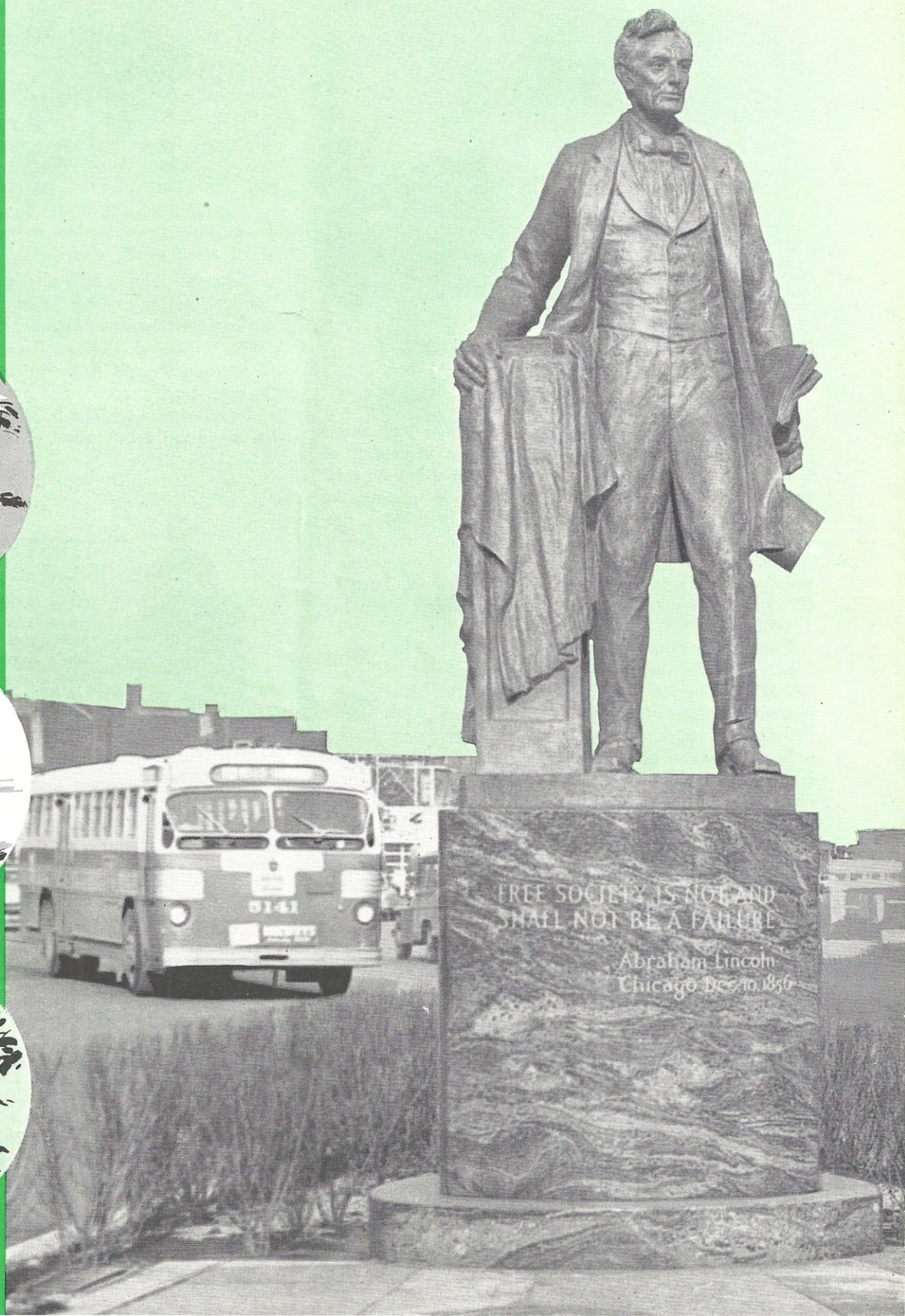
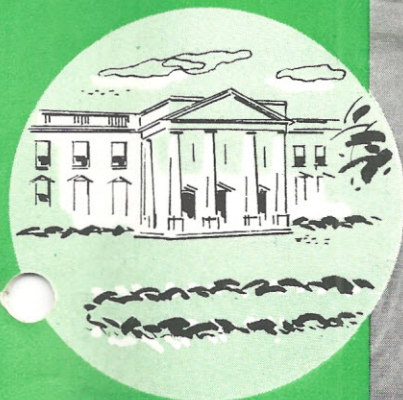
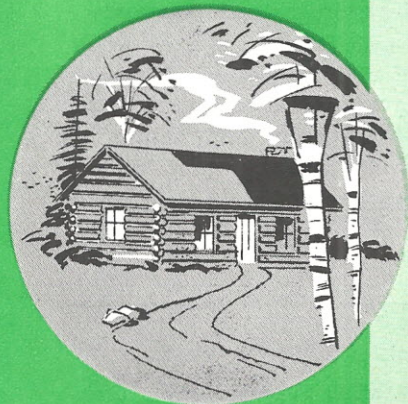


FEBRUARY, 1957

TRANSIT NEWS



FREE SOCIETY IS NOT AND
SHALL NOT BE A FAILURE

Abraham Lincoln
Chicago Dec. 10, 1856



Mrs. Van der Vries Named To Chicago Transit Board

AN ORDINANCE, fixing the salary of *Bernice T. Van der Vries* of Winnetka at \$15,000 per year as a member of Chicago Transit Board, was passed by the Board at a special meeting on January 21, 1957. At the same meeting, the Board honored *John S. Miller*, Mrs. Van der Vries' predecessor, by passing a resolution of gratitude for his services.

Mrs. Van der Vries is the first woman ever to serve as a member of Chicago Transit Board. She was appointed by Governor *William G. Stratton*. Her term expires September 1, 1963.

Prior to her appointment, Mrs. Van der Vries had served for 22 years in the State legislature, representing the old 7th District in the General Assembly. This district was composed of most of suburban Cook County and portions of five Chicago wards.

Known as one of the most able and hardest working members of the General Assembly, Mrs. Van der Vries was chairman of the municipalities committee in the House for seven sessions. In the 1955 session she was chairman of the committee on health, education and welfare. She was also chairman of the Illinois Commission on Inter-governmental Cooperation from 1938 to 1956.

Before entering the General Assembly in 1934, Mrs. Van der Vries served two years as a Winnetka council member. Last April she was elected to a one-year term to fill a vacancy in the council.

The resolution of gratitude for the services of John S. Miller reads as follows:

"Whereas, John S. Miller is retiring from Chicago Transit Board after having completed seven years of able service as a member of the Board; and

"Whereas, John S. Miller served with unimpeachable integrity from a broad background of experience gained as one of Chicago's outstanding attorneys and civic leaders; and

"Whereas, John S. Miller has diligently and unselfishly devoted his time and energy to his duties as a Board Member and to the people of greater Chicago; and

"Whereas, John S. Miller has earned the sincere appreciation and gratitude of his fellow members of the Board and the local transit riders of greater Chicago; now, therefore,

"Be it resolved: Chicago Transit Board, acting on behalf of Chicago Transit Authority and the people of greater Chicago, hereby records and expresses its sincere gratitude and appreciation to John S. Miller for the contributions he has made to the betterment of local transit service."



OUR COVER: February is the birth-month of one of the greatest American presidents, *Abraham Lincoln*, who, while a resident of Springfield, Illinois, was elected to the nation's highest office. It seems fitting, therefore, that the photo of Chicago's newest statue of this historic figure should be reproduced on the cover, especially in view of the fact that it stands in the triangle at Lincoln, Western and Lawrence avenues, right on the Lincoln avenue bus route, featured in the story on pages five and six in this issue. The statue, dedicated last year, is the work of *Sculptor Avard Fairbanks*.

VOLUME X

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RECENT CTA ADDITION TO THE ARMED FORCES

Robert J. Kelly—Training and Accident Prevention Department.

There are people still living who can remember when it cost more to run a car than to park it.

CTA TRANSIT NEWS



SYMBOLS OF SAFETY

ANNOUNCEMENT OF the three winners of the annual Station Achievement Awards for 1956 was made recently as CTA launched its 1957 effort to reduce accidents and costs even further during the year ahead.

Kedzie, by achieving a 3.89 decrease in accidents during 1956 as compared with the frequency rate for the previous three years, won the traffic type award.

69th achieved a 0.94 decrease last year as compared with the record for the past three years to take the passenger type plaque. These are both surface system awards.

Winner of the third award based on the best year-round safety performance in decreasing both traffic and passenger type accidents as compared with the 1953-54-55 period, was Laramie station. In competition for the rapid transit system award, Laramie achieved a 1.22 decrease.

Lawndale finished second to Kedzie; Keeler was a close runner-up to 69th, and Lake Street was in the No. 2 spot after Laramie in the contest for the annual awards.

Winner of the 1956 Special Achievement Award was not determined at the time the other winners were announced. However, the result of this contest will appear in a subsequent issue, as will pictures of the presentation of annual plaques to the winning stations.

Announcement also was made recently of the winners of the quarterly Station Achievement Awards for the last three months of 1956.

Highlighting this announcement was the fact that Laramie for the sixth straight time won the combined passenger-

THERE'S TWO reasons for the smiles on the faces appearing in this photo taken at Kedzie station. They are accounted for by the fact that Kedzie won two of the three quarterly S.A.A. plaques awarded for the last three months of 1956, taking both the traffic type and passenger type trophies. The presentation was made by T. B. O'Connor (left), general superintendent of transportation and shops and equipment, to (center) M. F. Harrington, night superintendent, and W. P. Herbert, day superintendent, in ceremonies participated in by G. A. Roesing (right) assistant superintendent of operating stations.



WINNING THE combined rapid transit system quarterly traffic and passenger award for a record-breaking sixth straight time, transportation employees at Laramie station gather around to watch the presentation of the S.A.A. plaque. Handing it to F. T. Boland, (center), day superintendent, is E. A. Imhoff, (left), general superintendent of personnel. Standing at the right is F. W. Till, district superintendent, West Section.

traffic plaque award for the rapid transit system, and Kedzie took both of the awards set up for the surface system.

Kedzie's double achievement was to record a 3.91 decrease in traffic type accidents and a 1.40 decrease in passenger type accidents as compared with the rate for the fourth quarter in the three previous years. Laramie continued to whittle down its accident frequency rate with an achievement of a 0.52 decrease for the same period.


Grade Crossing Eliminated by New Routing

A CHANGE in the routing of a portion of CTA's 93rd-95th surface line (Route No. 95), which will eliminate use of a grade crossing over the Nickel Plate railroad at about 94th street and Harper avenue, became effective February 3.

Under the new routing, which provides better, more convenient service to CTA patrons, eastbound vehicles travel south in Woodlawn avenue from 93rd street to 95th street, east in 95th to Stony Island avenue, north in Stony Island

to 93rd and thence east over the regular eastbound route. Westbound buses follow the reverse of this new routing.

Formerly, eastbound buses traveled through the area by operating in 93rd to Kenwood avenue, south in Kenwood to 94th street, east in 94th, south and east in a private thoroughfare commonly known as Hogan's Alley, east in this thoroughfare to Stony Island, north in Stony Island to 93rd street and east in 93rd street. Westbound buses use the reverse of this routing.



10,000,000 Tons of Snow!

SNOW CAN be beautiful, but when 10,000,000 tons of it blanket the Chicago area—as it did on January 9 and 10—it plays hob with traffic and transportation facilities.

The sub-zero weather which followed the big storm also contributed further to operating problems, so that it all added up to a big headache that lasted more than a week after the snow that fell on the city during the two-day storm.

But CTA emergency crews met the challenge and under the circumstances did a remarkably fine job of keeping the streets clear so that surface vehicles could move, though a little more slowly than usual, over their regular routes.

Despite the heavy snowfall, service delays were kept at the minimum although there were unavoidable irregularities and vehicles were 15 minutes behind operating schedules. Stranded autos and vehicles parked along curb lines all added to the difficulties of keeping traffic lanes open as snow plows and salt and sand spreaders went into operation.

Rapid transit system operations were less affected by the storm. Trains were running behind schedules but generally were maintaining good intervals. Riding was heavy during rush periods. Many motorists left their autos at home or stranded on the snow-filled streets and used CTA service.

At the height of the storm during the afternoon and night of January 9, CTA had 195 units of snow-fighting equipment on the streets. The following day, when the big “dig-out” started, 80 units were in service, and for two days

afterwards the emergency crews were still waging the battle, though to a lesser extent, to keep the routes open. The estimated total cost of fighting that storm and the bitter weather which followed had reached approximately \$290,000 by January 16.

On Sunday, January 13, another snowstorm hit the city, and while it was not as bad as its predecessor, it required 82 units working from around noon to 9:00 p.m. to clear the new fall away. A lighter fall on January 15, which spread a thin layer of snow on the already slippery streets, also necessitated the calling out of emergency crews.

