

TRANSIT NEWS

JANUARY, 1957



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CHALLENGE

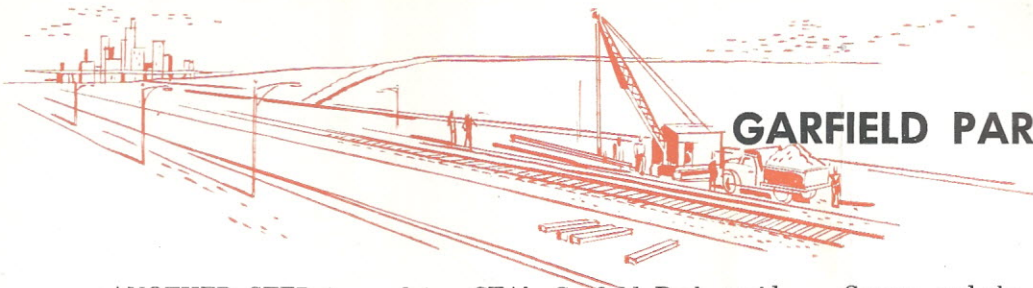
TO

CONTINUING

ACCIDENT

REDUCTION





GARFIELD PARK TRACK RELOCATION PROJECT UNDERWAY

ANOTHER STEP in readying CTA's Garfield Park rapid transit route for its permanent location in the median strip of the Congress Expressway is now underway between Austin Boulevard and the Des Plaines Avenue terminal in Forest Park.

The work will be performed in two stages, the first extending from Austin Boulevard to approximately Beloit Avenue, and the second extending from Beloit Avenue to the Des Plaines Avenue terminal. Grading of the temporary right-of-way is now underway between Austin Boulevard and Beloit Avenue. This section is scheduled for completion during the summer of 1957.

Completion of the second and final section is scheduled to occur later in the year, and at the time when the B&OCT and the Chicago Great Western railroads begin operating on temporary tracks north of their present right-of-way.

In the spring of 1956, another section of CTA trackage, between just east of Central Avenue and Austin Boulevard, was relocated.

The laying of the final two sections of relocated, temporary trackage for the Garfield Park route, which will be to the north of the present right-of-way, will permit Cook

County and the State of Illinois to continue construction work on the Congress Expressway between Austin Boulevard and Des Plaines Avenue, Forest Park. The site of the expressway in this area is now occupied by the tracks of the Garfield Park route.

Under the permanent arrangement, the Garfield Park line, extending west from the Milwaukee-Dearborn-Congress subway, will curve out of its right-of-way in the median strip at approximately Lotus Avenue. The tracks will be tunneled underneath the roadbed of the superhighway at this point, and from there westward will occupy space between the two railroads and the superhighway. All will be on a common, depressed, right-of-way. CTA tracks will be south of their present location, while those of the railroads again will be on their original site.

When CTA trains begin operating in the median strip from the Milwaukee-Dearborn-Congress subway to Lotus Avenue, possibly late in 1957, a connection will be made to the temporary tracks extending westward from Central Avenue to provide continuous service to and from Des Plaines terminal. These tracks will be used until the work is completed on the expressway and the permanent CTA and railroad tracks between Lotus Avenue and Des Plaines terminal.

ISSUE 119,893 SPECIAL STUDENT PASS CARDS

DELIVERY OF 119, 893 "unlimited ride" half-fare identification cards for students of more than 630 public, parochial and private elementary and high schools was completed on November 23.

This year for the first time eligible students requesting the "unlimited ride" student identification cards were provided with cards bearing their photographs.

A fee of \$1.00 each is charged for the "unlimited ride" card for each semester of school. This card permits a student to use the half-fare privilege, 24 hours a day, seven days a week, upon presentation of the identification card bearing his or her photograph.

Beginning with the Fall term of school, September 4, 150,048 "limited ride" identification cards were distributed to students at 889 schools. Included in this group were

students who later applied and paid for the "unlimited ride" identification cards.

When the "unlimited ride" cards are delivered, students surrender their "limited ride" cards, which then are voided.

Photographing of students for the "unlimited ride" cards began September 24, soon after the new type card was approved by Chicago Transit Board. The first deliveries of these cards were made on October 5.

There were as many as 19 camera crews, ranging from two to four men each, assigned to the various schools. One day, or a part of a day, was devoted to each school where there were more than 20 applicants for the "unlimited ride" half-fare privilege.

The highest number of "unlimited ride" applications, a total of 3,664, came from Lane Technical High School.

VOLUME X

CTA TRANSIT NEWS

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RECENT CTA ADDITIONS TO THE ARMED FORCES

R. J. Barrett — Shops and Equipment (Skokie)

L. F. Cuddy — Shops and Equipment (Forest Glen)

CTA TRANSIT NEWS

Board Adopts CTA Budget For '57



CHICAGO TRANSIT BOARD on December 6 approved an unbalanced operating budget for 1957 in which estimated revenue of \$120,353,000 falls by \$3,745,000 to meet rock-bottom estimates of operating, maintenance and depreciation requirements.

In submitting the unbalanced budget to *Chairman V. E. Gunlock* and the Board members, *General Manager Walter J. McCarter* said:

"Despite our efforts, we have not been able to balance revenues and operating, maintenance and other costs."

He pointed out, however, that intensive budget review studies had cut \$1,430,000 from an indicated deficit of \$5,175,000 on September 26, 1956, when a tentative budget for 1957 was submitted to the First National Bank of Chicago, trustee of CTA's revenue bond issues, and to the trustee's consulting engineer.

The estimated deficit of \$3,745,000 in depreciation requirements for 1957 will not permit any deposits in the Revenue Bond Amortization Fund for advance retirement of bonds, any deposits in the Operating Expense Reserve for meeting operating expense emergencies, or any compensation payments to the City of Chicago for use of city streets, bridges and viaducts and city-owned subways.

Capital Budget Limited

Because of the unbalanced operating budget, the Board was compelled to adopt a capital budget for 1957 limited to only \$14,732,000, the amount of cash expected to be available during the year for capital outlays. However, due to previous commitments — the servicing of outstanding equipment trust certificates, payments on modern equipment to be delivered and to be ordered for delivery in 1957, and carry-over projects from 1956 — there will be only \$1,041,000 available for new projects.

Most of the \$1,041,000 — \$800,000 to be exact — is earmarked for two projects:

1. Construction of two additional through tracks, and necessary structures, in the Wilson Station area where there are presently only two through tracks for rapid transit operations.
2. Design work on modern signals for the unsignaled sections of the rapid transit system. The cost of this project, including installation of the signals, is estimated at \$28,000,000 for which no funds for installation are in prospect.

New equipment deliveries already scheduled for 1957 consist of 150 more rapid transit cars and 100 LP-gas (odorless propane) buses, the latter on a rental basis.

Orders for 150 more buses for 1957 delivery are contemplated, as well as orders for 1958 delivery of 70 more rapid transit cars. The \$8,141,000 budgeted for new equipment will be used in paying for 1957 deliveries.

These equipment deliveries and orders will complete CTA's 10-year equipment modernization program, the most extensive in Chicago's history, in which \$97,000,000 has been invested or committed for 4,256 buses and cars, and an additional \$30,000,000 for other modern facilities, including garages, shop equipment and other improvements.

Other capital projects, mostly carry-overs from 1956, that survived the paring process include \$324,000 for remodeling of surface operating stations which have been converted to bus garages; \$231,000 for rapid transit structure renewal and alterations; \$128,000 for a speedwalk at Loomis terminal, completion of Randolph-Wabash station, improvements at rapid transit stations, installation of station signs and additional transfer validating machines; \$202,000 for altering Franklin street substation, (one of three substations required to serve the new West Side subway), and other electrical construction; \$235,000 for installation of track brakes and public address systems on 200 rapid transit cars; and payment of \$300,000 to the City of Chicago toward the cost of paving or resurfacing streets where buses have been substituted for streetcars.

Top Priority Projects Listed

Other top priority projects, totaling \$3,745,000, are listed for activation if and when the operating budget deficit is made up, but another group of high priority projects, totaling approximately \$4,800,000, had to be shelved.

The operating budget for 1957 is based upon an anticipated increase of .2 per cent in passenger traffic volume compared with 1956, upon current wage costs, including the seven cents per hour cost-of-living allowance for operating service employees, upon effective or anticipated increases in the costs of essential materials and supplies, and upon current rates of fare.

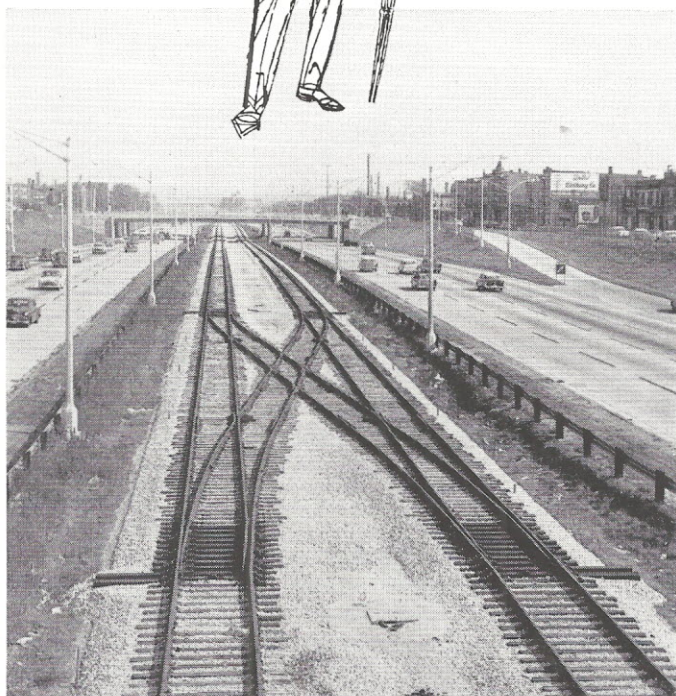
Operating expenses, including pensions, are estimated at \$106,171,000 for 1957, an increase of \$3,219,000 over the anticipated operating expenses for 1956.

The major increases for 1957 are \$1,289,000 to cover recently effective wage increases, the seven cents per hour cost-of-living allowance for operating service personnel, increased overtime costs anticipated because of the acute shortage of operating personnel, and an increase of \$1,139,000 in expenditures for services and supplies, including the rental of 100 buses, painting of rapid transit structures and purchase of additional snow-fighting equipment.



Report in Retrospect

**a review of progress during
nine years of CTA management**



VIEW LOOKING east from Pulaski toward Independence boulevard along Congress expressway showing newly-laid tracks of rapid transit median strip. The initial project of laying track in the median strip of the expressway extends from a connection with the existing track in the Dearborn street subway at the Chicago river west to the vicinity of Laramie avenue.

THIS ISSUE marks the beginning of the 10th year of publication of CTA TRANSIT NEWS, which for the last nine years has regularly reported the many important developments and improvements that have taken place since the "take-over" of local transit properties by CTA.

Along with the coverage of CTA's continuing efforts to better its service to the public, CTA TRANSIT NEWS also

has brought to its readers news about employees and stressed the important role they play in day-to-day operations. Much space likewise has been devoted to that part of their lives which concerns their families and off-the-job activities and to facts of interest to them as working members of the CTA organization.

Therefore, as a prelude to Volume 10, it seems fitting to review the background story of CTA as recorded on these pages from the time the magazine made its initial appearance shortly after CTA became an operating reality on October 1, 1947, to the present.

In retrospect, it has been a story of progress, of attainment of many major objectives. The big project has been the successful development of a long range program designed to provide the Chicago metropolitan area with a unified and modern public transportation system.

Space permits only a brief listing of some of the steps that have been taken in the rehabilitation and modernization of equipment, facilities and operations.

A great many factors have been involved in the accomplishments of the past nine years. Physical improvements, administrative changes, consolidation of departments, expansion of employee training and instruction programs, service betterments, route extensions, new terminal and operating station facilities—these and more all have combined to form the well-integrated organization that is the CTA.

Let's look at the picture of progress that emerges from a quick review of stories, pictures, facts, and features that have appeared in CTA TRANSIT NEWS over the years since 1947.

The end of 1956 saw the 10-year equipment modernization program nearing completion. Surface vehicles owned and on order as of December 31 were 1,300 odorless LP-gas (propane) buses, 783 gas buses, 593 trolley buses, 700 diesel buses, and 197 streetcars. With the delivery of additional new buses now on order or on a rental arrangement, passenger equipment of the surface system will be 100% modern.



