

JANUARY, 1959

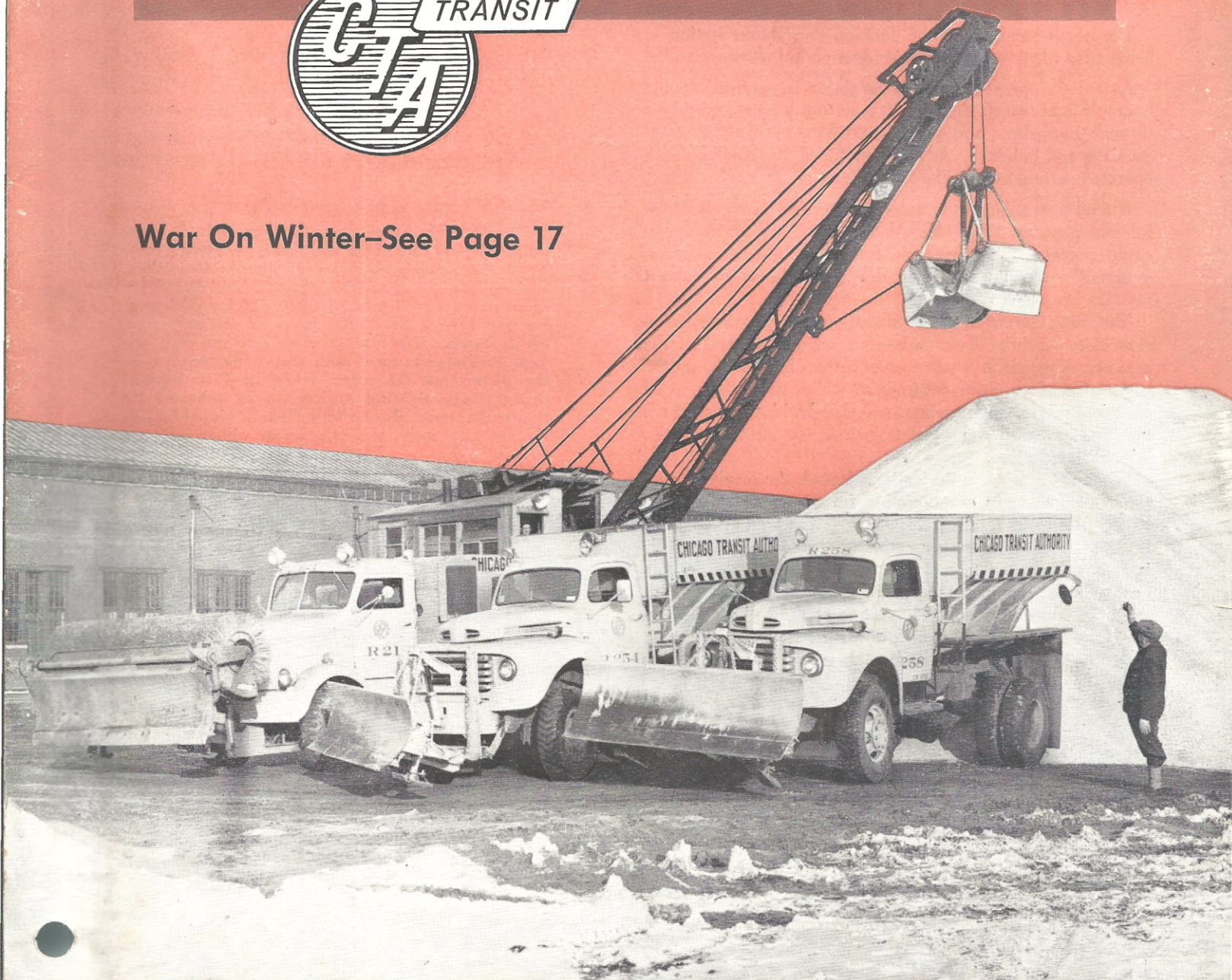
TRANSIT NEWS

METROPOLITAN



TRANSIT

War On Winter—See Page 17





AN AUTOMATIC escalator that operates either "up" or "down" is being tested at the Jackson-Van Buren station in the State street subway. The "up" movement starts when a rubber pad at the platform level is stepped upon as shown in the picture at the left. The pad is located between the handrails at the bottom of the stairs. The picture at the right shows the pad at the mezzanine level which when stepped upon starts the "down" movement.

Escalator Experiment Under Way at Loop Subway Station

AN AUTOMATIC, "do-it-yourself" escalator, operating either "up" or "down," whichever direction the user desires, went into test service at the Jackson-Van Buren Station in the State street subway on December 1.

The north escalator at the Jackson-Van Buren station is being used for the test, which is for a period of two months.

Automatic operation of this escalator is confined to the hours of light travel, from 10:00 p.m. to 6:00 a.m., Mondays through Saturdays, and from 10:00 p.m. to 10:00 a.m. on Sundays and holidays. At all other times, the escalator will operate continuously in the "up" direction.

If trial operation of the automatic control proves successful and popular, CTA plans, when funds are available, to equip escalators at other rapid transit stations with similar automatic controls to be used during the hours of lightest travel.

The main feature of the escalator's automatic control consists of two rubber floor pads—one set at each end of the escalator—on which a patron must step. His weight on the pads initiates an electrical impulse which travels to special electrical relays. These relays, connected with the escalator's machinery, cause the escalator to move either "up" or "down," as desired.

When the automatic device is activated, the escalator continues to operate in one direction for 35 seconds, and then stops. However, if another patron, going in the same direction, boards the escalator, the 35-second operating cycle is repeated immediately, no matter whether or not the first passenger has reached the opposite end.

Electrically illuminated signs, two at the top and two at the bottom, advise patrons how to use the escalator when it is on automatic operation. When the escalator is not being

used, signs invite patrons to use it. If the escalator should be in use, operating in the "up" direction, for example, a sign at the bottom invites patrons to board. Simultaneously a sign warns patrons at the mezzanine level not to board the escalator, but to use the adjacent stairs. When the escalator is running in the "down" direction, a flashing sign warns patrons at the train platform level not to board, but to use the stairway.

Guard rails paralleling the floor pads insure that the passengers will step on pads before boarding the escalator.

OUR COVER: Snow may be beautiful to some people, but to CTA it's a big headache. And a costly one, too. During the first 15 days of December, 1958, when snow and ice plagued the city, CTA spent an estimated total of \$296,278 for snow and ice removal on about 900 miles of streets served by its buses. Immense piles of salt and slag are kept in reserve to meet these storm emergencies, as the picture on the cover, taken at 77th station, shows. Snow fighting equipment, as indicated by the trucks, must also be immediately available. For the complete story on CTA's war on winter see page 17.

RECENT ADDITIONS TO THE ARMED FORCES

Quinton O. Bowles—Transportation (North Park)

Robert S. Francione—Transportation (North Avenue)

John W. Mason—Transportation (Kedzie)

Thomas E. McCue—Shops and Equipment (52nd)

Joseph J. Nachowicz—General Office (Engineering)

Samuel S. Peck—Transportation (52nd)

Patrick J. Ronan—Transportation (Forest Glen)

Jimmie L. Slaughter—Transportation (Beverly)

RECENTLY RETURNED

Olan N. Kellogg, Jr.—Transportation (77th)

Mark F. Wilm—Transportation (Forest Glen)

VOLUME XII

CTA TRANSIT NEWS

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CHICAGO TRANSIT AUTHORITY

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January 12, 1959

To All Operating Employees:

It gives me great satisfaction to announce that again, for the fourth consecutive year, you men have established a new public safety record. You can be justly proud of your 1958 achievement which was made under extremely difficult traffic conditions. You have demonstrated how effective Defensive Driving can be in the hands of skilled men; as a team, you cooperated to make traffic safety your first consideration.

It is this spirit of cooperation that will be a major factor in getting through 1959, which will be a critical year for CTA. As many of you are aware, we have been losing riders steadily year after year and at the same time we have been facing increased costs. In past years, increased fares, savings in costs, and minor service reductions have offset our financial difficulties. These measures did not affect you, the operating employees. Now we are at a point where an additional fare increase is not a good alternative, costs have been cut to a minimum, and more drastic service reductions will actually lessen your job security.

There is, however, another alternative, and that is to make the most of the better feelings that have been advanced toward public transit. Newspapers, responsible persons, and influential organizations are recognizing the vital need for good public transportation. Their support is helping to make the general public recognize the importance of mass transportation.

We, too, must influence these people - not with words alone, but with action. CTA is not judged by the need for our service, but by the quality of the service we provide. In the final analysis, each individual rider judges CTA on the basis of how he is treated each time he uses our service. We will get and retain customers only if we provide the kind of service they deserve and expect.

CTA's future and your job security depend on how well you serve your passengers. You must place the same kind of emphasis on the comfort and safety of your passengers that you place on traffic safety. If you do, we need not have fears for the coming year.

Sincerely yours,

General Manager

Chicago Transit Board Adopts 1959 Budget

FOR CTA OPERATIONS in 1959, Chicago Transit Board on December 4 adopted a budget of \$129,993,000, which is \$4,503,000 in excess of estimated revenues for the year.

This estimated deficit of \$4,503,000 in depreciation reserves for 1959, the largest ever anticipated in any year since CTA began operations 11 years ago, results primarily from the pressure of inflation on wages and material costs, from an increase in pension and social security costs, and from the continuing decline in the volume of passenger traffic on the surface system.

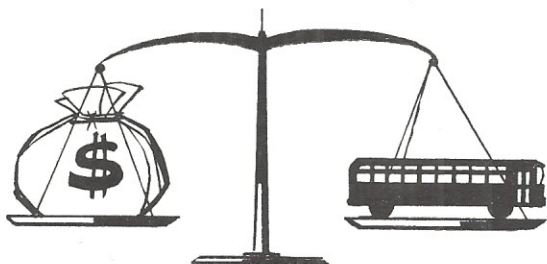
Also adopted by Chicago Transit Board was a capital budget of \$18,342,000 for 1959 to pay for equipment purchases, including a pending order of 150 45-passenger buses and other immediately necessary capital projects. Funds for this budget comes from the depreciation reserve fund which is part of the operating budget. To hold the capital budget to the amount of money expected to be available from the depreciation reserves, it was necessary to defer important capital projects costing an estimated \$10,000,000.

Adoption of the two budgets was preceded by a public hearing conducted by *Chairman V. E. Gunlock* and members of the Chicago Transit Board. Both budgets were prepared by the CTA operating staff and were recommended to the Board by *General Manager Walter J. McCarter*.

The estimated deficit of \$4,503,000 in depreciation reserves includes an estimated carry-over of \$492,000 from 1958 operation, which may or may not occur, depending on the effect of weather conditions in December or operating expenses and passenger revenues.

