

Blinking lights on street side of bus to indicate "pulling away from curb" and blinking lights and buzzers to signal pedestrians in crosswalk at "right turn" intersections.

Headlights that turn with front wheels of bus.

Electric eye beam along right side of bus to indicate obstacles and prevent "caught in door" accidents.

Dead man emergency brake and/or ignition cutout.

An intercommunication system for talking between the driver and passengers.

An illuminated route map showing route and "at point" location of bus.

"Identification" light—a distinctive colored or flashing light on top of bus.

Scoops or funnels at exhaust to diffuse fumes.

Wrap-around windshield with no blind spots, of thermopane glass, and slanted in at bottom to prevent accumulation of snow, rain, ice.

Periscopic viewing devices.

A distinctive horn or signal device so that motorists and waiting passengers would be able to recognize the approach of a bus.

Simplified controls, such as an airplane control stick. Stick movements to control acceleration, braking, turning, etc.

Double-deck bus with forward facing seats on lower deck, with low ceiling over seats and high ceiling over center aisle.

## CHICAGO TRANSIT AUTHORITY

### Bus of Tomorrow Contest

### AWARD WINNERS

G. Amann	Pensioner	\$15.00
P. W. Anschuetz	52nd, S&E	10.00
H. J. Bell	77th, Trans.	15.00
J. J. Bittourna	Personnel	10.00
E. J. Borowczyk	Engineering	40.00
J. F. Boyce	Acc. Prev.	35.00
H. F. Burda	Pub. Inf.	10.00
T. Cardillo	Personnel	15.00
H. A. Cook	North Park, Trans.	10.00
T. T. Cowgill	Schedule	50.00
C. DeCook	North Park Trans.	10.00
R. C. Dillard	North Park Trans.	30.00
J. J. Donovan	Acc. Prev.	10.00
M. Ferraro	69th & Emerald, W&S	15.00
W. E. Forbrich	North Ave. Trans.	10.00
C. V. Froehlich	77th, Trans.	30.00
G. E. Garfield	52nd, Trans.	15.00
F. C. Gerhardt	Laramie, Trans.	10.00
L. T. Gunn	77th, Trans.	150.00
W. Harris	52nd, Trans.	10.00
R. F. Havlik	Training	10.00
A. J. Higgins	Keeler, Trans.	20.00
H. J. Hoepfner	North Ave., Trans.	25.00
J. N. Jobaris	Engineering	100.00
J. E. Johnson	Howard, Trans.	15.00
R. J. Kelly	Acc. Prev.	10.00
W. R. Kendall	Acc. Prev.	40.00
F. W. Krause	77th, Trans.	20.00
J. H. Krutz	Accounting	15.00
C. J. Kucera	Lawndale, Trans.	15.00
R. Lamping	Keeler, Trans.	25.00
D. P. Lemm	Training	15.00
S. Levens	Claim	40.00
L. P. Lewis	77th, Trans.	15.00
L. J. Maringer	North Park, Trans.	30.00
G. T. May	Limits, Trans.	15.00
J. Mitaraky	Limits, Trans.	20.00
D. Moseley	Kedzie, Trans.	10.00
R. J. Noreen	Limits, Trans.	40.00
P. Northcutt	Kedzie, Trans.	15.00
I. P. O'Shaughnessy	Elec.	20.00
C. C. Pold	69th, Trans.	40.00
L. Porter	52nd, Trans.	30.00
C. Qualiardi	Skokie	10.00
H. Richter	Keeler, S&E	15.00
F. E. Riecke	Beverly, Trans.	15.00
L. D. Riendeau	Pub. Inf.	10.00
J. D. Ross	52nd, Trans.	15.00
G. M. Rozak	69th, Trans.	15.00
D. N. Schaeffer	South Shops	30.00
R. Schageman	Elec.	10.00
G. Slate	Rosemont, S&E	25.00
C. M. Smith	Acc. Prev.	15.00
A. Srebalus	Lawndale, Trans.	10.00
W. J. Stacey	North Park, Trans.	25.00
P. Storcz	Archer, Trans.	10.00
C. A. Sypnienski	Keeler, Trans.	10.00
E. C. Tocci	69th, Trans.	20.00
G. B. Uding	Engineering	75.00
G. Valdez	Archer, Trans.	15.00
D. L. Wagner	Lawndale, Trans.	15.00
R. Warnstedt	Acc. Prev.	25.00
E. R. Williams	69th, Trans.	10.00
H. G. Williams	Engineering	50.00
A. E. Wolf	Engineering	250.00
T. Zasadney	Limits, Trans.	25.00
F. A. Zbroskewich	69th, Trans.	10.00

**OUR COVER:** Presented on our cover is an artist's sketch of the "Bus of Tomorrow" incorporating the features suggested in the first prize entry submitted in the recent contest by A. E. Wolf, equipment engineer in the Engineering Department. A total of 183 employees shared \$2,375.00 in cash awards in the system-wide competition to develop ideas for a vehicle designed to help transit companies regain patrons lost to the private automobile.



## AWARD WINNERS

The following were awarded \$5.00 each:

M. Adams, Trans., North Section; H. W. Andrews, W&S, Lincoln.

S. Balog, Pensioner; F. J. Barker, Acc. Prev.; D. R. Beard, Trans., 69th; H. W. Becker, Trans., Archer; H. G. Bey, Trans., Kedzie; J. Bochinski, Acct.; L. Braidman, Trans., Kedzie; M. Braidman, Trans., Kedzie; J. W. Brodnax, Trans., Limits; C. W. Buehring, Trans., Lawndale.

T. J. Carabine, Pensioner; G. Cash, Pensioner; G. M. Chasseur, South Shops; M. C. Chasseur, South Shops; G. C. Childress, Trans., North Avenue; F. M. Christensen, Trans., 77th; M. E. Clarke, Acc. Prev.; C. Clay, S&E, Laramie; C. Cordek, Trans., North Avenue; T. J. Coulter, Trans., 77th.

R. A. Dartsch, Trans., 77th; A. Decker, Trans., Lawndale; H. DeLaurentis, Acc. Prev.; S. DeSalvo, Schedule; W. B. Dolph, Trans., 69th.

J. Elenbogen, Skokie; W. B. Evans, Trans., 52nd.

E. P. Farrell, Trans., North Park; M. Feldner, S&E, Lawndale; F. Fischer, Trans., North Park.

S. Glover, Skokie; J. B. Grier, Trans., North Avenue; W. C. Grimm, Trans., North Park; L. T. Grygiel, Trans., Loomis; E. M. Guy, Pub. Inf.

L. A. Hale, Pensioner; R. M. Hannigan, Skokie; W. H. Hansen, Trans., Archer; H. Hawke, Skokie; P. Helle, Trans., North Avenue; W. Henderson, Trans., 77th; C. R. Hill, Trans., Agent; R. L. Hill, Acct.; E. L. Hirsch, Training; G. A. Hoffman, Pensioner; C. F. Holtz, Pensioner; J. H. Houle, Trans., 77th; A. W. Humphries, Trans., Archer; F. Hunsche, Elec.; M. J. Hunt, Trans., North Avenue.

A. Jackson, Trans., Beverly; W. C. Janssen, Elec.; H. G. Johnson, Trans., 54th; H. N. Johnson, Trans., Howard; L. P. Jones, Trans., Archer.

C. Kasper, Trans., North Avenue; D. V. Klosowski, Acct.; G. Kolb, Trans., North Avenue; J. S. Kozlowski, Trans., Archer; T. J. Kremeyer, Trans., Limits.

W. H. Ley, Trans., North Avenue; R. P. Lipari, Trans., North Avenue; J. M. Loftus, Trans., Archer; N. Lucchesi, S&E, North Avenue; C. Lusk, Trans., Archer.

S. W. Maginnis, Training; J. Majszak, Trans., North Avenue; G. P. Mayer, Trans., North Park; J. McCarthy, Trans., Archer; J. J. McDermott, Skokie; W. Moog, W&S, 39th & Halsted; O. E. Mueller, Pensioner; M. Mulvihill, Trans., Kedzie; W. J. Murphy, Trans., 52nd; G. Musgrave, Trans., Beverly.

F. J. Napravnik, Trans., North Avenue.

E. O'Brien, West Shops; J. J. O'Connor, Trans., 52nd. J. Paakonen, Trans., Devon; W. R. Paholke, South Shops; F. H. Parker, Trans., 77th; M. A. Priggee, Training.

W. Radke, S&E, West Shops; D. Raffin, S&E, North Park; J. Rath, West Shops; W. Ray, Trans., 77th; E. Rivers, Trans., 77th; W. J. Roczowski, Trans., Archer; R. Rogers, Trans., Archer; A. Rossborough, Trans., 54th; J. P. Roth, Law; W. G. Ruehl, Trans., Loomis.

T. Sansone, Trans., Devon; L. E. Schrecke, Schedule; S. Selvaggio, S&E, Pulaski; H. R. Siebert, Pensioner; A. R. Simpson, Trans., 77th; E. R. Steckel, Pensioner; D. Stitt, Trans., 54th; E. Storke, Trans., North Avenue; P. D. Strowhorn, Trans., 77th.

J. F. Tiffany, Trans., 69th; J. P. Tretton, Acc. Prev.; S. Trombino, West Shops; S. Twardzik, Trans., Keeler.

E. Vaisvilas, Trans., Archer.

M. Waldock, S&E, North Park; I. Wiesmeyer, Skokie; J. E. Will, Trans., Archer; J. Willem, Acc. Prev.; D. E. Wing, Trans., North Avenue; T. Wyncott, Elec.

J. C. Zapel, Pensioner; F. R. Zimmerman, Claim.

Upper deck to have longitudinal seats down center of deck (above high ceiling of lower deck) with a lower floor at each side over lower deck seats. This is similar to certain double deck railway commuter coaches.

Primary objectives of the "Bus of Tomorrow" contest as outlined by the committee in a special bulletin notice to all employees were to develop ideas for buses which would provide:

- (1) Improved appearance, more eye appeal.
- (2) A lighter vehicle (chassis, frame, engine.)
- (3) Easier and faster loading and unloading.
- (4) Improved safety features to reduce "on-board" accidents.
- (5) Quicker and easier fare collecting.
- (6) A quieter bus.
- (7) More comfortable seats and passenger accommodations.
- (8) Less engine fumes.
- (9) Improved visibility for operator.
- (10) Any other features to bring about a new look for transit buses.

CTA employees were part of the nationwide group of transit employees who were asked to participate in the Bus of Tomorrow contest sponsored by the American Transit Association's special committee on bus design. After local committees screened the entries, all worthwhile ideas were submitted for further consideration to the national committee. The committee will draw upon this pool of suggestions in guiding their further planning for developing buses with a "new look" designed to provide greater passenger appeal, better safety features, and improved operating performance which will be helpful in retaining present riders and attracting more riders.

### Winners Congratulated

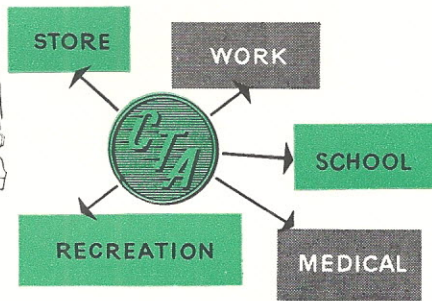
All CTA employees who submitted entries in the Bus of Tomorrow contest will shortly receive a personal letter from *General Manager Walter J. McCarter*, a member of the ATA committee on bus design, expressing his appreciation for their participation and interest in the competition.

The Bus of Tomorrow contest was conducted under the direction of CTA Employees Suggestion Plan as part of its continuing effort to stimulate constructive and imaginative thinking among employees on improvement of operating practices and facilities.