GENERAL VIEW of Forest Glen bus terminal's service building is shown in this picture which was taken during the latter stages of construction. In left foreground is the service area equipped with four undershelter islands for servicing and cleaning buses. In center foreground are the windows (just below roofline) of repair area, while underneath are the windows of the locker room and office. A new unit, the transportation building, is now under construction and will be completed this year.

On the rapid transit system, all-metal cars completely equip the North-South and the Milwaukee-Dearborn "L" subway routes, the Lake street "L" route, and the Douglas Park route, and all of the off-peak service on the Ravenswood and Garfield Park routes. Deliveries were being made at the end of 1956 on CTA's order for 200 modern, all-metal cars, making a total of 674 units purchased by CTA. A final order covering another 70 "Green Hornet" rapid transit cars to be contracted for in mid-year 1957, will complete the initial phase of the modernization of rapid transit equipment. This surface and rapid transit equipment modernization program is one of the most extensive ever undertaken by a local transit agency anywhere in the nation.

The completion of the equipment modernization phase of CTA's rehabilitation program anticipated by the end of 1957 will give the CTA 4,256 new units since it went into business in 1947. By that time CTA will have invested or committed a total of \$97,000,000 for new passenger equipment and \$30,000,000 for other facilities.

But it is not only in equipment that the CTA has made great strides in modernization of operations. Immediately upon taking over the transit properties, CTA inaugurated a system-wide service and operations modernization program which has been continuous through the first nine years of operation.

Following the "takeover" of the former Chicago Surface Lines and Chicago Rapid Transit Company properties, attention was turned to the consolidation of operating, maintenance and administrative departments. The separate organizations of the two companies were combined and duplication of jobs and responsibilities eliminated, making possible many economies in overall operational costs. Modern methods and techniques were installed and, in the offices particularly, modern business machines simplified a number of complicated operations, releasing personnel for reclassification and reassignment to other jobs.

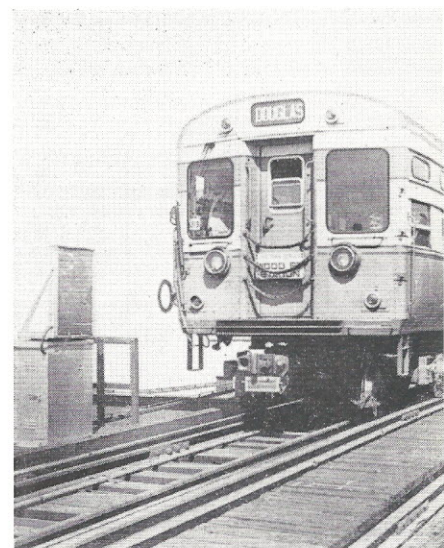
The consolidation of the separate departments of CTA's

two predecessor companies was completed on April 1, 1950, with the unification of the transportation departments of the surface and rapid transit systems. Previously consolidated departments included legal, financial, purchasing, accident prevention and training, schedules and traffic, employment, medical, claim, shops and equipment, electrical and way and structures.

With the acquisition of the Chicago Motor Coach Company in October, 1952, further departmental consolidations were effected in all phases of operations.

In the meantime, activity was being stepped up on other CTA projects. New facilities were being added. The modernization program was extended to other departments.

ANOTHER FIRST was scored by CTA when it installed the first "radar" device ever used by an American railroad to control the routing of trains operating on a frequency of less than a minute apart. "Radar-principled" equipment includes the transmitter-receiver (extreme left), located on the north side of the "L" structure east of the Lake-Paulina junction, and the doughnut-shaped tuning coil (left, front of train).



Changes to increase efficiency of operation were made in shops which had to be geared and tooled to meet the maintenance and servicing needs of the widespread conversions from rail to rubber. Streetcars were disappearing from the streets and the bus fleet was growing. Mechanical and inspection requirements were different and repair and overhaul procedures changed accordingly. New tools and new methods, required by the extensive shift to bus operations, have been put in use at all CTA shops.

During the nine-year period, there has been a constant buildup of special facilities necessary to maintain regular and convenient service operations. To mention just a few: off-street terminals have been expanded until there now are more than 100 located throughout the city; an augmented fleet of 320 snow-fighting vehicles, equipped with automatic salt and sand spreaders, or plows, or both, stands ready to maintain transit service during winter's snow and ice.

Automatic bus washers have been installed at 12 major bus stations. A new, electric motor-operated car washer has been placed in service at the Howard street yards of the rapid transit system.

A substantial saving in bus servicing costs resulted from the installation of "king size" vacuum cleaners at five surface system operating stations. Through their utilization, the interior of a bus can be completely cleaned in two to

three minutes with more thorough results than manual methods which require more than 10 minutes per bus. This high-efficiency equipment is now in service at Limits, Forest Glen, 69th, North Avenue, and Beverly stations.

Line supervision has been extended to all rapid transit routes providing greater regularity of service and increased overall operating efficiency. This installation, in effect, enables CTA to maintain close control over the movement of all rapid transit trains operating on the system through a centrally-located master board in the Merchandise Mart.

Another first scored by the CTA came when the first "radar" device ever used by an American railroad to control the routing of trains operating on a frequency of less than a minute apart was installed at the junction of the Douglas Park and Lake Street "L" branches, near Paulina street. The installation includes automatic equipment capable of distinguishing between Lake Street and Douglas Park "L" trains as they approach the junction. It then sets the necessary switches and signals to assure the proper routing of either type of train through the junction.

CTA's modernization of passenger equipment also has been buttressed by extensive improvement and modernization in other phases of its operations.

Shop, Terminal Facilities Bettered

Approximately \$25,000,000 has been invested to date in bettering terminal, shop and other facilities. Three modern bus garages—Beverly, on the south side, and North Park and Forest Glen on the northwest side of the city—have been constructed and are now in operation. The new stations made possible a greater centralization of maintenance and servicing of surface vehicles and enabled CTA to close a number of the older stations which were fast becoming obsolete. This has been another step towards the achievement of greater operating economy.

Chicago's transit riders went underground for the first time, of course, when the State Street subway began operations on October 16, 1943. But it was after CTA assumed active management of the city's transportation facilities that the second link in the subway system was placed in service. This was the Milwaukee-Dearborn route which started regular operations on February 25, 1951.

A further step in the development of the comprehensive plan of rapid transit extensions will come when trains begin operating through the west side subway in the median strip of the Congress street superhighway, which is expected to occur in late 1957. This service will operate as an extension of the Milwaukee-Dearborn "L"-subway route. The progress made on this project has been noted in CTA TRANSIT NEWS many times since the first dirt was turned for the expressway on December 7, 1949.

In the changing pattern of operations under the CTA, service refinements and innovations have been numerous. More convenient transfer interchanges between surface and rapid transit services have been established; road, station and terminal facilities have been improved. Methods of fare collection have been mechanized through the installation of



CTA'S NEWEST off-street terminal is pictured here. It is located near the intersection of Cottage Grove and Burnside avenues and serves as a private turnaround for Cottage Grove short line buses.

coin registering fare boxes in vehicles and token and coin turnstiles in stations. Transfer issuing turnstiles have been placed in many "L"-subway stations. Universal fare and universal transfer privileges have been established.

Surface system conversions have all but eliminated streetcars which before CTA carried the greater portion of public transportation riders. Today, only two streetcar lines remain—the Clark-Wentworth and the Broadway lines. But the greater flexibility of operation permitted by buses has brought extension of surface routes to new and rapidly growing areas and has provided improved service to wider sections of the city than the streetcars, traveling on fixed trackage, could provide.

Under the CTA, all-express service on the rapid transit system was inaugurated and three Park 'N' Ride lots established at terminals of the Garfield Park, Ravenswood and Douglas Park branches. A fourth, established before the CTA took over operations, is located at the terminal of the Wilmette-Evanston line. To speed up service, little used rapid transit stations were abandoned and operations on the Humboldt Park, Normal Park, Skokie and Westchester branches discontinued. Buses were substituted, and schedules revised to provide greater convenience of operation and more frequent service in the areas affected.

Equipment Modernization Continues

Further service improvements were made in 1956 under CTA's continuing program of modernizing and extending facilities.

Carrying forward into its final phases the equipment renewal project, CTA had orders for 200 modern steel rapid transit cars in effect during the year. Of these, 50 had been delivered by the end of the year, with final deliveries scheduled by July 8 of 1957.

Another 150 odorless, LP-gas (propane) buses also were ordered from the Flexible Twin Coach Company of Loudonville, Ohio, and 100 leased from the Mack Motor Coach Corporation of New Jersey. Deliveries of these had already started by the end of the year, with 50 of the former and 25 of the latter having been received by December 31.

Total cost of these 450 new units is \$13,284,000.

An experimental operation designed to speed transit service in the Loop area was the establishment, on June 25, of

Chicago's first exclusive transit lane on Washington street, between Wacker drive and Michigan avenue. Operating officials anticipate, providing the expected time-saving advantages are realized, that at the conclusion of a reasonable trial and adjustment period, exclusive traffic lanes will be considered for other downtown Chicago streets.

In another important move to provide greater convenience for its patrons, CTA awarded the contract for a "speed ramp" to be installed at the 63rd and Loomis terminal of the North-South "L"-subway route. Preliminary work on the construction of this ramp had already started at the end of the year and completion is expected early in the new year. The ramp will have a capacity of 7,200 persons an hour, a belt speed of 125 feet per minute, and will have controls that permit operation of the belt in either an "up" or "down" direction.

Construction work also got underway in 1956 on a new transportation building at Forest Glen station. This unit will complete the modern, new \$2,500,000 installation at Elston and Armstrong avenues. The servicing, storage, and maintenance areas at the new station were placed in operation on December 2, 1955.

Expand Express Bus Service

Included among service improvements instituted in 1956 on surface routes was the addition of express bus schedules in both rush and non-rush hour periods on several lines, and the re-arranging of lines and schedules to make more convenient connections with the rapid transit system.

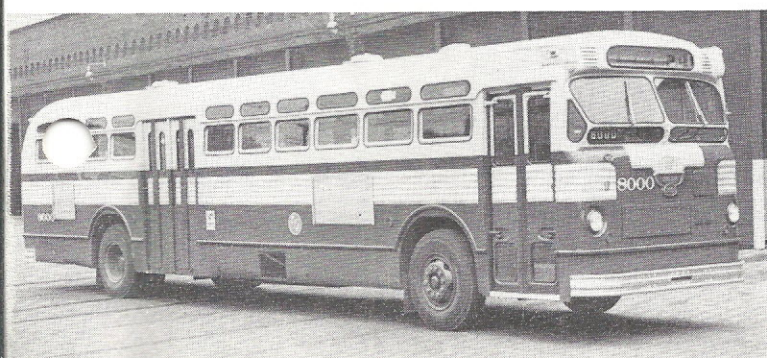
Rapid transit system improvements included the inauguration of faster service on the Lake Street "L" following the closing of the Hamlin avenue station and enlargement of facilities at the Pulaski road station, effecting a consolidation of the two stations and eliminating a station stop.

In cooperating with *Mayor Daley's* cleanup campaign, CTA spent \$370,000 in the cleaning, painting and renovating of its properties, and another \$50,000 in landscaping and beautifying off-street terminals.

The program undertaken included cleaning and/or painting of 66 "L" and "L"-subway stations and terminal facilities among other projects. Another \$247,000 was spent and scheduled for expenditure in renewing ballast on fill and grade sections of the rapid transit right-of-way.

Employee training programs also have been expanded under CTA management. In recent years the major emphasis has been on improved personal service and safe operation. Typ-

THE FIRST vehicle of a group of 150 odorless, LP-gas (propane) buses, ordered from the Flxible Twin Coach company of Loudonville, Ohio, is shown at 77th Depot. A total of 50 were delivered late in 1956.



ical of the planning which has gone into this phase of operations are the S-D Day, Courtesy Caravan and Defensive Driving campaigns. Accident prevention activities have been stimulated by the Station Achievement Award competition among operating stations. Continual stress also has been placed on the practice of safe operating principles in all locations and departments.

Increased benefits for employees became effective in 1949 when the Chicago Transit Board adopted a new pension plan which extended benefits to all employees. Monthly payments under this plan have enabled employees to retire at the age of 65 with a guaranteed income, based on earnings and length of service, for the rest of their lives.

Under the CTA insurance plan, free group life, sickness and accident and hospitalization coverage is furnished to all employees, with the same benefits being extended to dependents through payroll deductions.

The advance in wage rates has been continuous since the CTA acquired control of local transit properties. Hourly rates for Transportation Department employees have increased, for example, from \$1.42 for one-man operators in 1947 to \$2.19½ at present. Pay rates in other categories and classifications also have risen.