Some of the figures compiled on the amount of material and the cost to CTA from the period of January 9 through January 15 seem almost astronomical. According to the Transportation Department, 13,227 100-pound bags of salt were used, or a total of 1,322,700 pounds of salt. An additional 12,496 cubic yards of combined salt and sand also were needed. The weight of this mixture is 2,200 pounds per cubic yard; or a total of 27,491,200 pounds. The cost of material alone was \$119,883.00. Labor and equipment costs added approximately \$170,000.

Commenting on public transportation during the January 9 storm, the Chicago Tribune said in an editorial on January 11:

“Many automobiles were stranded throughout the Chicago area in the snowstorm Wednesday night. Yesterday thousands of motorists left their cars at home and used public

transportation to get to work. Those who could use the rapid transit lines or suburban railway trains experienced no difficulties. Those who used CTA surface vehicles in the rush hours found them crowded and slow.

"This is what happens whenever the city receives a heavy snowfall or whenever the streets are icy. Thousands who depend on automobiles for transportation suddenly demand space on public transportation.

"It is not unjust to the motorists of Chicago to expect them to pay part of this cost of valuable stand-by service. They cannot expect the regular riders or the general taxpayers to do so. Anyone who can afford to pay several thousand dollars for an automobile also can afford to pay a few dollars for the public transportation which he needs desperately in bad weather and which he occasionally uses in good weather."

Re-emphasizing the fact that winter storms require stand-by snow equipment to be ready for action at all times is the fact that between November 23 and January 15, CTA crews were called upon 19 times, some days working long hours at a stretch at the task of clearing streets and rapid transit right-of-way so that service could be maintained.

But it is not only the problem of clearing streets that CTA has to contend with during severe winter weather. There are other factors which cause slow-downs and interruptions in service.

Cold weather causes a higher incidence of equipment failures—metals contract and snap, engines fail, motors are hard to start. Extreme cold can snap trolley wires, as it did in Evanston in the middle of the evening rush-hour when below zero temperatures were registered during the recent wintry spell.

Rush-hour volume is greater because fewer people drive their autos, causing crowding and delays and longer loading stops. And off-peak riding drops very sharply—shoppers stay home because of the cold. That means a big drop in revenue.

TRACK SWITCHES had to be in safe operating condition so that trains could keep moving on the rapid transit system. The workmen in this picture are thawing out switch with a snow melter at the Wilson avenue yards. Kerosene, gas and electric switch heaters also are used for this purpose.



STALLED AUTOMOBILES were among the chief obstacles facing CTA snow-fighting crews attempting to clear streets after the big January snowstorm. A plow had already opened a lane down the center to permit buses to operate on Grove street in Skokie when this picture was taken, but cars on both sides blocked further efforts to widen the lane.

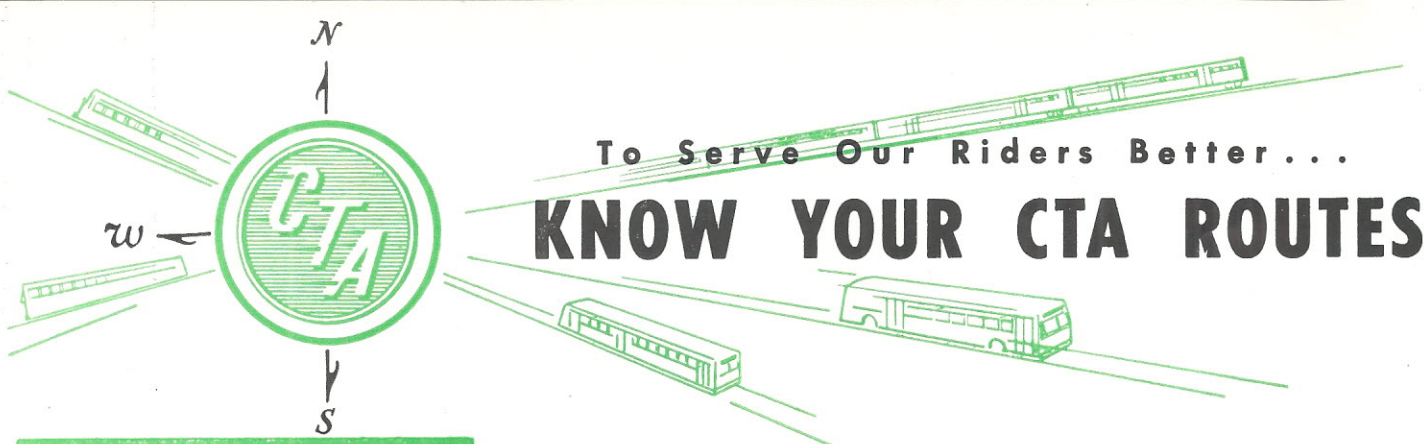


A CTA service truck, equipped with a snow-plow attachment, clears the way along Sheridan road between Irving Park and Montrose avenues. Again a parked car at the curb narrows the street area in which the plow can work.



SNOW BANKS piled up along the curb lines in the wake of emergency equipment thrown into the battle to keep surface traffic lanes open. Here, a revolving drum truck rented from the Materials' Service Corporation cuts a path in the 3100 block on Armitage avenue.

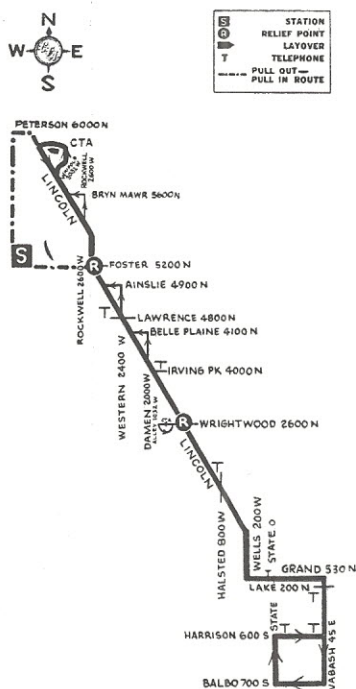




KNOW YOUR CTA ROUTES

(This is the 27th in a series on
CTA routes)

LINCOLN-WABASH



CTA'S LINCOLN AVENUE route combines two service lines—Lincoln-Larrabee, No. 10, and Lincoln-Wabash, No. 11—both operating from a northwest side terminal at Whipple street, near Peterson, (6000 N) to the downtown Loop.

The routes vary only in that the Wabash buses serve the east side of the Loop and the Larrabee buses, operating over Wells street, serve the west side of the Loop.

At its southern end, Lincoln avenue forms a juncture with Wells street (200 W) near North avenue (1600 N). From

that point it courses in a northwesterly direction.

Because of direct service over connecting streets to the Loop, however, CTA buses have longer routes. The measured round trip between terminals of Lincoln-Wabash buses is 20.30 miles; that of Lincoln-Larrabee buses, 19.38 miles.

The routing of Lincoln-Larrabee buses is via the following streets: southeast on Lincoln from Peterson to Larrabee; south on Larrabee from Lincoln to Chicago; east on Chicago from Larrabee to Wells; south on Wells from Chicago to Harrison; west on Harrison from Wells to Franklin; north on Franklin from Harrison to Congress; east on Congress from Franklin to Wells, then over the inbound route.

Lincoln-Wabash buses operate over this route: southeast on Lincoln from Peterson to Wells; south on Wells from Lincoln to Grand; east on Grand from



AUGUSTANA HOSPITAL, at 409 W. Dickens street (2100 N), is but a few steps from the route of Lincoln avenue buses. It also is conveniently reached by transfer from Fullerton rapid transit station of the Ravenswood and north-south "L"-subway routes.

THE CHICAGO river and the Wabash avenue and State street bridges and skyscrapers along Wacker drive provide the chief elements of this picture looking southwest from the Wrigley Building. Lincoln-Wabash buses cross the Wabash bridge at this point when entering or leaving the Loop.



AN OFF-STREET facility near Lincoln and Peterson serves as a northern terminal for the Lincoln avenue route. Placed in service in 1951, it is adjacent to a growing business district which has developed in recent years.

Wells to Wabash; south on Wabash from Grand to Balbo; west on Balbo from Wabash to State; north on State from Balbo to Harrison, east on Harrison from State to Wabash, then over the inbound route.

Service on the Lincoln-Wabash route is operated between 6 a.m. and 6:30 p.m. each weekday, and on evenings and Saturdays the north terminal of the line is at Wrightwood and Lincoln, except on Monday and Thursday evenings, when through service is operated to Peterson avenue for the convenience of shoppers. This route does not operate on Sundays and holidays.

Weekday schedules on the Lincoln-Larrabee route are set up to provide four-minute headways during morning and evening rush hours, and 10-minute intervals during the rest of the day. Saturdays, service is operated on seven-minute headways during the morning peak, on five-minute intervals through the evening rush period, and six and eight minutes between buses the rest of the day. Sundays and holidays, the intervals range between eight and 12 minutes through the day. These lengthen to 15 minutes in the evening. "Owl" service is in effect on 30-minute headways from 1 a.m. to 4:50 a.m.

The Lincoln-Wabash leg of the route weekday schedules call for buses every eight minutes during the morning rush,



TYPICAL OF similar style accommodations that are springing up all over the country is this motel at Lincoln and Bryn Mawr avenues. In addition to this new type of construction, the building of new residential and business properties has hit a new high in this northwest area.

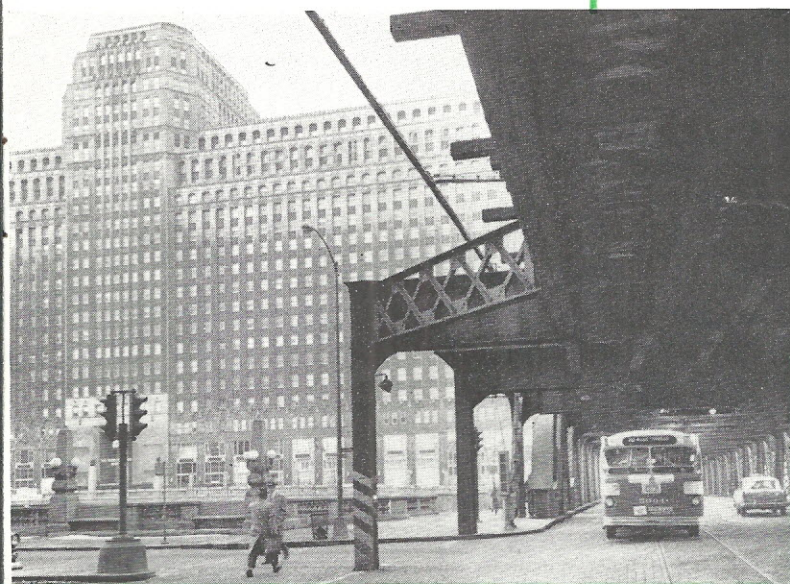
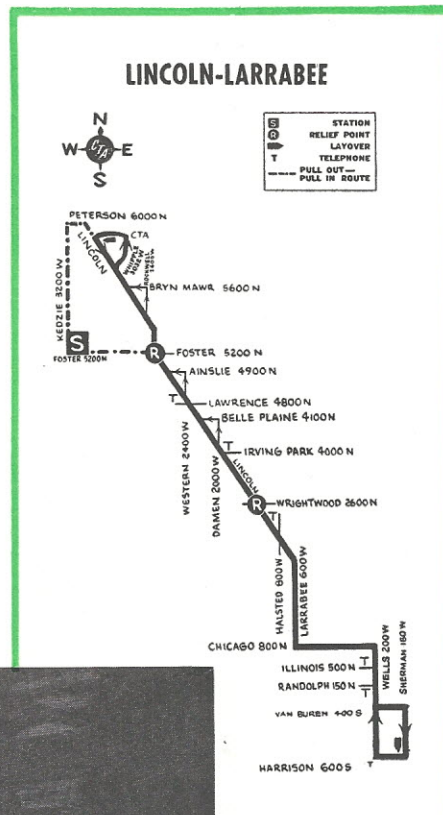
every six minutes through the evening peak period, and every 10 minutes during the rest of the day and evening. A Saturday short run shuttle service between Wrightwood and Balbo is on nine-minute intervals from early morning to midnight.

Forty-one buses, based at North Park station, are available for service on the two routes as needed. The running time for the trip between outer terminals varies from 44 to 66 minutes, street traffic conditions and time of day being the governing factors.

Lincoln avenue buses, because of the many north and west surface lines crisscrossing the route, is used heavily by transferring passengers. The route also affords convenient direct transfer connections at a number of rapid transit system stations on the Ravenswood route and the north-south "L"-subway.

First transit service on the route was established from Chicago avenue to Lincoln avenue, and along Lincoln from Center to Fullerton in 1871. During the following years the line was extended on Lincoln by various stages until it reached Peterson in 1931.

(The 28th in this series on CTA routes will appear in a future issue.)



EVEN TEXAS, the state of bigness, has nothing to equal the mammoth size of the Merchandise Mart, the world's largest commercial building, served directly by Lincoln-Larrabee buses. CTA general and administrative offices are located here. In this view looking north along Wells, a bus traveling under the "L" structure is approaching Wacker drive on its southbound trip.



OF INTEREST in connection with the story on the Lincoln avenue route is this photo of an old-time horse car which was in service on Lincoln avenue, apparently at the time the first section of the line was placed in operation in 1871. The picture is from the Public Information Department's historical file.