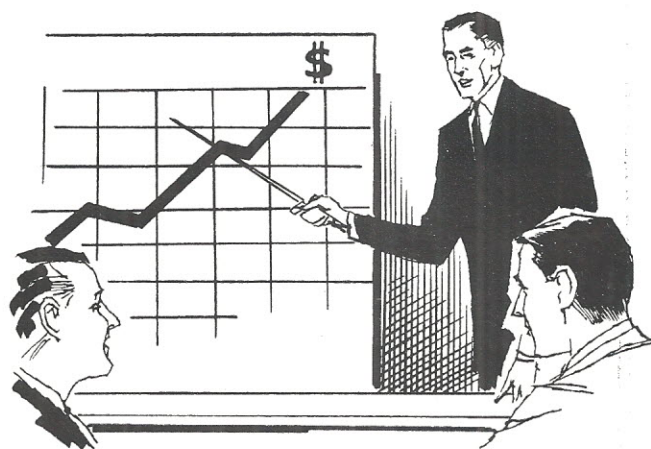
Lower Income Anticipated

Income for 1959 is estimated at \$125,490,000, about \$860,000 below the amount expected from 1958 operations, and estimated 1959 operating expenses of \$111,662,000 exceed 1958 anticipated operating costs by \$2,955,000. The advance in operating costs in 1959 results, as stated above, from inflationary factors over which CTA has no control, and from continuing decline in the passenger volume of the surface system, which is hit hard by traffic congestion in rush hours, and by competition from the private automobile.



Revenue passengers for 1959 are estimated at 531,890,000, a decrease of 1,823,000 from the total of 533,713,000 expected in 1958. Surface system revenue passenger volume for 1959 is estimated at 422,690,000, an anticipated decrease of 4,955,000 from 1958; rapid transit system revenue passenger traffic for 1959 is estimated at 109,200,000, an increase of 3,132,000 over 1958.

Operating expenses budgeted for 1959 total \$111,662,000, leaving only \$13,828,000 to meet debt service costs of \$7,800,000 and depreciation reserve requirements of \$10,039,000, which together with the expected carry-over depreciation reserve deficit of 1958, total \$18,331,000.



Lake Street Elevation Included

Included in the 1959 capital budget is \$350,000 of CTA's \$600,000 share of the \$4,000,000 project for elevating the ground-level section of the Lake Street rapid transit route from Laramie avenue, Chicago, to just beyond Harlem avenue, west boundary of Oak Park. This project is scheduled to get underway early in 1959. It is being co-operatively financed by five public agencies—the State, Cook County, the City of Chicago, Oak Park, and the CTA.

Other major items in the capital budget are \$9,516,000 for the purchase of needed rolling stock, including the pending order for 150 buses; \$3,103,000 to pay principal and interest charges on equipment trust certificates issued in connection with equipment purchases; \$800,000 for the \$1,800,000 project at Wilson and Broadway where four tracks are being constructed through the station area; \$1,125,000 for track and structure materials; \$1,650,000 for improvements at garages, bus stations, shops and other buildings; \$775,000 for electrical construction; \$115,000 for shop tools and equipment, and \$300,000 for payments to the City of Chicago in compliance with CTA's franchise obligations to contribute \$10,000 per double track mile for the paving of streets where buses have been substituted for streetcars.

Test LITTER Clean-up Devices on Bus

TWO EXPERIMENTAL clean-up devices, a litter container and a vacuum cleaner for transfer punchings, are being tested in one of CTA's new propane-fueled buses.

The litter container is located on the back of the cross seat just ahead of the center exit door. This convenient location makes it easy for CTA passengers to deposit their newspapers and litter in the container before alighting from the bus and thus avoid cluttering up Chicago's streets.

On the front of the container is a printed message, "Place Litter Here for a Cleaner Chicago."

Constructed at a cost of approximately \$35, the test container was made at CTA's West Shops' sheet metal shop. It is approximately 20 inches wide and 19 inches high and extends out about six inches from the rear of the seat. Having a capacity for about a bushel of rubbish, the container has a two-panel hinged lid and a hinged bottom that drops down for easy cleaning.

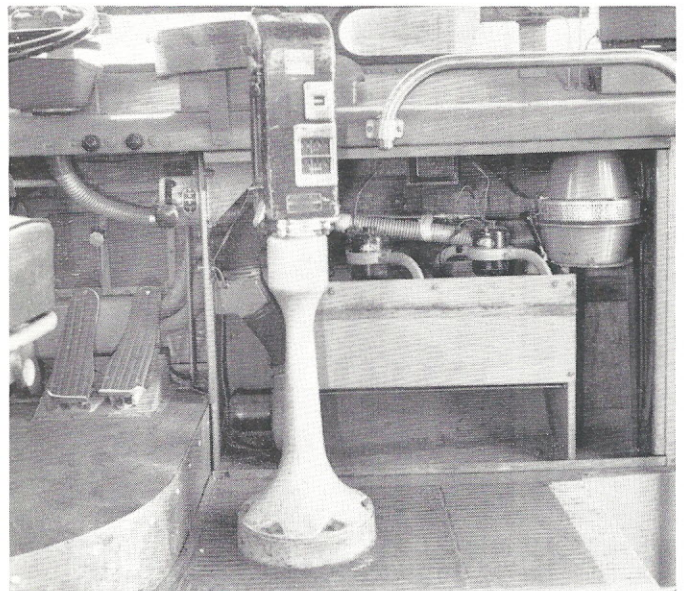
This bus is equipped also with a vacuum cleaner to pick up transfer punchings. A commercial type vacuum cleaner unit is installed behind the front heater panel. A hose leads to a scoop tray in front of the steering wheel over which the bus operator is required to punch transfers. By using a foot switch the bus operator starts the vacuum action and the transfer confetti is drawn from the tray into a refuse container behind the front panel. The approximate cost of this vacuum cleaner attachment is \$85.

If the tests prove successful and sufficient funds are available, both of these innovations may become a permanent part of all CTA buses.

SHOWN IN this picture is the scoop tray in front of steering wheel now being tested in one of CTA's new propane-fueled buses to catch transfer punchings.



CLOSE-UP VIEW of the experimental litter container that has been installed in one of CTA's new propane-fueled buses. The container, located on the back of the cross seat just ahead of the center exit door, has a two-panel hinged lid and a hinged bottom that drops down for easy cleaning.



THE TEST vacuum cleaner for transfer punchings (shown with heater panel removed) that has been installed in CTA bus No. 8060 is pictured here. A hose leads to a scoop tray (upper left) over which the bus operator is required to punch transfers. By using a foot switch, bus operator starts the vacuum action and transfer confetti is drawn from the tray into a refuse container.





New Park 'N' Ride Girder Signs on "L" System

SIXTY-TWO NEW, permanent-type girder signs have recently been installed at 39 locations on CTA's rapid transit division to encourage motorists to use Park-'N'-Ride facilities and take advantage of fast "L"-subway service.

The signs span structure girders across heavily traveled streets in the Loop and outlying areas as far as Church street, Evanston, on the north; 63rd street on the south; Pulaski road on the west, and Ogden and Millard avenues on the southwest side of the city.

Made of metal and framed with wood, the signs are attractively painted in three colors for greater visibility. Fifty-six are three feet high by 30 feet wide and six are five feet by 50 feet in dimension.

The picture shows the sign on the south side of the State-Lake "L" station as it appears looking north from Randolph street. The new lights recently installed along State street in the Loop are seen in the foreground.

PENSION CONTRACT REVISED

RENEWAL AND revision of the CTA employe pension contract, covering approximately 8,800 members of Division 241 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employes, was approved December 17 by Chicago Transit Board.

The new contract, effective January 1, 1959, expires December 31, 1961. To strengthen financially the non-funded, predominately pay-as-you-go pension plan, CTA contributions to the plan are increased from 7 per cent to 7½ per cent of payroll for 1959, and to 8 per cent for 1960 and 1961, respectively. Employe contributions are increased from 3½ per cent of earnings, up to \$10,000 annually, to 3¾ per cent for 1959, and 4 per cent for 1960 and 1961, respectively.

The benefit formula now in effect remains unchanged. Pension payments to 5,400 retired employes are now averaging \$91.20 per month per employe.

Pension contract negotiations will proceed with other employe union groups, including Division 308 of the AASER & MC employes. Approximately 14,000 CTA employes are covered by the existing pension contracts.

Currently CTA contributions to the employe pension plan approximate \$5,250,000 a year, and employe contributions total approximately \$2,625,000 annually.

On the basis of the current number of employes, and their current earnings, present pension costs to CTA will be increased by \$367,500 in 1959, by \$742,000 in 1960, and by \$742,000 in 1961, and the employe contributions would be increased by \$183,750 in 1959, by \$371,000 in 1960, and \$371,000 in 1961.

100 NEW BUSES ORDERED

PURCHASE OF another group of 100 odorless propane buses from the Twin Coach Company of Kent, Ohio, and the Flxible Company of Loudonville, Ohio, joint manufacturers, at a total cost of \$2,177,810, including delivery, was authorized December 17 by Chicago Transit Board.

The Twin Coach Company and The Flxible Company submitted a low bid of \$21,778.10 each, including delivery, on the odorless propane bus. Other participants in the bidding were General Motors Corporation, Bus Division, of Pontiac, Michigan, which does not manufacture a propane bus engine, and Mack Trucks, Inc., of Allentown, Pennsylvania.

General Motors' bid on diesel buses was based on a price of \$22,736.23, including delivery. Mack Trucks' bid on propane buses was at a price of \$22,951 per unit, and at a price of \$22,951 for diesel buses, including delivery.

Purchase of the 100 additional new propane buses will be financed by the sale of Series 10 equipment trust certificates supplemented by cash from CTA's depreciation reserve.

The new buses, each having a capacity of 44 seated passengers, are to be equipped with the latest type of air springs as well as with power steering. In-service buses now at or over retirement age will be replaced as the 100 new buses arrive. Delivery is expected to be completed by October, 1959.

Presently, Twin Coach-Flxible are delivering a previous order of 150 propane buses which were purchased some months ago on competitive bidding. To date approximately 100 of these buses have been delivered.

West Side Subway Block Signal System Extended

PERMANENT, AUTOMATIC block signals and brake trip equipment were placed in operation on December 16 between Halsted and Medical Center stations, completing the installation of this modern equipment in the West Side Subway from the Loop to about 700 feet west of the Cicero-Lavergne station.

To further safeguard CTA riders, automatic block signals were installed between Loomis junction in the subway and Polk street station on the Douglas branch and electronically-controlled interlocking signals were placed in service

at Loomis junction where Douglas trains enter and leave the subway.

At the interlocking point, train identification coils, mounted on the right front of the head cars, (indicating either Congress-Milwaukee or Douglas-Milwaukee trains) passing through a magnetic field activate the controls to determine the route and for setting the proper switches and signals for safe passage through the junction.

These doughnut-shaped tuning coils which are mounted on all regular trains leaving Desplaines terminal, 54th termi-

nal and Logan terminal are set at 92 kilocycles for Congress-Milwaukee trains and at 100 kilocycles for Douglas-Milwaukee trains. As the trains enter the interlocking area, the identifying signal is picked up and switches and block signals are set up to allow trains to proceed through the junction. The entire installation is designed to "fail safe" in the event of any operating emergency.