Increased Employee Benefits

To provide all employees full and equal opportunity to have their ideas put to use in improving operating methods, and reward those who submit useful ideas, the system-wide Employee Suggestion Plan was instituted in October, 1952. This plan has enabled employees to gain added recognition for initiative on the job and extra remuneration for constructive suggestions pertaining to increased efficiency.

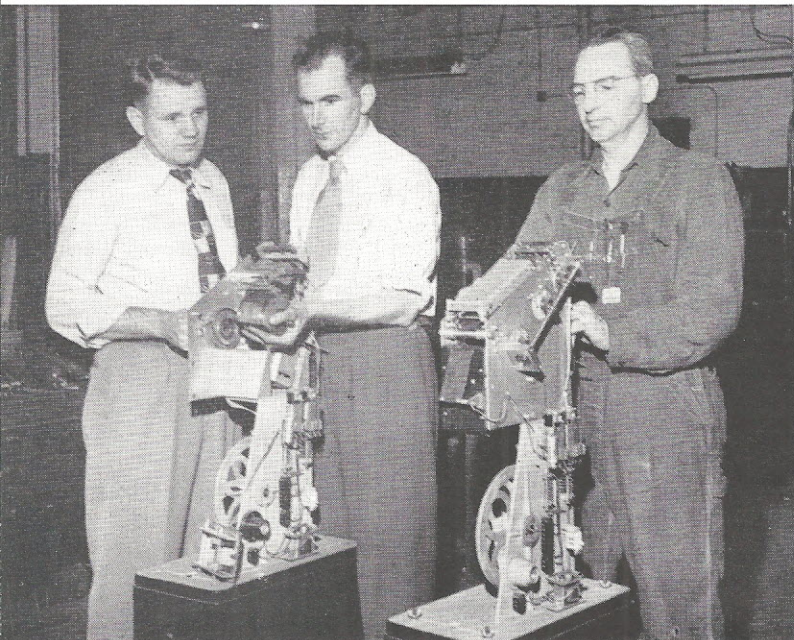
A number of other benefits also have been received by employees under CTA management. A paid vacation of four weeks is being granted employees with 25 years or more of service and paid holidays have been increased from five days to six. Sick benefits have been advanced from \$25.00 to \$30.00 per week for a period of 26 weeks.

Thus the sum-up of CTA accomplishments in less than a decade. The picture in outline of the first nine years and three months of CTA operations is an impressive one, particularly when compared with the history of transit operations in a much longer span of years before consolidation under the present management. Progress has been made in many directions. Yet there are many things that remain to be done before the objective of making Chicago's local transportation system the best in the nation is attained.

ONE OF CTA's snow plow trucks, with its plow blade attached, is all set to go into action, clearing snow and ice from CTA traffic lanes. It represents one of a fleet of 320 efficient snow-fighting vehicles.



Plan Extensive Use of Transfer Issuing Machines



TRANSFER-ISSUING machine is taken apart by *James Stewart* (center) and *James Coe* (left) at CTA's Electrical Department shop at Institute place and Chicago avenue. The machine the two men are working on and the one at right, handled by *Lineman L. B. Farber* of CTA's Electrical Department, were being readied for tests during which 20,000 transfers were withdrawn from each machine at high rates of speed before being pronounced in good working condition.

EXTENSIVE INSPECTIONS and tests, designed to perfect CTA's transfer-issuing machines for eventual use on the entire rapid transit system, were conducted recently by *James Stewart*, design engineer with Ticket Issuing Machine, Ltd., Cirencester, England. The firm manufactures the machines now in service at four State Street subway stations.

Ten of these machines have been installed and are used in conjunction with CTA's Fare-O-Mat turnstiles on an experimental basis. They allow a patron, who has two dimes or a token ready, to obtain a transfer and board a train without having to wait in line at an agent's booth.

After completely satisfactory operation is secured, CTA plans to install additional machines of this type in stations of the Milwaukee-Dearborn subway, the new Congress Street subway, the median strip of the Congress expressway, and, eventually, in all rapid transit stations.

The tests were made by Mr. Stewart in cooperation with *James Coe* and *W. S. McCorkle* of Samuel Moore and Company, Mantua, Ohio, American distributors for the British firm. Members of CTA's Electrical Department were observers.

The testers "tore down" three machines to note the wear and tear on various moving parts. A speed test device

developed by *Edward Wilson*, a CTA power supervisor, found that not only could the machines issue enough transfers to supply fast-moving rush-hour patrons but could actually turn out 130 transfers per minute, if necessary.

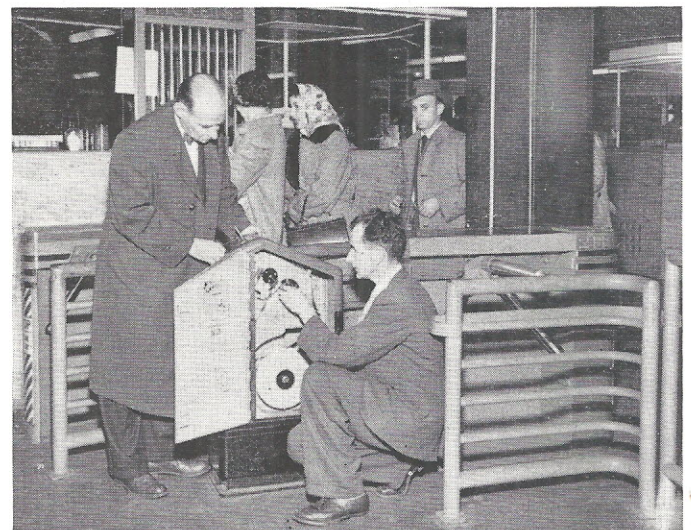
As a patron walks through the Fare-O-Mat and inserts two dimes or a token, he activates the transfer machine which produces, from a roll of blank, green paper, a numbered and dated transfer. If the passenger using the turnstile does not take a transfer, another one will not be issued until the one in the machine has been removed. The date stamp is adjusted daily by CTA personnel.

At two locations in the State Street subway, message repeaters, developed recently by the CTA Staff Engineer's office, draw patrons' attention to the transfer machines and turnstiles. The message repeaters issue tape-recorded instructional and promotional announcements, which are amplified through a loud speaker system at regular intervals.

The first transfer issuing machine was installed in the Randolph-Washington station in March, 1954, along with the new Fare-O-Mat turnstiles. During 1956, nine additional machines were placed in the State street subway between Grand avenue and Jackson-Van Buren.

The fact that fully 75 per cent of rapid transit patrons ask for transfers means that, as use of CTA's rapid transit facilities continues to increase, the need for such time-saving innovations will become ever greater.

IN THE Randolph-Washington station of the State Street subway, *James Stewart* adjusts date-setting dials. *W. S. McCorkle* of Samuel Moore and Company watches to see if right date is printed on the transfer sticking out of the machine. The men observed closely how the machines operated "in the field" under actual traffic conditions. Large reel at the bottom of the machine holds enough paper to print nearly 4,000 transfers.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

A Sightseeing, Shopping Trip To Old Mexico

ACCOUNTING—*Marie Havlik*, Payroll, and her sister, *Ruth*, of the Training and Accident Prevention Department, imported their Christmas gifts. Taking a late vacation, they flew to Mexico City, did some sightseeing and shopping and followed a like program in the other places they visited: Cuernavaca, Taxco, San Jose Puriua and Aca-pulco. They watched a bullfight, visited the Floating Gardens, the pyramids and the palace of the ill-fated *Maximillian* and *Carlotta*. They brought back many articles of Mexican craftsmanship and some wonderful memories.

Santa Claus remembered this department as grab bag gifts were passed out at parties on December 20 and 21.

Hildur Olson, billing, took part in Yule festivities in and around Chicago during her vacation . . . *Helen Franson*, Materials and Supplies, spent the holidays with her sister's family in Bayfield, Wisconsin.

Lois Anderson, also of Materials and Supplies, left CTA December 28 to become a full-time housewife.

Patrick Leahy, formerly of the Utility Department, joined the office force in the Materials and Supplies Department.

Sandra Drayer, Revenue, was married to *Julian Miller* in a ceremony at the Sheridan Plaza Hotel on November 17. About 130 guests were on hand to wish them well. The newlyweds honeymooned in New York City.

Olive Battersby, Payroll, suffered the loss of her brother-in-law, who was her husband's brother and her sister's husband.

—HELEN A. LOWE

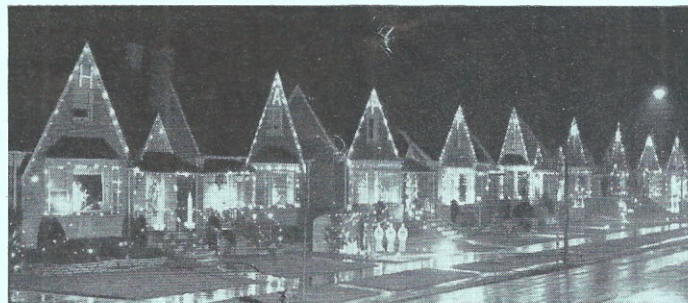
Triple Yule Celebration For Operator's Family

ARCHER — Operator *Sam Tuttolo-mondo* and his family marked three different celebrations during the Christmas holidays. Not only did they celebrate Christmas itself, they also marked the birthdays of two of Sam's children. *Frances* was 15



THE CHRISTMAS SPIRIT

HOW TO show the Christmas spirit in real style is demonstrated by *Paul Schreves* of North Park station's maintenance department and his wife, *Angelina*. Paul's house is only one in the entire 7000 block of School street, Chicago, which for the last four Christmas seasons have been highly decorated. The "A" above the second story window of the Schreves' home (second from left) is part of the word "happy" in the greeting "Happy New Year," which is spelled out along the row of houses.



years old December 24 and *Frank* turned 12 right after Christmas.

Operator *Jim Contant* and his wife celebrated their 20th wedding anniversary recently with a family party . . . Also celebrating 20 wedded years were Operator *Jack Metke* and his wife.

Just before the last pick, Operator *Ed Metke* was given a farewell present by one of his passengers.

Supervisor *Art Roepke* isn't any too comfortable these days. As a result of some back trouble, a plaster cast was molded around his waist. So, fellows, don't get mad

at him and strike him in the bread-basket, because you'll surely come out second best with a broken hand!

Operator *Lyle Packard* and his wife vacationed in Florida, Washington, D.C., and New York.

Operator *Ed Kaminski* and his wife welcomed their third child, *Cynthia*, who was born November 19 at St. Anthony's hospital.

John Kocher, son of Operator *John Kocher*, is now taking Army basic training at Fort Leonard Wood, Missouri.

Marie Ferro, whose uncle, *Frank Ferro*, was formerly a motorman here, joined the CTA family. She is working in the Job Classification Department.

Welcome to the clerks who were transferred to this station on the recent pick.

Clerk *Sy Glass* handled the chief clerk's job while *Charlie Karschnik* was on vacation.

Repairman *Edward Fredericks* was rushed to the hospital for an appendectomy recently . . . Operator *H. O'Malley* has been off sick for some time, at this writing.

We must report the deaths of Operator *Harvey Gerard's* father, *John*, and of *Stanley Krajewski's* father, *Stanley*.

Your reporter would like to direct this closing paragraph to the families of all our operators, clerks, supervisors and repairmen. Although news about everyone is welcomed, it seems that some of our employes are timid about submitting it. If any of you at home have some news, please call Archer depot, leave your telephone number, and I'll contact you.

—R. H. FORTIER

Bus Station Is Seven Years Young

BEVERLY—This garage was seven years old on December 4, 1956, and since 1949, the two who were superintendents at that time are now retired. *Robert T. Duffy* was replaced by *George Evans* and *Rudy Miller* by *John J. O'Connor*.

Mr. and Mrs. *Fremont Snyder* were presented with their fourth grandchild, little *Debra Sue*. The newcomer is the daughter of *Clay* and *Gloria Gilcrist*. Clay, who is a former employe, and his family now make their home in Mobile, Alabama.

Two CTA employes were installed recently as Worshipful Masters of their respective Masonic lodges. Operator *William Reynolds* was made Master of Aaron Lodge 913 and Clerk *Frank B. Rothman, Jr.*, son of *Frank B. Rothman, Sr.*, of South Shops, was installed as Master of Onward Lodge 1072.

Five of Frank's co-workers, all past masters of their respective lodges, acted as installing officers.

George Goerner, who is a good pistol shot, won second place in a turkey shoot. Incidentally, George received word from his son, Howard, who worked as a repairman at 69th Depot and who has traveled around the world with the U.S. Navy, that he became a "blue nose," after crossing the Arctic Circle. He was slated to return soon for a leave.