Our Public

SPEAKS

THE DIFFERENCE between a happy satisfied customer and an unhappy one may be nothing more than a smile and a courteous manner from one of our employees. It doesn't take any more time or cost a cent to make a regular patron out of an occasional rider. Our patrons appreciate pleasant, dependable service and often write letters of commendation expressing their thanks for the service they have received. Many of our employees have shown efficiency and courtesy in the performance of their duties and reprinted below are a few recently received letters from customers who have noted their efforts and thought they should be commended:

"Greatly Impressed"

"I would like to call your attention to the fact that I was greatly impressed with the polite, courteous and unusually dignified manner of one of your bus drivers, No. 2376 (*Dean Chandler, 52nd Street*).

"On Sunday my husband and I took this bus to the International Amphitheater and, as this was our first trip there by way of CTA, we asked a lot of questions of this driver, aside from my husband being very slow in giving the right change. Throughout this tax on his patience and time, No. 2376 was soft-spoken, calm and most helpful. I was so impressed, I took his number."

Expresses Compliments

"I would like to take this opportunity to express my compliments and equal gratitude for having the pleasure of riding on a Washington boulevard bus with driver No. 11902 (*Chris Pantos, Kedzie*). With the tension of working all day in an office, I look forward to boarding his bus. He is kind, considerate and has a smile for everybody, both young and old. The bus may be crowded, but everyone is much at ease with him behind the wheel. I have ridden with

many operators before, but he really does a wonderful job."

"Cheery Good Morning"

"Recently I boarded a Lawrence avenue bus and was greeted with a very cheery good morning. To my surprise, every passenger was greeted the same way. This was a dark, dreary, rainy, cold morning and I'm sure all the passengers were sent on their respective ways much happier."



"Operator No. 6668 (*Michael Kompanowski, Forest Glen*) was most patient with the older people getting on and off and when one woman dropped a dime, he picked it up for her without a grumble or comment and gave her a big pleasant smile to set her at ease."

ALSO, THERE are situations that occur, through some misunderstanding or negligence on the part of an employee, that make patrons feel they have not received the service they are entitled to. Reprinted below are letters expressing their views:

"Recently I boarded a Grand avenue bus at five minutes to four. I paid my fare and was issued a transfer. I got off at Western avenue and boarded the

Western bus. The driver refused to take the transfer because it was punched at 2:00 o'clock and I had to pay another fare."

COMMENT: Close inspection of the transfer that accompanied this letter disclosed that the first operator did issue an incorrectly punched transfer. If he had been more conscientious in the performance of his duties, this complaint would have been avoided. However, the fact still remains that a patron was inconvenienced and perhaps CTA has lost a customer because of it.

"While riding on a bus, I witnessed some very mean actions on the part of a driver. When the signal light changed to red, the driver, very reluctantly, stopped his bus. In the meantime, while waiting for the light to change, a lady was standing outside the door and asked the driver if the bus went to a particular street. The light changed and he slammed the door in her face and drove off without answering her question."

"Next, another red light made him stop the bus, but this time it was in the middle of the block because of the other traffic ahead of him. He opened the front door to allow passengers to alight, but drove right past five or six people who were waiting at the regular stopping zone. The bus was practically empty, too."

COMMENT: Whenever a vehicle is held back from a stopping zone due to traffic signals or other vehicles, a second stop is to be made at the designated zone. Every group of five or six passengers passed up means that many more disgruntled patrons. It is through the fares of patrons that CTA is able to operate.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for January, 1957, December, 1956, and January, 1956:

	Jan. 1957	Dec. 1956	Jan. 1956
Complaints	1469	903	962
Commendations	105	97	125

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

An Accounting Of Two Margarets

ACCOUNTING—While their associates were battling subzero cold and blizzard conditions in Chicago, *Margaret Timmons* and *Margaret Walker*, Materials and Supplies, were basking in southern sunshine. Margaret Walker flew to Havana, Cuba, along with her mother for a visit with her brother, who is an evangelist there. Upon her return alone to Miami, Florida, she unexpectedly met Margaret Timmons on a downtown street and was able to join her for some sight-seeing. The latter spent about 10 days in Miami Beach and vicinity.

Genevieve Mocariski, voucher, who was struck by an automobile while en route to work January 7, returned to her job.

Eleanor Roche was transferred to Materials and Supplies from Treasury on January 11.

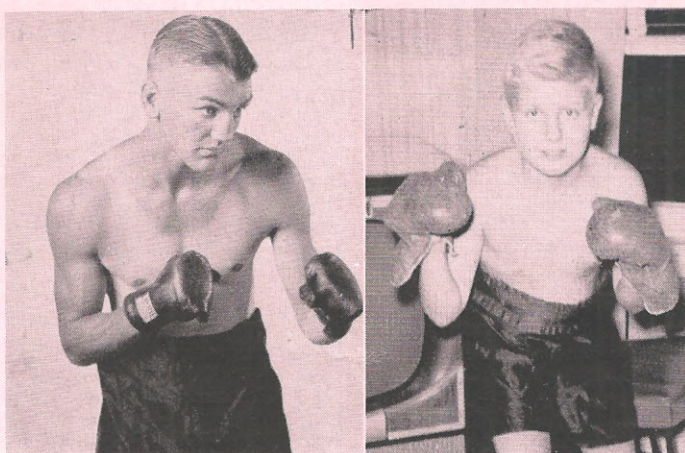
Two Brides-To-Be

Two girls from Revenue joined the ranks of prospective brides during the Christmas holidays. *Diane Roebert* received a diamond ring from *Carl Marotzke*. They plan a June wedding. *Barbara Kubiszak's* diamond ring marks her betrothal to *Raymond T. Biegalski*. No wedding date has been set.

On January 3, *Raymond Schramm*, supervisor, Accounts Payable, became a grandfather when his daughter, *Mrs. Reno Nিকেle*, presented him with his first grandchild, *Christopher Joseph*. And *Kathleen Ann Fitzsimons*, the first grandchild of *Andrew J. Fitzsimons*, assistant general accountant, arrived on January 20. Both grandfathers passed around cigars and candy.

New officers were elected at the sixth annual meeting of the General Offices Credit Union, held January 10. The following were elected for two-year terms: President *James E. Touhy*; treasurer, *John C. Ruberry*, and auditing committeeman, *Frank X. Hodapp*. A dividend of three per cent was declared payable to shareholders for the year 1956.

—HELEN A. LOWE



"AND IN THIS CORNER . . ."

GEORGE UNWIN, lineman, Electrical Department, strikes the familiar fighter's pose in this picture taken in 1929 when he was a professional boxer fighting under the name of *George Kerwin*. As an amateur, he was, variously, a flyweight, featherweight and lightweight. After winning 21 straight matches, he turned professional in 1928 and, when he retired from the ring in 1933, he had chalked up a record of 60 wins as against only 10 losses. In accompanying picture, his 11-year-old son, *Robert*, emulates his father's style.

Reported by *Dagmar McNamara*

A Sad Story Of Cold Coal

BEVERLY—When *John McMullen* and *Virgil Trimmer* went to get ice for the Credit Union party, they decided to obtain it from a large ice-vending machine. But it seems that the wrong levers were pulled. At party time, the "ice" bags were taken out of the refrigerator and opened, and out poured the prettiest little black cubes one ever saw! You guessed it; the machine also dispensed coal! Despite this mishap, everyone had a good time. *Virgil* was reelected treasurer and was placed on the board of directors. Also elected to the board were *Peter Flaherty* and *Earl Tibbets*. Serving on the credit committee are *Frank Pierson* and *Martin Conway*. *Charlie Abt* was named to the supervisory committee and *Floyd Grajek* was appointed to fill the vacancy of his brother, *Richard*, who resigned. All other officers remained the same.

One of our new operators is *James Ytsma*, who was discharged from the Navy last August . . . Another new man, formerly of the Kankakee Motor Coach line, is *Guston Holloway*. *Guston* saw service as an Airman First Class in the Air Force . . . Still another new employee is *Larry Manter*.

Vernon and *Mary Woods* spent the last three weeks of January visiting friends in the southern tip of Florida. Highlight of their trip was a jaunt down to Key West.

Mavis Bennett spent a couple of weeks in Gulfport, Mississippi . . . Clerk *Marty Carey* and his wife, *Frances*, returned from a life of ease at Miami Beach, Florida. They were only a half a block from the beach. *Marty*, who reported that Miami has a fine transit system, enjoyed riding the buses there.

Bill Bowen has been home from Hines hospital for about two months now and is getting along fairly well on crutches and in a wheelchair. *Bill* and his wife,

Eileen, celebrated their 38th wedding anniversary on St. Valentine's Day . . . Also on the sick list, at this writing, is Chief Clerk *Bill Frank*, who became ill in December while on vacation. He recently was discharged from the South Shore hospital and is recuperating at home . . . Confined at present to Roseland Community hospital is the wife of *Dick Dop* . . . *Melvin Dixon* underwent treatment at Hines hospital.

Ted and *Bess Dexter* recently were visited by their son, *Warrant Officer Ted, Jr.*, and his family. *Ted, Jr.*, is a helicopter pilot stationed at Camp Campbell, Kentucky.

Lt. Agis Bray, Jr., son of Operator *Agis, Sr.*, was expected back in the States during the first part of February after being stationed in Germany.

At Nike Base

George Harrop, Jr., formerly of repairs and the son of Operator *George, Sr.*, is now stationed at a Nike base in Hannah, Illinois.

John McCarthy, Jr., formerly of repairs and who is the son of Operator *John, Sr.*, and brother of Clerk *William*, returned from California recently.

Frank Pierson, Merriotte Park's fire chief, complained that the red suspenders given him as a Christmas present by *Ralph Bramlett* and *Ed Ricker* have faded on his blue shirt, and now he is demanding a new shirt.

Mr. and Mrs. Marinus Dykhuisen attended two graduations on January 30. Their daughter, *Geraldine*, received her diploma from Chicago Vocational high school and their son, *Johnnie*, received his from Kohn elementary school. *Geraldine* hopes to enter nurse's training this fall.

—FRANK M. BLACK

If you've moved recently,

please notify

CTA TRANSIT NEWS

BOWLING CHAMP



THE RESULTS of 42 years of expert bowling on the part of *Frank Wagner*, motorman on the Ravenswood "L" branch, are shown by this impressive array of trophies. Frank, who has bowled with the former Chicago Rapid Transit and CTA leagues since 1921, is still going strong with a respectable 186 average. In his heyday, he sported a 202 average.

Reported by *Dave Gurwich* and *Everett E. England*

This Was A Relaxing Vacation

ARCHER—Night Janitor *Jim Nolan* returned from his vacation recently. He said he didn't go anywhere and had a good time taking it easy.

Operator *Tony Rybacki* and his wife celebrated 30 years of married life on January 19.

The stork paid a visit, for the third time, to the home of Operator *Frank Hartig* when little *Gary Joseph* was born December 20 . . . Repairman *Steve Florek* and his wife are the parents of a little girl, *Estella*, who was born December 2 at Englewood hospital. Grandfather of the newcomer is *Ed Traznick*, a former conductor.

Operator *Ed Kaminski* and his wife recently marked the third birthday of their eldest daughter, *Arlene*. Helping to celebrate the occasion were *Arlene's* younger

sisters, *Carol Jean* and *Cynthia Louise*.

Operators *James Heidewald* and *John Quinn* took a leave of absence from CTA to enter the armed forces.

Ray Ulrich is the new supervisor of District "B." . . . Supervisor *Robert Johnson* was transferred to the Loop.

As we wrote this, Supervisor *Joe Klima* was off sick.

The wives of Repairman *John Griffin* and *Charlie Bullie* passed away last month . . . The mother of Repairman *John Doran* died recently.

At the annual meeting of the Credit Union recently, all incumbent officers were returned to their posts by acclamation.

Operator *Ed Sattler* passed away, after a short illness, on January 22.

—R. H. FORTIER

41-Year Employee Takes Retirement

ELECTRICAL—*Thomas Kelly*, substation operator of 44th substation, retired January 1 after completing 41 years of service. He had not made any plans for the future, at this writing.

Carl Hoffman, chief operator at Franklin substation, is happy over the news concerning his son, *Wayne*. On January 1, *Wayne* became assistant to the vice president, law, of the New York Central System, with headquarters in New York City.

Joseph Connelly, assistant electrolysis tester, returned to his job after a three-months' absence which was caused by an accident last October.

Fred Henningsen, job foreman, retired January 1 after 20 years' service. He was presented with a cash gift by his fellow workers.

John Michnick, engineer of distribution, recently became a grandpa. His granddaughter's name is *Deborah Jeanne*.

Amos Smith, "B" electrician, suffered the loss of his father on December 30 . . . *Joseph Dorsi*, lineman's helper, passed away on December 20. He entered service on February 17, 1947.

Edward Brechel, custodian at Grand and Leavitt, enjoyed playing with his grandchildren during a visit to his son in Abilene, Texas.