An interesting sidelight of the entries submitted to the CTA committee was a breakdown by departments of the origination of the suggestions. Of the total of 431 entries registered for the contest, 236, or 55 percent, were from Transportation Department employees; 47, or 11 percent, came from Shops and Equipment personnel; four, or one percent, were from the Way and Structures Department employees; General Offices employees marked up 95 suggestions, or 22 percent, and 49 other entries, or 11 percent, came in from miscellaneous departments.



# PROGRESS REPORT FOR 1955



DURING THE year 1955, a total of 543 rapid transit and surface cars were delivered, ordered or authorized and a new operating station, Forest Glen, was opened to highlight the first year of CTA's second five-year modernization program.

The new vehicles received during the year and now in service consist of 99 LP-gas (propane) buses and 114 rapid transit cars. Authorized by action of Chicago Transit Board are 80 more rapid transit cars, now on order, and an additional 150 buses, as well as 100 buses on a rental basis.

Total cost of all new equipment received, ordered or authorized during the year was \$12,040,000, of which \$4,980,000 was for new buses, and \$7,060,000 was for "Green Hornet" rapid transit cars. There are now 470 "Green Hornet" rapid transit cars in service.

Contemplated for purchase in the near future are 250 rapid transit cars, which would complete the modernization of the rapid transit fleet.

## Modernization Program Advances

Since the start of CTA's modernization program, more than \$102,000,000 has been invested or committed for purchase of modern rolling stock, the modernizing of other equipment and for other facilities.

Altogether, 3,915 buses and rapid transit cars have been purchased, or have been authorized for purchase and rental, in what has been generally recognized as one of the most extensive modernization programs in the transit industry.

One of the features of the year's equipment program was the development of high-performance rapid transit cars, proved capable of traveling at 76 miles per hour in a speed run made October 3. These cars, now in use in Evanston Special Shoppers' service, are being considered for future operation in expressway rapid transit facilities and are the forerunners of more convenient and speedy transit service.

In line with the adding of new equipment was the opening, on December 4, of CTA's third modern bus station, Forest Glen, at Elston and Armstrong avenues. The \$2,500,000 station provides servicing facilities for motor and trolley buses of 12 northwest side routes.

As a result of substituting maneuverable motor buses for streetcars on one line and part of another—Cottage Grove and the State street section of the State-Broadway line—only three streetcar lines remain in the CTA system—Clark-Went-

worth, Western avenue and Broadway. Of these, Broadway and Clark-Wentworth lines are served by buses on weekends. Broadway is scheduled for bus substitutions within a few months and Western avenue also when buses are available. The substitution of buses on Western avenue will expedite the city's program of constructing through-lane overpasses at heavily used street intersections.

To attract more rapid transit riders, CTA placed in operation its new Park 'n' Ride lot at the Kimball and Lawrence terminal of the Ravenswood "L" line. Use of the facility, which has room for approximately 130 automobiles, is growing steadily, and is the first CTA lot where a parking fee is charged. CTA Park 'n' Ride lots now have a total capacity of 940 automobiles, and all are used extensively.

## Rapid Transit Traffic Up

With the addition of new equipment and improvement of service, patronage of the traffic-free rapid transit lines showed a one and one-half per cent increase in 1955 as compared with 1954. A slackening of the downward trend in overall CTA riding—only two and one-half per cent below the 1954 total—also was noted.

Meanwhile, CTA generally held its own on the financial end. Revenues for the year were \$120,897,185, and were adequate to cover operation and maintenance costs, debt service requirements, full provision for depreciation and to leave \$830,587 for deposit to the bond amortization fund. Partially responsible for the 1955 income level is a considerable saving to CTA—approximating \$1,500,000 per year—resulting from legislation exempting CTA from the payment of motor fuel tax.

Further economies were achieved by advance bond retirements which effected savings of \$1,141,689 in 1955, bringing to \$3,058,160 the total savings in principal and interest by advance retirements of \$2,909,000 maturity value of CTA revenue bonds.

## New Wage Agreement

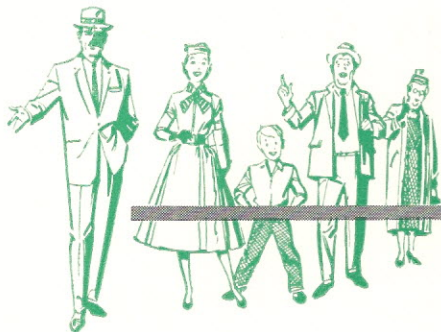
During the year, CTA entered into a two-year wage agreement with operating unions effective June 1, 1955. Under this pact, employees received a five-cent-an-hour wage increase on June 1, 1955; a two-and one-half-cent per hour hike on December 1 of this year, and will gain a five-cent increase on June 1, 1956. An additional three cents per hour increase to adjust for rising living costs for operating employees went into effect on December 1.

While active in improving its facilities and services, CTA also participated in a number of drives and other activities in cooperation with the federal government, the county, the city and other agencies. One of these, the Safe-Driving Day campaign, culminated on December 1.

Despite unfavorable weather during the evening rush hour on S-D Day, CTA was involved in only 63 traffic incidents, of which nearly all were minor in nature. The record it chalked up on S-D Day was better than the record for the nation and for the city of Chicago as a whole.

And CTA's year-round safety program also paid off, with the frequency of traffic accidents 11 per cent below 1954.





# Our Public

## SPEAKS

THE FOLLOWING letter, addressed to *General Manager Walter J. McCarter*, is from a North Shore resident who works in the Chicago Loop:

"We, who live on the North Shore, are delighted with the new service from Wilmette to the Loop. You folks certainly deserve the support of North Shore residents and I am sure you will get it. This is really progressive thinking and acting to keep abreast with the needs of these citizens."

ANOTHER appreciative letter, reprinted from "The Voice of the People" column in the Chicago Tribune, follows:

"A letter in your column said a CTA driver on Division street is always cheerful and smiling. I should like to express my appreciation of all CTA drivers."

"As I came from Munich, Germany, I had the opportunity to visit many large cities in Europe, to ride on their buses, and to watch their drivers. CTA drivers handle everything themselves and they must go through Chicago's busy streets. Let me tell them that they are wonderful in all that rush and excitement and that they should have our greatest appreciation."

And here is another letter of commendation recently received in CTA's Public Information Department:

"A young lady, employed by our company, was waiting on Ogden avenue at

Monroe street for an approaching bus when a man snatched her purse. The driver of the bus, No. 6528 (*Maltravass N. Vincent, Lawndale*), saw what had



taken place and he, being alert, ran after the man and recovered the purse. His actions were certainly beyond the call of duty."

ON THE other hand, here are a few letters recently received that are not so complimentary:

"Every morning I stand on the same corner waiting for a bus. Now and then there is one bus operator who just will not stop at this corner. He has done this several times and every time it happens I am late for work. I know he sees me standing there because I have even tried waving to him, but he always passes me by and his bus isn't very crowded."

COMMENT: Our service is for the explicit purpose of accommodating our patrons. Failure to stop for patrons at designated loading zones is a violation of CTA operating regulations which will not be tolerated.

"While riding home on the subway last night, I noticed that the conductor was smoking. The smoke was bothering me and I asked the conductor to put his cigarette out. He was very rude and told me to move back to another seat so the smoke would no longer bother me. He kept on smoking."

COMMENT: The behavior of this employee was both rude and discourteous. Smoking in a public conveyance is unlawful and employees, above all, must adhere to this regulation.

"Recently I boarded a bus and asked the operator for some tokens. He told me that he did not have any tokens to sell because he saw no savings in buying them and they were just a nuisance to handle."

COMMENT: Tokens are issued for the convenience of patrons and to speed up fare collections. Regulations require each employee to carry a minimum of 30 tokens when starting his run. However, employees are expected to request a larger supply when they know the demands of the run will be more than the minimum.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for January, 1956, December, 1955, and January, 1955:

	Jan. 1956	Dec. 1955	Jan. 1955
Complaints .....	968	1105	823
Commendations....	125	92	7



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

## Office Girl Now Full-Time Homemaker

ACCOUNTING — *Maureen Sheridan*, voucher, left CTA on January 6 to become a full-time homemaker. On the eve of her departure, her co-workers gave her a farewell dinner at the Drake Hotel and a gift of silver.

*Lorraine Buehler*, payroll, decorated her apartment during her vacation. She painted the walls and made new curtains and draperies to harmonize. This was a new experience for her, but she is gratified with the results.

*Astrid Platto*, revenue, spent Christmas week in Detroit, Michigan, with her relatives . . . *Helen Franson*, payroll, visited her sister in Bayfield, Wisconsin, during the holidays . . . Christmas found *Hildur Olson*, billing, joining in the festivities at her sister's home.

*Patricia Mauer*, revenue, left on December 23 to study nursing. She received a portable radio as a farewell gift.

*Loretta Romagnia*, revenue, is on the sick list at present.

*Clara Lawrence* was transferred from the revenue to the voucher ticket department.

*George W. Frailey*, craneman "A", won a \$15.00 award for his suggestion that the air compressor on a crane be equipped with a shut-off valve and a line be connected from the tank to the train lines of the motor.

—HELEN A. LOWE

## Has Good Reason To Be Proud Of His Son

ARCHER—*Michael Rovella, Jr.*, son of Operator *Mike Rovella*, was named valedictorian of Kelly High school's January graduating class. He has been active in local Scouting activities, has been listed as National Honor Society president, served as ROTC battalion commander, in the ROTC honor platoon and on the student council board and clean-up committee.

Anyone interested in photography, come to Archer. We have a good battery of photographers in *Clerks Maynard Dahms*, *Henry Zych*, and *Francis Schmidt*.



## THE YULE SPIRIT

DISPLAYING collection of groceries they gathered for *Assistant Stock Clerk George Decker* are (from left) *George Mikota*, divisional storekeeper, West Shops; *Art Thinemann*, stock clerk; and *Assistant Stock Clerks Frank Murphy* and *Tony Giovanni*. Mr. Decker, who has been away from his job for about two months because of a disabling illness, will be out indefinitely. The food parcels, donated by his fellow-workers, were delivered to the Decker home several days before Christmas.

Reported by *Ted Shumon*

If any of you fellows are planning a trip out west, and need the proper attire, see *Repairman Tom McCrea*, who visited us on a day off completely decked out in cowboy boots, 10-gallon hat and other Western regalia.

*Joe Seaman*, formerly from Archer repair, paid his former workers a visit lately. He now resides in sunny California.

All of the officers of our Credit Union were reelected, including two new men, Operators *Mike Lynch* and *Roy Nielson*.

Supervisor *John Clayton* of district B recently underwent a serious operation. After coming home and feeling fairly well, the stitches broke, and he was rushed back to the hospital . . . Operator *Walter Kubiak* underwent a serious eye operation recently . . . Operators *Leo Weiss* and *Lloyd Coleman* were added to the sick list. And *Repairman Joseph Lisante* is ill at this writing. If any of you fel-

lows are passing by, stop in and say hello. He lives at 2216 W. Ohio, Chicago.

Operators *Oscar Waide*, *John Glass*, and *Joseph Prusa*, formerly of Archer, died recently. Operator *Fred Olsen's* wife suffered the loss of her father, who lived in Minnesota.

—R. H. FORTIER

## It's A Worthwhile Way To Keep Busy

BEVERLY — Although he spends many hours working in the Credit Union, *Virgil Trimmer* is not too tired to take part in activities of his community, Hometown. As members of the Hometown school Parent-Teachers Association, he and his wife, *Evelyn*, find time to raise money and provide entertainment for local teenagers. Assisting the couple in a program of dances and parties are *Eddie Lammel* and his wife, *Shirley*, who live next door to the Trimmers.