Baby Kevin Voght decided that November 11 was as good a time as any to make his debut in this world. His parents are John and Pauline Voght . . . Mr. and Mrs. Art Pinelli announced the arrival of Ronald Paul, who was born November 28. The Pinellis now have seven children.

Extended Tour

Mr. and Mrs. Russell Lull completed a 7,500-mile tour of California and the Pacific Northwest. Their first stop was at Altus, Oklahoma, to visit their son, Bill, who is stationed there with the Air Force. They also visited their daughter, Marguerite, in Tacoma, Washington.

John Gertzen, son of Joe and Mary Gertzen, visited his parents on a two-week leave from the Marines.

Tom Judge visited his daughter and four grandchildren in Falls Church, Virginia. He also visited a brother in Rockville, Maryland . . . John and Florence McMullen enjoyed the holidays with their son, John, Jr., and his wife.

Three new faces in the repair section are those of Alan Cooper, Fred Gue and George Scanlon. George is the new relief foreman.

As we wrote this, Henry Wade, who spent 22 days at Woodlawn hospital, was recuperating at home and expected to be back on the job soon.

Operator Milton Hansen and Receiver Harry Swanson died during December . . . Dick Japenga lost his mother-in-law . . . Earl Tibbetts suffered the loss of his father.

—FRANK M. BLACK

Typist Wed In Pre-Yule Ceremony

CLAIM-LAW—Typist Ellen Brygal and Frank Cooley, U.S. Army, were married at St. Leo's church on December 22. A wedding breakfast

for the immediate families was held at the Nantucket Inn.

George Munyer, formerly of this department, and now with Government Intelligence, recently paid us a visit on his return from Trans Jordan. George and his family left for India where George was newly assigned.

The annual election of Credit Union officers will be held on January 25.

—EL-JE

Snow Was Plentiful But Game Was Scarce

ELECTRICAL—Lynn Francisco, line foreman who traveled to northern Michigan on a hunting trip over Thanksgiving, reported that all he got was a lot of snow.

William Staunton, operator's apprentice, who recently underwent surgery, is back at work. During his recuperation at home, he became the proud daddy of a baby boy who arrived on Thanksgiving day. The little fellow's name is John Joseph and he is the sixth in a family of four boys and two girls.

Frank McLaughlin, relief operator at 42nd street substation, is back on the job. He suffered a broken foot after falling off a ladder in his home.

—GILBERT E. ANDREWS

Little Boy Is Guest of Honor

GENERAL OFFICE—(Transportation)—The Joseph Vodvarka family hung up an additional stocking for and entertained at dinner a special guest this last Christmas in the person of Joseph James. The little fellow arrived in time to celebrate the holidays with his sister, Gail, who is now two years old.

Bill Rooney decided to surprise his mother and other members of his family out Niagara Falls way by dropping in for a drumstick on Thanksgiving Day. The scheduled eating spot on Thursday morning for passengers aboard the bus was Erie, Pennsylvania, but the bus and a freak snowstorm approached Erie simultaneously, and for five hours the bus waited to be towed out of drifts. Bill arrived at his destination just as Thanksgiving Day was ending.

Mickey Daly traveled to Middletown, New York, to spend Thanksgiving with her sister and family.

SANTA WAS HERE



"LOOK WHAT we got for Christmas!" these six children of Edward McEldowney, bookkeeper, Accounting Department, seem to be telling everyone. Under the tree with their presents are (left to right, front row) Mary, 7; Kevin, 3½; Jimmie, 1½, and Rita, 5. In back row are Emmett, 8, and Terrence, 10.

Reported by Helen A. Lowe

Through the windows of the train, Mickey witnessed the end of the snowstorm in which Bill Rooney was trapped . . . Wanda and Jack Krause flew to New York City where they visited Broadway. They returned to Chicago in a new car, which was a Christmas present from Jack's son.

Mr. and Mrs. Tom Moore spent almost a month at the Colonial Inn in Miami, Florida, part of the time in the company of Mr. and Mrs. Myles F. Harrington . . . Marie Krausman and Agnes Samek circled Florida on a tour. A flood of birthday cards greeted Marie upon their arrival at Jacksonville.

The new rug in the radio room makes it soundproof except for the clang, clang, clang of the fire machine, the clickety-clack of the typewriter beating out the weather reports and the blasting of the loud speaker.

Power Supervisor Delroe Tosh introduced his daughter, Marcia, to the CTA family. She now is with the Stores Department.

In company with his niece and nephew, Max Willauczus visited Disneyland during his stay in California, during which he visited his father.

(Insurance) — This department resembled petticoat lane as the girls prepared for their Christmas

party in the Boulevard Room of the Conrad Hilton hotel. The conversation piece was the white fur-like hat manufactured and styled by Marilyn Ferraro, whose father, Rocco, is in the Building Department.

Carol Kingsland, recently of this department, is now on double duty since the arrival of twin girls, Sherril Ann and Gail Lynn . . . It's a boy for Jeri Metzger, who recently left Insurance.

A new face is that of Andrianne Traskus, who left an electronic organization to join CTA.

(Stenographic) — Another petticoat lane was seen when the girls gathered in front of the tree in Henrici's for a Christmas luncheon.

(Public Information) — Harold Burda, Clerk III, was transferred to West Shops where he is now a Stock Clerk I. Harold recently was awarded a thermos outing kit by a grocery chain . . . Therese M. Naleway of Charter Service left CTA to accept a secretarial position with another firm.

The annual Metropolitan agents' club party was held at Old Heidelberg with 97 active and retired agents attending. Edward O'Hara, president of Division 308, was toastmaster.

—JULIE PRINDERVILLE

Maybe He Should Try A Rabbit's Foot Instead

FOREST GLEN—*Elmer Riedel*, bedecked in his raccoon skin cap which has been handed down through generations, went rabbit hunting recently. He bagged nary a one of the elusive cottontails, who seemed to be alert to the strange raccoon scent in those parts. Elmer, by the way, transferred to Devon as chief clerk.

The trainroom, decorated over the holiday season, brought warmth and cheer to the men here. New clerks at Forest Glen are *Freddie Myers*, who is assuming the role of chief clerk, and *Jack Moreau* and *E. Ehrhardt*.

Ed Stack and *Roland Head* have transferred from Forest Glen.

A relief janitor who has been working at Forest Glen recently is *Frank Helm* of North Avenue. Frank fell from a ladder and suffered multiple fractures of his right foot last May. For the next few months, he will assume this job until he is well enough to get behind the wheel of his Chicago Avenue trolley bus again. Frank is resuming acquaintances with

many former operators he knew at Kedzie and North Avenue.

Mike Rausch, regular janitor, is presently in the hospital.

Hello to our 12 new operators and lots of luck.

—ROBERT F. CALDWELL

Now Here's A Good New Year's Resolution

LIMITS—Why not make 1957 a banner year for news for this column? Yes, let's keep the news coming in.

Operators *George Schwab* and *Charles Greer* were installed as senior and junior stewards, respectively, in Legion Masonic Lodge.

Operator *Booker Miner* and some friends went hunting for pheasants and succeeded in bagging one in a tree.

Recently celebrating wedding anniversaries were *Mr. and Mrs. John McEvily*, their 15th; *Mr. and Mrs. Ed Konkey*, their 18th; and *Mr. and Mrs. Tom Conley*, their 23rd.

Operator *F. Ross* recently entered the hospital for surgery.

—IRVING J. METZGER

She Visits Grandsons, So Does Santa Claus

LOOP (Agents) — *Helen Lynch* spent Christmas with her daughter, *Ann*, and her family in Norfolk, Virginia. Helen's two grandsons knew that Santa Claus had come to town.

Lillian Scott had Thanksgiving dinner with *Bertha* and *James Hand* in St. Petersburg, Florida.

Agnes Sullivan vacationed at home babysitting with her grandchildren and displaying her culinary art in preparing a Christmas dinner.

As we wrote this, *Mary Brown* was home after being hospitalized with a broken bone in her foot . . . *Margie Arnold* was convalescing at home after surgery and an attack of pneumonia, at this writing.

Viola Bordegan spent her vacation relaxing and catching up on her reading.

Thomas Bowchier's brother passed away in December.

Elizabeth Hill put her vacation time to good use by doing her Christmas chores. She also was entertained by relatives and friends . . . *Mary Ohnesorge* took her vacation at the time her husband was home recuperating from an appendectomy.

Sylvia Wetter visited her brother, *Leland*, in Phoenix, Arizona, and then traveled on to Hollywood, California, to see her sister, *Olive*, and her nephew, *Bill*.

—EDITH EDBROOKE

Niagara Falls, Miami On Vacation Agenda

NORTH AVENUE — Operator *Matt Malina* has pleasant memories of his winter vacation which took him to New York City, where he visited the Statue of Liberty; to Niagara Falls, and then to Miami, Florida, where he soaked up a lot of sunshine.

Yvonne Sieloff, daughter of Switchboard Operator *Arthur Sieloff*, was married December 29 to *Antonio Samano* in Our Lady of Solace church. A reception was held for close relatives and friends.

Five of our fellow-workers took their pensions last month: *Herman Neely*, *P. F. Poggensee*, *Dick Goulden*, *J. H. Perl* and *A. T. Olsen*.

Superintendent *William Hornkohl* and his wife marked their

TAKES PENSION



RETIRING ON pension January 1, *Rudolph Miller*, night superintendent at Beverly station, closed out a transit career that spanned more than 40 years.

Starting in February, 1916, as a streetcar motorman at the old Burnside station of the former Chicago Surface Lines, he was named supervisor at that station in June, 1924. He assumed the post of night station relief superintendent, South Side, in March, 1944. In September, 1949, he became night superintendent at Archer before transferring to the same post at Beverly in March, 1950.

34th wedding anniversary January 13 . . . *Jerry and Mrs. Blake* celebrated 33 wedded years January 12.

As we wrote this, Operator *Ernie Bock* was doing nicely after a recent operation.

Election of officers was held at the annual meeting of the North Avenue Depot Credit Union on Friday, January 11. If you are not a member of our Credit Union, you are missing out on many benefits, such as loan insurance and life insurance. It will pay for you to investigate.

Chuck Haerle became a grandpappy recently.

It would be interesting to receive some pictures of homes with Christmas displays.

—JOE HIEBEL

If you've moved recently,

please notify

CTA TRANSIT NEWS

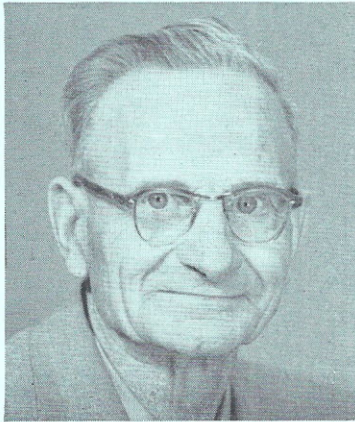
KANKAKEE LIMITED



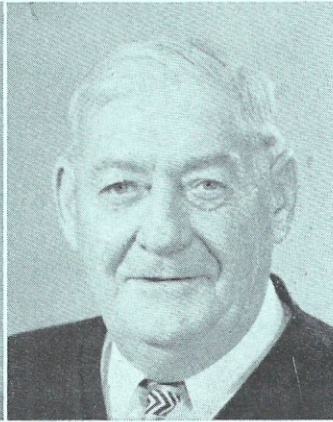
IN THE days before the auto ventured far afield, the Kankakee Interurban Line served communities between 63rd and Halsted streets and Kankakee. Pictured in this 1911 photograph is Supervisor *Leo Manor*, District "A," (fourth from left, back row) who, like many others shown here, worked for the former Chicago Surface Lines after the interurban line ceased operation in 1927. Another former employe of the line (not shown in the picture) is Motorman *Lewis Ronk*, 77th.

Reported by *Frank M. Black*

40-YEAR EMPLOYEES RECENTLY RETIRED



George H. Crofoot, operator, Forest Glen, retired January 1 after 43 years of service.



George Washack, motorman, 77th, retired January 1 after 43 years of service.

Family Proud Of New Baby Boy

NORTH PARK—Operator and Mrs. Bennie Secler are proud parents of their second son, who was born on November 24. The couple also have a daughter.

Operator and Mrs. Carl Frykman had a triple celebration Thanksgiving Day. They celebrated the holiday, Mrs. Frykman's return from the hospital and their 30th wedding anniversary.

The wives of Operators Walter LaRue and Howard Turner are recovering nicely from injuries they suffered in an automobile accident on November 25.

Welcome to the new clerks and receivers who came to North Park on the pick effective January 6.

Ralph Miller, who had been off since last March with a broken hip, is now back at his job.

—EDWARD F. STENZEL and
EARL W. McLAUGHLIN

Did He Shoot 'Em Out Of The Water?