The material for this project was furnished by General Railway Signal Company and the installation work was handled by Kil-Bar Electric Company of Chicago. The overall cost of this signalling from Congress-LaSalle station to Lavergne avenue is \$3,130,000. The City of Chicago is to be reimbursed this amount by CTA.

Existing temporary signalling facilities west of Lavergne will continue in use until the Congress Expressway with its grade-separated rapid transit strip is completed to the western terminal at Desplaines avenue, Forest Park.

With automatic block signals and interlocking approach signals, motormen are guided by colored lights.

If for any reason a motorman proceeds past a stop signal, a wayside track trip will open a control switch on the train, shutting off the power and applying the brakes. The brakes then cannot be released until the train has come to a complete stop.

The installation of automatic interlocking facilities at this location will save CTA approximately \$25,000 per year because it eliminates the necessity of having a man on duty 24 hours a day and the construction of an interlocking tower with consequent maintenance charges, such as heating, lighting, etc.

Block signal and automatic train brake trip protection for the sections of the elevated system, not presently signalled, is one of the objectives of CTA's \$315,000,000 rapid transit extension and improvement program for which it is seeking financial assistance. The signal projects included in the program total \$28,000,000.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF NOVEMBER 1958 AND 1957, ELEVEN MONTHS ENDED NOVEMBER 30, 1958 AND 1957 AND
TWELVE MONTHS ENDED NOVEMBER 30, 1958
(Revenues applied in order of precedence required by Trust Agreement)

	Month of November		Eleven Months Ended November 30,		Twelve Months Ended Nov. 30, 1958
	1958	1957	1958	1957	
Revenues	\$9,984,150	\$10,581,751	\$115,078,489	\$113,406,901	\$126,144,523
Operation and Maintenance Expenses	8,611,867	8,982,782	98,516,321	97,397,141	107,880,582
Available for Debt Service	1,372,283	1,598,969	16,562,168	16,009,760	\$ 18,263,941
Debt Service Requirements:					
Interest Charges	378,425	388,651	4,217,795	4,339,505	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,667(1)	166,666	1,833,333	2,333,333	
Deposit to Series of 1947 Sinking Fund(2)	105,213	95,767	1,100,667	478,833	
Revenue Bond Reserves (3)	—	7,000	43,398	215,000	
	650,305	658,084	7,195,193	7,366,671	
Balance Available for Depreciation	721,978	940,885	9,366,975	8,643,089	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	—	—	—	313,588	
Balance Available for Depreciation	721,978	940,885	9,366,975	8,956,677	
Provision for Depreciation:					
Current Period	798,732	846,540	9,206,279	9,072,552	
Deficit in Depreciation Provision					
or Balance Available for Other Charges (5)	76,754 r	94,345	160,696	115,875 r	
Accumulated Deficit:					
To end of previous period	56,760	433,831 r	180,690 r	223,611 r	
At close of period	\$ 19,994 r	\$ 339,486 r	\$ 19,994 r	\$ 339,486 r	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	42,500,995	45,324,119	486,843,877	535,477,358	533,432,386
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at November 30, 1958

	Delivered to Date	Remaining to be Delivered	Total
1958 Orders:			
El-Subway Cars	—	100	100
Propane Buses	92	58	150
	92	158	250
Delivered under previous orders		3,464	
Less - P.C.C. Streetcars to be converted to El-Subway Cars		100	3,364

NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1959.
- (2) Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase after invitation for tenders or in the open market.
- (3) 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.
- (4) Revenues for the month of January 1957 were not sufficient to make the deposits required in the Debt Service Funds. In accordance with the terms of the Revenue Bond Trust Agreement, such deficiency in revenues to meet the debt service requirements was made up by a transfer from the Operating Expense Reserve Fund.
- (5) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first 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 Fund" to the extent that earnings 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 earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

OUR

Public Speaks



AN UNUSUAL commendation of a CTA employe was received recently when Governor Goodwin Knight, of California, telephoned General Manager Walter J. McCarter to praise in high terms Operator Walter S. Kulz (North Avenue) who drives a Belmont avenue bus.

The governor, on a trip to Chicago, boarded a Belmont bus to go to the DeVry Technical Institute at 4141 Belmont avenue. Being unfamiliar with Chicago, he asked Operator Kulz for correct travel directions and was promptly given the information on where to alight from the bus for the Institute.

When he learned the identity of his prominent passenger, Operator Kulz also extolled the virtues of Chicago in the best Chamber of Commerce manner, and the governor remarked that the operator certainly was a credit to Chicago, and to the CTA.

JUDGING FROM the other recently received letters of commendation, we have other conscientious diplomats in our employ.

Printed in adjacent columns are two more interesting letters written by our patrons:

SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for December, 1958; November, 1958, and December, 1957:

	Dec. 1958	Nov. 1958	Dec. 1957
Complaints	1333	917	949
Commendations	82	79	75

"Her Usual Efficiency"

"This morning when the lady on duty at the Thorndale station (*May Rohr*, North Section) transacted my purchase of 10 tokens with her usual efficiency, followed by a pleasant 'Thank You,' I thought I'd write a letter and tell what a fine employe she is.

"For as long as I can remember, she has executed her duties in such a pleasant and courteous manner that it is just taken for granted. Because she handles token purchases with such efficiency, never delaying others who are next in line, I often wait to buy my tokens from her rather than go elsewhere.

"I hope you will place this commendation in her personal file and let her know how much we at the Thorndale station appreciate her. (I say 'we' because I am sure there are others just as appreciative who do not take the time to write.)"



"Called Each Street"

"I should like to commend Bus Operator No. 1225 (*Edward N. Perry*, Limits) for the wonderful manner in which he handled his job.

"He called each street name clearly, cautioned people to watch their step and didn't start his bus quickly to throw people off their balance. At one stop he helped a badly crippled man aboard, did not start the bus till the man was seated, and asked the man his destination."

OF COURSE, there are letters like these reprinted below, which are not pleasing to receive:

"I boarded a Roosevelt road bus at the west terminal and was issued a transfer. I alighted at Halsted street and boarded another bus. When I handed the operator my transfer, he told me that it was no good. When I tried to explain that the transfer had been just issued to me, he told me not to take his time up with silly excuses and judging from the number of boxes I was carrying, he also stated that as long as I could spend money for shopping, the least I could do was to pay another fare."

COMMENT: It is possible that the operator who issued the transfer had mis-punched it. However, patrons must be given courteous explanations as to why transfers are rejected and an additional fare required.

"Recently I boarded a Devon avenue bus, deposited my fare and headed toward the rear of the vehicle. Before I reached the rear, I realized that I had not requested a transfer and walked back to the driver's seat. When I asked for a transfer, the operator informed me of the rule, 'Transfers are issued only at the time fares are paid.' I exclaimed that I had just boarded the bus and had not even been seated, but this only prompted aggravation on the part of the driver."

COMMENT: Closer attention in collecting fares and issuing transfers could have avoided this situation. The lack of consideration and conduct described above causes patrons to seek other means of transportation.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Spends Holidays On High Seas

ACCOUNTING—(Voucher)—*Martha Neffas* enjoyed Christmas and New Year's Day at sea aboard the steamer *Oslofjord* while on a cruise to the West Indies. Some of the interesting places she visited were Port au Prince, Curacao, Trinidad, Martinique, Antigua, St. Thomas and San Juan.

(Revenue)—A farewell luncheon was given *Hazel Emery*, who retired on December 1. Her associates presented her with a purse containing a check. One of those attending the luncheon was *Mary Mariano Short*, formerly of this section.

At this writing, *Theresa Hayes* is recuperating nicely at St. Joseph hospital, where she recently underwent surgery.

Beverly Kane has a sparkle in her eyes as well as on her hand. She and her fiancé, *Norman Wolf*, plan to be married next fall.

Happy Grandma

Sarah McDonnell became a happy grandmother when *Marie Bernadette* was born to her daughter, *Mary Mersch*, on December 11. *Mary* formerly worked in Public Information's Service Section.

Thomas Babcock, token deliverer, died suddenly on December 23.

(Material and Supplies)—*Helen Swanson* spent a holiday vacation with her sister in Wisconsin.

John, brother of *Josephine Tollar*, passed away on December 11.

(Payroll Distribution) — *Supervisor Arthur E. Johnson* presently is recuperating after surgery on his elbow.

Violet Holt spent a week of her vacation at home preparing for the Yuletide season.

(General)—*Charles Carey*, who was struck down by a car, recently died as a result of the injuries incurred from that accident.

Astrid Platto enjoyed the Christmas holidays with her brother and his family in Detroit. From there, she flew to New York City for New Year's Day with her sister and hus-



HERE COMES SANTA!

THIS JOLLY Santa Claus with his prancing reindeer and sleigh again brightened the front lawn of *Radio Dispatcher Charles Batterson's* home at 9720 S. Union, Chicago, during the Yuletide recently ended, as they have for the last three Christmas seasons. *Charlie* spent many spare time hours in his home workshop, cutting out the plywood figures on a bandsaw and a circular saw, and painting them in gay colors. He also set up floodlights to illuminate his display.

Reported by *Julie Prinderville*

band. While in New York, she saw a performance of the opera "Madame Butterfly."

(IBM)—*Robert Rise* journeyed by airplane to the eastern states and then up to Canada for a week of skiing, during his vacation.

—HELEN A. LOWE and
MABLE I. POTTHAST

Expert Speller Wins TV Appearance

BEVERLY—(Operators)—*Larry, Jr.*, 12-year-old son of Mr. and Mrs. *Larry Manter, Sr.*, won a chance to appear in the finals of a spelling competition, sponsored by the *Chicago Daily News*, which will be televised in April. He did this by taking second place in a recent district spelling bee, in which children from 23 schools participated. *Larry* is a seventh-grader in the Van Vlissingen school.

Jerry Gleason's wife, *Mary*, died suddenly of a heart attack on December 26.

Jack Loftus is now a rapid transit ticket agent on the West Section.

Mr. and Mrs. *John Healy* recently became grandparents for the 13th time when *Patricia Ann Barrett* arrived.

The 32nd wedding anniversary of *George and Wilma Mae Tidd* seemed to be a good time for their daughter, *Georgene*, to get married, so, on December 21, she and *Andrew Jackson* exchanged vows at the Sunnycrest Community church in Flossmoor. A reception was held at the Tidd home for 65 guests.

On January 15, the *Ray Goodwins* celebrated their 34th wedding anniversary . . . On the same day, the *George Harpers* marked 26 wedded years . . . *Bill and Ann Radcliff* celebrated 31 wedded

years on January 21 . . . The *Edward Rickers* will mark their 28th anniversary on January 28.

Still off sick, at this writing, are *Mickey Hines*, *Art Ryan*, and *Gabriel De Jonge*.

(Repair) — Gathering together for a Christmas reunion were members of the *Joe Simel* clan. Among those present at *Joe's* home was *Joe's* mother from Scranton, Pennsylvania, who was happy to visit with her 14 grandchildren and to see two of her great-grandchildren for the first time.

John Grant, assistant day foreman, took a Florida vacation as did *Pat McDonnell*, who looked things over down in Palm Springs.