*Tom O'Malley*, son of Operator *Phil O'Malley*, has been discharged from the 85th Bomber Squadron . . . Discharged from the Marines was *Charles*, son of *Eric Erickson* . . . Just starting his first regular assignment, after finishing boot camp, is *Howard Goerner*, son of Operator *George Goerner*, who worked as a CTA repairman before donning a Navy uniform.

Graduating with high honors and second in his class at Vocational High school was *Fred Rapp, Jr.*, son of Operator *Fred, Sr.* The younger Rapp studied electrical engineering.

*Alfred* and *Marietta Jackson* are the parents of a girl, *Denise Diane*.

A new man at Beverly is *Ernest Kopasz*, who comes to us from 77th.

*George* and *Wilma Mae Tidd* celebrated their 29th wedding anniversary on January 29.

## Beaucamp Named

*Arthur Beaucamp*, who has been interested in Scouting for a long time, recently was advanced from Explorer Advisor of Boy Scout Troop 203 of Harvey to the same position for the Chicago area Boy Scouts' entire Southwest District.

Filling in as stationary engineers at Beverly recently were our old friends *Austin Moore* and *John Galligher*. We did a little reminiscing of the good old days.

*Bill Moore* of repairs started the new year off wrong by falling from a ladder while working around his new home in Tinley Park, Illinois. Bill dislocated his shoulder and suffered other injuries, but is on the mend and will be back on the job soon . . . *Milt Hanson*, who transferred recently from 52nd, suffered painful injuries in an accident. He is improving each day.

*Alice Cooper*, wife of Operator *Marinus Cooper*, underwent successful eye surgery at the Illinois Masonic Hospital . . . *Ray Ulrich* was a patient at Little Company of Mary hospital.

Back at work again were *Jimmy Durchaneck*, who is a loyal Chicago White Sox rooter, and *John Thompson*, who was out six weeks because of a fractured hand.

—FRANK M. BLACK



## REPAIRMAN RETIRES



RECEIVING 35 millimeter camera, flash gun and slide projector was **Karl Raab** (center), door repairman at Wilson avenue shops, who retired on pension January 1 after 35 years of service. The gifts from Raab's fellow workers were presented by **Tony Antonucci** (right), foreman at Wilson Shops. Looking on is **Art Redlich**, assistant foreman.

Reported by Joe Feinendegen

## Grateful Passengers Give Deserved Praise

DEVON—Commendations are in order for **Barney Watts** who was praised by a group of passengers. On December 29, while at the intersection of Irving Park and Sheridan Road, he waited for them until they could cross the street . . . **Richard Styles** was also commended for the courteous, pleasant and efficient manner in which he performs his duties.

**Albert Juehlke** has been appointed new board member of Local 24 for Devon Station. He has taken up the duties of **Carl Ulmer**, who has retired.

**Marty Johnson**, who presently is on sick leave at Veterans hospital at 333 E. Huron street, Room 1028, while recuperating, would enjoy visitors any day up until 8:00 P.M. . . The gang received a card from **Ed Stasek**, operator, who expressed a sorry feeling for the boys here fighting the cold weather and snow while he basked in the sunshine and fished in Scottsmoor, Florida.

**Randolph Glefke** was reported to have won a case of beer, bowling with his team in Evanston. He won it with a 583 scratch, which also put his team in a one-game lead in the league.

**Motorman Elmer Shattuck** doesn't believe in spooks. On Friday the 13th, southpaw Elmer bowled a big 611 series for his team. This, we know, helped to bring about their three game win on that date.

**Night Superintendent Charles Kerr** says he has really found out what an asset his hospitalization policy was for him in his recent illness. He recommends to all new men and their families who have not signed up for it, to do so as soon as possible.

—JACK MOREAU

## Who Said Friday The 13th Is Unlucky?

CLAIM—Friday, January 13, held no fears for **Virginia Lazzaro** and her special beau, **Don Loos**. They became engaged on that date . . . Nor did the 13th prove a jinx to 15 lucky people who went home with door prizes from the Credit Union's annual meeting held this year at Younker's Restaurant. The new members of the board of directors are **John Mahon**, **D. J. Curtin**, **W. S. Nott**, **Erna Buchholz**, **F. W. Kinderman** and **E. F. Weingartner**. Credit committee members are **Joseph E. Koch**, **Grace Johnson** and **George Katter**.

**George Munyer**, former statementman, and now with the United States Intelligence in Trans-Jordan, and **Mrs. Munyer**, announce the arrival of **Renee Celeste Munyer**, born December 2 in Trans-Jordan.

**Erna Buchholz** of the Law Department suffered the death of her mother recently.

Welcome back to **Donald Barron**, vault clerk, after a four year hitch in the Navy.

—EL-JE

## He's Outnumbered Three To One Now!

ELECTRICAL—**James Stewart**, engineer, Merchandise Mart, is a proud daddy of a girl, **Lora Gail**, who arrived on January 3, 1956. This makes two girls for the Stewarts.

**Peter Ciomber**, operator's apprentice, suffered the loss of his mother on January 5.

At this writing, **James Jones**, chief operator of Western substation, is in the hospital where he was scheduled to undergo surgery.

Glad to see **Pauline Haralamos** back to work. She has recovered from a serious accident which occurred last August.

—GILBERT E. ANDREWS

## Does Anyone Want To Take Him On?

FOREST GLEN—Beware, men in the sporting world! Here at Forest Glen we have a crack golfer in **Robert "Red" Miller**. Don't make any wagers with this fellow, for I heard that he shot an eighty-one not long ago. Don't say you weren't warned!

Next month we hope for some news from our bowlers.

As we wrote this, both **Operators Oscar Mullard** and **Earl Mors** were recuperating from injuries they suffered in an accident which took place while they were on their way to their homes in Arlington Heights . . . **Operator George Crofoot** is home with a severe cold, and **George Kaufman** is confined to a hospital at this writing . . . While doing a bit of carpentry work, **Operator Bill Huxman** smashed his thumb.

We were glad to hear that only a few men from the shop were out sick this last month, and with nothing serious.

Don't forget, men. We have a small mail box in the train room. So let's hear from you.

—TOMMY CURCIO

## Strongarm Tactics Didn't Scare Russ

GENERAL OFFICE — (*Transportation*)—**Russ Elderkin**, who works in the line supervisor's office, had a weird and unpleasant experience recently. When he entered the main floor of the Mart through the Wells street entrance, before checking in for an 11:00 P.M. tour of duty, he was surprised by a stranger who strong-armed him, threw him to the floor, then demanded that Russ give him back his wallet. While people gathered and Russ righted himself, the stranger made his exit and Russ went on to work, his wallet intact.

Christmas birthdays are often forgotten in the Yuletide rush. Not so with **Bill Rooney**. On the Friday before Christmas a huge birthday cake, trimmed in holly wreaths and evergreen, presented by the department, was cut by the birthday child and distributed to all Transportation personnel.

**John Curren** of Job Classification has accepted a position in Transportation.

**Ruth Soutter** spent a two-week Christmas vacation in California with her sister and family. While visiting Disneyland, she dined in a restaurant operated by Swift and Company from her own home town, and then admired the black swans with red bills that flew around the moat to the castle. Ruth also admired the lavish Christmas decorations on California homes, especially the baby grand piano with **Santa Claus**, the pianist, atop **Liberace's** home.

The switchboard room resembled the Empire Room on December 22 when a holiday luncheon was furnished and enjoyed by all telephone personnel. A surprise anniversary cake, appropriately decorated, was presented by **Jimmie Miller**, commemorating 21 years with CTA and predecessor companies.

**Marge Hansen's** daughter, **Margie**, and her husband, **John Tucker**, who already were the parents of two boys, have added **Charmaine** to the family roster, much to the delight of all concerned who were hoping against hope that Santa would favor them with a little lady.

Instructor **John Knerr** recently suffered the loss of his mother, and **Walter Pyper** lost his father . . . Other recent deaths reported were those of **Harry Woodrich's** sister and **Glen Payton's** brother-in-law.

## SURPRISE MEETING



UNEXPECTED MEETING in Miami, Florida, of three Chicagoans took place recently when **Towerman Rene J. Piche**, West Section, and **Mrs. Piche** met Mayor **Richard J. Daley** on a street corner while waiting for a traffic light to change. The Piches were on vacation while Mayor Daley was attending a mayors' convention.

Reported by **Walter J. Reich**



## LITTLE HUNTER



**LITTLE DOG** long of name, **Ferdinand Von Bock**, whose master is **Operator Ernie Bock**, North Avenue, also is long on hunting ability. He showed it here to **Operator William Miedema**, also of North Avenue, that even though he isn't much bigger than the rabbit he retrieved, he can hunt with the best of 'em. He and the two men were trying out the country north of Harvard, Illinois, recently.

Reported by **Joe Hiebel**

(Insurance)—**Mary Anne Yercich** severed connections with Transportation and has joined the personnel of Insurance.

'Twas a long-legged, bird-like Santa Claus that descended upon the home of **Harry and Genevieve Garro Berg** on Christmas Eve and delivered the greatest of all gifts, **Andrea Eleanor** — to the delight of a doting aunt and uncle, **Sol and Eleanor Garro**.

**Carole Huckin's** wedding was held February 11, instead of as originally planned.

—**JULIE PRINDERVILLE**

## Back To Erin For Visit With Mother

**KEDZIE**—**John Stack** left Chicago on December 22 and flew to Ireland to visit his mother. He returned on February 1 and reported his mother was very pleased to see him again after nearly 30 years.

**Paul Gunther** flew to Hollywood, Florida, and joined his wife who left during the Christmas holidays to wait for him for his vacation in February . . . **Wilbur Strasser** and his wife spent their vacation on a dude ranch near Phoenix, Arizona.

**Receiver Stanley Micek** suffered the loss of his father who passed away on January 11, less than a month after the death of Stanley's mother.

The **Kedzie Depot Federal Credit Union's** business meeting and entertainment was held January 7 and was a huge success. Guest speakers were **General Executive Board Member Robert Stack**, who hailed the success of the credit unions, and **Ernest Tocci** of 69th depot who spoke of the success of the St. Sabina's Church Credit Union, of which he is the originator.

—**C. P. STARR**

## A Little Help Can Go A Long Way

**LIMITS**—Men of Limits depot, let's have your help for more news for our column. The more co-operation you give, the more news of Limits will appear in the "Inside News" each month. Let's hear how those who transferred from other stations like our depot.

Now that the new seniority pick is in effect, there are several new faces at Limits Depot. We hope our newcomers are pleased with their new surroundings, and bid them a very happy welcome.

**George Cook** and wife are in Florida enjoying the sunshine.

**Operator Walter W. Cromie**, who was in the hospital for some time with a heart ailment, was recovering at home as this was written. We hope he has a speedy recovery.

—**IRVING J. METZGER**

## Here's Some Ideas For Winter Vacations

**LOOP**—**Elizabeth Hill** spent the Christmas holidays with her son, **Edward**, and his family in Arlington Heights, Illinois, and the remainder of her vacation in Chicago visiting friends.

**Irene Cullen** vacationed with **Helen Rogan**, pensioner, in Phoenix, Arizona, where Helen is wintering. They took many motor trips around that country, one to old Mexico . . . **Helen Lynch's** daughter and her family drove up from Florida to spend the holidays with her. The children were

excited over the prospects of snow. But it seems the weatherman disappoints them every time.

**Geraldine Wallace** visited her daughter, **Betty**, in Albuquerque, New Mexico. They took trips to the ridge of a nearby mountain and to Santa Fe, and watched several Indian dances. **Geraldine's** son-in-law is to be called into the service and take training at San Antonio, Texas.

**Harry Erickson**, who retired December 1, is enjoying his leisure hours in Chicago. He was employed in October, 1920.

**Paul Grant's** wife, at this writing, is in the hospital with a broken neck she suffered in an automobile accident.

**Jasper Fambrough's** wife, **Marie**, died recently . . . **Marie Andrews's** sister passed away suddenly . . . **Margie Arnold** suffered the loss of her husband and **Harriet Tupper DeLaurentis**, her mother.