PURCHASING AND STORES—Hunting has become a very interesting sport. Roy Croon, west division, left to go bear hunting and returned with a wonderful catch of fish!

One of our employees, Rita May, became the mother of Pamela Ann on December 5.

William Shevchuk, who had been with the Stores Department since

1946, took his pension on January 1. A \$50.00 check and a retirement pin were presented to him along with everyone's good wishes for a happy retirement.

Three former west division employees are now working in other departments. Ed Coman is now in the Claim Department; Chester Skora, in the Accounting Department, and Joseph Marszalek, in the Engineering Department.

John Siebert, south division, and his wife, Aurela, became the proud parents of Bernadette Ann on November 19. The baby is their second daughter.

Nine girls from the Purchasing Department held their Christmas dinner at Mister Kelly's on Rush street.

South Division employees held their Christmas party on December 8. Of the 26 couples who attended, all agreed that much of the credit for the success of the affair went to John Marasovich, who made the arrangements.

—DAGMAR McNAMARA



"The smart guy is the one who knows the difference between temptation and opportunity."

Their Christmas Was \$500.00 Merrier

69TH—Santa Claus came to the house of Gene Haas in a very pleasant way. Mrs. Haas was awarded \$500.00 at a church affair . . . After Ed Steffan was awarded a turkey, he invited all his relatives to dinner.

Bill Bihlmeyer, who is the proud father of a baby boy, recently passed out cigars.

Jerry Esposito, our barber, is still on the sick list, at this writing . . . Sam Valloni and John Newell were off from work as a result of leg injuries suffered in a fall.

Clerk Frank Rooney returned to this station recently.

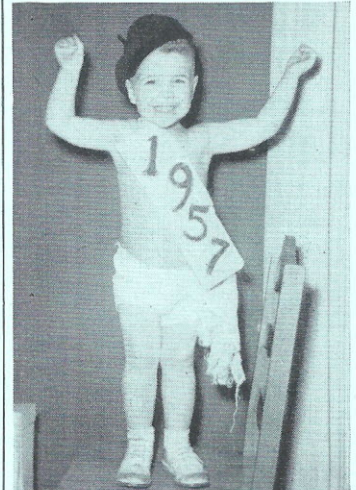
We hope that all the new bus operators find their stay here a pleasant one.

The response to our Defensive Driving program was nearly 100 per cent. Very well done!

—TOM DANIELS

"Doing nothing is the most tiresome job in the world, because you can't quit and rest!"

HAPPY NEW YEAR



THERE'S NOTHING like starting off the new year right, and that's just what I'm going to do," seems to be the thought of two-year-old Gary Wenke, who celebrated the arrival of 1957 appropriately. He is the grandson of Irene Wenke, Accounting Department.

Reported by Helen A. Lowe

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

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

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

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

(City) (Zone) (State)

I am employed in the.....

department, located at.....
I have recently moved from:

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

(City) (Zone) (State)

Scholar Looks Forward To Study of Medicine

SCHEDULE-TRAFFIC—Richard Goldstein is justly proud of his son, Henry, who will graduate January 30 from Steinmetz high school with the rank of third highest in his class. Henry has successfully passed examinations and been awarded a full tuition scholarship at Roosevelt University where he plans to specialize in medicine and psychiatry.

Clark Johnson suffered the loss of his father on November 29, and Bob Hengl, the loss of his brother on December 19.

Robert LaVoie, his wife and daughters, Sharon and Lorraine, welcomed their new son and brother, Lawrence Michael, who was born December 1.

Glen Crump gave himself and Mrs. Crump a Christmas present by completing the job he started last summer, the modernization of their kitchen.

—L. C. DUTTON

Agents' Club Elects New Officers

SOUTH SECTION—The South Side Agents' club recently elected officers, after which festivities were held at Kilty's. New officers are: President, Mae McPhillips; treasurer, Leona Jendersak, and secretary, Antoinette Lezynski. A committee, composed of the latter and Loretta Potvin, was appointed to visit sick members.

Motorman Albert Hill announced that he was the proud father of a baby girl, Adrienne, who was born November 6.

Pat Hickey looked the picture of health after returning from Excelsior Springs, Missouri, where he generally took it easy.

Ed Burns left CTA after many years of service and now is living in Phoenix, Arizona. He can be contacted by writing him care of Fred Beck, 4140 N. 4th avenue, Phoenix.

Switchman Joe Tribett told us that the big bird delivered their third baby boy, Kenneth, on December 15.

Motorman Charles Southard, an ace bowler, was awarded a turkey at Thanksgiving time, and again just before Christmas, by a bowling group, for bowling the high game each time.

—LEO J. BIEN

VETERAN PHOTOGRAPHER RETIRES



ALFRED R. CHOUINARD, 78, CTA's chief photographer, who worked with film greats of yesterday and today during 60 action-filled years with the camera, retired on pension January 1 after 30 years of service.

Mr. Chouinard began working for the former Chicago Surface Lines in 1927 as an assistant in the photography department. In 1929 he became head of the department, the position he held with CTA at the time of his retirement.

A professional photographer before becoming associated with the transit industry, Mr. Chouinard worked for the American Film company here in Chicago in the days when this city was the motion picture capital of the United States.

During his career, he took pictures of such film stars of the past as Mae Murray, Mary Miles Minter, Warren Kerrigan and Margaret Livingston. He developed pictures the comedian, Charlie Chaplin, was then making and shot literally miles of "tear jerker" serials which were popular in that era. Fred also worked closely with the famed Walt Disney in developing animated cartoon work.

Mr. Chouinard was born with a camera in his hand, so to speak. As a boy learning his father's trade, he helped strap photo subjects in a chair to prevent them from moving during the long minutes then required for an exposure.

A dinner in his honor was held December 11 in the Oak Room of Henrici's restaurant, Merchandise Mart. At the affair, Fred received a wrist watch and other gifts from his co-workers.

Pictured in main photo are (left to right) Comptroller Peter J. Meinardi, Mr. Chouinard and Harold Brown, supervisor of methods and procedures. In inset, left to right, are Willis W. Helfrich, assistant secretary of the Chicago Transit Board, who was master of ceremonies at the dinner: Mr. Chouinard, Mrs. Chouinard, and Mr. and Mrs. Alfred R. Chouinard, Jr.

New Arrival In Time For Christmas

KEDZIE—Operator Vincent Patelaro's wife presented him with a baby girl on December 17.

Clerk Cornelius "Red" O'Connor, who underwent an operation, is on the road to recovery, at this writing.

Lawrence Hippert, joined us on December 12 as Clerk No. 5. He replaces Frank Gibasiewicz.

Izzio Wiggins suffered the loss of his father on December 18.

Everyone appreciated the beautiful Christmas tree contributed by members of the Credit Union.

Operator R. L. Blanton became a married man on December 23.

—C. P. STARR

Mark 35 Years Of Married Life

SKOKIE SHOPS—Machinist and Mrs. Julius Elenbogen celebrated their 35th wedding anniversary recently.

Ted Szymanski, electrical worker, and his wife are the parents of a boy, Randall James, born November 16 . . . Superintendent and Mrs. Lester Reichard became the grandparents of David Ross, who was born November 25.

At this writing, Electrician William Johnson was ill . . . Truckman David Guerecca underwent a tonsillectomy . . . Electrician Carl Falk was in Elgin hospital with pneumonia, as we wrote this.

George Rateike, division engineer, and his family vacationed in Florida.

Recently retired was Truckman Alex Sidlowich, who was given a wrist watch by his fellow-workers. The gift was presented by Superintendent L. H. Reichard.

—DAVID GURWICH and EVERETT E. ENGLAND

Angel Becomes Grandpa When Stork Flies In

WEST SHOPS—Gus Angel, carpenter shop, became a member of the Grandfathers' club on November 26 when Thomas Grabinski was delivered by Mr. Stork.

This same bird made two more deliveries when he stopped off at Bus Dispatcher Stan Kaminski's house with a baby girl, and then went over to the home of Dan Consalvo with another baby girl. A former bus dispatcher here, Dan is now working in the Traffic Engineering Department.

Joseph Klein, who formerly worked here and then was transferred to the office of E. M. Guy, commercial sales manager, is back out at West Shops as a booth clerk.

The girls here held an enjoyable Christmas party.

Your reporter would like to start off the new year by furnishing you with more news of personal interest, but he needs your help in gathering this information.

—JOHN T. BURKE

TRANSITAD

FOR SALE: Three-grave lot in choice section near gate of Waldheim cemetery, Forest Park, Illinois. Price \$350.00. Telephone MOhawk 4-7200, extension 2316.

We're Happy To Have You With Us

WEST SECTION—(Agents)—It was with great gratification that I learned of my appointment as your reporter for this column. As you know, its success depends upon all of you supplying your reporter with news of anniversaries, graduations, weddings, new arrivals, vacations and other items of interest. May I expect your full cooperation?

E. J. Pevitts recently joined the porter staff. He was formerly a gateman . . . Charles Jeslak, who formerly worked out of Lawndale, is now a ticket agent.

Agent Alice Rockett spent eight days of her vacation battling the virus bug . . . Making her trip via the airways, Agent Rose Jenesak vacationed in California.

Agent William Guerin is back on the job after three weeks in the hospital.

Agent Frank Zima and his wife motored to Florida for a two-week vacation.

Porter Maurice Powe celebrated his 37th birthday on December 23.

Agent Louis Beck showed a Christmas card he received from Mayor Richard J. Daley and his family.

Agent Thomas O'Shaughnessy received word that his daughter,

Helene, who is connected with the U.S. embassy staff, recently arrived in Tokyo, Japan, after a three-year stay in Rome, Italy.

Keep the news coming in.

—GORDON KELLY

Catfish Sandwiches Again In Vogue

WEST SECTION—(Douglas Park)—Motorman George Rankin gained admittance to our elite "Catfish club". He caught himself a late season 16-pound channel "cat" and will have catfish sandwiches for lunch until he devours the critter.

Your reporter enjoyed a quiet two-week vacation during November, and stayed close to home.

Motorman Joe Turdik, during his three weeks' vacation, got in his share of hunting and fishing at his favorite spots in the South. Joe always seems to know where to find fish and game.

Motorman Johnny Milan turns out some good sketches of the fellows as they come and go. Within a few minutes, he has a good likeness of any subject he tackles.

Conductor Steve Nowak again is a resident of Cicero. He moved back there after living in Chicago for some time.

Clerk Joe Kokocki returned after

FORMER TRANSIT EXECUTIVE DIES

BERNARD J. FALLON, retired president of the former Chicago Rapid Transit company and an executive of that and predecessor companies for 40 years, died December 24. He was 76.

President of the Chicago Rapid Transit company from 1934 to 1947, he started his long career in transportation in 1899 as a rodman for the Chicago, Burlington and Quincy railroad. In 1907, he became a maintenance engineer for the old Metropolitan West Side Elevated railroad.

After retiring in 1948 as president of the Chicago, North Shore and Milwaukee railroad, he served as that company's board chairman.

A mass for Mr. Fallon was conducted December 26 in



Holy Name Cathedral. Burial was in Calvary cemetery.

A resident of 1500 Lake Shore drive, he is survived by his widow, Alma, and two sons and a daughter.

a three weeks' vacation, which included Christmas and New Year's.

(Logan Square)—George Clark, "Met" towerman, presently is ill at Hines hospital.

(Garfield Park)—Conductors Art

Levine and George Cormier went on pension December 1.

Conductor Frank Corda and John Cavanaugh were on the sick list as this was written.

—ARTHUR L. DICKSON

PARIS TRANSIT



PASSENGERS AT a Paris, France, elevated station were preparing to board an incoming train when this picture was taken by Charles Keevil, Engineering Department, during a recent European tour. Mr. Keevil reported, however, that most of the city's rapid transit system is underground.

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

For And About Our Pensioners

ARCHER—*Michael Lane*, a former motorman who worked out of this depot, died recently . . . *C. Schultz* passed away.

—R. H. FORTIER

ELECTRICAL—*Paul Murray*, former communications engineer who retired November 1, sent a card which indicated that he was enjoying his visit with relatives and friends in Harrisburg, Pennsylvania . . . *Harry Essington*, former electrical engineer of power, recently visited his former fellow workers in CTA's Merchandise Mart offices.

—GILBERT E. ANDREWS

LOOP — (*Agents*) — *Helen Rogan* headed southwestward to McAllen, Texas, and left the snow and cold

of Schofield, Wisconsin, far behind . . . *Arthur Hansen*, platform man with 35 years of service, retired December 1 . . . *Lillian Scott* visited *Katherine Odill*, who has a new home in St. Petersburg, Florida.