—GILBERT E. ANDREWS

Santa's Little Helper Brings Added Joy

GENERAL OFFICE—(*Job Classification*)—Cupid took a ride with Santa Claus and dropped off at *Marie Ferro's* house on Christmas Eve in order to assist one *Kenneth Puls* in presenting *Marie* with an engagement ring. No date has been set for the wedding.

Ronald Holstrom recently joined the National Guard and now has one less night a week to watch television.

Delia Jennings now is assisting in the central records section. She formerly worked in the Treasury Department . . . *Dorothy O'Connor* was transferred to the Specifications Department.

James Carney is a proud grandpappy for the third time. His daughter, *Mariterese*, gave birth to a baby boy, who was named *Gail*, on December 2, and who joins two sisters.

(*Training and Accident Prevention*)—*Burton Bosan* is the proud father of a son, born January 20, who was named *Burton* . . . *Pat Cagney*, formerly of this department but now working in the Electrical Department, told us of his first born son, *John Patrick*, who arrived January 14.

Mary Delaney, who recently transferred to the Claim Department, was engaged to *Frank Traxler*. The couple plan to be married June 15 and the ceremony will be performed by *Mary's* cousin, the *Rev. Thomas Fahey*, at the Little Flower church.

Clarence Crawley and *Richard Koprowski* were welcomed to this department. Clarence was transferred from the Treasury Department and Richard from Public Information.

John Donovan was formally sworn in as state senator from the 17th District on January 8 at Springfield. He and *Mrs. Donovan* attended the Governor's ball January 14.

(*Employment*)—*Art Stahl* and his family recently returned from a Florida vacation.

(*Engineering*)—*Lee DeSutter* was involved in a painful accident in which a sewing machine needle penetrated her finger.

Jean Chapman received an engagement ring from an Irishman named *Desmond Neville* on December 21. After their marriage, Jean says, the couple will live in Cincinnati, Ohio. Their wedding is set for May 18 at Resurrection church.

—MARY E. CLARKE

YULETIDE CHEER



CHRISTMAS WAS bustin' out all over at the home of Operator *James Majszak*, North Avenue. This window display added to the Yule cheer at his home, 3049 N. Nagle avenue, Chicago, and, indeed, the whole neighborhood. Jim made all the drawings, cut out the figures, and then painted them and the background.

Reported by *Joe Hiebel*

That's No Way To Use A Pogo Stick!

GENERAL OFFICE—(Transportation)—*Jim Luvisi*, line supervisor, will no longer play with youngsters' Christmas toys unless they are foolproof. When Jim borrowed a pogo stick belonging to his nephew, seven-year-old *Lyle Wicks* and started prancing about the living room, he lost his balance and pulled a leg muscle from the bone. At this writing, he still is taped up. Jim and his wife, *Violet*, recently moved into their own home at 4015 N. Maplewood, Chicago.

Jim Miller, information operator, his wife, *Ceil*, and their daughter, *Joanne*, drove to the west coast on a vacation. Ceil, a doctor, is head anesthesiologist at South Chicago Community hospital . . . *Ruth Soutter*, traveling to California for the holidays, was delayed 11 hours on the trip out because of a freight train derailment.

All Transportation personnel wore dark circles under their eyes after fighting one of the heaviest snowstorms and severest temperature drops in recent years.

Gets Holiday Leave

(Stenographic)—*Creamery Turner's* son, *John Clark, Jr.*, who is studying aviation with the Navy and who is stationed at Memphis, Tennessee, received a leave for the holiday season and dashed back to Chicago to visit his mother.

Don and *Jeri Burton* became the parents of a daughter, *Candice Diane*, on January 25. The little girl joins a brother, *Robert Donald*.

(Insurance)—*Ann Whitney* glowingly described her brand new grandchild, *Cary Ann Zimmerman*.

Jim Bittourna is on the sick list, at this writing.

Benjamin Twery is a proud grandfather. His son, *Raymond*, and daughter-in-law, *Maxine*, became the parents of *Michael Jay*.

(Public Information)—New people in this department are *Russ Warnstedt*, Clerk III, who is an assistant to *E. M. Guy*, commercial sales manager; *Herbert Schomer*, Clerk III, and *John Harrington*, Clerk I . . . *Joe O'Connor*, service representative, presently is confined to St. Bernard's hospital.

—JULIE PRINDERVILLE

A FAMILY CHRISTMAS



WHEN ALL the *Collins'* get together, there's quite a crowd on hand. Here are *Lawrence Collins*, bookkeeper, Accounting Department (left) and *Mrs. Collins* (extreme right) with 25 of their 30 grandchildren at a family gathering on Christmas Eve. The youngsters are children of seven of the *Collins'* own nine children. Their son, *Lawrence, Jr.*, has six children; *Charles*, four; *Robert*, 10; *Raymond*, four; *James*, four; *Jack*, one, and *Patricia*, one. Five of the grandchildren managed to elude the camera.

Reported by *Helen A. Lowe*

Can't Keep A Good Man Down Long!

KEDZIE—*Cornelius "Red" O'Connor*, who underwent an operation recently, is back on the job.

Clerk *Walter Daly* lost his sister.

Welcome to the new clerks and receivers who joined the personnel here at Kedzie in the pick which took effect on January 6 . . . At this writing, a system pick is getting under way. To those who are leaving us, we wish good luck and to those who are being transferred here, we say "Welcome."

Kedzie station is the first one to win, for the last quarter of 1956, the Station Achievement Award for both traffic and passenger-type accidents. Let's keep up the good work.

—C. P. STARR

Agent Welcomes Third Grandchild

LOOP (Agents)—*Robert Doherty* became a grandfather for the third time when he was presented with

a new granddaughter, *Celeste*. The little girl's father, *Robert*, is an operator at North Avenue depot. *Celeste* joins a brother and sister. . . . *Agnes Sullivan* became a grandmother again when *Patricia Jo* was born January 19 to her daughter, *Marie*.

Marie Hayes, who had about 25 years of service, passed away December 31.

Kathy Jackson vacationed at an opportune time. The Quincy and Wells station was redecorated while she visited her parents in Cairo, Illinois . . . *Julia Duffy* enjoyed her vacation in the Chicago area.

Ann Connolly, after 13 years of service, retired in December . . . *Sam Brown*, porter, retired January 1, as did *Porter Jasper Flam-brough*, on February 1.

Mary Molinari suffered the loss of her mother on January 8.

Your reporter's sister, *Florence*, returned to her home in Cristobal, Canal Zone, after a four months' stay in Chicago. On her flight back, she stopped at St. Petersburg and Sarasota, Florida. Her hobby is raising orchids, of which she has some rare specimens.

Dominic Minello was convalescing at home after surgery, as this was written.

Mary Brown is back at her job after an accident . . . *Margie Arnold* is still on the sick list, at this writing.

—EDITH EDBROOKE

Auto Accident Mars Holiday Cheer

NORTH AVENUE—The holiday season was spoiled for *John Stutch*, who was injured in an automobile accident as he drove home from work. Another car ran through a red light and smashed into his car. John was not seriously hurt, however . . . *Fern Fox* also was injured, but not seriously, in an accident as he was returning home from work. Both men are now back at work.

The annual membership meeting of the North Avenue Credit Union was held Friday, January 11. Officers were elected and a three per cent dividend was voted. There

20 WEDDED YEARS



A SURPRISE party in honor of the 20th wedding anniversary of **Electrician Joseph Bedmarik**, Skokie Shops, and his wife, **Elizabeth**, was held recently. Over 100 relatives and friends were on hand to take part in the festivities. The couple received many valuable gifts.

Reported by **David Gurwich** and **Everett E. England**

was a fine turnout, in spite of the inclement weather.

Sam Tamburino and his wife celebrated their 29th wedding anniversary on February 20 . . . **Norman** and **Mrs. Gnadt** marked 15 wedded years on February 14.

Add the name of **Eddie Strzyzewski** to the grandpappy's club.

A little girl arrived at the home of the **D. M. Schabs**. She is their third child.

Operator Eddie Schneider received back injuries, and **Operator Mike Hartnett** suffered a broken leg, in accidents in which they slipped and fell on the ice.

—JOE HIEBEL

A New Year's Baby For Operator's Family

NORTH PARK — The new year wasn't even a day old when **Operator Pat Murtagh's** wife presented him with a boy, their first child . . . The **George Scharfs** are parents of a girl born January 7. . . . **Operator** and **Mrs. William Feldman** have a new daughter.

Fred Stenzel is the new clerk you see at the window on weekday mornings.

The winter months are becoming more popular for vacationing.

Operator Jack Hughes spent December in sunny California . . . **Operators Earl Larsen** and **Joseph Murphy** were in Florida during January, and **Operator Anthony Rivas** spent a week with his family in his native Havana.

Operator Herbert Wilson's father, who lived in Kewanee passed away . . . **Operator** and **Mrs. Leon Deville** lost their infant son.

Welcome to all the new operators who came to North Park on the system pick.

—EDWARD F. STENZEL and
EARL W. McLAUGHLIN

Caught In Fire, Rescued By Ladder

PURCHASING AND STORES — **Carol Wagher**, Stores, General Office, and her husband, **George**, were rescued from their second floor apartment via a fireman's ladder when a recent fire destroyed the apartment directly below them and prevented their leaving the building any other way.

Marie and **Clarence Pipowski** celebrated their 18th wedding anniversary on January 7.

Gudrun "Goody" Hanssen is back at her job after a recent illness.

Nothing nicer could have happened to start the new year right for **E. J. Burke**, Purchasing, than having his son, **Leo Dennis Burke**, get out of the Army.

New employees at west division are **Elmer Gorss** and **Edward Adamowski**.

Michael Griffin and **Joseph Newell** are in the hospital, at this writing.

Kenny and **Margaret Felton** became the parents of **Ronald** on December 29 . . . **John** and **Bernadette Patti** welcomed **Cary Lee** on December 2, while **John** and **Margaret Devine** announced the arrival of **John Richard** on January 5.

—DAGMAR McNAMARA

Trades Cold Chicago For Warm California

SCHEDULE-TRAFFIC — **Ray Primeau** was one of the lucky vacationers to leave this cold climate for a vacation in California . . . **George Johannes** and his wife picked **Burbank, California**, for their vacation. They also took a trip to **Tijuana, Mexico** . . . **George Fish-**

er and his wife spent their time off in the East.

Robert Loughran presented **Helena Jurasin** of Michigan a diamond engagement ring on January 11.

Archibald K. Langohr made the "Chicago Sun Times" by offering a few proposals for relieving street traffic congestion.

Personnel of the outside traffic checking group were in the Mart offices through the holiday season making a transfer analysis.

Mr. and Mrs. Francis Brady announced the birth of **Alice Mary** on December 22. She joins a brother and a sister, **Michael** and **Kathleen**.

—L. C. DUTTON

Painter, Wife Become Grandparents

SKOKIE SHOPS—**Irving Wiesmyer**, paint shop, and **Mrs. Wiesmyer** recently were made grandparents for the first time.

A son, **Thomas**, was born to **Machinist** and **Mrs. Paul Venticinque** on January 3.

John Redmond, repairman, and his wife received a telephone call

from Fairbanks, Alaska, from their son, **Charles**, who is stationed there with the Air Force.

The brother of **Machinist Roy Lindquist** died recently, as did the mother of **Carpenter Sig Brzozowski**.

Electrician Emmett and **Mrs. Nolan** recently became grandparents.

—DAVE GURWICH and
EVERETT E. ENGLAND

Motorman Witnesses Rose Bowl Grid Tilt

SOUTH SECTION — **Motorman John Loughlin** spent his four weeks' vacation traveling through the west. He arrived at Pasadena, California, in time to watch the Rose Bowl football classic from the 50-yard line.

Agent James Glover looked the picture of health after his return from Miami, Florida, where he spent his vacation. While there, he caught his share of fish, including a 12-pound tuna.

Clerk John Moran reported that he was recovering satisfactorily from his recent illness.

83 TRANSIT YEARS



HONORED AT a retirement dinner held for them on January 17 were **Architect Arthur Gerber** (left) and **Floyd Graham**, engineer of wood preservation, (right), who totaled 83 years in rapid transit service. **Mr. Gerber**, who started out with the old Chicago and Oak Park Elevated Railway Company in December, 1903, retired January 1. **Mr. Graham**, who began his career in April, 1927, with the former Chicago Rapid Transit Company, retired February 1. With the two in the picture are **Stanley Forsythe**, general superintendent of engineering, and **Mrs. Graham**.

Reported by **Mary E. Clarke**

Porter Alfred Scott and his wife celebrated 30 years of wedded bliss on January 2.

At this writing, *Night Superintendent Matthew Feaheny* was improving steadily from his recent illness . . . *Station Superintendent Lester Hickey*, North Section, who was recently hospitalized, is much better at present and expects to be back on the job before very long.

Motorman Carl Ellis passed out cigars in honor of a new baby boy who arrived at his home.

Motorman John Danek spent the holidays at home with his son, *John, Jr.*, who was home on furlough. John is stationed with the Army at Ft. Carson, Colorado.