**Frank Gallagher** vacationed in Coral Gables, Florida, by basking in the sunshine.

—**EDITH EDBROOKE**

## Childhood Sweethearts Have Gala Wedding

**NORTH AVENUE**—Strike up the band, and all gather around! Here's news worth tooting about. The fellows at North Avenue were all spruced up for the wedding of **Operator Thomas McCann** and **Maura Brennan**. The ceremony took place in Presentation Church January 14. They were married by **Father Raymond Cusiak**, who is the brother of **Clerk Mike Cusiak**. By all reports this was a gala affair. The couple's romance began in Ireland where Tom and Maura grew up in the same town. Tom has been in the United States about a year and a half, and his bride, two years.

We modestly doff our chapeau to the officers of the North Avenue Credit Union. The financial success gained by our Credit Union can be attributed to the fine selection of officers who have served faithfully. Members are reminded to present pass book so that dividends can be entered. Please do not delay. Incidentally, if your pocketbook is empty after the holidays, why not visit our Credit Union? **Eddie Winters** or **Eddie Carroll** are ready to negotiate. Have them explain our life insurance, which is free to all members.

**Switchboard Operator Art Sieloff** was back on the job after being

off because of a heart ailment. Art also underwent a very difficult operation.

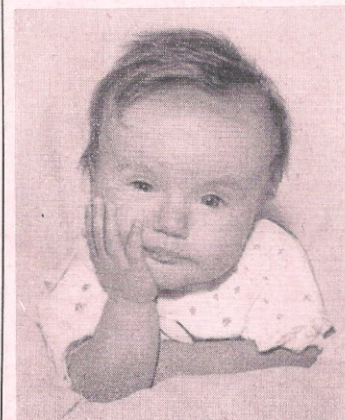
Pinch hitting for him was **Joe Smith**, who also was on the sick list recently. He is back on his old job at 77th.

As this was written, **Harry B. Smith** was a patient at Vaughan Hospital and **Bill Lynam** was a patient at Columbus Hospital where he underwent surgery . . . **Roy Spears**, one of whose legs was amputated due to an injury he suffered, has taken his disability pension.

**Operator Sam Tamburino** will celebrate his 28th wedding anniversary on February 20.

**Operator Leo Pluskowski** and **Al Barber** enjoyed their winter vacations in sunny Florida . . .

## PHOTO OF THE MONTH



**PONDERING SOME** weighty problem is what **Katheline Turner**, young daughter of **Dwight E. Turner**, Utility Department, seems to be doing. The little girl, who is the granddaughter of **Supervisor Herbert Johnson**, District "B," was three months old when this picture was taken.

Reported by **R. H. Fortier**

CTA TRANSIT NEWS accepts photographs for the "Picture of the Month" for publication in the Inside News section of the magazine. Selection of the photographs will be made from those submitted by CTA employees. Any type of picture may be submitted, including scenic, action, portrait and still life. Entries should be given to your departmental reporter or sent direct to the CTA TRANSIT NEWS, Attention: Photo Editor, Room 742, Merchandise Mart, Chicago 54, Illinois. Be sure to include the story relating to the picture and the full names of individuals in the picture.



Clerk **Ted Hoellen** spent his vacation at home just resting.

**Fred Wajnowski** and **Albert Limanowski** retired January 1 from the trolley repairs. Fred had 36 years of service while Al had 31 years.

**Russell Lipari** was presented with a boy, who was named **Russell Joseph**.

**Roy Williams** was credited with the first baby of 1956 here at North, a girl, and is he proud!

—JOE HIEBEL

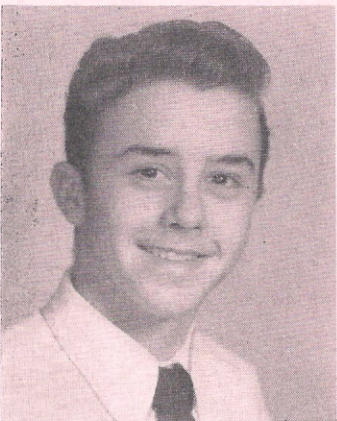
## He Brings 'Em Down, She Serves 'Em Up!

**PURCHASING AND STORES** — **John Powell**, stock clerk, recently shot several wild ducks. As a surprise for his co-workers at West Shops, John brought down and served (with lots of assistance) a complete duck dinner. **Mrs. Powell**, the talent behind the meal, received a unanimous vote of thanks from John and his guests, **George Mikota**, **Steve Zahora**, **Roy Croon**, **Art Carlson**, **Dorothy Stenbridge**, and **Marvin Castle**.

**Marie Sullivan**, Stores Department, and **Phyllis Delaquila**, Purchasing, were the recipients of cards and remembrances from their friends during recent illnesses.

**Otto Hoyer**, assistant divisional storekeeper, and **Joe Thaus**, stock

## HOPEFUL BOXER



**HOPING FOR LUCK** in the Catholic Youth Organization state boxing finals is **Jack Cavanaugh**, son of **John Cavanaugh**, supervisor at 69th. The boy emerged as 112-pound champion of the Chicago Catholic Youth Organization in recent bouts.

Reported by **Tom Daniels**

## HONOR SIGNALMAN



A DINNER at the Como Inn January 14 was held in honor of **Joseph Lavaccari** (seated, second from left) and **Fred N. Koehn** (seated, third from left), signal maintainers, Electrical Department, both of whom retired January 1. Lavaccari worked for CTA and predecessor companies for 36 years and Koehn for nearly 28 years. Both received a pocketbook and a check from their fellow-workers. Flanking the two are **C. C. Norton**, (seated, left) Lavaccari's foreman, and **M. T. Nolte**, (seated fourth from left) Koehn's foreman. Signal Maintainer **Ralph Whitelaw**, chairman of the dinner, is standing behind Norton.

clerk, South Shops, were on our sick list as this was written.

The **Pat McCanney** family is the proud possessor of a new home. Pat is a stock clerk at South Shops.

**Tony Gorzkiewicz**, stock clerk at West Shops, suffered the loss of his father who passed away January 15 . . . **Henry J. Spuehler** died on December 20 after a brief illness. "Hank", as he was better known to his many friends, had been with CTA and predecessor companies since July, 1920.

—DAGMAR McNAMARA

## Two In Claim Stake Permanent Claims

**SCHEDULE-TRAFFIC**—**Gertrude Figge** and **James Anderson**, Claim Department, exchanged wedding vows on December 31 at Assumption Church. The newlyweds have set up housekeeping at their new home in Wilmette.

A fire recently destroyed part of **Joe DeGrazia's** garage.

**Ted Cowgill** enjoyed a week's vacation attending the cattlemen's convention in New Orleans.

**Harold Andrews** obtained his release from the hospital on January 6, but **Joe Billis** was still taking orders from the nurses at this writing.

**Mr. and Mrs. Lovance Ashley** and two daughters welcomed a son

and brother to their home circle on January 16.

We wish success to **Tom Rice** in his newly chosen field of accounting.

(Budget)—**Shirley DeStefano** recently had the honor of being elected president of the Evening Commerce Council of DePaul University.

—L. C. DUTTON

## 500 CTA Men Attend Union Meet

69TH—A total of 500 CTA men attended the recent convention in New York City during which the AFL and CIO were merged. Among those attending were **Dan McNamara**, president of CTA local 241. **John McCarthy**, board member from Lawndale, read the by-laws and amendments. **Bill Echols** from North Avenue had a few words of praise, while **John McDermott** received a standing vote of thanks, for helping Division 241 as arbitrator. Our own depot had the largest group of any, and was well represented by **Superintendent E. C. Tocci**, **Tom Coughlin** and **John Tiffy**.

**Tom Coughlin**, our senior board member, looks well after his recent illness.

At the annual Credit Union meet-

ing, **Joe Haug** was re-elected treasurer.

**John Spoo**, supervisor, won the top prize of a \$25.00 savings bond, and the other men shared in \$5.00 and \$10.00 awards. The keynote address was by **Superintendent Tocci**, who explained how the Credit Union was formed, and why we should make our payments on time.

**District Superintendent Claude Gillespie** and **Night Superintendent C. Zeiher** also spoke a few words. Cigars, cigarettes, and a three per cent dividend were given out. **Tom Coughlin**, board member, closed the meeting with a short speech.

**Sam Valone's** son, **Donald**, joined the Marines, and is now stationed at San Diego, California.

**Pensioners John Glass**, **John Crilly** and **Daniel Clear** died recently . . . **Bill Clifford**, clerk, suffered the loss of his mother.

**John Kirby**, chief night clerk, spent his three-week vacation in South Bend, Indiana, admiring the campus of two great schools.

**Supervisor Otto Krueger**, who was hospitalized for nearly a year because of an accident, is now back on the job.

**William A. Clifford**, clerk, has been awarded \$10.00 for his suggestion on the correct stocking of salt bags as a safety measure. This is his third award.

The winter is still with us, so please drive carefully, take no chances, and be accident minded. We have a reputation to uphold—winning four plaques in succession!

—TOM DANIELS

## Now Team Has Chance For A Clean Sweep

SKOKIE—A bowling match between Skokie Shops and West Shops ended with Skokie winning each game for the series. A return match will follow.

**David Guereca** and his wife are the parents of a boy born December 21, named **David, Jr.**

**Mike Medernach**, who had been off ill, and **Oliver Lang**, paint shop foreman, who had a bad cold, returned to their posts recently. **Pensioner Casimir Imbur** recently died after a long illness . . . **Julius Neboska**, machinist, worked December 23 and died December 24 of a heart attack.

**Frank Olszewski**, truck shop foreman, spent a week's vacation on his brother's farm . . . **Ted McMillin**, clerk, tried his luck at ice fishing January 14, but only caught cold feet.



## BLUSHING "BRIDE"



**CARRYING "traditional" bouquet of onions, carrots and other vegetables, Operator Edwin A. Storke, North Avenue, is all set to exchange "vows" with companion. The two put on the mock wedding as a stunt during the 50th wedding anniversary celebration of a friend of Storke's held January 7.**

Reported by Joe Hiebel

Armature Winder George Doerr, recently was operated on for a cataract.

Gary and Marlene Olsen recently adopted a two and one-half month old boy from St. Vincent's Orphanage. Gary is a carpenter at Skokie.

We received Christmas cards from Anthony and Louis Janca, who are now on pension, and Warren Erlandson, machinist, received a card addressed to all the boys at Skokie from Lt. Col. Bob Ragsdale, former engineer, now stationed in Germany.

Eugene S. Rymke, electrical worker "A", was awarded \$10.00 for his proposal of a method of motoring 6000 series Rapid Transit cars with dead batteries by use of a portable battery . . . H. A. Hitterman, assistant foreman, was given an award of \$10.00 for his idea for a device which will improve dust conditions while grooving armatures.

—DAVE GURWICH and EVERETT ENGLAND

## House Of Switchmen Now Five Strong

**SOUTH SECTION**—Yard Foreman Elmer Stevens announced that there is another potential switchman at his house. Baby Paul Stewart arrived December 12. That

makes four boys for the Stevens family and, according to Elmer, that's a houseful.

Agent Kay Connelly looked very refreshed when she dropped in at the 61st office. She just returned from a vacation in Miami, and a beautiful coat of tan bore out the fact that her leisure time was spent on the beach.

Lulu Hamann, agent, who has worked at Indiana Avenue station these many years, decided to take a winter vacation. Lu spent her time in and around Chicago visiting her many friends and also did some interior decorating at her home. When it comes to baking and home cooking, she is really tops. Ask any one who works with Lu.

The dance held by the CTA Rapid Transit Employees' club in the Grand Ballroom on January 14 was a huge success. Music was furnished by Jim King's orchestra. Three hundred were turned away as a capacity crowd was present shortly after the ballroom was opened.