Caldwell Dillion visited in Mississippi . . . *Repairman George Toms*, unfortunately, had to spend his vacation in the hospital undergoing a series of tests.

At this writing, *Tom Canning* is off due to an injury . . . However, *Bernie Lazisky* and *Pat McGinnis* are back at work after short illnesses.

Rudy Koprowitz showed your reporter an old picture, which appeared in the July, 1929, issue of the former *Surface Service Magazine*, of *Rudy*, *Operators Mickey Hines* and *Frank Lucas*, and *Ragnar (Rags) Nelson*, former conductor, who later became a state senator. The four were photographed as they prepared to tee off in a Chicago Surface Lines golf tournament at the Green Valley course.

—FRANK M. BLACK

Electrician Finds Hot Springs A Bit Cool

ELECTRICAL — *Melvin Cook*, "B" electrician, vacationed in Hot Springs, Arkansas, but found that the weather was pretty cold. While there, he stayed at the Margrete motel.

Lineman *Charles Schumaker*, who recently underwent surgery, returned to work on December 8.

Lineman *William McDonald* presently is at home recuperating from an operation which was performed recently . . . *Joseph Skiris*, "B" helper, is on the sick list, at this writing.

Chauffeur Steve D'Anna, who was recently hospitalized, now is recuperating at home.

Warner Moore, substation utility man, suffered the loss of his father recently.

—GILBERT E. ANDREWS

Maybe He'd Better Take Bus To Work

52ND—Clerk *Louis Povlock* has a hard time keeping his new car clean. Too many of the operators at our station are caressing it lovingly and leaving behind their fingerprints.

Operator *Charles Hobbs* went to Ft. Benning, Georgia, on his vacation so he could be with his son at Christmas.

Mrs. *May Moriarty*, wife of Operator *Walter Moriarty*, who was confined to Michael Reese hospital for about three weeks, after suffering a heart attack, presently is at home recuperating.

Repairman *James Maloney*, who found a wallet containing cash, turned it in to the lost and found and received a \$10 reward and a letter of commendation from the owner.

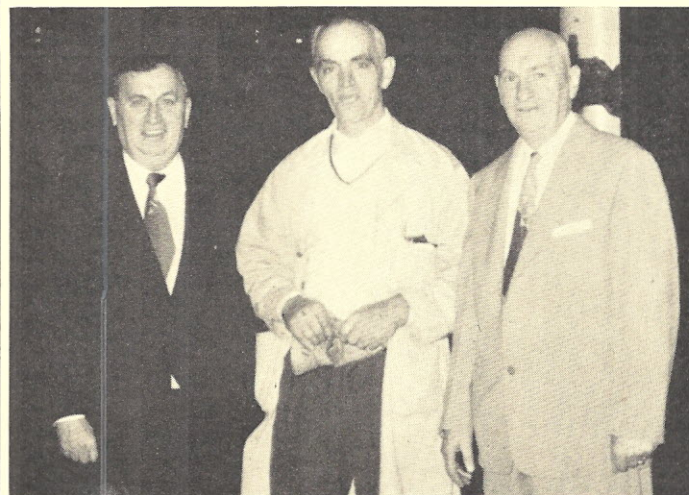
Assistant Foreman *Mike Kelly* recently gave his daughter, *Mary*, in marriage to *Patrick O'Shea*.

—JOSEPH W. WALINCHIUS

Take In Sight Out In Arizona

GENERAL OFFICE—(Transportation)
—On a recent vacation, *Tony Curcio*, his mother and father, and Tony's friend, *Bob Padar*, drove

SKOKIE FOREMAN RETIRES



AUGUST J. FEINENDEGEN (right), machine shop foreman at Skokie Shops, retired on pension December 1 after nearly 46 years of service.

Mr. Feinendegen, 65, began as a machinist's apprentice with the old Metropolitan West Side Elevated railroad on January 11, 1913. Assigned to the Throop street yard, he was promoted to machinist in 1919, to truck foreman in 1927 and, in 1935, to the position he held at the time of his retirement. He transferred to Skokie Shops in 1950.

An Army veteran of World War I, during which he served on the front lines in France, Mr. Feinendegen was a charter member of the old Chicago Elevated Post No. 184, American Legion, and now is a member of CTA Post No. 1216, American Legion.

Pictured with him are (from left) his brothers, *Joe*, chief clerk of inspection shops at rapid transit terminals, and *Fred*, an assistant electrical foreman at Skokie Shops.

from Chicago to Phoenix, Arizona. For two weeks the four took in the sights in and around Phoenix and

Scottsdale. Then Tony and his friend returned to Chicago, while Mr. and Mrs. *Curcio* plan to spend the winter in Arizona.

Jack Krause took a flying trip to Miami Beach, Florida. He took up residence at the Desert Inn, where also were registered *John Thurow*, clerk at 77th street; his wife *Millie Bloom Thurow*, a former CTA telephone operator, and their three-year-old daughter, *Melissa*. . . Also, Mr. and Mrs. *Thomas Moore* spent a month's vacation in Miami Beach. Mr. Moore said the weather in Chicago was a *bit cool* compared to the sunny south.

(Insurance)—*Reggie Kuzius* still continues to be an ace kegler. In two different leagues, the Moose league and the Kolski Ladies' league, her present average is 152.

Mary Durr, a registered nurse, recently joined the Medical De-

TRANSITADS

FOR SALE: L. & H. spinet piano. Like new. \$450.00. Contact *A. C. Vidmont*, 5557 S. Kilbourn, or telephone Portsmouth 7-7817.

FOR SALE: Unit home on the Gulf of Mexico in Lanark, Florida. Two bedrooms, living room, ceramic tiled bathroom with shower. Tile flooring throughout home. Gas wall heater and gas hot water heater. Gas range, screened front porch, jalousie windows. One and one-half patios in back. Laundry poles. Price \$5,850.00 cash. Contact *Anton Quilico*, 116 Azalea drive, Holly Hill, Florida.

partment. Mary is a sister of *Dorothy Durr*, Executive, and both are daughters of *James Durr*, terminal clerk at Lake Street shops.

Your scribe retracts an erroneous statement which appeared in the December issue of TRANSIT NEWS. It was said that *Marguerite Kuper* scored 98 per cent in a drivers' improvement school test. However, *Marguerite* made 100, while *Jerry Howe*, *Reggie Kuzius* and *Mary Berry* each scored 98.

The Blackhawk restaurant was the setting for a Christmas dinner attended by several girls in this department. The group also included *Kay Corcoran* of the Employees' Suggestion Committee, and *Nancy DalPorto Clifford*, former employe, whose bundle of joy is now eight months old. *Janice Bruhnke*, who resigned from the CTA for employment elsewhere, also returned to join the group.

(Public Information) — *Nancy Starks*, Service Section, and her husband, *Clyde*, decided to spend Christmas with his family. So, as soon as *Clyde* left work on Christmas Eve, he and *Nancy* got into their car and, on Christmas morning, arrived at his folks' home at Hiwassee Dam, North Carolina.

Al Ekelmann, Charter Service, vacationed in and around Chicago over the holidays. . . Also taking a short vacation was *Pat McStay* of Service Section.

—JULIE PRINDERVILLE

59th-61st BUS ROUTE EXTENDED

DIRECT, EAST-WEST, CTA service for visitors to the Museum of Science and Industry became effective on December 14 when the extension of the 59th-61st (No. 59) surface route was placed in operation.

This extra convenience for CTA patrons is in effect during the hours when the museum is open to the public. On weekdays the extension of the 59th-61st bus route operates between approximately 9:30 a.m. and 4:30 p.m. and, on Saturdays, Sundays and holidays between about 9:30 a.m. and 6:30 p.m.

Eastbound buses follow their present route to the terminal at Midway Plaisance and Stony Island avenue and then operate north on Stony Island avenue to 57th boulevard, east on 57th boulevard to Museum drive and then east on Museum drive to the entrance of the Museum of Science and Industry.

Returning from the museum, westbound buses travel east on Museum drive to S. Everett drive, north on S. Everett drive to 57th boulevard, west on 57th boulevard to Stony Island avenue, south on Stony Island avenue to 60th street and then west on 60th street over the regular routing.

A Truly Sparkling Christmas Present

GENERAL OFFICE—(*Job Classification*)—Just five days before Christmas, Carol McMahon received a beautiful diamond ring from John O'Grady. Their wedding is planned for the fall of 1959. Carol's father, John McMahon, is a foreman at Lamon bus garage and John's father, Michael O'Grady, is a bus operator working out of North Avenue station.

(*Employment*) — Raymond J. Ruzich, assistant superintendent of Employment, suffered the loss of his mother, Agnes Ruzich, who passed away December 3 after a short illness. She was the wife of John R. Ruzich who, before his retirement on August 1, 1949, after 47 years of service, was general foreman of the Way and Structures Department's surface division. Another son, Dr. Stanley E. Ruzich, also survives.

50 WEDDED YEARS



CELEBRATING THEIR golden wedding anniversary on January 23 will be John Musachio, retired repairman, Beverly, and his wife, Clara. They plan a party for relatives and friends at their home at 1025 E. 79th street. Helping with the celebration will be the couple's daughter, Mrs. Marion Molinaro; five grandchildren and two great-grandchildren. John, who retired in 1950 after 27 years of service with CTA and the former Chicago Surface Lines, and his wife were married in 1909 in their native Falconara, Italy.

(*Training and Accident Prevention*)—Welcomed as new training assistants recently were Walter Garbutt, formerly an operator assigned to 77th, and Joseph O'Sullivan, who worked as an operator out of Beverly.

—MARY E. CLARKE

Some Pretty Good Resolutions

KEDZIE—Now that the new year has begun, your reporter hopes that everyone will make a resolution to secure all the witnesses possible in case of accidents. We can expect bad weather for the next few months, so let's all drive defensively and put Kedzie on top for 1959.

The Kedzie Credit Union is to be complimented for the beautiful Christmas tree and wreaths displayed during the holiday season.

Your reporter would like to hear from anyone who has a special or unusual hobby. All hobbyists will be considered for a write-up in CTA TRANSIT NEWS.

Also, please keep your reporter informed of anything unusual so that this column can be built up during 1959.

Clerk Emanuel Haimann and Receiver Bill Cerkan recently underwent surgery.

—C. P. STARR

Spends Yule Vacation Calling On Friends

LOOP (*Agents*) — Mary Ohnesorge spent her vacation, during the Christmas holidays, visiting friends. She also took time out to do a little relaxing after the hurry-scurry of Christmas.

Albert Dodge's mother, who lived in Marcelline, Missouri, recently passed away in her 97th year.

Nancy McInerney spent her vacation around home preparing for Christmas, as did Agnes Sullivan, during her vacation.

The holiday of Marie Mitchell Cortapasse, former agent, was saddened by the sudden death of her father, Henry, a West Section gateman.

Mary Catterall Dye, who retired January 1 after more than 15 years of service, first was employed by the former Chicago Rapid Transit Company in September, 1925. In November, 1928, she left to be married. She returned to transit service

GIVE AID AT SCHOOL FIRE

TWO CTA employees helped firemen and policemen in the disastrous fire which took 93 lives, including 90 children, at Our Lady of the Angels Roman Catholic elementary school on December 1.