Conductor Patrick Flanagan, who visited the Mayo Clinic recently, reported that he soon will be able to walk again.

Outstanding dancer at the annual Credit Union party and dance was *Towerman Leonard DeGroot*. Leonard was in a happy mood because his son, *Sgt. James DeGroot*, was home on leave from Germany.

Terry McGovern, district superintendent, is back on the job after being on the sick list.

Tom Kill was promoted from towerman to supervisor.

—LEO J. BIEN

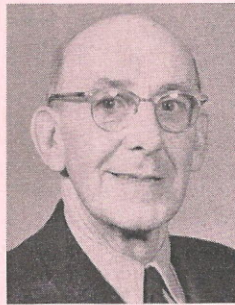
A GOOD DRINK



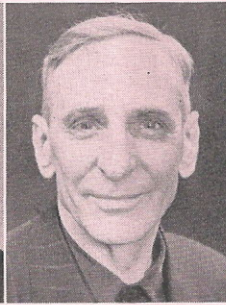
NERO, A German Spitz, knows how to get a drink of water in real style. All he has to do is to make sure his master, *Richard Dobek*, 3½-year-old son of *Stanley Dobek*, repairman, Wilson Shops, is around to work the drinking fountain for him, as the boy did in this picture, taken on a warm summer day.

Reported by *Joe Feinendegen*

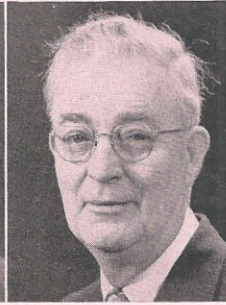
40-YEAR EMPLOYEES RECENTLY RETIRED



Charles A. HUNDRIESER, conductor, Devon, retired February 1 after 44 years of service.



D. G. DENNHARDT, switchman, West Section, retired February 1 after 44 years of service.



Karsten R. OLSEN, conductor, Devon, retired February 1 after 40 years of service.

That Perfect Game Can Be So Elusive!

SOUTH SHOPS—*Irv Krauledis*, machine shop, just missed a perfect game recently while bowling with the South Shops league. He had 10 consecutive strikes but had the misfortune to get a spare in the final frame. Cheer up, Irv; any one of us would be glad to bowl a 288.

Little *Cynthia Bulak*, daughter of *Dick Bulak*, foreman, machine shop, won a first prize trophy for reciting a monologue entitled "My Dog, Mike" at Graver Park. The contest was sponsored by the Graver Park American Legion Post 407.

Having three daughters, *John Del Medico*, bus body shop, kept his fingers crossed hoping for a son. His wish came true on January 12 when *Rocco John* arrived.

Walter Sundquist, bus body shop and his wife enjoyed the holidays in Leesburg, Florida, visiting *Mrs. Sundquist's* parents . . . *Joe Wack*, also of bus body shop, and *Mrs. Wack* spent the holidays with their son, *Roland*, their daughter-in-law, *Jean*, and granddaughter, *Channon*, in Los Angeles, California. They also stopped at San Francisco, Disneyland, Las Vegas, Boulder Dam, and the border of Mexico.

Jack Keane, bus overhaul, and *Jim Henry*, miscellaneous, underwent surgery recently.

Phil Schlogel, *Juan Sinclair* and *Vic Cuny*, all of bus overhaul, and *John Holubiak*, blacksmith shop, suffered the loss of their mothers.

. . . *Joe Bobko*, bus body shop, lost his father.

On the sick list, at this writing, are *John Kartalis*, miscellaneous; *Alex Barclay*, bus overhaul; *Ed Skierkiewicz* and *Ray Smith* of miscellaneous, and *Tony Gasparovich*, utility department.

Recent names added to our retirement list are those of *Andrew Meka* and *Bill Domikas*, both of miscellaneous.

—EVELYN CLARK

Railfan Pursues Hobby During Vacation

TERMINAL INSPECTION SHOPS—(*Wilson*)—*Repairman Ed F. Mizerocki*, an ardent electric railway fan, spent his vacation visiting various electric railways in the United States and Canada with various members of the Illinois Electric Railway museum.

Gregory Mont Marquette is a new clerk at this location. He recently was transferred from Kedzie depot.

(*Douglas*)—*Repairman Joe Seritella* and his wife celebrated their 15th wedding anniversary on St. Valentine's Day.

Your reporter recently returned from a three-week vacation, which he largely spent in and around Chicago.

—JOE FEINENDEGEN

Co-Workers Fete Retiring Engineer

WAY AND STRUCTURES—*Coleman J. Mahoney*, construction engineer, building division, who retired Feb-

ruary 1, was honored by his co-workers at a dinner at the Radio club on January 25 . . . *Tony Vlastelica* and *Samuel Sereno*, both laborers in the track division, retired February 1, as did *Dominick Frederick*, painter in the building division.

Marie Creedon, formerly of the Law Department, was welcomed here as a new stenographer.

Violet Carnes, stenographer, who resigned to live in sunny California, was honored by her co-workers at a luncheon at the Radio club on December 28. Violet's mother, *Mrs. Mary Swift*, died at Van Nuys, California, on December 8.

As the new reporter for this department, I hope to keep up a column that's full of news of interest to all and hope, also, that everyone will help me in obtaining this news.

—MARLENE NEHER

WHO IS HE?



HERE'S A young fellow in the uniform of a guard employed by the old South Side Elevated Railroad company way back in 1913. Since that time, he's seen a lot of service on Chicago's rapid transit system and thus can call on a wealth of experience in handling his supervisory job. Anyone have an idea as to his identity? Why not send in your guesses to the CTA TRANSIT NEWS? Those who submit the right answer will have their names published in a future issue.

HONOR PENSIONERS



TWO RECENTLY retired Electrical Department personnel who were honored at a dinner held December 27 were **John J. Dalton** (left), linesman's helper, who took his pension January 1 after 39 years of service, and **William Degelmann** (right) line foreman, who retired last August 1 with 44 years of service. With the two are **John Michnick** (standing), engineer of distribution. John's wife prepared the entire meal, which was held at the store-room at Grand and Leavitt. A total of 35 attended the affair.

Reported by *Gilbert E. Andrews*

No Chilly Commuting For This Man!

WEST SECTION (Agents) — *Porter Dennis Warfield* selected the last two weeks in January for the second part of his vacation which he spent at home. Judging by all the snow and cold weather Chicagoans have had to endure, it makes one wonder whether or not he was a trifle prophetic . . . *Agent Sarah Simmons* had a good time during her vacation when her sister-in-law from South Dakota paid her a visit. Their time was well-spent in conversing about things of mutual interest.

Agent Ed Durkin recently underwent surgery.

Agent Martin Tezak is back on the job again after an absence, due to illness, of almost three months. He lost some weight but,

I'm happy to say, not his cheery smile and sunny disposition.

Agent Rose Janacek is rapidly becoming a rabid aviation enthusiast, after she flew to California to visit her older daughter and her son-in-law.

Agent Nancy Allison was hospitalized, at this writing . . . *Agent Nellie Reidy* presently is in Oak Park hospital recovering from fractures she received in a recent fall. . . . Perhaps, as we write this, *Agent Catherine Rice*, who was sick, is sufficiently well enough to resume her normal activities.

Robert Kelly, son of your reporter, who was formerly an agent, but who recently had worked in the Training and Accident Prevention Department, was called to active duty with the U. S. Coast Guard. As soon as he receives his permanent assignment, your reporter will publicize the location. He would appreciate hearing from all of his old friends.

—GORDON KELLY

Business Was Good For The Big Bird

WEST SHOPS—The stork was very busy among West Shops personnel recently. On December 30, he paid a visit to the home of the *James McCoys* and left twin boys, who were named *James* and *Jeffery*. The proud mother of the twins is the former *Genevieve Shea*, formerly of our office . . . On another trip, Mr. Stork stopped at the home of *Myles Coleman*, Industrial Engineering Department, with *Gregory Myles*.

Frank and *John Horvat* of the Electrical Department lost their mother.

Ed Blaskey had been ill at home for the past few weeks, as we wrote this.

—JOHN T. BURKE

Fish Were 'On Ice' But Not For Long!

WEST SECTION—(*Douglas Park*)—*Motorman Miles Wesley* said ice fishing is strictly for the Eskimos. He, and *Motormen Bob Suta* and *Paul Bagato* journeyed to Fox Lake and almost froze stiff. Although they caught a few blue gills and crappies, the eyes of all three were out of focus for some time from staring at the hole in the ice. The crowning event, however, was the snatching up of the best fish by a stray dog.

CLERK RETIRES

ONE OF CTA's oldest employees in point of service, *Special Clerk William F. Holtz*, Revenue Accounting Department, retired January 1 after a career that spanned 61½ years.

Beginning his employment as an office boy in the transportation department of the former Metropolitan West Side Elevated railroad on July 8, 1895, he later worked for the former Chicago Rapid Transit Company in whose employ he rose to the position of paymaster.

Leaving his post in February, 1923, for a short time, he later returned to the transit field and in December, 1926, assumed the position of chief clerk under the superintendent of commissary, Chicago, North Shore and Milwaukee railroad.

In April, 1938, he was transferred to the Chicago Rapid Transit company's accounting department as special clerk. He held this position at the time of his retirement.

Conductors Walter Wolinan and *Frank Bartusiak* made their annual two-week trip to Florida.

Supervisor Mary Bogan is again working the P.M. trick at Douglas terminal.

(*Lake Street*) — *Motorman Art Miller* was promoted to supervisor.

Clerk Sid Shapiro is back on the job after being off after an automobile accident.

Motorman W. Piehl and *Conductor Joe Prochniak* were on the sick list, at this writing.

(*Garfield Park*)—*Willard Murbach* went into the Training and Accident Prevention Department as a supervisory instructor.

Motorman Tom Dunleavy enjoyed a two-week vacation in Florida.

Chris Lampros, gateman, was recuperating at home after an operation, as this was written.

Clerk Jim Hartigan spent his vacation over Christmas and New Year's Day . . . *Conductor John Veltri* enjoyed a December vacation . . . A January vacationer was *Motorman Russ Winger*.

Porter P. Naughton's brother, *Michael*, passed away during December.

The 20th annual dinner and meeting of the Metropolitan "L" Federal Credit Union, held January 19, was a great success. Personnel from all the "L" branches served by this Credit Union attended.

—ARTHUR L. DICKSON

TAKES PENSION

AFTER A career totaling 58 years with CTA, the former Chicago Surface Lines and predecessor companies, *Edward W. Anger*, superintendent of buildings, Shops and Equipment Department, retired on pension January 1.

Beginning his service in July, 1898, as an electrical helper, he was promoted to chief electrician in May, 1899, and in June, 1906, became chief substation electrician. He assumed the post of assistant master mechanic in May, 1910, and in February, 1914, was made general foreman of the Shops and Equipment Department. In January, 1923, he became a superintendent in the electric meter division and in June, 1931, was transferred to



the Building Department as assistant superintendent. He assumed the position he held at the time of his retirement in April, 1948.

Reported by *John T. Burke*

For And About Our Pensioners

ARCHER—*Martin Rybl*, former motorman who worked out of the old Blue Island depot, died recently. . . . The wife of *Patrick O'Kane*, who was the mother of *Robert O'Kane*, a former clerk, passed away.

—R. H. FORTIER

BEVERLY—*Martin King*, of 8242 S. Ashland avenue, Chicago, who formerly worked out of 69th, recently returned from a visit to Galway, Ireland. He also visited a sister in Dublin. . . . *Mike Gill*, also formerly of 69th, spent five months in Ireland.

John Brennan, formerly of 77th, now works in a paint store on S. Ashland avenue. He likes to talk about his experiences as an employe of the old Kankakee Interurban Line, in the days before he worked for the former Chicago Surface Lines.

Rudy Miller, who retired January 1, was presented with a television set and a plaque, on which was mounted a bell punch, sand key, air handle, reverse key and his old badge number.

This reporter received a nice letter from an old Burnside, *Ray Carroll*, now of Route 1, Paw Paw,

Michigan. Ray, who retired in 1942 after 31 years of service, is now 80 years old, and is in good health. He has 14 acres near Paw Paw and operates a bait and boat service. . . . *Robert T. Duffy*, who lives near by, is a daily caller at Ray's home.

William May, a charter member of the Beverly Credit Union, attended the group's recent party. *Bill*, who had 46 years' service to his credit, worked on the old horse cars and cable cars. He lives at 6209 S. Honore, Chicago.

John Apple was in from Muskegon, Michigan, for a visit. . . . *Edward and Nellie Johns* celebrated their 37th wedding anniversary on January 12. Ed took a disability pension several years ago. . . . *Former Superintendent Lou and Mrs. Bartelheim* marked their 53rd wedding anniversary on February 2.

Nick Guill, former motorman, 77th, is now living at 11661 N.W. Second avenue, Miami 38, Florida.

—FRANK M. BLACK

NORTH AVENUE—*Christ Helm* visited with us recently. He came in from Wauconda, Illinois, to attend our Credit Union meeting. He

sends his regards to all his old buddies, who can write to him at 235 E. Kimball avenue, Wauconda. . . . *Arthur Reinberger* purchased a new home in Keystone Heights, Florida. . . . *Morris Dillon*, also a Florida resident, lives at 425 Fifth avenue, St. Petersburg.