Thomas J. Coates, electrical worker "A", received an award of \$15.00 for his suggestion relating to the removal of battery trays from Twin Coach buses.

Board Member Charles Burns has been doing a lot of traveling recently. One week he went to Michigan where his daughter is in a convent. The following week he headed for southern Illinois where his son, Joseph, is serving as a priest.

Agent Thomas Franco toured Ohio on his vacation, stopping at Dayton and Cincinnati to visit friends and relatives.

—LEO J. BIEN

## Needy Family Figured In South Shops Yule Plans

**SOUTH SHOPS**—When the men in bus overhaul were busy making plans for their Christmas holidays they didn't overlook the needs of the less fortunate. A collection was taken for a needy family and the money was presented to them personally by a group of the men a few days before Christmas.

Tom Corcoran of bus overhaul, who is now stationed at Fort Benning, Georgia, dropped in for a visit while on furlough over the holidays.

The Walter Sundquist family spent their vacation in Florida stopping in Leesburg to spend the

holidays with Mrs. Sundquist's family. Then both families went on to Key West where they reported having a wonderful time. Walter is an electrician in the bus body shop.

Tony Butkus, carpenter, car repair, went on pension January 1 and was presented with a cash gift from the men in the shop. Tony had 29 years of service.

Little Cathy Nally is very proud of her new brother, Patrick Thomas, who was born on November 23. The proud mother and father are Catherine and Pat Nally, who works in the blacksmith shop.

Peter Doot, bus overhaul, is back to work after being off for some time with an injured foot.

Jim Oostman, assistant foreman, tin shop, and his wife spent the holidays in Denver, Colorado, visiting their son Clifford, his wife, Idalee, and little Clifford, Jr.

Stanley Nieman, bus overhaul, announced the arrival of baby Sandra May on December 4 . . . Vic Cuny, bus overhaul, is the proud father of Daniel Paul born on December 22.

The woodmill has set an enviable record of 726 days, as of the first of the year, without a lost-time accident.

## Moving to Florida

Art Doktorczyk, bus overhaul, said goodbye to his fellow workers and told of plans to make his home in Florida.

December 23 will be an important day in future years for Ray Walsh, machine shop, and Dottie Sewnig, for on that day Ray and Dottie were united in marriage. A reception was held in the evening. Ray's father is a supervisor at 77th street.

Sam Nabors, bus overhaul, lost his father recently.

Phil Schlogel, bus overhaul, and his family moved to their new ranch type home. Phil's son, Raymond, recently joined the armed forces.

The family of Richard Chapulis, bus body shop, numbers four since little Nancy Ann made her appearance on November 16. Nancy has a big brother named Allen.

Ed Buza, paint shop, and Bill Funai, carpenter, bus body, have been ill for some time.

Bill Donaldson, foreman, print shop, and his wife, Elsie, flew to San Angelo, Texas, when their son, 2nd Lt. William Donaldson of the U. S. Air Force, received his wings as a multi-engine pilot at Goodfellow Air Base on December 9.

He received his commission in the Air Force and B. A. degree at Ripon College, Ripon, Wisconsin. At present he is being instructed in the Air Control School at Will Rogers Municipal Field, Oklahoma City, Oklahoma.

—EVELYN CLARK

## 10 Times 10 Equal 100 Years' Service

**TERMINAL INSPECTION SHOPS** — (Wilson Shop)—Ten men who each recently completed 10 years of service are Frank Rakstis, Steve Sweeney, Paul Czaja, Neal Benson, Ed Wizerocki, Louie Collins, Everett Blackburn, John Henderson, Santo Salinero and William Parson.

Foreman Ernie Jones celebrated his birthday on January 3.

(61st Shop)—Repairman Frank Holzgethan retired on pension January 1. His fellow workers wished him many years of health and happiness.

Cleaner Dorsey Garner recently became a benedict. He spent his vacation enjoying his honeymoon.

Repairman Willie Norman, who was off because of sickness, has returned to work, as has Archie Morgan, who was injured in an

## DAUGHTER WEDS



**RECENT BRIDE** was Noreen Smith O'Malley, shown here with her father, Phil Smith, operator, North Avenue. She and William O'Malley exchanged vows in Our Lady Help of Christians church last November 19. A reception for 200 was held at Klas' Restaurant.

Reported by Joe Hiebel



automobile accident . . . Repairmen *George Nicholson* and *Patrick McEvoy* were both off because of sickness as this was written.

(*Laramie*)—*Elias "Chino" Serano*, repairman, was married during the Christmas holidays at Laredo, Texas, while on vacation.

At this writing, *Cleaner Jim Esposito* is suffering from a virus infection.

An award of \$20.00 was given to *Neil McGill*, repairman "B", for his suggestion that trolley brackets on the new rapid transit cars be made of one solid piece.

—JOE FEINENDEGEN

## Did You Say 'Mild' Weather?

WAY AND STRUCTURES—Winter vacationers who took in Florida's mild weather were *Tom E. McCarthy* and his wife who left Chicago right after the holidays.

*Mrs. Elaine Stepke's* husband, *John*, received an injury to his leg while at work in October and had to be taken to the Walther Memorial Hospital where he is still recuperating as this was written . . . *Joe Dugo* became ill during the Christmas holidays and was taken to Augustana Hospital where he underwent a serious operation on January 6.

An addition to the *George Sullivan* family took place on December 13 at the Swedish Covenant Hospital. George's wife, *Helen*, presented him with a girl whom they named *Mary Cathleen*. The *Sullivans* now have five children in all.

—VIOLET CARNES

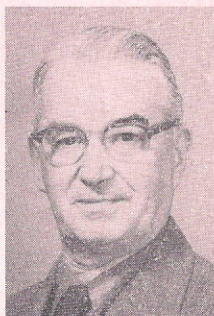
## My Neighbors

By BILL PAULSON

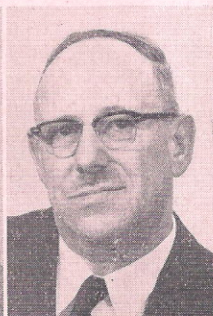


"Let's see, now — what did I come out here to worry about?"

## 40-YEAR EMPLOYEES RECENTLY RETIRED



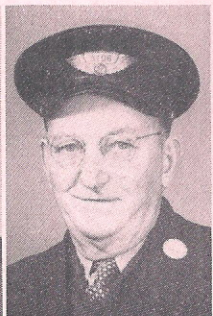
**Frank Nardini**, conductor, North Section, retired February 1 after 43 years of service.



**Walter E. Pitann**, chief clerk, West Section, retired February 1 after 43 years of service.



**Patrick E. Durkin**, motorman, Devon, retired February 1 after 40 years of service.



**Patrick J. McNicholas**, conductor, 77th, retired February 1 after 42 years of service.



**Michael J. Ryan**, conductor, 77th, retired February 1 after 40 years of service.

## Retirement For Some, Hospital For Others

WEST SECTION—The following men went on pension on January 1: *Motorman Ed Zimmerman*, *Switchman Kenneth Haines* and *Conductors Jerry Kostal*, *George Soukup* and *Anthony Wilkes*.

*Board Member Adolph Spulak*, Division 308, was in Oak Park Hospital, *Conductor Otto Bouma* was at Illinois Research Hospital and *Motorman Frank Janata* was in Elmhurst hospital undergoing surgery at this writing.

Glad to hear that *Ed Pfannkuche* will be back on the West Side as a clerk on the next pick. Also *Towerman Roy White* will work as a clerk. On February 1, *Harry Baker* was promoted to chief clerk, Lake-Logan branches and *Pierce P. Fleck* transferred to Douglas-Garfield branches, replacing *Walter Pitann* who took his pension.

*James Logan* picked the mileage-assignment job on the Douglas Park branch succeeding this reporter who is retiring on pension.

*Clerk Joseph S. Kokocki* is back from his vacation, rested up and rarin' to go.

*Clerk James Mulcahy* just returned from the sick list and is feeling much better.

—WALTER REICH

## A Sad Christmas, But A Happy New Year

WEST SECTION—(*Agents*)—*Agent Dorothy Davis* received a beautiful diamond ring from *Agent George Piper* over New Year's weekend.

But just prior to this happy event, during the Christmas holiday, she was called to California to attend the funeral of her sister and brother-in-law who were killed in an automobile accident.

*Henrietta Brown* went to Florida for a month's vacation. She spent it with *Pensioner Augusta Kearns* who has been there since Thanksgiving . . . *Porters Percy Mays* and *Leo Kosebita* returned from their vacations.

We are all glad to welcome back *Porter Louis Thompson* after a long illness . . . *Nelly Reidy*, *Helen McMahon*, *Joan Murnane*, *Nonie Coughlin*, on the sick list, are all on the mend at this writing, while *Agent Robert Maloney* is in St. Luke's Hospital.

*Agent Henry Sigbornson* passed away after a short illness.

*Mary O'Grady Dorian* was happy to get a call from Denver that her dad, *Pensioner Edmond O'Grady*, had arrived at the new home of his daughter, *Mrs. Pat Connely*.

—KITTY CONROY and  
RUTH HANSON

## Unit Exchange Room Now In New Quarters

WEST SHOPS—The bus overhaul unit exchange room is now settled in its new quarters on West End avenue. Come over and see us sometime.

New men in the body shop, who were transferred from Skokie, are *Louis Pracko*, *F. Gallichio*, *A. Deering* and *J. Grzyk*.

*Joe Klein* of *Earl V. Essington's*

office spent a few days in the hospital since our last writing, but is back at work . . . *Carl Gerlach*, who has been off since September, is still on the sick list.

Recent deaths reported were those of the father of *Earl Essington*, and of the sister of *Johnny Ruh* of the shipping department.

Men from the carpenter shop who retired on February 1 were *John Krstenansky*, with 20 years, and *Fred Damkalm* with 37 years.

—TED SHUMON

## TAKES PENSION



RECEIVING \$50 United States bond and a sweater upon his retirement January 1 is *Cleaner Frank Raio* (left), who took his pension after 34 years of service, all of it at Laramie Shops. Making the presentation in behalf of himself and his fellow workers is *Foreman Paul Lorimer*.

Reported by Joe Feinendegen



## SANTA'S REWARD



**SANTA GETS** a kiss from little Joan Skvaila, daughter of Thomas Skvaila of Storeroom 60, at the annual Christmas party of CTA Post No. 1216, the American Legion, held December 20. On the receiving end of the smacker is Mike Heil, foreman at Howard terminal, North Section, Kris Kringle for the occasion.

**BEVERLY**—Many thanks to Dave and Rose Carlson for that delicious box of homemade Swedish cookies . . . Dick Keefer sent a New Year's card. He and his family now live at 1408 Spazier, Glendale, California. They would like to be remembered to all their old Burnside friends . . . Henry Moss, who is now living in St. Petersburg, Florida, was in for a visit. Henry was a scribe for the *Union Leader* . . . Jake Hoskins, formerly of Burnside and 77th, is now living in Cedar Lake, Indiana . . . Curtiss Best, formerly of Burnside, is in Florida for the winter months.

Dante Brunod, former scribe, has been in touch with Phil Vallin-court. He says Phil is living on a two and one-half acre farm near Steger, Illinois. His address is P.O. Box 596, Steger, Illinois . . . Charles E. Springer, 2300 W. 111th street, Chicago, who spent 29 years at Archer, is a regular passenger on the Vincennes bus line. He has a brother, Ed C. Springer, who spent 45 years at Archer and is now living at 5200 Mason avenue, Chicago.