They are Joseph F. Kent (pictured), District "C" supervisor, and Operator Charles Carden, North Avenue.

Kent was on routine duty in a radio car when he heard of the fire at 909 N. Avers avenue. He drove to the scene immediately. Carden was passing the school when he noticed smoke coming from the building and rushed to the aid of a group of endangered children caught in a swirling mass of heavy fumes.

When Kent arrived at the scene, children, seeking to escape, already had started jumping from windows. He called CTA's radio dispatcher to report the urgency of getting ambulances to the scene immediately. The message was relayed to the Fire Department through a direct wire CTA maintains with both fire and police headquarters, and Kent was told that ambulances were on the way. From then on to 6:30 p.m., he helped police



and firemen remove the victims to ambulances.

Carden and another unidentified spectator rushed into the school building and found a group of children on the second floor stairwell. The two ran up the stairs and led the children through heavy smoke to the first floor and safety. When police and fire-fighters arrived in force, Carden left the scene and reported for his scheduled run at 3:39 p.m.

Supervisor Kent has 22 years of service with CTA and the former Chicago Surface Lines. Carden has 12 years.

in September, 1943, after the death of her husband. When her son, Thomas, finishes his military service in July, the two plan to make their home in Florida.

—EDITH EDBROOKE

Credit Union Discusses Dividend

NORTH AVENUE—The North Avenue Credit Union held its meeting on Friday, January 23. Setting of the

dividend and new business were discussed.

Joanne Carol Mack was married to John L. Pokorny in St. Angela's church. She is the daughter of Joe Mack.

Last month, Operator William Miedema was presented with a baby boy who was promptly named David . . . Operator George McLennon is proud of his new grandson who arrived last month . . . Operator Andy Medema is equally proud of his new granddaughter

NEW APPOINTMENTS

APPOINTMENTS OF J. A. Jacoby as district superintendent, Central District, and T. R. Martin as district superintendent, District "B," both effective November 19, were announced in a bulletin signed by Charles E. Keiser, superintendent of transportation, and T. B. O'Connor, general superintendent of transportation and shops and equipment, and approved by Walter J. McCarter, CTA general manager.

who made her appearance last month and was named *Debra Lynn*.

At this writing, *Operator Jay Lombardo* is doing nicely after surgery . . . *Repairmen Len Corlyn* and *John McGill* are on the sick list.

Celebrating wedding anniversaries this month were the *Jerry Blakes*, their 35th on January 12; the *William Hornkohls*, their 36th on January 13, and the *A. E. Johnsons*, their 33rd on January 22.

—JOE HIEBEL

White Christmas? Not For Him

NORTH PARK — *Operator Jack Hughes* made his annual holiday trek to sunny Albuquerque, New Mexico.

Superintendent and Mrs. Elmer Milz recently celebrated their 23rd anniversary recently. And belatedly, we report that *Chief Clerk* and

EXCHANGE VOWS



WEDDING BELLS rang for *Marion Domet*, Treasury Department, who was married to *Marvin Koks* in a recent ceremony held at the Grace Lutheran church. Here, during a reception held at the Old Prague restaurant in Cicero, the young couple cut their wedding cake. The newlyweds took a honeymoon trip to the Smokies, Daytona Beach, Florida; Biloxi, Mississippi, and New Orleans, Louisiana. Their trip covered 3,500 miles. *Marion's father, P. H. Domet*, is a bus operator stationed at Forest Glen.

Reported by *Helen A. Lowe* and *Mable I. Potthast*

Mrs. Elmer Reidel celebrated their 30th anniversary.

Their son, *Elmer H.*, wed *Mary Simmons*, formerly of Preston, England, on December 28 at St. John's Lutheran church. The couple will make their home in Encino, California, where Elmer is employed by North American Aviation corporation as a structures engineer.

A baby boy was born to *Operator David Knight* and his wife on December 4. They now have four boys and two girls . . . *Operator Theodore Noncek* and his wife have named their December 2 arrival *Dan* . . . And *Operator Harvey Gehman* is a grandpappy for the second time within six months.

Operator James Cawley presently is in Municipal Tuberculosis Sanitarium, Polk and Wolcott, Room 309. Visiting days are Tuesday and Thursday . . . *Clerk Sam DeSalvo* is recuperating from an appendectomy, at this writing.

Operator Al Berott's father passed away December 17.

—EDWARD F. STENZEL and
EARL W. McLAUGHLIN

Just Like The Birds They Flew South

SCHEDULE-TRAFFIC—*Mr. and Mrs. Sam DeSalvo* flew to St. Petersburg, Florida. They picked an ideal time to get away from the zero weather. . . . Also escaping the winter cold were *Mr. and Mrs. Clark Johnson*, who flew to New Orleans for their vacation.

Preferring to go west on his vacation, *Frank Iacono* traveled by plane to Los Angeles, California.

Tim O'Rourke's brother, *Robert*, was ordained to the priesthood as a member of the St. Columbus Missionary Society on December 20. He said his first high mass at St. Joachim's Church, 91st and Langley, on December 28. Tim and his brother are the sons of *Eugene O'Rourke*, retired employee who formerly was assigned to Burnside station and was a District "A" supervisor.

—GERTRUDE F. ANDERSON



CHICAGO HEART
ASSOCIATION

CLOSES CAREER



HONORING WALTER LEONARD (second from right), electrical worker, Skokie Shops, who took a disability pension January 1, were (left to right) *Lester E. Reichard*, superintendent of Skokie Shops; *Lawrence Kind*, motor line foreman, and *Earl K. Leaming*, general foreman of Skokie Shops. Walter, who began his transit career in 1920, plans to make his home in Inverness, Florida.

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

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

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

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

Home Address
(Street and Number)

.....
(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address
(Street and Number)

.....
(City) (Zone) (State)

Turns In Wallet, Receives \$10 Reward

SOUTH SECTION—*Motorman James Norris*, who turned in a pocket secretary lost by a seminary student, was rewarded with \$10.00. The loser, who was philosophical regarding this experience, stated that, in his mind, he never expected to see his wallet again and that the finder should have the reward.

Clerk Tom O'Hara, who was on the sick list for a short time, is back on the job.

James Martinek, Loomis Street clerk, completed 20 years of service on December 5 . . . Your reporter rounded out 30 years of service on December 28.

A bundle of joy blessed the home of *Switchman James Fahey* when *Kathleen Marie* arrived. The baby is the Faheys' third child.

Clerk Edward Collins looked and said he felt pretty good when he returned to work after being on the sick list.

Chief Collector Pat O'Malley was quite busy just before the holidays. He moved into his new home and hurried to put it in order. Pat now lives next door to one of his fellow-workers, *Tom McInerney*, who also is a collector.

—LEO J. BIEN

Young Scholar Adds To Honors

SKOKIE SHOPS—*Richard Gaichas*, son of *Electrician Ernest Gaichas*, who previously had won over \$3,000 in scholarships and now attends *Concordia Teachers' college*, recently received another honor when he was placed on the dean's list at *Concordia*. Requirements for this membership include a high academic standing, Christian character and personality.

Machine Shop Foreman Frank Olszewski and *Mrs. Olszewski* recently became proud grandparents for the fifth time.

Pete Olszewski's mother-in-law recently passed away.

Louis Harvet is back on the job after a long illness.

Upholsterer Al Schmitz was happy to have his daughter, *Patricia*, home from her college at *Jacksonville, Florida*, for the Christmas holidays.

—DAVID GURWICH and
EVERETT E. ENGLAND

COURTESY CARAVAN FORERUNNER



BACK IN 1927, employees of the former Chicago Rapid Transit company took time, after their service improvement class held at the Douglas Park line's Pulaski station, to pose for this picture. Left to right, they are *Dispatcher Thomas J. Burke*, *John T. Denver*, a visiting Illinois state senator; *Conductors William Rott* and *Otto Enger*, *Motorman Emil Czech*, *Conductors Rudolph Bardelebon*, *Arthur Lavigne* and *Sam Sulla*; *Chief Clerk Pierce Fleck*, *Conductor Lawrence Ryan*, *Clerk Laddie Kiery* and *Conductors William J. Walsh*, *Herbert Gillett* and *John Stack*.

Instructor was David W. Gordon (now retired), service improvement director, whose classroom was the "L" car, shown in the background, which traveled to each location on the rapid transit system. Each group of from about 12 to 20 men attended one class in which general courtesy and safety precautions were stressed. *Gordon* illustrated his talks on a blackboard set up at one end of the car.

While *Rott* subsequently left transit service, *Czech* and *Fleck* still are active transit employees. *Burke*, who will be 90 years old next June, *Lavigne*, *Sulla* and *Kiery* are pensioners. Others in the picture are deceased.

Reported by *John Hanning*

Visits Daughter, Fellow-Conductor

WEST SECTION—(*Douglas Park*)—*Motorman Tom Sokol* recently visited his daughter, *Mrs. R. J. O'Halloran* of *Haywood, California*. While out in the *Golden Bear State*, he also called on *Max Kitchuck*, retired *Douglas Park* motorman.

(*Congress*)—*Michael Hartigan*, father of *Clerk James Hartigan*, *Desplaines* terminal, died December 30 after a long illness. His death came only a short time after another son, *Brother H. Benedict*,

F.S.C., celebrated his silver anniversary as a *Christian Brother*. At present, *Brother H. Benedict* directs all athletic activities at *De La Salle Institute*.

(*Logan Square*)—*Warren K. Jahns*, son of *Conductor Harvey Jahns*, married *Geraldine Nash* in a ceremony held at the *Beverly Hills Methodist church* on January 10. A reception was held in the church parlors.

Clerk Harry Gabel and his wife, *Lydia*, celebrated their 40th wedding anniversary on December 16.

—JOHN HANNING

Vacations Spent Yuletide-Style

WAY AND STRUCTURES—*Typist Nelle Roche*, building division, spent a week of her vacation entertaining friends in her new apartment.

Charlie Pavesic, road clerk, track division, enjoyed the holiday season by presenting himself with an ideal gift—a vacation.

Herbert Anderson, brother of *Road Clerk Paul Anderson*, rapid transit division, died December 21. . . . *Mary Schima*, mother of *George Schima*, assistant to the superintendent of *Way and Structures*, passed away recently.

John Krawczyk, trackman, rapid transit division, retired on January 1 after 33 years of service.

—MARLENE NEHER

Something To Get Hot About

WEST SECTION (Agents)—When *Agent Catherine Sullivan* appeared at the *Lake Street* car house to have her picture taken recently, she really got "burned up." Some of the other agents who smelled burning cloth, discovered the cause to be *Catherine's* coat sleeve which, for some unaccountable reason, had started to smoulder.

Porter Henry Bradley, head of the *Lake Street* scrub crew, was checking the progress of his workers at *Laramie* station recently when a small youngster and his mother came in. The young one, who evidently thought that *Henry* was a motorman, began complaining that he wanted to ride on the real "L." After quite some explaining, she finally convinced her son that *Henry* and his men merely were in the station waiting for the train and that *Henry* was not the motorman.