Pensioners who died recently were: *George Berndt*, December 12; *James McGrath*, January 3; *John Miedema*, January 9; *Henry Schrieber*, January 8; *Leonard J. Schmidkamp*, December 30, and *Robert Craig*, January 17.

Harry B. Smith has been confined to a Veterans hospital for some time. . . . *Ben Matky* presently is a patient at West Suburban hospital.

Pensioners, who are members of our Credit Union, are requested to bring in their pass books so that their interest may be entered.

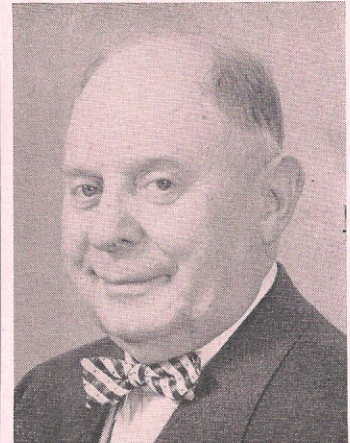
Former Motorman Arthur Erickson, now on disability pension and living, during summers, in Jacksonport, Wisconsin, spends his winters in Phoenix, Arizona, with relatives. He recently visited *Ted Shumon*, formerly of West Shops, who also is making his home in Phoenix.

—JOE HIEBEL

PURCHASING AND STORES—Everyone enjoyed having *Fred C. Nagel* drop in for a visit recently.

—DAGMAR McNAMARA

CLOSES OUT CAREER



FRANK T. BOLAND, station superintendent, Garfield Park and Douglas Park "L" branches, on February 1 closed out a transit career that spanned nearly 47 years. Beginning his career in July, 1910, as a trainman on the Lake street line of the old Chicago and Oak Park Elevated Railroad Company, he later was, variously, a switchman, yard foreman, dispatcher, and trainmaster. He became station superintendent of the Lake Street and Milwaukee-Dearborn rapid transit lines in June, 1951, and later assumed the position he held at the time of his retirement.

LONDON UNDERGROUND



NO, THIS isn't a station in the State Street subway; it's the Piccadilly Circus station of the London, England, Underground at the start of the evening rush hour period. Note how doorways extend into the roofs of the cars, which were built to fit the 12-foot diameter of the tunnels. Photo was taken by *Charles E. Keevil* of the Engineering Department during a recent European trip.

We Need Men

. . . for Surface Transportation Work

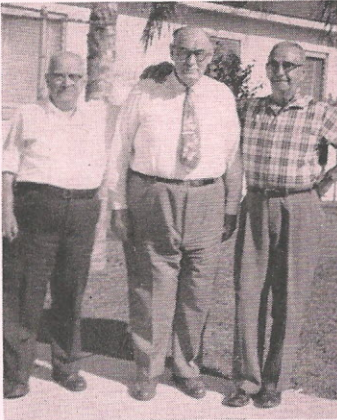
If you know of someone interested in a transportation job as a CTA transit operator, send him to the Employment Department, Room 750, Merchandise Mart.

Hiring Requirements:

Good Physical Condition

Ability to pass reasonable qualifying tests

IN FLORIDA'S SUN



ENJOYING THE balmy climate of Maitland, Florida, are these three former Shops and Equipment employees. Left to right are *Gus Wessel*, *Joe Gamon* and *Joe Rogg*, all of whom live in the area. Picture was taken behind Joe Rogg's house by *Bill King* of the Electrical Department during a recent trip to Florida.

Reported by *John T. Burke*

For And About Our Pensioners (Cont.)

SOUTH SECTION — *Former Agent Flora Hanrahan* is being kept busy assisting her nieces who operate a dancing studio. Her present address is 2612 E. 75th street, Chicago . . . *Marty McNamara* is finally settled in his new home at 337 W. Dobbins road, Phoenix, Arizona. One of his first CTA visitors was *Motorman John Loughlin*, who was traveling through on his way out to California.

—LEO J. BIEN

WEST SECTION—(*Garfield Park*)—Holiday greetings were received from *Former Conductor Harry Edminson*, who lives at 5818 E. 28th street, Tuscon, Arizona, and from *Al Ross*, also formerly a conductor, who lives in Chicago . . . Also received were greetings from *John E. Miller* . . . *Tom O'Connor* now is at the Soldiers' home in Quincy, Illinois.

(*Lake Street*) — *Frank Gauer*, former night dispatcher, who lives in St. Petersburg, Florida, sent his regards to everyone here.

—ARTHUR L. DICKSON

RECENT DEATHS AMONG EMPLOYES

P. A. ANDRIES, 88, retired motorman, Lincoln. Died 12-22-56. Employed 3-21-02.

JOSEPH ANTCZAK, 80, retired gateman, West Section. Died 12-14-56. Employed 11-25-24.

G. H. BERNDT, 64, retired operator, North Avenue. Died 12-12-56. Employed 7-6-21.

PAUL BOSAK, 77, retired motorman, Elston. Died 12-26-56. Employed 3-4-15.

S. O. BOYINGTON, 79, retired conductor, Devon. Died 12-6-56. Employed 4-29-03.

MICHAEL BRIGLIO, 68, retired repairman, Devon. Died 12-28-56. Employed 3-22-23.

EDDIE S. BULLOCK, 64, gateman, West Section. Died 12-30-56. Employed 6-9-47.

THOMAS CERKEZ, 70, retired motorman, Kedzie. Died 12-11-56. Employed 12-1-13.

S. D. COBB, 65, retired motorman, Devon. Died 1-2-57. Employed 7-31-23.

J. J. CONERS, 82, retired motorman, North Avenue. Died 12-17-56. Employed 8-8-16.

THOMAS DALY, 73, retired motorman, Cottage Grove. Died 12-7-56. Employed 3-28-23.

GEORGE L. DEMPSEY, 54, guard, South Section. Died 12-27-56. Employed 10-16-18.

EUGENE DOHERTY, 72, Treasury Department. Died 1-10-57. Employed 4-16-44.

JOSEPH F. DORSI, 46, laborer, Electrical Department. Died 12-20-56. Employed 2-17-47.

JAMES P. DUNNE, 63, gateman, West Section. Died 12-20-56. Employed 10-22-26.

B. J. FALLON, 76, retired Executive Officer, Executive Department. Died 12-24-56. Employed 6-15-07.

JOHN GLASGOW, 58, retired guard, South Section. Died 12-19-56. Employed 8-16-18.

MARIE K. HAYES, 55, ticket agent, Loop. Died 1-1-57. Employed 6-9-33.

D. C. HURLEY, 71, retired conductor, Kedzie. Died 1-7-57. Employed 7-16-12.

M. J. HYBL, 61, retired janitor, Kedzie. Died 12-31-56. Employed 12-4-18.

ALEXANDER JONES, 66, retired motorman, Devon. Died 1-3-57. Employed 12-16-13.

PATRICK KANE, 83, retired watchman, North Section. Died 12-21-56. Employed 2-24-20.

R. W. KELM, 84, retired conductor, North Section. Died 1-12-57. Employed 5-29-08.

J. G. KORABIK, 65, retired tinner, West Shops. Died 12-24-56. Employed 1-10-17.

HERMAN KRAUTSTRUNK, 62, retired motorman, Devon. Died 12-21-56. Employed 10-19-25.

M. J. LANE, 74, retired motorman, Archer. Died 12-16-56. Employed 1-28-08.

FRANK LEWIS, 74, retired motorman, West Section. Died 12-23-56. Employed 4-26-07.

A. V. McCORMICK, 80, retired stenographer, General Office. Died 12-16-56. Employed 3-1-16.

JAMES McGRATH, 68, retired conductor, Kedzie. Died 1-2-57. Employed 8-9-13.

P. J. MULVIHILL, 82, retired gateman, West Section. Died 12-17-56. Employed 11-14-29.

T. J. NASH, 80, retired carpenter, Building Department. Died 12-18-56. Employed 9-6-21.

ARTHUR B. NELSON, 61, ticket agent, South Section. Died 12-26-56. Employed 11-9-43.

E. S. NIELSEN, 77, retired conductor, 77th. Died 1-11-57. Employed 9-18-17.

RUDOLPH OLSEN, 75, retired conductor, Lawndale. Died 12-13-56. Employed 6-6-08.

J. B. PAYETTE, 66, retired conductor, West Section. Died 1-11-57. Employed 1-30-18.

PAUL POELTL, 68, retired machinist, South Shops. Died 12-9-56. Employed 3-15-20.

W. F. PRIEBE, 80, retired motorman, 69th. Died 12-26-56. Employed 4-30-01.

JAMES RAYMOND, 61, retired conductor, North Avenue. Died 1-10-57. Employed 4-25-14.

WILLIAM ROST, 63, retired conductor, North Section. Died 12-26-56. Employed 3-3-20.

ANTHONY RUSSELL, 76, retired motorman, Armitage. Died 12-26-56. Employed 7-13-14.

L. J. SCHMIDKAMP, 58, retired operator, North Avenue. Died 12-30-56. Employed 12-26-23.

HENRY G. SCHMIDT, 59, relief clerk, Devon. Died 1-1-57. Employed 6-1-21.

HENRY SCHREIBER, 63, retired motorman, Armitage. Died 1-8-57. Employed 12-2-20.

C. A. SCHULZ, 75, retired motorman, Archer. Died 12-15-56. Employed 3-30-05.

F. C. SCHWARTZ, 61, retired watchman, West Section. Died 12-8-56. Employed 6-3-26.

WILLIAM L. STARKEY, 57, operator, North Avenue. Died 12-22-56. Employed 9-29-22.

R. A. SWINGLER, 72, retired motorman, South Section. Died 12-16-56. Employed 4-15-04.

JOSEPH SYKORA, 87, retired motorman, Blue Island. Died 11-2-56. Employed 2-8-07.

FRED A. WICKMAN, 53, operator, North Avenue. Died 12-21-56. Employed 12-5-27.

H. J. WIETING, 68, retired foreman, Wilson Shops. Died 12-13-56. Employed 10-3-21.

W. E. YOST, 80, retired motorman, Archer. Died 12-8-56. Employed 8-14-17.

Rebuild Retired Passenger Car As Repair Unit

DEMONSTRATING USE of new line car built at CTA's Skokie Shops are left to right: *Machinist Ed Galick*, on rear platform; *Robert Buerger*, carpenter, on stairway; *William Small* and *Harry Olson*, carpenters, on tower platform. The car, equipped for use in repairing overhead trolley wires on the rapid transit system, was recently put in service.



INTERIOR VIEW of new line car showing shelves and bins for material and tool storage.

A NEW line car, completely equipped for use on the rapid transit system to repair overhead trolley wires, was recently built from salvage material at Skokie Shops and is now available for service as needed.

The body of the car was rebuilt around the original underframe of an old Jewett rapid transit car which was placed in passenger service in 1906, and subsequently retired under the CTA equipment modernization program.

The car, No. 1755, was the first in the 1700 series to be equipped with Westinghouse field-controlled motors, an experiment which resulted about 1912 in the ordering of similar motors for 100 additional cars.

A new body, built in the carpenter shop at Skokie, was placed on the underframe and most of the electrical equipment relocated in the conversion of the old car. A feature is the battery-operated electrical markers and sealed beam headlights at both ends of the car.

The tower platform, salvaged from a surface system line

truck, has a hoist which raises the platform to the necessary height for working on the overhead trolley. When not in use, the platform can be lowered into the car so that when the hatch is closed it is nearly flush with the rest of the roof. It also can be swung out and away to permit repairs of trolley wires on adjacent tracks.

The platform has a plywood floor which is fully insulated with ribbed rubber, as is the catwalk extending along both sides of the roof.

The interior of the truck has shelves, drawers and bins for material and tool storage. Built in also are seats for use of crew members when traveling between jobs.

When not in use, the line car is stored in the Howard street yards. It is one of two rapid transit line cars owned by the CTA. Both are used by the Electrical Department for maintenance work on overhead trolley installations. The second is based at the Hamlin avenue yards of the Lake street branch.

New Terminal in Shopping Center

BUSES OF CTA's Douglas Park extension surface route (No. 21B) began using a more convenient west terminal in the shopping plaza at Cermak road and Harlem avenue, starting January 16.

Under the new arrangement, patrons are able to board buses within a few hundred feet of any store in the shopping center. Furthermore, traffic conditions in the area of Cermak and Harlem are improved by the elimination of the former turnaround on the West Towns Bus Company garage property immediately west of Cermak and Harlem.

Vehicles are routed through the new terminal as follows: West in Cermak to the plaza entrance near Cermak and Wenonah, then into the plaza and along a divider strip (along the south curb of Cermak), and west in this strip to the driveway between Wisconsin and Maple avenues. Buses load within the plaza at this point.