And here are the whereabouts of a few oldtimers: Maurice Fitzgerald (formerly of Burnside) 731

E. 88th street, Chicago; Fred Gilson (formerly of Cottage Grove) R. R. #3, Coloma, Michigan; Edward J. Butler (retired from Burnside and 77th) 6911 Vincennes, Chicago; Charles Davis (formerly of 77th), 9105 S. Central avenue, Oak Lawn, Illinois, and Clifford Baldwin, 2413 Saratoga Court, Omaha, Nebraska.

Mr. and Mrs. Clifford Blackmere marked their 50th wedding anniversary January 31 by having a large group of friends and relatives at their home, 11155 S. Washtenaw, Chicago. Cliff spent 32 years at 77th and retired on January 1, 1951.

—FRANK M. BLACK

**GENERAL OFFICE**—With the advent of the holidays came messages from Joe Gaynor, Sadie Keenan, Mae Scott Hajee, Marty Martinson, Nelle Curry Guy, Harley Alden Johnson, Frank L. Baxter, Chick Thulstrup, Mrs. Harry G. Hardin, Fred and Rose Sirr, Mrs. Bob McKinney, Lou Bohlin, Charlie Gylling, Ed. Blair, Melvin W. Bridges, Jim Christopher and Ray VanDyke . . . North Side Trainman William T. Garvos, who now lives in Phoenix, Arizona, dropped into the office.

—JULIE PRINDERVILLE

**KEDZIE**—We received a colorful and interesting book on Arizona from Retired Conductor William Krensk, who lives at 4425 S. 12th avenue, Tucson, Arizona. He would welcome a line from some of the boys . . . Edward Huening is enjoying the warm sunshine of St. Petersburg, Florida, and sends his regards. His address is 2238 Lamparilla Way So., St. Petersburg, Florida . . . Also in St. Petersburg is Steve Evanoff, Station A, Box 222, St. Petersburg, Florida . . . We heard from John Smith who is living at Burlington, Rt. 3, Box 629, Twin Lakes, Wisconsin.

—C. P. STARR

**NORTH AVENUE**—We received many Christmas cards from all parts of the country . . . Martin West has followed the birds south to Tampa, Florida, where he is spending the winter.

Recent deaths among pensioners were Nick Kulhanek, Thomas Sheehan; John Glass, who was the father of Clerk Sy Glass, and Dan

O'Shea who was the father of Lester O'Shea . . . Bill Klotz is sick at home at this writing and would like to hear from his old buddies. A visit or a letter would be cheering. His address is 2026 N. La Porte, Chicago . . . Ralph Gunderson and Bill Sedgwick visited our station last month. Both are looking fine. They send their regards to all their old friends. . .

—JOE HIEBEL

**PURCHASING AND STORES**—Fred C. Nagel, formerly of the Stores Department, dropped in for a brief visit during the Christmas holiday season. He is looking wonderful, and you will have to go far to find anyone who is having such a satisfactory retirement as he is. He had recently returned from a two-month visit with his son and family in Boise, Idaho, and to quote him, "There's nothing like retirement."

—DAGMAR McNAMARA

**SOUTH SECTION**—Alton A. Hammond sent season's greetings from the West in the form of a colorful magazine showing the beauty of the deserts, canyons, mountains, valleys and plains. Why not write to him at 3414 South 6th avenue, Tucson, Arizona?

## CHARLES J. MERSCH RETIRES



**CHARLES J. MERSCH**, general superintendent of investigations and claims for the CTA, retired February 1 after 38 years of service with local transit companies.

Starting with the former Chicago Surface Lines as a claims adjuster on February 1, 1918, Mr. Mersch served in that capacity until September, 1928, when he was appointed assist-

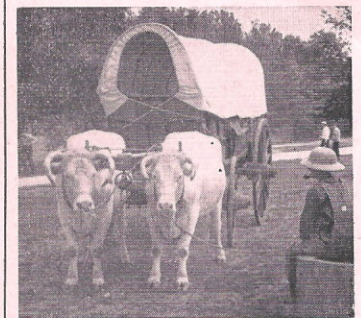
ant superintendent of the Claims Department. He became superintendent of the department on October 1, 1946.

He continued in that position until 1952, and shortly after the Chicago Motor Coach Company came under CTA management on October 1 of that year he became general superintendent of the combined Claims and Investigation Department.

A group of 200 of his CTA friends joined in honoring him at a farewell dinner in the Merchants and Manufacturers Club on the evening of January 26 and presented him with a television set.

Mr. Mersch was succeeded as general superintendent by Edward J. Healy, who was his administrative assistant. See appointment story on page 19.

## PRAIRIE SCHOONER



**AMONG MEMORIES** Charles E. Keevil, engineering, has of a recent vacation is this yoke of oxen hauling a covered wagon, or "prairie schooner." Keevil and his wife found this reminder of a bygone age in New Salem State Park near Springfield. In the park they also visited a store once run by Abraham Lincoln, an old post office and other points of interest.



## ARCHER YULETIDE



CHRISTMAS, 1955, at Archer depot seemed particularly bright because of this huge, colorfully decorated tree, Nativity scene and surrounding decorations. Standing by the tree are *Station Superintendents* Les M. Keag (left) and J. J. O'Connor. The 20-foot evergreen, resplendent with about 180 lights, was set up and decorated by members of the depot's social club. The manger, hand-made by Chief Clerk Charlie Karschnik, and the figurines were presented to Mr. O'Connor two years ago. Archer men since then have contributed additional figurines.

Reported by R. H. Fortier

Former Agent Mary Murtaugh is now residing at 600 - 39th avenue, St. Petersburg, Florida, we are told by Mary Gaughan who is planning to visit her.

Jerry Cee, motorman, is building a new home in Gary. When he finishes it, he will hold a housewarming.

Mike Bruckner, former motorman who now lives in Holland, Michigan, was recuperating nicely from an injury he recently suffered, as this was written.

—LEO J. BIEN

**SOUTH SHOPS**—We received cards at Christmas time from Paul Petersen from Monrovia, California, and George Crawford, who is living here in Chicago. Both men worked in the machine shop . . . Cards also came from John Sake, retired foreman, truck shop, who is living in St. Petersburg, Florida, and Gabriel Theodore of miscellaneous, living in Van Nuys, California . . . Familiar faces seen around South Shops recently: Ralph Bolt, retired from tin shop; Walter Moss, Joe Satkos and Tony Againtas, all from the machine shop.

Harris Hansen, who is on disability pension, phones regularly to extend his best wishes to his fellow workers.

Frank Mollath, retired machinist, died November 30. Frank went on pension November 1 and was taken ill the next day.

—EVELYN CLARK

## RECENT DEATHS AMONG EMPLOYEES

MARY AMSTERDAM, 68, retired sorting clerk, General Office. Died 12-16-55. Employed 11-15-43.

ANDREW ANDERSON, 77, retired conductor, Cottage Grove. Died 12-17-55. Employed 8-2-18.

BENEDIKTAS BERNOTAS, 65, retired car cleaner, Devon. Died 1-2-56. Employed 3-16-17.

ARTHUR BORRMANN, 60, janitor, Beverly. Died 1-13-56. Employed 2-16-14.

M. A. CADWALLADER, 86, retired timekeeper, General Office. Died 12-2-55. Employed 5-15-09.

DANIEL CLEAR, 83, retired motorman, 69th. Died 12-21-55. Employed 7-24-07.

MARVIN J. CLEMENT, 54, operator, Lawndale. Died 1-14-56. Employed 4-29-29.

F. J. CRIBAR, 73, retired conductor, North Section. Died 1-8-56. Employed 1-19-09.

JOHN CRILLY, 80, retired motorman, 69th. Died 12-22-55. Employed 6-29-10.

J. E. DONAHUE, 71, retired conductor, 77th. Died 12-15-55. Employed 5-9-07.

MARGARET GIER, 65, retired addressograph operator, General Office. Died 1-10-56. Employed 10-19-25.

J. W. GLASS, 65, retired janitor, 69th. Died 1-7-56. Employed 12-17-19.

NEAL GLASS, 72, retired motorman, 77th. Died 12-8-55. Employed 2-7-17.

F. B. GOERENS, 60, retired motorman, Devon. Died 12-15-55. Employed 7-6-22.

HENRY GROPE, 82, retired flagman, Burnside. Died 1-3-56. Employed 7-17-18.

JEROME GRUBISA, 68, retired laborer, Track. Died 1-5-56. Employed 8-24-23.

JOHN GUDAITIS, 68, retired car cleaner, Kedzie. Died 12-14-55. Employed 12-17-24.

C. F. HAMM, 84, retired motorman, Division. Died 1-1-56. Employed 11-5-01.

E. R. KIRKWOOD, 96, retired motorman, Kedzie. Died 1-4-56. Employed 6-8-92.

C. C. KNAACK, 59, retired porter, West Section. Died 12-23-55. Employed 8-31-44.

E. F. KOCH, 67, retired trainman, West Section. Died 1-6-56. Employed 3-18-12.

JACOB MILOS, 77, retired laborer, Track. Died 12-22-55. Employed 6-22-22.

CARMELO MUNGIOVI, 81, retired laborer, Track. Died 12-22-55. Employed 5-5-23.

JULIUS NEBOSKA, 50, shopman, Skokie Shops. Died 12-23-55. Employed 8-26-29.

NILS OLSON, 88, retired carpenter, West Shops. Died 1-4-56. Employed 8-22-17.

H. J. PAULSON, 69, retired motorman, Devon. Died 12-5-55. Employed 7-23-25.

THOMAS SHEEHAN, 74, retired conductor, North. Died 12-22-55. Employed 9-27-98.

HENRY O. SIGBORNSEN, 65, agent, West Section. Died 12-25-55. Employed 7-30-26.

JOHN SIMKUS, 74, retired car cleaner, Blue Island. Died 12-4-55. Employed 5-7-26.

E. E. SPENGLER, 72, retired conductor, Devon. Died 12-19-55. Employed 6-5-01.

HENRY J. SPUEHLER, 61, storekeeper, South Shops. Died 12-21-55. Employed 7-30-20.

DENNIS STOKES, 80, retired conductor, South Section. Died 1-3-56. Employed 9-23-02.

H. C. VORNKAHL, 88, retired motorman, Lawndale. Died 1-1-56. Employed 5-23-92.

OSCAR WAIDE, 53, operator, Archer. Died 1-14-56. Employed 10-1-28.

JAMES L. WALKER, 60, porter, North Section. Died 12-23-55. Employed 10-20-47.

J. A. LAMM, 69, retired motorman, Kedzie. Died 12-30-55. Employed 10-1-28.

L. H. LINDEMAN, 82, retired agent, North Section. Died 12-13-55. Employed 12-2-42.

J. J. McCARTHY, 75, retired conductor, South Section. Died 12-28-55. Employed 9-9-07.

T. J. McMAHON, 64, retired conductor, Kedzie. Died 12-19-55. Employed 2-15-26.

THOMAS J. McNICHOLAS, 55, agent, South Section. Died 1-7-56. Employed 6-19-45.

F. M. MILLER, 87, retired motorman, Cottage Grove. Died 12-20-55. Employed 12-29-99.

## 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



## PROFITABLE PASTIME

HIS CHILDHOOD interest in painting, revived during a confining illness, now brings enjoyment — and profit — to *Harry Denz*, tin shop worker at South Shops, and his family.

Many of his nearly two dozen vividly-colored oil and ink paintings adorn the walls of the Denz home at 5447 W. 63rd place. However, most of his works now belong to relatives, friends, and others who bought them after they saw how he had transferred the features of a small photograph or print to canvas.

Seated at his homemade easel, on which he has mounted the picture from which he will make a large painting, Harry sets to work. Usually an audience, consisting of his wife, *Mary*, and any one or more of his three sons, *William*, *Robert*, or *Richard*, watch the proceedings with no less interest than those who watch a picture take shape under the brushes of such celebrated personages as *President Eisenhower* or former British Prime Minister *Winston Churchill*.