Agent Frank Zima and his spouse planned a *Florida* vacation this month.

Agent Michael McDonnell recently became a grandfather for the second time when his "namesake," *Michael McDonnell*, was born. Needless to say, *Mike*, as well as the new parents, *Mr. and Mrs. John McDonnell* of *Lombard, Illinois*, were extremely proud and happy over the event.

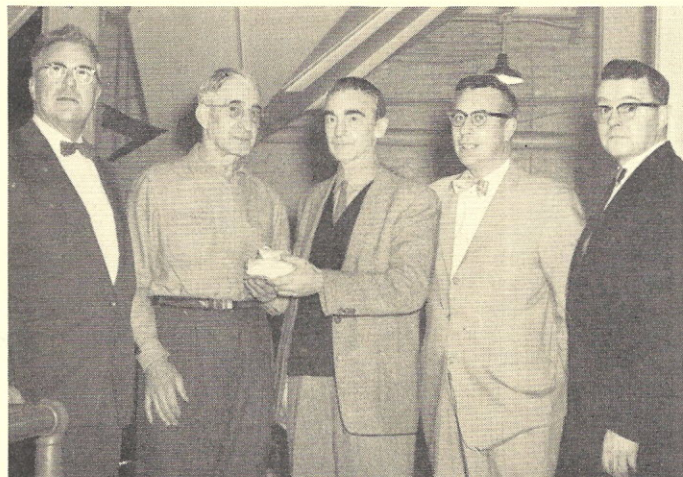
The month of *December* was a most eventful one for *Agent* and *Mrs. John Filipek*. They celebrated

MORE PENSIONERS CLUB MEMBERS LISTED

BELOW ARE names and addresses of the active CTA Pensioners club of St. Petersburg, Florida, which was formed on June 4, 1957, and whose meetings have been announced in CTA TRANSIT NEWS. Persons whose names began with A through J were listed in the December issue. Unless otherwise indicated, all persons live in St. Petersburg.

<i>Michael S. Kaye</i>	P.O. Box 434
<i>James F. Kean</i>	5240 43rd terrace, north
<i>Tom Keough</i>	6901 North blvd.
<i>John J. Kilbride</i>	732 5th avenue, south
<i>Frank Klatecka</i>	2115 16th street, south
<i>Frank Kofranek</i>	5101 8th avenue, north
<i>Walter C. Krause</i>	4337 22nd avenue, north
<i>Emil W. Krueger</i>	4363 1st avenue, south
<i>Sophie Kuhlmann</i>	540 5th avenue, north
<i>John Kelly</i>	348 7th avenue, south
<i>Felix R. Lienau</i>	126 Lincoln circle, southwest
<i>Adam Longhauser</i>	5021 16th avenue, north
<i>Peter Loudon</i>	5933 16th avenue, north
<i>Lester R. Ludlam</i>	800 32nd avenue, south
<i>Andrew Lunplater</i>	2808 Highland avenue, Tampa
<i>J. J. Lynch</i>	7915 N. 47th street, Pinellas Park
<i>C. W. Lundstrom</i>	695 53rd avenue, south
<i>Benjamin LaBuy</i>	13515 Oval drive, Largo
<i>L. B. Mann</i>	732½ 9th avenue, north
<i>Harvey Meeder</i>	982 8th avenue, south
<i>E. F. Mensinga</i>	2300 Tyrone boulevard
<i>Emil C. Mikulecky</i>	6570 Emerson avenue, south
<i>Henry T. Moss</i>	5027 4th avenue, south
<i>J. R. Murray</i>	117 Lincoln circle, southwest
<i>John C. Murphy</i>	7740 Evergreen street, north, Pinellas Park
<i>Frank A. Martin</i>	360 5th street, south
<i>Jacob Mroy</i>	360 5th street, south
<i>Chris T. Nielsen</i>	4791 60th way, north
<i>J. O'Dwyer</i>	5717 20th avenue, south
<i>Katherine Odill</i>	3660 28th avenue, north
<i>Benjamin Phillips</i>	2431 52nd avenue, north
<i>R. M. Pritchard</i>	2305½ 13th street, south
<i>William Pretzel</i>	Box 12, Lutz
<i>Joseph A. Rabig</i>	2127 42nd avenue, north
<i>Richard H. Rowland</i>	610 James court, south
<i>George E. Ritter</i>	Box 12, Lutz
<i>John Sake</i>	3716 53rd avenue, north
<i>Harry Schoemaker</i>	12495 104th street, north, Largo
<i>J. Scriven</i>	4106 73rd street, north
<i>Jacob Silbra</i>	5001 9th street, south
<i>W. A. Soderman</i>	1205 17th street, north
<i>Anton Stiglich</i>	3900 56th avenue, north
<i>Emil Stoffa</i>	4925 1st avenue, north
<i>Albin A. Soder</i>	4631 42nd avenue, north
<i>E. J. Spannenberg</i>	360 5th street, south
<i>Thomas J. Taylor</i>	1511 Scranton street
<i>Charles J. Triplett</i>	245 17th avenue, northeast
<i>Clarence G. Tutt</i>	5021 26th avenue, north
<i>J. W. Turveson</i>	7400 46th avenue, north—Box 119
<i>P. A. Vaillancourt</i>	3504 San Juan, Tampa
<i>William A. Wakefield</i>	4801 17th avenue, north
<i>Frank A. Wilmar</i>	6526 Kent drive, north
<i>Clarence Wilson</i>	1223 Osborne street, Tampa
<i>Henry C. Winkelman</i>	2510 2nd avenue, south

ENGINEER RETIRES



RECEIVING CASH gift from John T. Burke, clerk at West Shops, is Peter Payetta (second from left), stationary engineer, who retired December 1 after 30 years of service with CTA and the former Chicago Surface Lines. Others in picture (left to right) are George Clark, Technical Services; Robert J. Ruppe, superintendent of Shops and Equipment, and Heinz Doering, general foreman, West Shops.

their 15th wedding anniversary on December 11 and their daughter, Eleanor, marked her fifth birthday on December 10.

Agent Elizabeth West reported that her son, Donald, who was formerly a student agent, took an examination and, two weeks later, was promoted to attorney advisor for the U.S. Army Engineering District Corps, Chicago.

Hugh Keany, a new agent, formerly worked out of Limits, and at one time was stationed at Cottage Grove, where your reporter worked a few picks with Hugh.

After many years of faithful and efficient service, Agents Catherine O'Brien, Henrietta Brown and Catherine McKenna took their pensions.

Your reporter's son, Bob, completed a two-year hitch in the U.S. Coast Guard on January 20. He was assigned to the Coast Guard's air station at Traverse City, Mich.

igan. Bob formerly worked in the Training and Accident Prevention Department.

—GORDON KELLY

PICTURE OF MONTH



THIS HAPPY little lady is Donna Sue, daughter of Supervisor Jack Lapidus, Kedzie. The young lass, who looks as though she was enjoying what she saw, was seven months old when this picture was taken.

Reported by C. P. Starr

DISABILITY RETIREMENTS

J. J. Baruch, gateman, West Section. Employed 5-25-18.

K. R. Lussem, car cleaner, Wilson Shops. Employed 3-20-25.

R. J. Pitcher, conductor, 77th. Employed 6-19-23.

PENSIONERS MEET

THE CTA Pensioners club of St. Petersburg, Florida, will hold its next regular meeting on Tuesday, February 3, at Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners residing in that vicinity are invited to attend these meetings, which are held the first Tuesday of each month at the above address.

Twin Arrival Makes Gramp Doubly Proud

WEST SHOPS—*Ed Blaskey* recently received congratulations on the birth of twin granddaughters — *Diane Carol* and *Donna Clara*—on December 27 at Illinois Masonic hospital. The twins, who are the daughters of *Mr. and Mrs. Ed Blaskey, Jr.*, join two brothers.

Vito Naimoli, brake department, passed away recently as a result of a fall he suffered at home.

For And About Our Pensioners

BEVERLY—*Jerry Kane*, who retired in May, 1957, after 31 years of service, now is employed at the First National Bank in the Loop. . . . Also working there are *Mike Dunn*, *John Durkin* and *Earl Conway*.

Charlie and Teresa Hoogstraal, who live in Norwalk, California, wrote your reporter that they were picking lemons from a tree in their back yard.

Bill Bowen, former operator, presently is home after a nine-week stay in Hines hospital.

—FRANK M. BLACK

ELECTRICAL — *Leo Davis*, former chief at 82nd street substation, told your reporter that he was married recently and is very happy.

Other pensioners heard from recently were *Walter Collins* of St.

Lou Spolec, tin shop, escaped Chicago's inclement winter weather by vacationing down in the deep south.

—JOHN T. BURKE

Petersburg, Florida; *Arthur Le-land* of St. Joseph, Missouri; *Theodore Kawol* of Phoenix, Arizona; *Lars Rasmussen* of Park Ridge, Illinois; *William C. Becker* of Lombard, Illinois, and *Leo Behrendt*, *Golbert Vachet* and *John Woods*, all of Chicago.

—GILBERT E. ANDREWS

GENERAL OFFICE—(Transportation)

—On Sunday afternoon, December 7, a total of 93 active and retired agents—members of the Metropolitan Agents' club and their guests—gathered for dinner at Drake's restaurant to honor the agents who retired during 1958. Fitting gifts and corsages were bestowed upon them. *Edward O'Hara*, president of Division 308, acted as master of ceremonies. He was assisted by *Tommy Mullen*, secretary; *John Nelligan*, board member; *Charlie Burns*, retired board member and *Sidney Smith*, West Section station superintendent.

—JULIE PRINDERVILLE

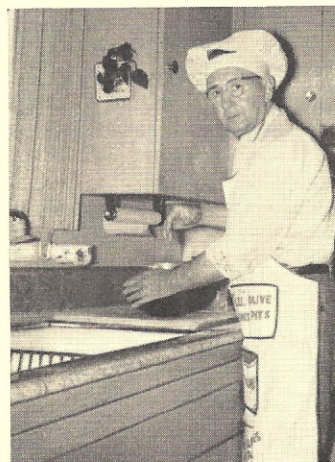
SOUTH SECTION—Your reporter recently heard from *Hank Hoffman*, retired motorman, who now lives in Portland, Oregon.

—LEO J. BIEN

WEST SECTION—*Miss Elisabeth A. Paysen*, former agent at the Congress branch's California station, now is making her home with her two sisters, *Mrs. Margaret Marshall* and *Miss Gertrude C. Paysen*, of Montecito, California.

Louis Weidenhoft, former clerk at Laramie, recently visited the boys on the Douglas Park branch. He was on his way to visit his wife,

HE'S A BAKER



THERE'S NOTHING *Wallace (Cy) Perkins*, retired conductor, South Section, likes to do better than mix up a batch of dough and bake a loaf of bread. Here he is in a familiar pose in the neat kitchen of his home at 17156 Bullock, Encino, California. Shortly after this picture was taken, he and his family were enjoying the tasty results of his culinary art. Reported by *Leo J. Bien*

who was hospitalized after she suffered a heart attack.