New Appointments

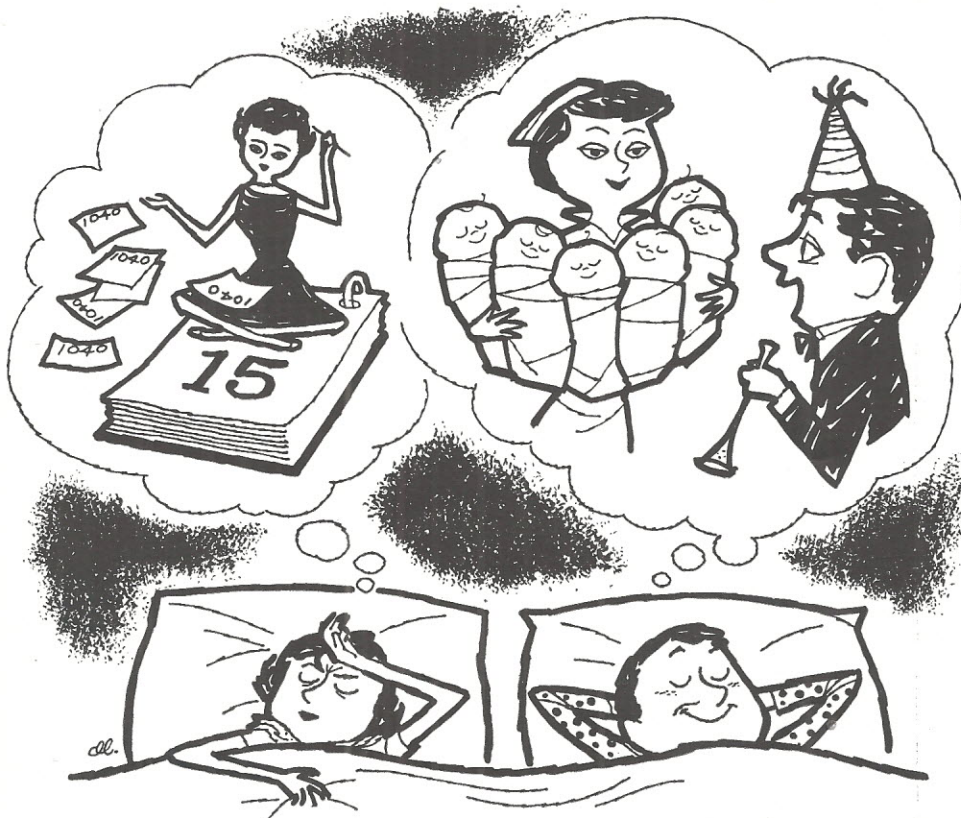
IN A bulletin signed by *Charles E. Keiser*, superintendent of transportation, and *Thomas B. O'Connor*, general superintendent of transportation and shops and equipment, and approved by *Walter J. McCarter*, general manager, the following appointments affecting the rapid transit system were made effective February 1:

S. R. Smith, station superintendent, Garfield and Douglas branches; *W. J. Gillies*, station superintendent, Lake and Logan branches; *O. B. Wright*, night station superintendent, West Section.

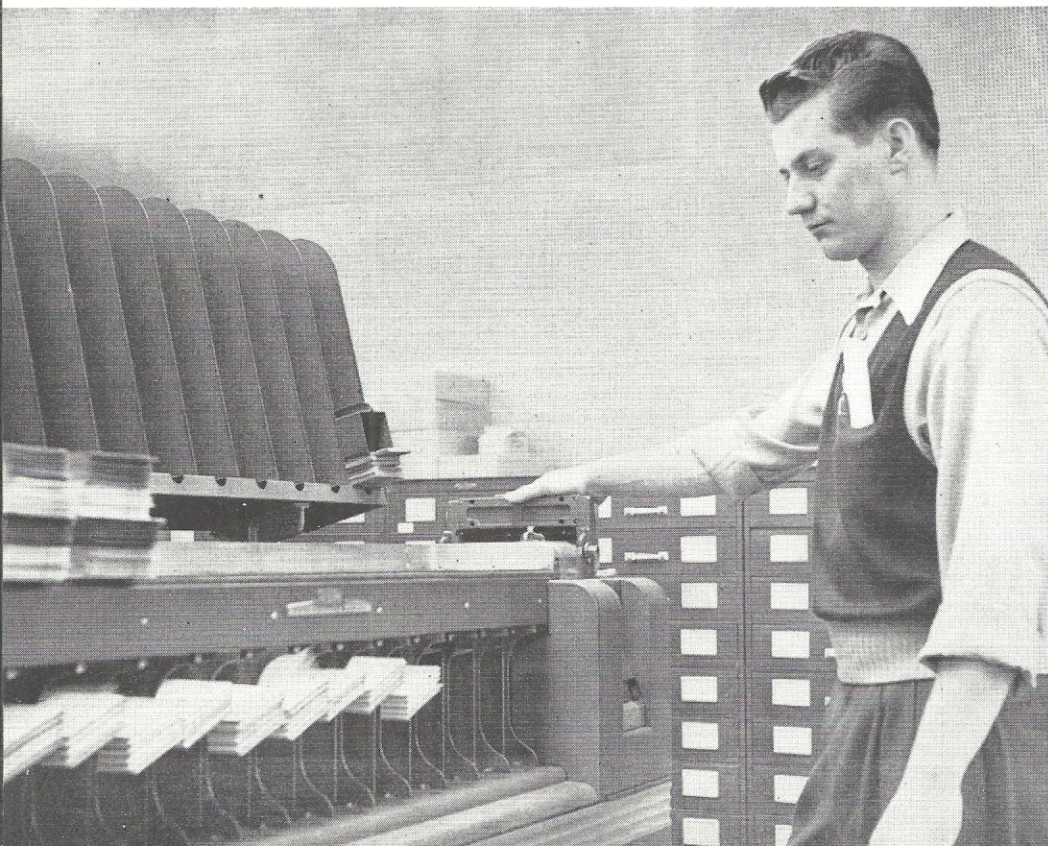
Announcement also was made on January 15 of the merit system selection and appointment of *Thor C. Haaning* as chief photographer of CTA succeeding *A. R. Chouinard*, retired. Haaning will report to *Harold F. Brown*, supervisor of methods and procedures. The announcement was signed by *P. J. Meinardi*, comptroller.

INCOME TAX

Lipoffs



THE FIRST operation required to prepare the W2 forms required to be filed with income tax returns is the sorting of yearly earning and address cards. A sorting machine being operated in this picture by Emil Rusinak, apprentice machine operator in the tabulating section of CTA's Accounting Department, does this job. The machine sorts 650 cards per minute.



(HERE IS a preview of the night before Tax Day based on human nature and information from the American Institute of Accountants, the national professional society of Certified Public Accountants. The information has been checked for technical accuracy by the Internal Revenue Service.)

"Now to figure up that old income tax!"

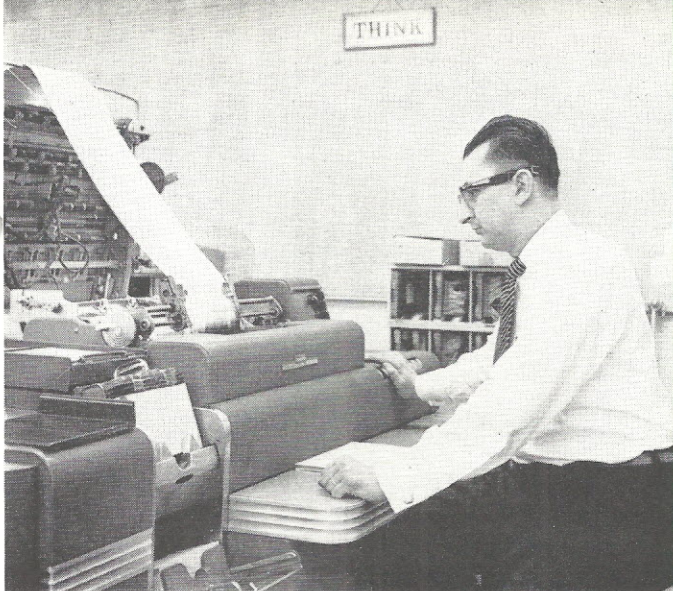
In other words, Ralph, the fight is on: fight the form, fight the deadline and fight the temper. This is the night of April 14, and tomorrow is the deadline for filing your federal income tax return for 1956. You, like millions of other people, have succeeded in putting this matter off until you have all of one evening to rush through a job that might save you more money than you earn in a week.

"No, Alice, I'll not need your help this year. Too many cooks spoil the soup, you know. You sit right there and read your paper."

A typical year's spoilt soup included one million returns filed without signatures—or with only one signature instead of the required two on a joint return). Also, arithmetic errors resulting in over-payment by taxpayers of more than \$19,000,000—not to mention an even larger amount of underpayments. Uncle Sam, who checks every return, catches these errors. But don't expect him to look for all the deductions or exemptions you missed.

"Must get organized! Alice, would you mind bringing me that pen from the dining room table?"

Best you bring him a pencil for that first draft, Alice, especially if he is going to itemize deductions. Since Mr. Organizer waited until T-Day-minus-one, chances are he will only have time to



THE SECOND step in readying W2 forms for distribution to employees is the imprinting of the amount of wages or salary paid to each employee in each calendar year. In this picture *Dan Frusalone*, senior tabulating operator, works at the machine that automatically tabulates and prints the W2 form. The machine turns out 1,700 such forms per hour.



THE FORMS, printed in triplicate, must be separated, with the original going to the federal government and two others going to the employee filing the report. The employee keeps one copy for his personal record. *Dan Proffitt*, apprentice machine operator, is sorting the forms which are placed in bundles and distributed individually to employees at stations, operating locations and offices.

repeat last year's performance and take the 10% standard deduction in the end.

"Whatever did I do with that tax blank? Alice, dear, how about getting it for me out of my coat pocket in the hall closet?"

Alice retrieves beautifully, and she is also good for a \$600 exemption on the tax return. And, Ralph, don't forget to take a \$600 exemption for yourself. Anyone 65 or over gets an additional \$600 exemption, and there is still another exemption for blindness. These special exemptions for age and blindness do not apply to dependents, but you can get the regular \$600 exemption for each dependent, as explained in the instructions—even when you provide less than 50% support in some cases.

It might be suggested that everyone who may have to file a return (including anyone whose income was less than \$600, but who wants a refund for tax withheld) should read carefully the instruction book which the government provides free. Since there is usually some change in the tax laws each year, you might miss a deduction or exemption to which you are entitled if you fill out the form without first reading the instruction book.

Alice, try to be intelligent about these tax matters. Remember how stupid it was of you not to give birth to the

twins before midnight, December 31, which would have qualified two more dependents for 1956?

"Doesn't this take the cake. Look at this, Alice. How can those tax people in Washington expect me to remember every little doctor bill I had to pay for you last year?"

You can itemize and deduct all medical-dental expenses in excess of 3 per cent of your income, within certain top limits. Be sure to list fees of doctors, dentists, hospitals and nurses. You may not deduct expenses paid or reimbursed by insurance, but your medical insurance premiums count as medical expense. Now, Ralph, do you remember when you twisted your back removing the storm windows last August? If you were absent from work due to an injury and received "sick pay" from your employer or his insurance company, you do not have to pay tax on \$100 per week of this income. The same applies to sickness, except that unless you were hospitalized for at least one day, the payments for the first seven calendar days of absence are not tax free.

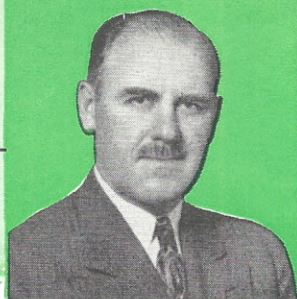
"How long have you been hiding these receipted bills and cancelled checks in this desk drawer? Fine thing, Alice!

What if you forgot where you put them?"

There is little chance that Alice has forgotten where she was carefully filing the receipts of bills paid. She knows you must keep receipted bills and cancelled checks to prove payment of such important, deductible items as state and local taxes, interest included in mortgage payments, union dues, the fee Alice had to pay the employment agency for her part-time job, and child-care expenses (you may be entitled to a deduction up to \$600 if, while you worked, it was necessary for you to pay someone to care for a child under 12 or anyone who is physically or mentally incapacitated).

"I give up! This is impossible. Alice, we'll just have to go to jail."

This fight may be over late in the 14th round of April. It happens to the best of last-minute filers: the form wins by a TKO. If you want to give yourself the best possible break on your federal income tax, the American Institute of Accountants advises that you prepare your return carefully, file early and save your records to back up deductions. And, if you find that Uncle Sam owes you money, early filing means a quicker refund.



medically speaking

By Dr. George H. Irwin

CTA Medical Director

HARMFUL HABIT

THE SUBJECT of alcoholism is being taken up at this time because of its similar relationship to antihistamines and tranquilizers on work efficiency of all people. You will remember these subjects have been discussed in the two previous issues of CTA TRANSIT NEWS.

As we all know, this habit or illness may affect the industrial employe as often as persons in other walks of life.

The similarity between the above-mentioned drugs and alcohol is not only illustrated by their demoralizing effect on industrial production, but also by the fact that individuals often depend upon them as a crutch instead of "facing up" to their personal problems.