—EDITH EDBROOKE

BEVERLY—Your reporter enjoyed a nice visit with *Laurence C. Hodapp*, formerly of 77th Depot, who is now residing with a sister in Long Beach, Indiana. He is in the best of health and wishes to be remembered to all his friends. . . . While *Russell Lull* was visiting out west, he stopped to see two former Burnsiders now living in California; *Frank Reed* of Upland and *Dick Keefer* of Glendale.

Al Bittner of Division 241 tells us that *Former Supervisor John Philpott* and *Mrs. Philpott* are now living and enjoying life in Brandon, Florida . . . *Charles Gylling*, former conductor and supervisor at 77th depot, and instructor in the General Office, looks just as fit as the day he took his pension . . . *Garrett Powers*, formerly of 77th depot, is now working as a guard at the Art Institute.

—FRANK M. BLACK

NORTH AVENUE—*Harrison Smith* and *Hugh Golden* passed away recently . . . *Dan Finley*, who was quite sick, was doing nicely, as this was written. His grandchildren are keeping him young . . . *Jim McGrath* died suddenly January 2 and was buried January 5. *R. "Scotty" Thompson* is just resting now. He also sends his best wishes to his old buddies . . . *Rudy Anderson* presently is a patient at Hines hospital.

The old saying is, "No news is good news," but we can't print "no news." We would appreciate learning the whereabouts of our old friends. Simply mail any items of interest to your reporter at 1057 N. Laramie avenue, Chicago 51.

—JOE HIEBEL

SKOKIE SHOPS—A recent visitor to Skokie Shops was *Pensioner Gus Hyde*, who, at this writing, is back in Florida for the winter months.

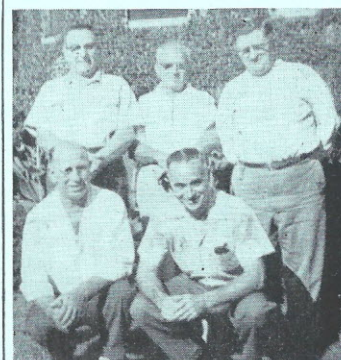
—DAVID GURWICH and
EVERETT E. ENGLAND

SOUTH SECTION—*Conductor Marty McNamara* dropped us a line from Phoenix, Arizona, stating that he was moving into his new home at the foot of the South Mountains. His address will be posted later. . . . *Martha Strauss* said she was feeling better after a recent illness. . . . *Conductor Joe Mascolino* looked hale and hearty after his return from Hollywood . . . *Peter Mirkovich*, recently retired foreman of the "frog" shop, bade goodbye to all his friends and said his new address will be 551 Grove avenue, Anaheim, California.

—LEO J. BIEN

WEST SECTION — Your reporter caught up with *Jerry Kostal*,

ATTEND RETREAT



FIVE MEMBERS of the Notre Dame Retreat league paused a moment during last summer's annual retreat at Notre Dame university to pose for this picture. Kneeling, in front row, are *George Rozak* and the late *Peter Gorman* of 69th Street station's repair department who only recently passed away. In rear, left to right, are *John Ponceigo*, *Frank Bronson* and *Matt O'Shea*.

Reported by *Tom Daniels*

former Douglas Park conductor, and learned that he is "living it up" (as he puts it) and is feeling fine. Jerry, who still lives at 1829 S. 61st court, Cicero, Illinois, sends best wishes to his buddies. . . . *Anthony Mosco*, retired West Section yard watchman, who lives at 2421 S. 61st court, says that everything is fine with him . . . *Motorman Clarence Breiger's* father, *William*, a former employee, was confined to his home in Antioch, Illinois, with a sprained back after falling off a footstool while putting in his window stripping. . . . *D. C. Gass*, retired supervisor, visited Logan Square. He came all the way from Tennessee where he now lives.

—ARTHUR L. DICKSON

53 TRANSIT YEARS



CTA's OLDEST general office employe in point of service, *Michael H. Ryan*, court assistant in the Law Department, who chalked up 53 continuous years of transit service, took his pension January 1.

Mr. Ryan's long career actually dates back to 1898 when he started out as a horsecar conductor for the old Chicago City Railway company. Going into private business for a brief period beginning in early 1903, he returned to the Chicago City Railway company in October, 1903, as an adjustor and investigator. He became a court assistant in February, 1914, at the time the former Chicago Surface Lines began operation. During the summer months, when court was not in session, Mr. Ryan worked as an inside adjustor for the Claim Department.

He is pictured (center) at a party given in his honor December 14 at Henrici's restaurant, receiving farewell gifts from Attorney *James O. Dwight* (left) and Attorney *Erwin Wright*.



"An electric light bulb is the only thing that can go out every night without looking dissipated!"

FOREMAN HONORED



AFTER 48 years of service at 61st street inspection terminal, South Section, Rapid

Transit Division, *George Johnson*, day shop foreman, retired on pension January 1.

Beginning his career in April, 1908, as a motor repair helper, he advanced to the position of equipment inspector in April, 1910. In March, 1935, he assumed the position of night foreman and, in August, 1942, that of day foreman.

Honoring Mr. Johnson (center) on his retirement were (left) *Charles Dowling*, general foreman, 61st street, and *Edward R. Hendrickson* (right), general foreman, inspection terminals, Rapid Transit Division.

SCIENCE AND HEALTH SHORTS

HEART ATTACKS occur just as frequently today among American women as among men. A new study covering a period of 45 years shows that prior to 1940, twice as many men suffered acute attacks as did women. Today, the survey found, the ratio is one to one, with the sharpest increase noted in women over 60 years of age. The researchers discovered that the incidence of acute heart disease among the fair sex continues to grow with age, while the rate for men levels off between 60 and 80 years of age, and then declines. The study also reveals the shocking fact that the incidence of serious heart trouble in the population as a whole was 20 times as great in 1954 as in 1910.

ALTHOUGH MOST of us think of penicillin as the first antibiotic, a New England medical researcher says the honor may actually belong to a familiar kitchen item—vinegar. Like penicillin, the scientist points out, vinegar is the product of microscopic organisms in a controlled fermentation process. Its use as medicine dates back thousands of years to the ancient Greeks. It has never gone out of favor as a folk medicine and *George Washington's* physicians treated him with vinegar vapors during his last illness. Today, scientific studies show that the tart liquid has some medical value. The tests indicate that while vinegar is hardly to be considered in the class of potent antibiotics such as penicillin, it is antagonistic to certain bacteria. Researchers have reported its successful use as a wet-dressing for wounds and in the treatment of both outer and middle ear infections.

FOR MANY YEARS, scientists have tried to discover how aspirin exerts its remarkable pain-killing ability. Many theories have been advanced; some scientists believed that the chemical acted through the central nervous system while others thought that it was through the adrenal glands. But the normal aspirin dose, after dilution in the body, is so small that it was virtually impossible to discover where the chemical was concentrating. Now, the mystery of where it goes has been solved, by the use of radioactive tracers. Scientists at Purdue university fed radioactive aspirin to animals, and with Geiger counters, were able to discover where it concentrates. To their amazement, they

RECENT DEATHS AMONG EMPLOYEES

DOMINIC CHESNA, 66, retired carpenter, South Shops. Died 11-30-56. Employed 3-5-26.

MICHAEL CLARK, 67, retired signal helper, Electrical Department. Died 12-9-56. Employed 2-19-24.

DANIEL CULLEN, 47, motorman, North Section. Died 12-7-56. Employed 5-9-19.

EDMOND DALTON, 68, retired conductor, 77th. Died 11-20-56. Employed 5-9-19.

JOHN DALTON, 72, retired gateman, West Section. Died 11-21-56. Employed 6-26-43.

HUGH GOLDEN, 71, retired motorman, North Avenue. Died 11-11-56. Employed 5-21-13.

PETER GORMAN, 50, repairman, 69th. Died 11-16-56. Employed 3-2-29.

C. A. HANSEN, 62, retired motorman, Lawndale. Died 11-13-56. Employed 6-17-26.

MILTON HANSEN, 64, operator, 52nd. Died 12-7-56. Employed 5-30-23.

J. S. HOFER, 61, retired conductor, Devon. Died 11-25-56. Employed 6-28-28.

M. J. HORAN, 65, retired conductor, Devon. Died 11-25-56. Employed 1-14-19.

W. F. HYNES, 61, retired guard, South Section. Died 12-9-56. Employed 3-15-26.

ELLEN LaPOINTE, 66, agent, North Section. Died 11-27-56. Employed 10-21-24.

M. J. MALLOY, 72, retired gateman, North Section. Died 11-23-56. Employed 1-2-36.

MICHAEL MALONEY, 75, retired motorman, 69th. Died 11-27-56. Employed 1-24-10.

H. E. MEYER, 70, retired conductor, 77th. Died 12-4-56. Employed 5-11-12.

JOHN O'NEILL, 74, retired agent, West Section. Died 11-23-56. Employed 5-4-23.

H. E. SMITH, 67, retired conductor, North Avenue. Died 12-1-56. Employed 11-13-20.

HARRY L. SWANSON, 57, receiver, Beverly. Died 12-13-56. Employed 7-21-31.

JOSEPH TABORSKY, 65, toolmaker, West Shops. Died 11-30-56. Employed 10-11-18.

G. F. WOODVILLE, 70, retired motorman, 77th. Died 11-27-56. Employed 3-20-24.

T. B. ZAPPEN, 63, retired agent, North Section. Died 11-30-56. Employed 8-31-42.

found that the major concentration of aspirin was not in the nervous system or the glands, but in the lungs! Instead of learning how aspirin works, they now have another mystery—how can aspirin cure a headache or pain elsewhere in the body through the lungs? The Purdue researchers are going ahead with their studies, confident that they will eventually find the answer.

IF YOU ARE a healthy person, smoking is not likely to harm your breathing, according to a report by the National Tuberculosis association. Studies made by lung specialists, however, show that smoking can easily damage the breathing process in people with either heart or lung disease. The researchers used a special device to measure the airflow rates and pressures in normal persons and patients with heart or lung disease before and after smoking cigarettes. They found no significant change in the breathing of healthy persons after a number of cigarettes. But they did find that breathing became much harder for the ill person after only one or two cigarettes.

Test Token-Vending Machines

TAKING ANOTHER step toward utilizing mechanical devices to speed fare collections at its rapid transit stations, CTA is trying out four-token vending machines in the Randolph-Washington station of the State Street subway.

Each machine is designed to issue, in exchange for a quarter, a token and a nickel. A patron obtaining a token, plus the correct change, in this manner can proceed directly to trains via the "transfer turnstile" (the combination of a coin-token turnstile and a transfer issuing machine) also in use at the

Randolph-Washington station.

CTA's attempt to encourage the rapid transit-riding public to use mechanical fare-collecting devices and thus speed passenger movement through crowded stations, especially in peak periods, has paid off. CTA personnel found that an average of 400 to 500 tokens have been bought from these machines during a typical weekday evening rush hour.

Two of the machines, loaned to CTA by Standard Changemakers, Inc., of Indianapolis, Indiana, were placed in

service about six months ago. Each one of these has a capacity of 175 tokens. Two additional machines, purchased by CTA from the same firm, and installed early in December, 1956, hold about 300 tokens each. Mounted on stanchions, all four are conveniently located so that users will not hinder the flow of passengers through the station.

After the machines undergo a trial period of about six months to one year, and satisfactory operation is certain, CTA will consider installing additional machines in other heavily-used stations throughout the rapid transit system.

CTA placed the first of the Fare-O-Mat turnstiles in service in March, 1954, when it also installed the first of its transfer turnstiles. At present, there are 19 of the former, and 10 of the latter, in service.

Service Changes

EFFECTIVE DECEMBER 10, CTA's Marquette road bus line (Route No. 110) was extended westward about three-quarters of a mile into the Clearing Industrial District from the old terminal at Kostner avenue and Marquette road to a new terminal at 65th street and Lavergne avenue.

The new service, which was established on a 90-day experimental basis, provides a direct connection between the Loomis station of the rapid transit system and nine factories with about 4,800 employees in the Clearing Industrial Area. It also benefits people living near Marquette road and Cicero who wish to reach the Loomis "L" station.

In addition, a new transfer point with the Cicero avenue bus line was established, enabling passengers from points on Marquette road to ride north or south on Cicero with only one transfer instead of making three transfers via Pulaski and 76th street or Pulaski and 63rd street.