—JOHN HANNING

WEST SHOPS—Your reporter recently heard from *Ted Shumon*, who now lives in Phoenix, Arizona; *Joe Gamen* of Lockhart, Florida; *Pete Gradisek*, Jacksonville Beach, Florida, and *Joe Rogg*, Winter Park, Florida.

—JOHN T. BURKE

CONDUCTOR TAKES PENSION



NEARLY 43 years of transit service were closed out January 1 when *George A. Leuthner*, 65, conductor, West Section, took his pension.

Mr. Leuthner, who worked on west side rapid transit lines throughout his career, spent his last 29 years on the Garfield route. He started out as an extra guard with the old Metropolitan West Side Elevated rail-

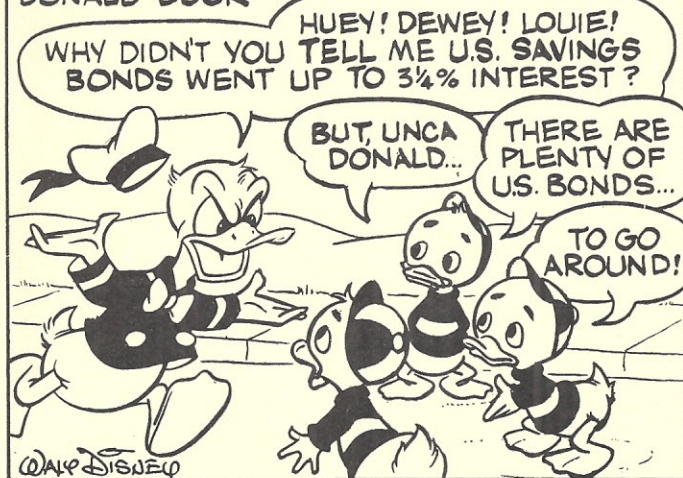
road on March 31, 1916. Advancing to the position of regular guard in 1919, he became a conductor in 1924.

A day that stands out most distinctly in *George's* memory is June 24, 1926, when he did his share to transport hundreds of thousands of persons from all over the world to and from the Roman Catholic Church's International Eucharistic Congress at Mundelein, Illinois. The movement, which involved 445 extra trains, comprised of 2,785 cars of the former Chicago Rapid Transit company and the North Shore Line, established a world record in mass transportation.

"I worked steadily from about 4:00 a.m. until late afternoon on that hot, sticky day," *Mr. Leuthner* recalls.

George spent 25 months in the U.S. Navy during World War I. While serving as a gunpointer aboard a cargo ship, he made trips to Italy, France, Mexico, and other countries.

DONALD DUCK



New Pensioners

E. A. Anderson, ticket agent, West Section. Employed 1-5-25.
Peter Ariola, laborer, Way and Structures. Employed 9-2-19.
F. E. Beyer, conductor, North Section. Employed 5-18-15.
Joseph Bozinovich, track gang foreman, Way and Structures. Employed 5-10-21.
H. A. Brown, ticket agent, West Section. Employed 7-3-39.
P. J. Burns, bus cleaner, Beverly. Employed 4-16-37.
Vincent Cannova, trackman, Way and Structures. Employed 10-23-23.
Wojciech Chlipola, bus repairman, 77th. Employed 1-19-24.
J. P. D'Angelo, bus repairman, Forest Glen. Employed 5-25-20.
Basil Diprizio, bus cleaner, Forest Glen. Employed 11-19-43.
E. M. Docherty, ticket agent, West Section. Employed 4-23-43.
R. A. Dougherty, motorman, North Section. Employed 6-26-22.
A. H. Emery, clerk, Revenue Accounting. Employed 4-24-44.
A. J. Feinendegen, foreman, Skokie Shops. Employed 1-11-13.
C. V. Fowler, ticket agent, North Section. Employed 7-1-36.
P. J. Grimes, ticket agent, South Section. Employed 8-21-23.
Paul Grzac, trackman, Way and Structures. Employed 4-23-29.
W. J. Hayes, operator, Forest Glen. Employed 11-27-25.
Ervin Kroske, motorman, North Section. Employed 2-8-15.
E. W. McBride, carpenter, Way and Structures. Employed 7-14-30.
K. C. McKenna, ticket agent, West Section. Employed 10-22-28.
Michael Mulligan, porter, North Section. Employed 11-6-25.
G. A. Nolan, motorman, Stores Department. Employed 7-6-14.
Frank Novak, operator, Limits. Employed 8-18-21.
P. J. Payetta, stationary engineer, West Shops. Employed 11-1-28.
T. A. Stewart, conductor, South Section. Employed 11-24-17.
J. C. Thorne, conductor, South Section. Employed 8-28-44.
H. R. Turney, conductor, South Section. Employed 11-24-22.
Andrew Wiater, carpenter "A," West Shops. Employed 6-28-26.
B. W. Wilieko, gateman, North Section. Employed 2-6-30.

RECENT DEATHS AMONG EMPLOYEES

H. L. BECKER, 75, retired motorman, Cottage Grove. Died 11-14-58. Employed 5-8-17.
J. L. BLONDIN, 59, retired motorman, Lawndale. Died 11-20-58. Employed 4-5-29.
CHRIS BORCHERDING, 66, retired gateman, West Section. Died 11-16-58. Employed 10-19-43.
CHARLES CAREY, 53, clerk, Accounting Department. Died 11-22-58. Employed 2-2-27.
RUDOLPH CARLSON, 58, cleaner, Archer. Died 12-10-58. Employed 6-25-43.
GEORGE W. CONNOLLY, 39, operator, Limits. Died 11-21-58. Employed 12-5-52.
THOMAS DOOLEY, 78, retired watchman, Kedzie. Died 11-9-58. Employed 1-31-22.
JOSEPH L. FINLEY, 22, operator, 69th. Died 11-20-58. Employed 11-18-57.
F. E. FITTERER, 73, retired conductor, Cottage Grove. Died 11-18-58. Employed 5-18-10.
FRANK GANS, 62, assistant foreman, West Shops. Died 11-22-58. Employed 7-12-17.
N. S. JENSEN, 85, retired motorman, North Avenue. Died 11-24-58. Employed 9-11-07.
T. C. KORMAN, 77, retired conductor, Elston. Died 11-17-58. Employed 5-25-04.
JOHN MADILL, 70, retired inspector, Electrical Department. Died 12-1-58. Employed 7-7-25.
MARTIN McNAMARA, 85, retired motorman, Lawndale. Died 12-3-58. Employed 4-26-01.
MAE McPHILLIPS, 55, ticket agent, South Section. Died 12-15-58. Employed 12-4-45.
ROBERT McVEA, 70, retired motorman, Lawndale. Died 11-7-58. Employed 10-4-07.
ALBERT MIZIA, 43, operator, Archer. Died 12-12-58. Employed 2-6-43.
ANTHONY NADLER, 56, operator, Forest Glen. Died 11-25-58. Employed 12-2-26.
VITO NAIMOLI, 56, laborer, West Shops. Died 12-13-58. Employed 5-4-45.
JOHN NEWELL, 60, retired operator, 69th. Died 11-20-58. Employed 11-23-25.
JAMES NOLAN, 64, janitor, Archer. Died 12-10-58. Employed 10-17-18.
W. J. PIOTROWSKI, 52, retired operator, Lawndale. Died 11-28-58. Employed 3-26-24.
ANDREW SAS, 67, retired trackman, Road. Died 12-3-58. Employed 10-7-25.
MICHAEL TOOLIS, 75, retired motorman, 77th. Died 11-9-58. Employed 7-30-10.
FRANK VALENTA, 78, retired conductor, Blue Island. Died 11-8-58. Employed 1-17-10.
STANLEY WEGRZYN, 70, retired car cleaner, Wilson Terminal. Died 11-18-58. Employed 3-7-10.

SPECIAL NOTICE TO ALL ACTIVE AND RETIRED EMPLOYEES

IN ORDER to revise and bring up to date our CTA TRANSIT NEWS mailing list, we are asking all employees who have moved recently or are not receiving copies regularly to provide us with their present home addresses.

Magazines mailed to an improper address are not forwarded.

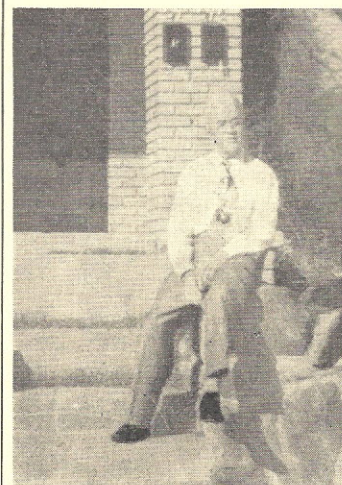
In the future, the names on all misdirected magazines which are returned to this office, will be removed from our mailing list until a corrected address has been received.

Your cooperation in helping us clear up the discrepancies in our address list will be greatly appreciated and enable us to forward the magazine regularly to active and retired employees.

Corrected addresses should be sent to CTA TRANSIT NEWS, Room 742, Merchandise Mart, Chicago 54, Illinois.

THE EDITOR

LIFE IN TUCSON



IT WAS a warm day when this picture of *John M. Long*, retired accident investigator, Claim Department, was taken, and John took advantage of the balmy weather by sunning himself on the steps of his home in Tucson, Arizona. John retired on pension December 1, 1952, after more than 32 years of transit service.



If you've moved recently,
 please notify
 CTA TRANSIT NEWS



War on Winter Costly to CTA

TO MAINTAIN transit service during the first 15 days of December, which established an all-time record for low temperatures, Chicago Transit Authority spent an estimated grand total of \$296,278 in fighting snow and ice.

During this period, CTA lost an estimated 203,000 revenue rides, due to adverse weather conditions, which, in effect, reduced its revenues by approximately \$51,000.

On these days when, according to the United States Weather Bureau, the average temperature was only 14.7 degrees (normal temperature for the period is 29.9 degrees), CTA expended \$177,844 of the \$296,278 total for salt spread on about 900 miles of streets served by CTA buses.

A total of \$61,355 was spent for snow truck rental and for wages of operators of CTA snow-fighting equipment, and \$27,186 went for overtime work in CTA's non-operating departments, such as Shops and Equipment, Way and Structures, Utility, Electrical, Stores and Accounting. Overtime pay required for operation of scheduled service on surface lines was \$24,078 and, on the rapid transit system, \$5,814.

During the 15 days concerned, when a combined 12.15 inches of snow fell in Chicago, more than 15,000 tons of salt and sand, or more than enough to load two 150-car freight trains, were spread. An order for 7,000 tons of bulk salt and 9,000 one hundred-pound bags of salt was placed to replenish its salt stock pile after the December storms.

All CTA trucks and rented trucks spread salt or, in case of heavy snow and ice when the temperature is near zero or below, a mixture of salt and sand. CTA's special fleet of snow-fighting buses spread salt only.

When a snow, sleet or ice storm is forecast for the Chicago area, CTA alerts its snow-fighting crews. First units to go into action are CTA's own vehicles. Rented vehicles and their crews, as needed, supplement CTA equipment.