Alcoholism is an illness, both from a mental and physical aspect. It tends to be chronic and recurrent and can cause the same symptoms and physical damages to the mind, heart, lungs, stomach and liver as certain other chronic diseases.

The magnitude of this problem is illustrated by a few frightening statistics. Though statistics are not always reliable or helpful in combating all illnesses, in this case they are accurate because they were published by an institution with a long and valuable experience in the treatment of alcoholics. To mention only a few figures to show how widespread and universal this problem is:

1. There are nearly four million alcoholics in the United States.
2. It is estimated that there are at least 1,650,000 problem drinkers in business and industry.
3. The alcoholic in industry loses an average of 22 working days a year because of his excessive drinking.

4. This amounts to over 36,000,000 working days each year.

5. His accident rate is twice that of the abstainer or occasional drinker.

6. His life span is reduced approximately 12 years in comparison to the non-alcoholic.

The results of this illness differ from many others in that they not only affect the individual but also, in many cases, family life is ruined and the home suffers both morally and financially. Some of the most brilliant and successful individuals in our country have become victims of these tragic circumstances.

The proper and successful treatment and management of alcoholics calls for the combined cooperation of the patient, his family, scientific medical care, specially equipped institutions, and business and industry. Moreover, it must be realized that treatment should be individualized. The basic or primary cause will vary in different persons. Most important of all factors must be the admission or realization by the patient that he needs help and is willing to accept it.

Punitive or threatening measures have been of no avail. A thorough understanding and willingness by the family and business are necessary. The doctor must have the patience and ability to prescribe the right vitamins, drugs and sedatives and take other medical measures if and when they are indicated. Some patients are helped by psychiatric care. Organizations such as Alcoholics Anonymous and Portal House have made great strides in solving this problem.

Alcoholism is a most universal problem. It will require the constant and persistent study, interest and concern of the patient himself, his family, the medical profession, educational institutions, business and industrial organizations if worth-while progress is to be made.

New Bus Berthing Zones At Union Station

A NEW system of berthing buses of seven surface lines in Canal street at the Union Station during the morning rush period was placed in effect January 25.

Under the new arrangement, which provides added convenience to patrons and which also alleviates traffic congestion on Canal street, buses of the routes concerned load at four berthing zones along the east curb of Canal between Adams street and Jackson.

Buses of the Milwaukee (Route No. 56), Blue Island-26th (Route No. 60), and Canal-Wacker (Route No. 15) load and discharge passengers at the northernmost zone closest to Adams street.

Wacker-Orleans (Route No. 28) and Wacker Express (Route No. 158-A) shuttle buses load at the zone immediately north of the Union Station entrance, which is in the

middle of the block, while Wacker-Depots (Route No. 158) shuttle vehicles board passengers at a berth just south of the entrance. Ohio Street-Depots (Route No. 157) buses use the southernmost berth immediately north of Jackson boulevard.

All berthing zones are designated with appropriate signs. Ohio Street-Depots, Wacker-Depots, Wacker Express and Wacker-Orleans buses use the following route: South in Clinton street to Van Buren street, east in Van Buren to Canal, and north in Canal to the loading area.

Between 7:00 a.m. and 9:30 a.m. a "no parking" area has been established along the east curb of Canal between Jackson and Van Buren. Buses of the four lines mentioned in the preceding paragraph lay over in this area until their leaders leave, or until they are directed to move up.

INQUIRING REPORTER: Gordon Kelly

LOCATION: West Section (Agents)

Do you think that today's meals, made from pre-packaged foods, are better than those your mother used to prepare?

PAUL SMITH, Porter, Lake: "Frozen and other pre-packaged foods are nice to have around, especially when one is hungry and wants a quick meal. But I think that Mom's good, old-fashioned home cooking is better-tasting. Frozen food, it seems to me, has lost some of its original flavor."



MARCELLA BYRNE, Agent, Milwaukee-Dearborn: "No, I don't think that these new type foods make for such good meals. Certainly they do not measure up to the meals my mother used to serve. And I don't think that any frozen foods can improve on vegetables fresh out of the garden, or fresh meats."



DOROTHY S. PIPER, Agent, Douglas Park: "Styles of preparing food may change with the passing of time, but my mother's cooking always will be the same, no matter how many modern accoutrements she may have today. So far as I am concerned, nothing in the universe can take the place of the odor of roast beef or roast pork in the oven."



CATHERINE O'BRIEN, Agent, Lake: "I think so. They are easier to fix and more nutritious. In these modern times, we can, if we wish, have strawberries, which look as though they had just been picked, in mid-winter. Of course, this wasn't possible in mother's time."



ZETTA I. PAUL, Agent, Garfield Park: "My mother is still cooking those tasty meals she always used to prepare when I was a child, and today she is a great-great-grandmother. I, like my mother, seldom use pre-packaged foods because, to me, they don't taste as good. However, when I do buy such foods, I get frozen pies."



IN A FEW weeks, mild weather will prevail and you'll need to get busy in the garden. Use these winter months to settle upon definite changes or additions in your garden.

You might well plant some of the newer varieties of roses in your garden. "Golden Showers" is an all-American rose chosen by experts that you will surely admire. It is an excellent climbing rose with large, clear, yellow flowers. It can be pruned to stand upright like a pillar, too.

For a low growing rose (18 to 24 inches high), order "White Bouquet." It bears so many flowers of gleaming white that it's called a floribunda—and they are sweetly fragrant, too.

Give house plants regular feeding during the dark days of February. A complete soluble fertilizer, diluted as stated on the package, and used for one of the regular waterings about each two weeks, will suffice.

If you keep plants in your kitchen, where there is a gas stove, they may show twisted stems or injured leaves. This is caused by the almost imperceptible amount of unburned gas that escapes in the air before the pilot light ignites a burner. Geraniums are one kind of plant susceptible to injury from gas, and should not be kept in a room with gas appliances.

Want to plant a good, fast-growing elm tree? Try the Augustine Ascending Elm. It grows tall and narrow, so the ground beneath it is not continually without sunlight. That means it is easier to maintain a lawn around it. Also, due to the upright branches, there is less dripping after it rains, to annoy passers-by if the tree is in the parkway.

Do you want insurance against caterpillars and other insects that injure your trees and shrubs in the spring and summer? If so, you should spray the plants thoroughly so that the bark is completely covered, along with all the branches out to their tips with what is known as a "dormant" spray. There

are several trade names for these; but, if you just ask for a "dormant" spray at your garden supply store, you won't go wrong. You must, however, dilute the spray carefully, according to directions on the package. It will be useless to apply this spray at any time when the temperature is lower than 40 degrees Fahrenheit. It is necessary then to choose a sunny, warm day, when you

can be certain that there will be no frost overnight.

You might try your hand at starting some seeds indoors, so you'll have plants to set out when the weather gets warm. Asters, snapdragon, salpiglossis, scabiosa and impatiens are a few you might try. You must have a sunny, warm window for the planter—and you must turn them clear around once each day. That's so they won't get "leggy" and bend toward the light. Use flat containers with a light soil, containing about one-third sand. Water only with a very gentle spray. Cover the seeds about four times their diameter with soil.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF DECEMBER 1956 AND 1955, AND TWELVE MONTHS ENDED DECEMBER 31, 1956 AND 1955

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

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

	Month of December		Twelve Months Ended December 31,	
	1956	1955	1956	1955
Revenues	\$10,034,924	\$10,550,700	\$120,193,554	\$120,897,185
Operation and Maintenance Expenses	8,837,707	9,133,341	102,711,307	102,488,191
Available for Debt Service	1,197,217	1,417,359	17,482,247	18,408,994
Debt Service Requirements:				
Interest Charges	398,660	406,983	4,830,374	4,946,632
Deposit to Series of 1947 Serial Bond				
Maturity Fund	250,000(1)	233,333	2,900,000	2,600,000
Revenue Bond Reserves (Note 2)	30,000	30,000	360,000	360,000
	678,660	670,316	8,090,374	7,906,632
Balance Available for Depreciation	518,557	747,043	9,391,873	10,502,362
Provision for Depreciation - Current Period	802,794	844,056	9,615,484	9,671,775
Balance Available for Other Charges or				
Deficit in Depreciation Provision (Note 3)	\$ 284,237 r	\$ 97,013 r	\$ 223,611 r	\$ 830,587

r - denotes red figure

PASSENGER STATISTICS

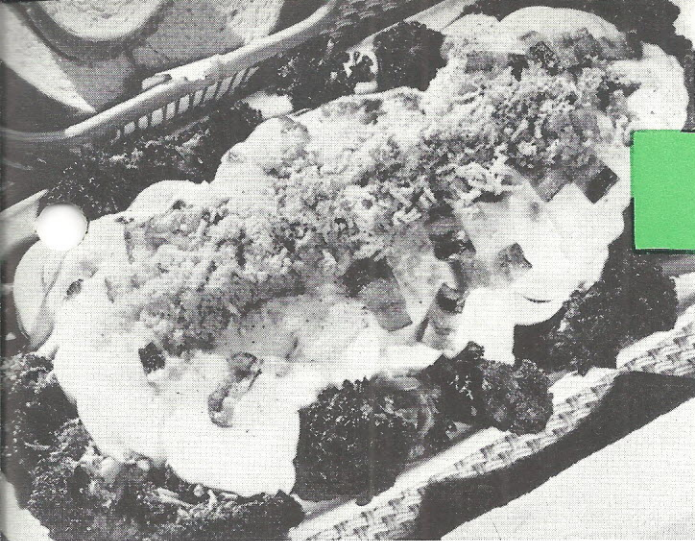
Originating Revenue Passengers	51,336,089	53,851,798	621,282,566	623,493,648
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at December 31, 1956

	Delivered to Date	Remaining to be Delivered	Total
1955 Orders:			
El-Subway Cars	40	40	80
1956 Orders:			
Propane Buses	50	100	150
El-Subway Cars	-	120	120
	90	260	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.



to the ladies from Ellen

BROCCOLI AND egg bake, one of the suggested dishes in the booklet for menus with appetite appeal, will be a welcome sight after the usual scrambled eggs and fish dinners.

IF YOU like new recipes, you'll surely want to try the one in the booklet for orange rice. It's a gourmet dish, yet takes very little doing. The flavor is so unique that friends will beg for the recipe.

MEAL PLANNING IN TECHNICOLOR

EVERYTHING IS technicolor nowadays. Cars, bathroom fixtures, kitchen appliances, kitchen utensils . . . it's psychological, the effect of color. It's fresh like Spring.

Prettiness should extend to the foods you serve, too, especially during the lenten season when choice of foods is limited. It's no secret that foods that look pretty are more appetizing than those that look dull and monotonous. Appetite appeal, a very important element in preparing lenten dishes, can change the regular into the unusual.

Foods need not be expensive nor complicated to prepare. To give them appetite appeal you need only to balance taste, color and texture. For instance, if you serve one food with a strong, distinctive flavor, let the other foods complement it. If you serve a red vegetable, complement it with yellow,



green or white. Serve foods of different textures for interest, crunchy and crisp to contrast with a soft food like mashed potatoes or squash.

Here's a sample menu for illustration . . . Creole Rice, Green Salad, Garlic French Bread, Fruit and Cookies and Milk, Tea or Coffee . . . a menu that's simple and economical, containing nutrition and color for appetite appeal.

A booklet has been compiled with suggestions for other appetite appealing menus. These will help to make your lenten dishes unusually different with very little preparation. A change in menu can make an astounding difference in monotonous lenten meals.

For your free booklet, write to Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois.

Do Not Handle Synthetics Like Cotton

THE INTRODUCTION of the many new blends of synthetic and natural fibers into the washable textile field can cause housewives many headaches.

Laundering and textile technicians point out that cottons have set the pace for housewives on maintenance procedures. Many housewives tend to treat all garments as though they were cotton. This will result in trouble both in washing and finishing.

For example, a great number of cotton-nylon blends are used in washables today. If such a garment is dried in an automatic drier, the fabric may have wrinkles set in it by

the spinner. If the garment is ironed with a cotton setting, the nylon in the blend can be damaged by heat.

As a general rule, it is advisable to handle according to the capabilities of the synthetic in a blend. This means that if a nylon is in the blend, the temperature of the washing water should be less hot than if the garment was 100% cotton. It also means that the synthetic setting should be used during ironing.

It is very important to know what the new synthetics are and how to treat the new garments you purchase. A little care will stretch a fabric's life line and will pay dividends to your budget.

Presenting
the 1956 winners of
**STATION
ACHIEVEMENT AWARD
ANNUAL SAFETY PLAQUES**

KEDZIE

FIRST

traffic type

69th

FIRST

passenger type

LARAMIE

FIRST

traffic-passenger type

Reflecting CTA's vigorous efforts to reduce accidents are the excellent records established by Kedzie, 69th and Laramie stations, winners of the 1956 Achievement Award plaques. Congratulations to these men who are responsible for this commendable performance. For 1957 our objective is the lowest accident frequency rate in the history of CTA. Let's all work together to achieve it.

Walter J. McCarter
General Manager

* See story on page 3.

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