With a pencil, Harry outlines the component parts of the picture. Studying closely the prototype, he brings the parts of the painting into accurate proportions.

After completing the sketch, he mixes basic oil colors (most of his paintings are in oil) on a plastic palette into the desired blend. He uses any one of a group of brushes which range in size from one with a tip only one-sixteenth of an inch thick to one with a tip three-quarters of an inch thick. With these brushes he can fill in coloring with broad strokes or the most delicate hues and tints which give the painting its individuality and effectiveness.

The lifelikeness of a portrait picture, more than any other type of picture, depends upon the amount of blending of colors and their application to the canvas in proper amounts. The painting he made of *Patty Jean Scholten*, three-year-old daughter of *Leroy Scholten*, also a tin shop worker at South Shops, is a case in point. The artist spent more than half the 40 hours he devoted to it on this one phase of the work, and particularly in re-creating the subject's facial features.

SHOWING SOME OF HIS favorite paintings, Harry studies what he considers to be his best work, the oil painting of the clipper ship at top. The two small pictures of the lion and tiger at left are ink paintings. The others, oil paintings, depict a waterfront, a Swiss pastoral scene, and a country home.



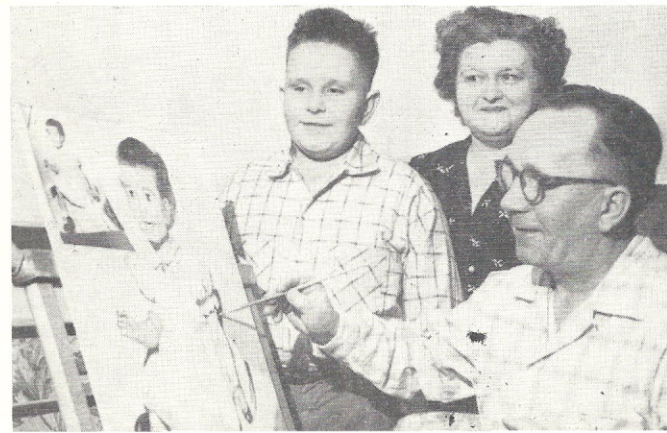
THE GABLES OF a rustic cottage and branches of a huge shade tree take form on the canvas as *Harry Denz*, tin shop worker at South Shops, sets out to reproduce in oil color the picture tacked onto the top of the easel. From the palette in his right hand, Harry will, as needed, dip his brush into the dabs of paint and mix colors together into various hues to achieve the effect he wants in the painting. Also close at hand are other-sized brushes and tubes of oil colors.

Harry also spent many painstaking hours to give the proper "mood" to the picture he considers his best—that of a clipper ship sailing at full speed under a flame-hued sky at dawn. Also favorites in the Denz household are a pastoral scene of a Swiss farmer plowing a field against a background of snowcapped mountains, and ink paintings of a lion and of a tiger stalking prey.

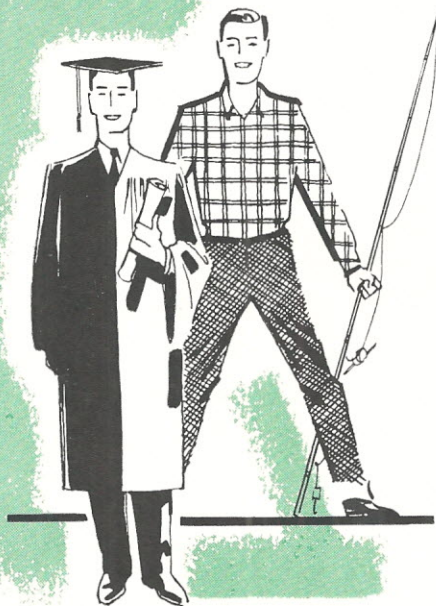
Harry, a 15-year employe of CTA and the former Chicago Surface Lines, began his hobby two years ago when a heart ailment confined him to his bed for two months. Mrs. Denz, remembering that her husband once told her painting had been his favorite subject during his grammar school days, suggested he try his hand at it again. He did, and has been at it ever since.

"I enjoy coming home after a day's work and settling down at my easel," says Harry. "Whenever I think of the pleasure I get from my hobby, I wish only that I had started it sooner."

LOOKING ON ADMIRINGLY as Harry puts finishing touches on portrait painting of *Patty Jean Scholten*, daughter of *Leroy Scholten*, South Shops tin metal worker, are Harry's son, *Dick*, and Mrs. Denz. The painting took 40 hours to complete.







*Herman Neely, bus operator: "I never would have stopped going to school as soon as I did. If I could have a second chance, I would continue my education until I put myself through law school. I feel that the time would be well spent."*



*Anthony Mullozzi, bus operator: "If it were possible to re-live a portion of my life, I would like to go back to school and complete my education. I'm sure I would gain a lot more from it a second time."*

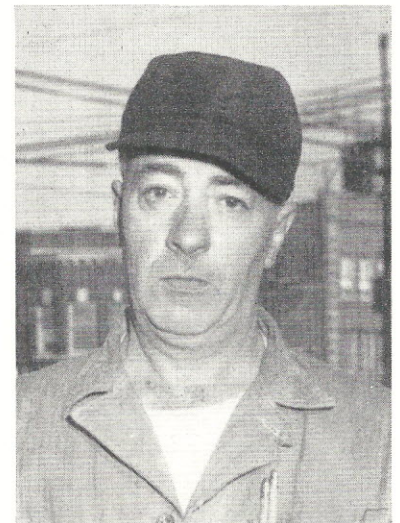
**INQUIRING REPORTER: Joe Hiebel**

**LOCATION: North Avenue**

## What Phase of Your Life Would You Like to Live Over Again?



*George Brazington, mechanic: "When I was still going to school, I had no worries. And there always was plenty of time to take part in my favorite sports with all the fellows of the gang. Yes, that's the phase of my life I'd like to live over again."*

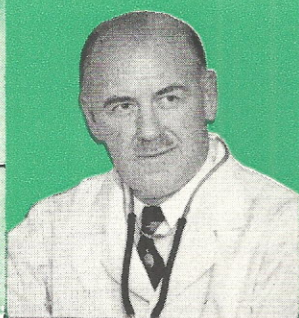


*Leonard D. Carlyon, mechanic: "I would like to re-live the years I was a boy back in Michigan. With the thought of school closing and a full summer of vacation to look forward to, I was really living. I had nothing on my mind but fishing and the best way to hook the big one, swimming and soaking up a good suntan. All I've got to say is that my boyhood days really were the good old days."*



← *Ken Mettler, bus operator: "That's a hard question to answer. But if I had it to do over again, I would try to get more schooling. At least I will try to persuade my children that it's worth their while to get a good education, and I will try to help them get it."*





# medically speaking

By Dr. George H. Irwin

CTA Medical Director

## LEARN TO LIVE WITH YOUR HEART

THE MAGNITUDE or seriousness of heart disease is illustrated by the following statistics, which are compiled by the Heart Association:

1. Over 50 percent of all deaths are due to diseases of the heart and blood vessels. Heart disease takes more lives than the combined total of cancer, accidents, pneumonia, diabetes and nephritis cases.

2. Over 10,000,000 Americans have some form of heart trouble today.

3. One person in every 15 or 16 is limited to some degree because of a heart condition.

4. Approximately 176,000,000 man-work-days and over \$2,000,000,000 are lost each year in productivity as a result of heart disease.

These facts do not mean to imply that there is no hope for the heart case. On the contrary, with early diagnosis and treatment, many patients get well and return to work. Possibly some of the fear or fright people have is due to the sudden death that occurs in certain heart cases. Actually only a small percent come to their end in this manner.

There are more than a dozen kinds of heart disease. A few of the more common are coronary heart disease, rheumatic heart disease and arteriosclerotic heart disease. The latter occurs in hardening of the arteries, high blood pressure and old age.

The symptoms of heart disease are manifested in several ways. If you notice shortness of breath either while resting

or upon exertion, pains in the chest, indigestion, or swelling of the ankles it will be wise to consult your doctor.

Here are a few good health rules to follow in your daily living:

Don't worry. Keep occupied and it will help to eliminate worry.

Don't overwork to the point of fatigue.

Don't eat, smoke or drink to excess.

Don't compare your symptoms with some other patient.

Don't assume that your heart is perfect because the electrocardiogram is normal.

Don't treat yourself.

Don't forget that as you grow older you should not run up stairs or run for the train—slow down on strenuous exercises.

Don't assume if you have heart trouble that you are "washed-up."

Don't allow yourself to become angry or unduly excited.

With all these don'ts in mind perhaps one may inquire what should be done. If you suspect heart trouble, go to your doctor, explain the symptoms and have a thorough examination. You may be happy to hear that the condition is neuritis or some other condition which is unrelated to heart trouble.

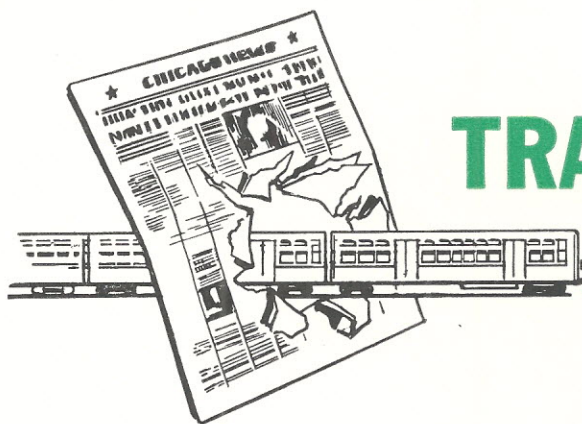
As a final word: Let me urge moderation in all your habits and activities. You will be much happier and live much longer.

## RECENT APPOINTMENTS

IN AN executive order signed by General Manager *W. J. McCarter*, *Edward J. Healy* was appointed general superintendent of investigations and claims effective February 1. He replaces *Charles J. Mersch*, who retired as of that date. The position of administrative assistant to the general superintendent of investigations and claims was abolished in the same order.

In another bulletin signed by *S. D. Forsyth*, general superintendent of engineering, and approved by Mr. McCarter, *Verne B. Olson* was appointed assistant superintendent of buildings and structures effective January 16. He reports to *H. W. Busch*, superintendent, whose office is in Room 7-169, Merchandise Mart.





# TRANSIT IN THE NEWS



## SERVICE CHANGES INCREASE RIDING

RECENTLY established direct, convenient, connections with the Loomis Boulevard rapid transit terminal, provided by two CTA south side bus lines, and a new pick-up and delivery service within the stockyards have resulted in a substantial increase in riding.

The routes concerned are Marquette Road, Ashland-Downtown and Ashland-Stockyards.

An almost threefold increase in the number of riders on the Marquette Road line was recorded by CTA checkers between June 11, 1953, and December 22, 1955. As of the former date, the line was shortened to end at the Loomis street

terminal of the Englewood rapid transit line, instead of operating downtown.

At the start of the two and one-half year period, during morning rush hours, an average of 436 passengers daily rode on 19 bus trips, whereas at the end of this period, an average of 1,203 riders traveled week-days and Saturdays on 28 bus trips daily. During evening rush hours, the number of passengers jumped from an average of 422 on 31 bus trips to an average of 1,240 on 34 bus trips.

To keep pace with the increased riding on the Marquette line, service was again increased by adding one more bus trip to both the morning and evening rush

hour periods, effective February 6. The new morning rush hour bus leaves the western terminal at Marquette and Kostner at 6:10 a.m., and the additional evening bus leaves the Loomis street "L" terminal at 7:00 p.m.

Patronage has increased about 40 per cent on the Ashland-Downtown line, which also connects directly with the Loomis boulevard terminal. This service revision was inaugurated February 15, 1954, when buses were substituted for streetcars on this route.