* * *

CTA's JACKSON bus line (Route No. 126), which has been operating over a detour since January 9, 1956, in the area immediately west of the southern end of the Loop, resumed its normal route on December 5.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF NOVEMBER 1956 AND 1955, ELEVEN MONTHS ENDED NOVEMBER 30, 1956 AND 1955 AND
TWELVE MONTHS ENDED NOVEMBER 30, 1956

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

	Month of November		Eleven Months Ended November 30,		Twelve Months Ended Nov. 30, 1956
	1956	1955	1956	1955	
Revenues	\$9,946,169	\$10,013,149	\$110,158,630	\$110,346,485	\$120,709,330
Operation and Maintenance Expenses	8,681,731	8,523,770	93,873,600	93,354,851	103,006,941
Available for Debt Service	1,264,438	1,489,379	16,285,030	16,991,634	\$ 17,702,389
Debt Service Requirements:					
Interest Charges	398,661	406,983	4,431,714	4,539,649	
Deposit to Series of 1947 Serial Bond Maturity Fund	250,000(1)	233,334	2,650,000	2,366,666	
Revenue Bond Reserves (Note 2)	30,000	30,000	330,000	330,000	
	678,661	670,317	7,411,714	7,236,315	
Balance Available for Depreciation	585,777	819,062	8,873,316	9,755,319	
Provision for Depreciation - Current Period	795,693	801,052	8,812,691	8,827,719	
Balance Available for Other Charges or Deficit in Depreciation Reserve (Note 3)	\$ 209,916 r	\$ 18,010	\$ 60,625	\$ 927,600	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	51,993,391	52,063,296	569,946,477	569,641,850	623,798,275
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at November 30, 1956

	Delivered to Date	Remaining to be Delivered	Total
1955 Orders:			
El-Subway Cars	22	58	80
1956 Orders:			
Propane Buses	21	129	150
El-Subway Cars	43	307	350
Delivered under previous orders		3,314	
Less - P.C.C. Streetcars to be converted to El-Subway Cars		200	3,114
			3,464

NOTES:

- (1) Equal monthly installments to retire \$3,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1957.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.



Our Public

SPEAKS

GOOD WILL has been defined as the desire of a customer to return to the place where he has been well served. It is particularly important in the transit business, for it is the good will of the satisfied customer that leads him to ride with us again.

One way to win customers' good will is to do our best to maintain the high quality of our service. Reprinted below are a few recently received letters of commendation about employees who have won the good will of our customers:

"Distinctly Impressed"

"Because I am a member of a citizen's panel of judges, selecting, from letters from the public, Minneapolis bus drivers who are to be rewarded for outstanding acts of courtesy or safety, I am apt to notice the way a driver goes about his job.

"While in Chicago for the National Safety Congress I boarded a bus to ride a few blocks down State street. I was distinctly impressed with the alert, courteous, efficient way the driver, No. 6063 (*Pratt L. Hubbard, Kedzie*), gave information, handled fares, and drove smoothly and carefully under trying traffic conditions."

"Helpful to Everybody"

"I'd like to take this opportunity to say a few things about the bus driver with whom I regularly ride. I have never seen Operator No. 7074 (*Benjamin F. Witt, Limits*) in anything but a jovial mood. He is always courteous and helpful to everybody."

"Nice Handling"

"The purpose of this letter is to say that I have never had as nice a ride on a bus as that of today. The driver, No. 2070 (*Harold Clifford, Devon*), was courteous, as well as all others I have ridden with, but the thing that impressed me about him was the nice handling of the bus. He did not try to pass other buses or automobiles on the Drive, but just kept the bus on an even speed that made me feel completely safe. When I left the bus at my destination, I thanked him for the nice ride."

BY WAY of contrast, here are a few excerpts from letters which reflect adverse rider reactions that affect good public relations. Passengers are justified in expecting courteous and considerate treatment from CTA personnel. The personal attitude of an employee towards his job and its responsibilities

is a major factor in influencing any effort to improve public relations.

"There were several persons, aside from myself, waiting for an approaching bus. Since it was a rush hour, there were many automobiles on the street, too, and the bus was held up about 20 feet away from the corner. The operator allowed his passengers to alight at that point, but we, who were waiting, thought it would be wiser to wait for the bus to reach the corner before we boarded it. That was a mistake. The driver, being able to move his bus, passed all of us up at the corner."

COMMENT: Our vehicles are operated to provide service for the convenience and accommodation of our patrons. Whenever an employee fails to permit a passenger to board or alight at a designated stopping place, he is performing a disservice not only to the patron but to CTA as well.

"Recently my little son and I boarded a bus. I paid our fares and hesitated a moment to return my wallet to my pocket. Because of this hesitation, the operator raised his voice and told us to move to the rear of the bus. I told him that we were going to do just that, but he became more insulting and began to argue with me."

COMMENT: Our patrons are entitled to every consideration. When we fail to extend these considerations, or become discourteous in the handling of any situation, we are not promoting good public relations. We are, literally, "closing our eyes" to one of our most important assets—customers.

"An elderly friend of mine and I were approaching our destination and moved toward the front door of the street-car to alight. Because of her age, my friend was a little too slow in her movements to suit the motorman. He became very discourteous and abusive toward both of us."

COMMENT: Such inconsiderate actions as described above cause patrons to seek other means of transportation.

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

	Dec. 1956	Nov. 1956	Dec. 1955
Complaints	903	1212	1105
Commendations	97	77	92

PAT'S PERSONAL PROJECT -

Service to Blind

GLADYS AND Jack Larkin help their daughter check over Braille material she has just completed. As Pat reads what she has just inscribed, the couple listen carefully to determine if all her sentences are correct grammatically, and watch to see if elements of the page are spaced properly.



PAT HELPS her school chum, *Lois Anderson*, in the comfort of the Larkin living room. In contrast to Pat's conventional textbooks, Lois' books, which are similar to those being compiled by Pat, are extra large and thick. Braille characters must be large in order that Lois can easily pick out the letter indicated by the group of impressions in each space.

TEENAGERS, ALWAYS "on the go," may get into trouble or they may, like *Patricia Larkin*, engage in activities which make them a credit to their families and their communities. Pat, 14-year-old daughter of *Jack Larkin*, engineer in CTA's Specifications Department, makes her work of aiding blind people a year-round project.

This vivacious teenager, like many other girls her age, gets a big kick out of such activities as dancing and watching football and basketball games and other high school events. Yet, she also takes serious interest in and spends much of her spare time compiling books in Braille, the fingertip alphabet of the blind, from material sent her by the Library of Congress Administration Department, Division for the Blind, a Federal agency.

Since she was a youngster of eight, she has been working toward certificates from this agency and also from the Catholic Guild For The Blind. These certificates will qualify her to teach and compile books in Braille on a professional basis.

Pat's work also includes more personal help. One of her closest friends is *Lois "Tobey" Anderson*, a girl blind since birth, whom Pat takes to and from school every day and helps with assignments. Pat also corresponds regularly—in Braille—with a girl her age at a state school for the blind in Jacksonville, Illinois.

For book making and letter writing, Pat takes a stiff sheet of paper and fastens it to a clipboard. Over this and running the width of the page is a wide metal band perforated with four rows of regularly-spaced square holes. Through these holes, Pat makes her impressions on the paper. She

can move the band up and down as needed so that each line is spaced evenly with the one above it. As soon as the girl finishes one assignment, she mails it back to the Federal agency and waits for it either to be approved as submitted or returned for corrections.

Her encounters with a number of blind children and having a relative who is similarly handicapped stirred Pat's interest in sightless people and their problems. Because she asked her parents so many questions concerning the blind, they gave her a guide to the Braille alphabet and other related material.

Pat's interest, heightened by this material, spurred her on to master the Braille alphabet and then the making of the Braille characters. These things she did in a short time, even though she was only eight years old. Putting her newly-acquired talent to good use, she transcribed easy books into Braille for the Federal agency. As she grew more and more proficient at her work, she "graduated" to more difficult books.

The girl at first punched her Braille through with the point of a pair of scissors. However, she soon acquired her present stylus, clipboard, metal band and special paper.

Learning how to space out letters, words, lines and paragraphs evenly required long and careful study. Her efforts paid off handsomely. Never once has she been required to do over any of the work she turns in.

Pat looks forward to going into professional work with the blind. Each day she moves ever closer to her goal of making life a little easier for people without sight.

INQUIRING REPORTER: Evelyn Clark

LOCATION: South Shops

What was your most
pleasant experience
during 1956?



BILL DONALDSON, Foreman, Print Shop: "Last summer we took a most interesting trip to the Smoky mountains during my vacation. It was the first time I had ever been south and seen tobacco fields. During my vacation we also paid a visit to Selfridge Air Force base near Detroit, Michigan, where my son is stationed. He showed us how planes can be brought into a landing by use of radar equipment."

WALTER SUNDQUIST, Electrician, Bus Body Shop: "During the first part of 1956, my wife and I received a letter from Sweden telling us that my great aunt, whom I had never met, had passed away. Six months later, we were very much surprised to receive another letter from Sweden which contained a check for \$200.00 my great aunt had willed me."

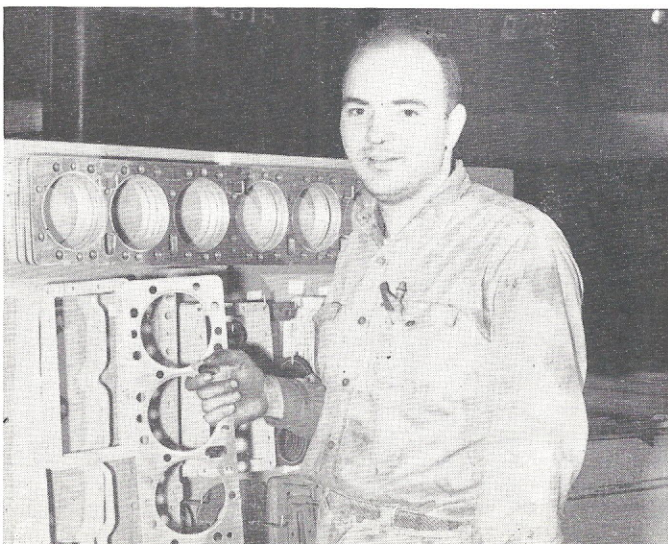


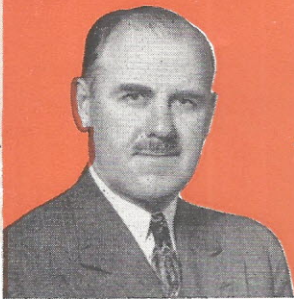
JIM CERVENKA, Painter, Paint Shop: "My most pleasant experience during the year just past was bringing home our 17-day-old adopted daughter, *Joan Marie*, and seeing the happy expression on the face of our son, *Paul*, who was very happy—as, indeed, we all were—that 1956 brought him a sister with whom he, my wife and I could share our lives and love."



CARL WELIN, Machinist, Machine Shop: "Last September, my family and I moved into our new home. Not only did we move into a new house, but we also moved into a very pleasant neighborhood and soon made a lot of new friends. We've been busy, inside and outside, fixing up the house and landscaping the grounds, and we've enjoyed every minute of it."

WILLIAM KOPERSKI, Automotive Mechanic, Bus Overhaul: "Anticipating the arrival of a baby last July, my wife and I pondered over a name for a boy and finally decided on the name *David*. You can well imagine, however, that I was very happily surprised when my wife presented me instead with twin girls on July 25. The newcomers, whom we named *Donna* and *Diana*, join two sisters, *Virginia* and *Judith*."





medically speaking

By Dr. George H. Irwin

CTA Medical Director

USE AND ABUSE OF TRANQUILIZERS

TRANQUILIZER DRUGS come by their name because of the effect they usually produce. The drugs are taken to bring about calmness, to soothe, to sedate and to relieve agitation whatever the cause may be. They are commonly referred to as miracle drugs just as are the antibiotics, although the latter are not in the same category. Some of the most popularly used tranquilizers are Thorazine, Miltown, Equanil, Reserpine, Serpasil, Rauwolfia, Serpiloid, and Reserpoid.

Many other drugs, not mentioned above which are on the market, produce the same general effect. Because they are supposed to relieve fear and anxiety the name of "Happiness Drugs" is sometimes given to them. Their use dates back a century ago when they were used in the form of herbs.

Their most common use is in the following cases: Psychoses, insomnia, nervous tension, cerebral palsy, muscle spasm, Parkinson's Disease, epilepsy, anxiety states, headaches, backaches, arthritis, hypertension, alcoholism, nausea, vomiting, spastic colitis, menopause, and in tremors due to any cause. It is frequently claimed that the tranquilizing drugs will help many of these cases. It is no surprise then that millions of persons try these drugs every year. The unfortunate fact is that many people turn to these drugs as an escape or an easy cure instead of seeking a more permanent adjustment.

The action of the tranquilizers brings relief chiefly in cases of nervous disorders. There is no denying that the results in many of these cases are most gratifying and successful. The important fact to be remembered is that they

should be used only in the cases in which your doctor knows they will benefit you.

Many side reactions or unfavorable effects have been reported. Fortunately if the unfavorable symptoms are recognized early and the drug stopped, serious complications do not progress. Some of the more common side reactions are: drowsiness, slowing of mental reactions, dizziness, headaches, certain skin rashes, tendency to make pre-existing stomach and bowel disorders bleed, jaundice from liver damage and changes in the blood itself.

It is also noted that even though the drugs do not always produce unfavorable symptoms, they may mask or cover up important symptoms which are indicative of serious disease. Tranquilizers, in certain cases, produce an attitude of carelessness and this is not always good. It is not yet decided that these drugs are habit forming although they may be. Some traffic accidents are reported to be associated with the use of tranquilizers.

In connection with the use of tranquilizing drugs, the following points should be emphasized: 1. The tranquilizers have had a beneficial result in certain nervous disorders. 2. Unfavorable reactions, such as those mentioned, are not uncommon. 3. Never take any of these drugs unless prescribed by your personal physician. 4. If you do visit your doctor inform him of your occupation. If your work calls for ever-ready alertness, such as is a necessary attribute for a bus driver, motorman or a mechanic around moving machinery, your physician would like to know about it. 5. If on the other hand these tranquilizers are deemed necessary for your illness do not get a refill without your doctor's permission. 6. If you notice any unfavorable symptoms while taking these drugs report it to your physician.

THE ANNUAL Christmas party for children of members of CTA Post, No. 1216, American Legion brought a roomful of wide-eyed children accompanied by their parents to St. Jude's hall on the evening of December 18. There were entertainment, toys and refreshments for all. The main attraction, of course, was the appearance of Santa Claus. In the picture at the right Commander Joseph Karel is shown handing a

brightly-wrapped present to Jeffery Haseman, who is being held by Santa, personified by Joseph Sweeney, an officer of the 2nd Division of the American Legion. Ali Baba, a magician, who performed for the children, is at the right. The second picture is a study in expressions as youngsters watch a movie being shown by Charles E. Keevil of the Engineering Department.



Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



JANUARY IS named after the Roman god Janus, who had two faces—one looking forward and one backward. For the gardener, this month is just like that: The look backward over last year's garden to see what changes and additions are desirable, and the look forward to prepare for a better garden this year.

Plans for this year will be more satisfactory if you have a few of the new catalogues now being issued by the seed houses and nurseries. They are usually fully illustrated and are filled with suggestions. If you would like to have catalogues from several of the leading dealers in our country, send your name and address to Chicago Horticultural Society and they will see that you receive them.

If you planted tulip and daffodil bulbs in pots and buried them outdoors to develop roots, you can bring them inside now. Give them plenty of water and stand them in the window for several days where they will get no sunlight. When the fresh, green shoots appear, then move them to a sunny window and, in a surprisingly short time, you will have matured plants and lovely blossoms.

If you have stored dahlia tubers, begonia tubers or gladiolus bulbs for the winter, it is a good plan to check them now and examine carefully for any signs of rotting. A soft and mushy dahlia tuber cannot be revived. It should be cut from the stem and destroyed. Signs of mold growing on the tubers can be killed by soaking in chlorox, liquid

"Beads O' Bleach" or other bleaching compound used in the laundry. Dilute these according to the directions on the package, just as though you were using them on linens, or other delicate fabrics.

House plants need attention during these dull, dark days. Syringe them occasionally with a misty spray, so they keep moist in a heated home. To prevent disease and pests, make a mixture of a good fungicide, a product containing nicotine, sulphate and a miticide like "Dimite." Make enough solution to fill a vessel so that you can turn your plants upside down with their foliage in the solution and "swish" them around in it. You will have to hold the soil firmly in the pot so that it does not fall out, and for large pots a piece of cardboard will be called for. You may find a solution of Carco-X, diluted according to the directions on the bottle, to be a very good all-purpose spray for your house plants in winter. Spray all the leaves under and above the surfaces, soaking the soil in a pot with the same solution.

Do not fail to give your evergreens water around their roots whenever there is a dry and warm spell in January. Several buckets of water poured under each plant will save them from "winter burn" that turns the needles brown and injures the whole tree.

During leisure time in January, check over the shrubs in your garden, especially those that have been in place a number of years and have grown very thick. While they are dormant is a good time to cut out old branches or canes that will leave more air for the remaining canes. You can also readily notice where one branch or stalk is interfering or rubbing against another whenever there is a high wind. This is bound to do injury to either or both and one branch should be removed.

Combined Fund Appeal Nets Record Sum

A TOTAL of \$5,544.90 per month was pledged by CTA employees through authorization of payroll deductions during 1957 to the combined Community Fund and Red Cross fund raising plan established by CTA in 1952. In addition, \$4,324.30 was received in individual cash gifts during the month of November, when the employees' solicitation campaign was conducted in a joint appeal.

The money pledged in monthly payroll deductions was divided \$3,696.60 to the Community Fund and \$1,848.30 to the Red Cross.

Contributions were received from 13,127 employees, 10,683 of whom participated through the payroll deduction plan and 2,444 through single lump sum gifts. This represented a 90.4 per cent participation by CTA employees.

Projected over the year, the authorized monthly payroll deductions indicate a total contribution of \$67,000 to the Community and Red Cross funds during 1957. This compares with \$65,500 contributed by CTA employees in 1956.



RED FEATHER "Oscars" for accomplishment were awarded recently to members of CTA's employee team which aided the 1956 Community Fund Campaign. Their efforts were particularly fruitful in that for the second straight year the team reached 100 per cent of its set quota in its solicitations for the Advertising and Publications Section of the campaign organization. Posed here with Ted Jardine, (extreme left) section chairman, are, left to right: John J. Bowen, team captain; Joseph Zukowski, John McKenna, Jack O'Connor, Robert Quetschke, Benjamin Twery and James Touhy. The eighth member of the team, William Lembachner, was absent when the photo was taken.

to the ladies from Ellen

BETWEEN YOU AND DISASTER

REMEMBER GRANDMA'S Pantry, its shelves loaded with food, ready for any emergency, whether it be unexpected company or roads blocked for days by a winter's storm?

Today, when we are vulnerable as always to the ravages of nature as well as the possibility of nuclear attack, every wise and thinking family will likewise prepare for emergencies with the modern equivalent of Grandma's Pantry.

Whether you evacuate or take shelter in a Civil Defense emergency, one of the basic preparations recommended is an adequate food supply for your family. CD advises that you assemble a 7-day food supply in your home shelter area, and a 3-day evacuation-survival kit in your family automobile. This precaution might mean the difference between comfort and hardship—even between survival and starvation—in case of enemy attack or a natural disaster.

An H-bomb explosion can blanket an area many miles downwind with dangerous radio-active fallout. Following enemy attack, essential services such as gas, electricity, and water, as well as normal channels of food distribution, would be disrupted. If this should happen, a family probably would have to depend wholly upon its own food and resources for survival. A Grandma's Pantry could be the family's only available supply of food.

Start your home food storage program today. See your Civil Defense Director for other survival programs and information for your family.

To estimate how much food you should buy for your family's 7-day home food storage, multiply the number of people in the household by the amounts

listed below. Amounts listed below are for one person for seven days. If the children are young, the amounts can be decreased by one-fourth. If the children are infants, canned baby foods should be substituted for some of the other canned foods. Be sure to plan for old people or invalids.

Check the "pantry" at least once a month, preferably more often, and rotate regularly. Bottled water must be changed every six weeks.

Milk: Powdered nonfat dry, 1 pkg.; evaporated, 2 (14½-oz.) cans. Juices: Tomato, 1 (1 qt. 14-oz.) can; Orange, 1 (1 qt. 14-oz.) can; Grapefruit, 1 (1 qt. 14-oz.) can. Fruits: Peaches, 1 (1 lb. 14-oz.) can; Pears, 1 (1 lb. 14-oz.) can; Dried prunes or apricots, 1 lb. Vegetables: Tomatoes, 2 (16-oz.) cans; Peas, 2 (16-17 oz.) cans; Corn, 1 (12-16½ oz.) can; Green beans, 1 (15½ oz.) can. Soups: Assorted, 4 (10½ oz.) cans. Meats and meat substitutes: Beef stew, 1 (1-lb.) can; Salmon, 1 (1-lb.) can or Tuna, 2 (6-7 oz.) cans; Spa-

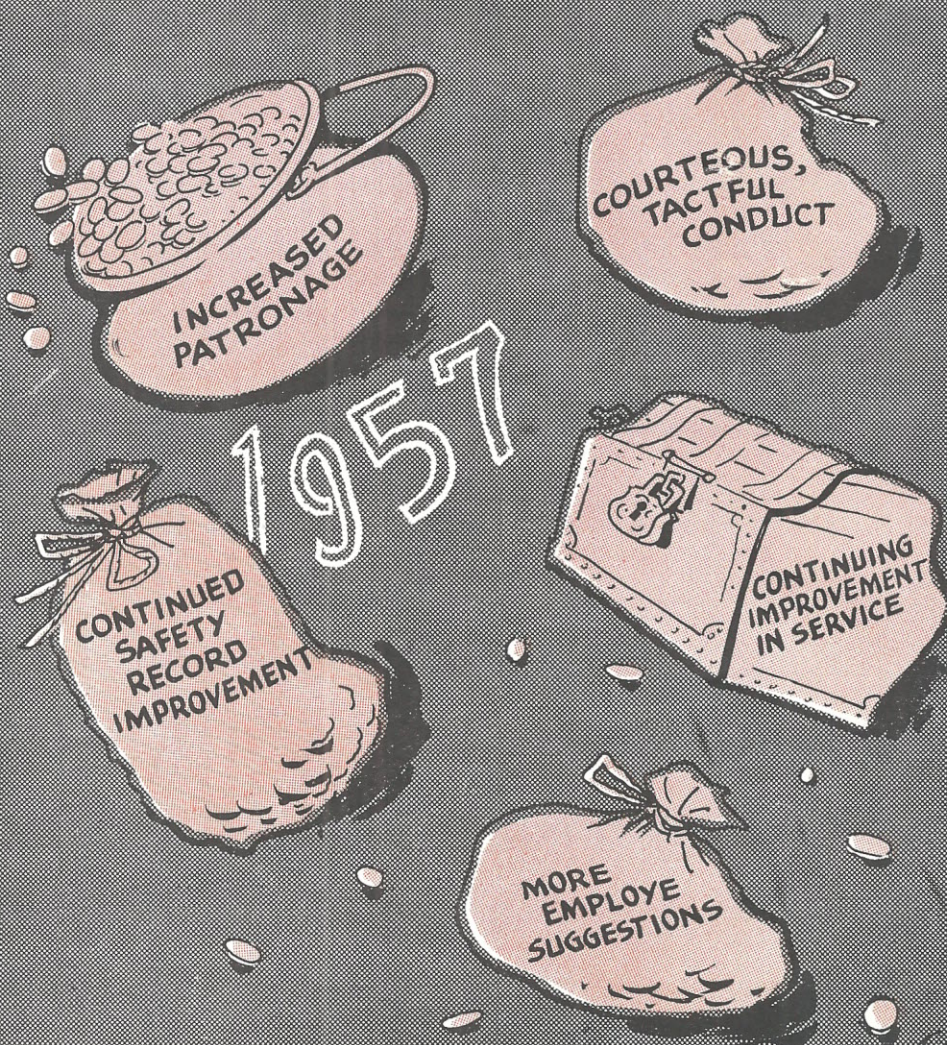
ghetti and meat balls, 1 (15½ oz.) can; Baked beans, 1 (1-lb. can); Cheese, 1 small jar; Peanut butter, 1 small jar. Cereals: Ready-to-eat, 7 (individual serving pkgs.). Crackers-Cookies: 1 box. Beverages: Instant coffee, 1 (2 oz.) jar or instant tea, 1 (1 oz.) jar or instant cocoa, 1 (1 lb.) pkg. Soft drinks: 12 bottles.

Here are other essential supplies: Water in jugs or bottles, salt, sugar, matches, fuel, cooking utensils, can opener, tableware, and utensils, paper supplies, old newspapers, portable radio, flashlight, candles and holders, first-aid kit, blankets, pail, garbage container, games and amusements for the children. Optional supplies: Candy, gum and tobacco.

Also available is a list of Civil Defense publications from which you can get other vital information that will stand between you and disaster. These may be obtained from the office of your local or State Civil Defense agency.



LET'S ALL "DIG" HARD ...IN '57!



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