Checks were made from May 5, 1954, to December 7, 1955. At the beginning of the period, during morning rush hours, an average of 646 passengers daily rode week-days and Saturdays, and at the end of the period, an average of 1,029 passengers rode daily. In evening rush hours, an average of 400 passengers were riding as of May 5, 1954, whereas on December 7, 1955, the number of riders had risen to 948.

A progressive buildup, amounting to about 34 per cent, in the use of a special rush-hour service between 95th street and Ashland avenue and a loop within the stockyards at Packers and 42nd street on the Ashland-Stockyards route was recorded between May 11, 1954, and December 7, 1955.

In this period, the number of passengers on buses entering the stockyards each day in morning rush hours increased from an average of 396 to 704. During the evening rush hours, the daily number of riders leaving the stockyards increased from an average of 556 to 726.

Traffic checks such as these are being



THE NINTH annual get-together of "Inside News" reporters and members of the photographic and editorial staff of TRANSIT NEWS was held on January 24 with more than 40 in attendance. The pleasant evening began with dinner at Toffenetti's restaurant, 65 W. Monroe street, and was topped off with the group attending a theatrical performance at the Shubert theatre. Pictured above is a group of "Inside News" reporters who were present for the occasion.



made at regular, frequent intervals on all CTA lines in all sections of the Chicago area. They are the basis of CTA's efforts to pattern its services adequately to meet riding requirements of its patrons.

## SERVICE REVISIONS

**ALL-DAY SERVICE** on South Cicero avenue bus route (No. 54B) began December 5, with the addition of trips in the mid-morning base period between Cermak road and Archer avenue.

Under the new arrangement, the old service is supplemented with buses operating at between approximately 9:45 a.m. and 11:45 a.m. on weekdays and between approximately 9:15 a.m. and 12:15 p.m. on Saturdays, thus providing continuous service between 5:20 a.m. and 7 p.m. Sunday and holiday schedules remain as before.

Because of the added trips, an area formerly without service in the morning non-rush hour period, numerous transfers are eliminated for patrons traveling between the airport area and north and northwest sections of the city. Transfers between South Cicero motor buses and North Cicero trolley buses can be made at either Cermak road or 24th street.

**MORE CONVENIENT** service to a large shopping area and five south side suburban communities during weekday hours was provided by extension of the 87th street (No. 87) bus route to Cicero avenue from Western avenue on December 22.

Ten additional trips—from 7:22 p.m. to 11:35 p.m. Mondays through Fridays—run from 87th street and Western avenue, during the hours concerned, to 87th and Cicero. Nine east-bound trips from 87th and Cicero are scheduled from 7:49 p.m. to 11:40 p.m. All trips run at intervals of approximately 30 minutes.

The route extension will serve patrons of the shopping center at 87th street and Southwest highway, and residents of the city of Hometown and of the communities of Scottsdale, Ashburn, Oak Lawn and Evergreen Park.

Rush-hour and other daytime service was extended west to Cicero avenue from Hamlin avenue on March 8, 1954.

FEBRUARY, 1956

## CHICAGO TRANSIT AUTHORITY

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

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

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

	Month of December		Twelve Months Ended December 31,	
	1955	1954	1955	1954
Revenues	\$10,550,700	\$10,759,071	\$120,897,185	\$121,139,515
Operation and Maintenance Expenses	9,133,341	9,305,516	102,488,191	103,411,537
Available for Debt Service	1,417,359	1,453,555	18,408,994	17,727,978
Debt Service Requirements:				
Interest Charges	406,983	416,661	4,946,632	5,040,612
Deposit to Series of 1947 Serial Bond Maturity Fund	233,333(1)	200,000	2,600,000	2,100,000
Revenue Bond Reserves (Note 2)	30,000	30,000	360,000	360,000
	670,316	646,661	7,906,632	7,500,612
Balance Available for Depreciation	747,043	806,894	10,502,362	10,227,366
Provision for Depreciation - Current Period	844,056	860,726	9,671,775	9,691,161
Balance Available for Other Charges or Deficit in Depreciation Provision (Note 3)	\$ 97,013	\$ 53,832	\$ 830,587	\$ 536,205

r Red Figure

### PASSENGER STATISTICS

Originating Revenue Passengers	53,851,798	55,664,493	623,493,648	641,166,501
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### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at December 31, 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	80		3,234
			3,314

### 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 \$500,000 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.

## Retire More Bonds in Advance

**ADVANCE RETIREMENT** of an additional \$227,000 in principal amount of CTA term bonds of the series of 1947, 1952 and 1953, saving \$21,261.40 in principal payments and \$207,531.88 in interest payments, was announced recently.

Savings in principal and interest payments achieved by CTA through advance retirement of bonds now total \$3,286,954.06 — \$253,826.15 in principal pay-

ments and \$3,033,127.91 in interest payments.

The recent purchase of \$227,000 in principal amount of bonds was made for CTA by the First National Bank of Chicago, trustee of each of the three bond issues. CTA earnings for the last quarter of 1955 financed the purchase. Previous purchases of CTA bonds for advance retirement also have been financed from net earnings.



# Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



FIGURING ON planting a new tree or some shrubbery on your property this year? If so, remember you are planting for many years ahead, so it pays to investigate before you buy.

In selecting a tree, don't choose one that may become so large that it fills your yard, hides windows or entrance or otherwise detracts from the architectural interest of your home. Any of the following are desirable and are of the spreading type which will provide shade when they reach full growth:

**Thornless Honey Locust**—A very dependable tree for smoky, shady areas as well as in open, sunny places. Feathery, fernlike foliage. **Tree of Heaven**—Quick grower in smoky or shady locations even with poor soil where few other kinds will thrive. **American Elm**—The columnar American Elm and the Moline Elm are equally good but do not spread as wide as the Vase Elm. A very slender variety is the Augustine Ascending Elm, a fast growing type.

If you plant an elm, bear in mind that it may be subject to the Dutch Elm disease. If you want a description of how this disease is spread and what measures can be taken to give partial protection against it, send a note to the Chicago Horticultural Society.

For an exceptionally beautiful and dependable shade tree, different from usual kinds, look up the Horse Chestnut, the Ginkgo, the Hackberry, the Linden, the Tulip Tree, the Sycamore or the Sweet Gum. The Pin Oak and the Hard Maple also are popular and have beautifully colored leaves in the fall.

more or the Sweet Gum. The Pin Oak and the Hard Maple also are popular and have beautifully colored leaves in the fall.

Small flowering trees that are decorative even when not in flower are: Hawthorne, Flowering Crabapples, and Saucer Magnolia. Kelsie's Locust is good for a small garden. It has rose pink sweet-pea like flowers, no thorns.

Do you have a bare unsightly space under trees or between houses where hardly any sunshine, if any, penetrates, or do you have open sunny places where the soil is dry and summer heat intense? In such locations, grass is difficult to grow, but there are special ground covers that will relieve the appearance of such places if you choose the right one for each condition.

Here are just a few examples: For very shady locations look up the Bugle-Weed, height about 3", blue flowers; or Purple Leaf Winter Creeper, also good for shade; or Myrtle.

For a sunny place, especially in a rock garden, look up Phlox subulata, with its beautiful pink flowers growing only 6" tall; or White Gem Candytuft, about 12" tall, with white flowers in spring.

For semi-shade, Japanese Spurge is a beautiful ground cover 12" tall. This grows well under trees and especially evergreens.

Each month this column will bring you hints and dependable garden information prepared from material furnished by the Chicago Horticultural Society, which will be glad to give you any further information you may need upon request.

*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 employee, you can 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.*

## 26th - 31st Street Routes Consolidated



CONSOLIDATION of the 26th street (No. 26) and 31st street (No. 31) bus routes to provide improved service for the Michael Reese and Mercy hospitals, as well as the area formerly served by the two separate routes, was placed in effect February 5.

Officials of both hospitals, which have 24-hour, seven-day-a-week service for "out" patients, their visitors and their employees, approved the consolidation. The arrangement is especially beneficial to Mercy hospital, inasmuch as it now has "Owl" service right at the emergency entrance on Calumet avenue, where buses on the route now take their lay-over time during the evening hours, and on Sunday. Formerly there was no "Owl" service on the 26th street route.

The consolidated route is a "U" type operation between 31st street and Archer avenue and Halsted and 26th streets by way of Archer avenue, Pitney court, 31st street, Cottage Grove avenue and 26th street. Between 9:00 P.M. and about 5:15 A.M. each weekday and Saturday, and all day Sunday, however, Mercy hospital at 26th street and south Calumet avenue will be the east terminal of the consolidated route.

CTA planners are hopeful that the new route will attract more riders, inasmuch as Michael Reese hospital is now engaged in an expansion program, and the large Lake Meadows housing project, bounded by 31st street, the Illinois Central Railroad, 35th street and South Parkway, will soon be developing the north section of its area.





## KITCHEN PLAY FOR THE YOUNGSTERS

KEEPING the youngsters occupied during wet, rainy days usually presents a problem for mother when her household chores have to be considered.

We have obtained a booklet entitled, "Little Sister Cooks" which we thought might help to keep the children occupied. It's a gay and delightful cook booklet tested by children who cook for children who would like to learn how. The recipes in the booklet are easy to prepare and they're budget and good-for-you dishes. Even little brother can help, too.

Of course, there are likely to be a few spills before a youngster masters the skills in food preparation, but after



WITH THE "Little Sister Cooks" booklet in your family kitchen, your child can cook a dish that you, too, would enjoy eating.

one or two mishaps, a child will be thrilled when something she makes really turns out to be good.

Even more delightful, though, is to receive mother and dad's compliments. A little encouragement is all that is needed.

Write to Women's Page Editor, P.O. Box 3555, Chicago 54, for the free "Little Sister Cooks" booklet.

## FIRST WITH CHICKEN AND NOW WITH EGGS

AS SUPERB as the original chicken dish, Eggs Tetrizzini is an elegant entree that will add excitement to Lenten menus.

Hard-cooked eggs and spaghetti are joined by a mellow mushroom-cheese sauce. Both Parmesan and Cheddar cheese speak eloquently of the Italian origin of this dish.

Eggs will serve you faithfully during the Lenten Season, and Eggs Tetrizzini is only one of the many dishes which proves the delicious versatility of this protein food.

### *Egg Tetrizzini*

- 4 to 6 oz. spaghetti
- 1/2 cup diced celery
- 2 tablespoons chopped green pepper or parsley
- 1 tablespoon finely chopped onion

- 1 can (4 oz.) mushrooms, drained
- 1/4 cup butter or margarine
- 1 tablespoon flour
- 3/4 cup milk
- 1/4 lb. sharp cheddar cheese, diced
- 1/2 teaspoon salt
- 2 teaspoons Worcestershire sauce
- 1 tablespoon sherry wine (optional)
- 6 hard-cooked eggs, in quarters
- 1/4 cup grated Parmesan cheese

Cook spaghetti according to package directions. Prepare sauce as follows: Cook celery, green pepper, onion and mushrooms in the butter until onion is just transparent. Add flour and blend well. Add milk all at once; cook, stirring constantly until uniformly thickened. Blend in cheese, salt, Worcestershire sauce, and wine if used. Stir until cheese is melted. Set aside several center slices of egg for garnish. Chop remaining eggs and add to the sauce. Heat to serving temperature. Avoid overheating sauce. Serve over the hot spaghetti. Garnish with egg slices and Parmesan cheese. 4 servings.

EGG TETRIZZINI is an ideal entree to change the pace of the average Lenten Season menu.





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*First...  
Passenger  
1955*  
**KEELER**

CONGRATULATIONS to the  
men of North Park, Keeler,  
69th, and Lake for their out-  
standing safety record in 1955  
and to the operators at all other  
stations who enabled CTA to  
establish for the year the low-  
est accident frequency record  
in its history.

*Walter J. McCarter*  
GENERAL MANAGER

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