When a light snow or thin film of ice covers traffic lanes, a truck or bus crew spreads for the full width of one direction of a street being serviced. Starting the spread about 100 feet behind a transit stop, the crew extends the spread across the intersection, thereby covering an area of 175 to 200 feet adjacent to each transit stop. When a street has been serviced in one direction, it is covered in the opposite direction.

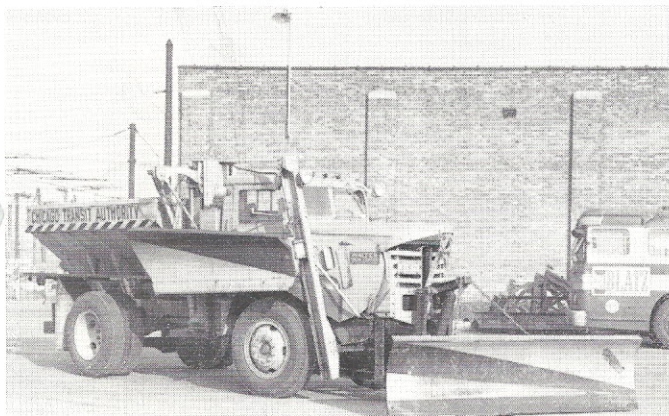
In case of a heavy snow or freezing rain, crews spread salt, or salt and sand mixture in the area of each transit stop and also at 100-foot intervals between transit stops.

In plowing operations, trucks are worked in tandems of two to four units in order to move snow and ice as close to the curb as possible, in accordance with the provisions of Chicago's city code. To do this, the truck or trucks in the center lane, or lanes, take the lead, and remain ahead of the vehicle in the adjoining lane.

When a heavy sheath of ice coats overhead trolley wires, CTA sends out its nine sleet-cutting gas buses. These vehicles are equipped with two trolley poles affixed with sleet-cutting devices.

On the rapid transit system, four two-car trains, each one with plows installed at both ends, clear portions of track at grade level and on fill on CTA's North-South, Ravenswood, Douglas Park, Congress and Lake Street lines. All CTA rapid transit cars are equipped with devices to remove ice coating from the third rail.

STANDING BY at ready alert when snow, sleet or ice is forecast is CTA's snow-fighting fleet, especially equipped with plows and salt and sand-spreader trucks. Two of the vehicles which help wage the war on winter are pictured below. Left is a Walter snow-fighter based at North Avenue station and at the right is an Oshkosh plow and salt and sand spreader at 77th station. In a severe winter snow and ice removal costs may pass the million dollar mark.





INQUIRING REPORTER: *Mary E. Clarke*

LOCATION: General Offices

Who was your childhood
hero or heroine?

JAMES TOOLIS, Draftsman, Traffic Engineering: "My boyhood sports hero was that famous baseball catcher, *Gabby Hartnett*. The fact that I played as a catcher myself, during the time Gabby was the most popular catcher in Chicago, probably made him a hero to me. Although, undoubtedly, there have been better ball-players than he, Gabby stands out the most in my mind."



ANNE M. SCHLEITER, Secretary to Staff Engineer: "My heroine was *Mary Pickford*, the movie actress who was called 'America's Sweetheart.' As a child, and even when I was older, I made it a point to see every movie in which she appeared. The fact that she did so much to help sell Liberty Bonds during World War I greatly impressed me."



EVELYN KAROSS, Clerical Supervisor, Employment: "I always admired my eighth grade teacher who also was the school's principal. He was an accomplished pianist, organist and choir director, and he knew the name of every student in the school. Even to this day, he would impress me as someone to look up to."



JIM GORDON, Architectural Engineer, Buildings and Structures: "When I was a boy, I was a great admirer of *Pearl White*, the movie character who got herself into and out of one perilous situation after another. Each Saturday, my friends and I would go to the nickelodeon theater so as not to miss out on the latest of her adventures."

RODMAN G. DAUGHERTY, Lumber Inspector, Specifications Department: "Like so many other boys, I idolized a sports hero, *Dizzy Dean*, who did his minor league pitching with my home town baseball team, the Columbus Red Birds. During my ball playing days, I never came close to accomplishing what he did, but I hope I have surpassed him in English, which he murders so humorously on his baseball broadcasts today."

FILIGREE by FILIPEK

ORNATE BEDSPREADS, tablecloths, doilies and many other beautiful and useful items come about because of the agile fingers of *Agent John Filipek*, West Section. During more than 15 years of manipulating a needle and thread, he has crocheted articles that anyone would be proud to own.

When he returns from his stint at the West Side subway's Racine avenue station, John likes nothing better than to settle down into his favorite easy chair with his crochet work. Using a pattern book as a guide, he fashions his articles by means of the simple chain or slip stitches, or, if necessary, the more difficult double crochet or double-treble crochet stitches. In this manner, he transforms a strand of thread into rows of stitches, and rows of stitches into sections, or motifs. These are joined to form the finished product.

A tablecloth which his wife, *Eleanor*, spreads over their dining room table on special occasions, has no fewer than 240 such motifs. John is very particular about his work and, despite having big hands with thick fingers, prefers to make tight stitches. Therefore, he may spend from one to three hours on each motif. Working on the above-mentioned tablecloth whenever he could, he spent over 3½ years in completing it. A many-hued afghan, which covers a full-sized bed, required 2½ years of diligent, spare-time work. However, if he can devote two hours a day steadily, he can finish even a bedspread in less than a year. He hopes to finish his current project, a red and white bedspread which he began last August, by next July.

Mr. Filipek, who likes to make a variety of things, also has completed beautifully-designed outside coverings for purses; covers for backs of easy chairs and sofas; mittens and caps that help keep his three daughters nice and warm, and a headpiece for his wife.

John got the idea for this last item while making a trip by train. Observing a woman in the seat ahead of him crocheting this headpiece, he watched the movements of her needle closely and jotted down the type and number of stitches she made. When he returned home, he took out his notes and set to work and soon had completed a headpiece just like the one he had seen.

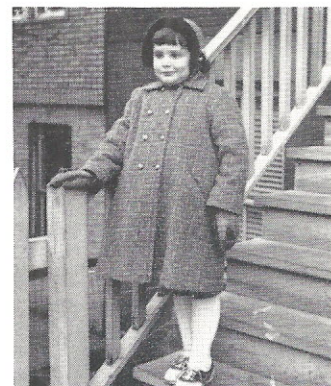
Mr. Filipek's pastime got its start in 1943, two years before he began his transit career. In that year, as a cure for an ulcer condition, John's doctor advised him to take up a quiet hobby. His wife then suggested that, if he learned to crochet, he could take it easy and still keep himself occupied. John was persuaded and, after learning a few simple stitches from his wife (who has been an expert at crocheting since her childhood), put together a small doily. His interest in his new hobby mounted and, after learning more complicated stitches, he went on to make fancier items.

John is glad indeed that he followed his wife's suggestion. He likes very much the idea of piecing together works of great beauty with crochet needle and thread.



JOHN'S BUSY fingers feed the thread to his crochet needle and move the needle to and fro in the forming of a motif which will be added to this bedspread-in-the-making.

WHAT WOMAN wouldn't be proud to say this array of articles represented her handiwork? The colorful afghan (draped over chair at left), exquisitely-embroidered tablecloth (on chair at right) and doilies and napkins on table represent over 15 years of diligent, painstaking work.



MARIE FILIPEK shows off cap and mittens which her father crocheted to keep her warm on her way to and from her first grade classes at St. Joseph's school.



ALL FOUR Filipek children gather around to watch—and help—John and his wife, *Eleanor*, work on a set of fancy doilies. Holding ball of crochet thread for her father is six-year-old *Marie*. Her brother, *John*, two, performs the same duty for his mother as five-year-old *Eleanor* and eight-year-old *Charlotte* look on.

Beginning January 1, 1959:

25¢ MORE

**SOCIAL SECURITY TAX
ON EVERY \$100 YOU EARN
(and 25¢ more from your employer).**

the **NEW TAX RATE OF 2½%
ON THE FIRST \$4,800
OF ANNUAL WAGES,
MATCHED BY YOUR
EMPLOYER...**

Pays for your

Monthly payments for you and
your family at your retirement,
or when you are between age
50 and 65 and severely disabled.

Monthly payments and a
lump-sum to your family in
case of your death.

For more information on your rights and increased benefits under the amendments to the law in 1958 and effective on January 1, 1959, consult the booklet on "Your New Social Security Benefits" recently issued to all CTA employees or contact your local social security office. If you do not have a copy of the booklet you may obtain one by writing CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois.



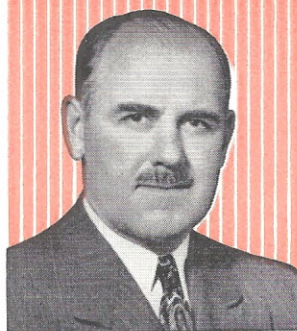
Your New
**SOCIAL
SECURITY
BENEFITS**

UNDER 1958 SOCIAL
SECURITY AMENDMENTS



CHICAGO-TRANSIT AUTHORITY

MEDICALLY SPEAKING



By Dr. George H. Irwin
CTA Medical Director

ARE YOU FIT TO DRIVE?

THE PROBLEM of automobile accidents is a very serious one. The death rate from automobile accidents has increased tremendously in recent years. To illustrate, here are a few interesting and startling figures from the Bureau of Vital Statistics of the U. S. Public Health Service:

Among the 17 leading causes of death, which include deaths from disease, accidental deaths stands at the top. When the causes of accidents are separated, we find that passenger car fatalities rank high on the list. This is especially true in the age group between five and 40.

It is estimated that over 38,000 fatalities occur annually from passenger car accidents. Adding to the seriousness of this situation, it is reported that over 100,000 cases of permanent disability occur yearly from automobile accidents. The potential of auto accidents is indicated by the fact that untold millions of humans travel annually in 55,000,000 passenger cars over several hundred billion miles on our highways. The above statistics should leave no doubt about how important physical and mental fitness is to the automobile driver.

This subject assumes greater importance during winter months because there is a higher incidence of auto accidents on account of bad weather conditions, a shorter period of daylight and driver fatigue.

Three important factors determine safety of driving—the driver, the car and the highway. In this discussion we will limit our remarks to the fitness of the driver, particularly as regards to his physical emotional status.

CANDID CAMERA shots of children in attendance at the annual Christmas party of CTA Post No. 1216, American Legion, revealed some interesting expressions during the evening's festivities. These three pictures are typical. At the bottom the three boys in the front row are watching a motion picture, but the boy in the center seems less intent on the movies than he is on pressing a point home to the lad on his right. And with gestures yet! In the right photo, the tiny tot in the foreground seems not at all happy about the attention being given her by Santa Claus while the children standing behind her look on in quizzical surprise. In the picture at the left, 11-month old Margaret Sabadosa seems to be wistfully thinking "Oh well, now that it's all over, daddy, let's go home. Her father is Peter Sabadosa of Storeroom No. 50 at South Shops. The party was held on December 16 at St. Jude's Hall.

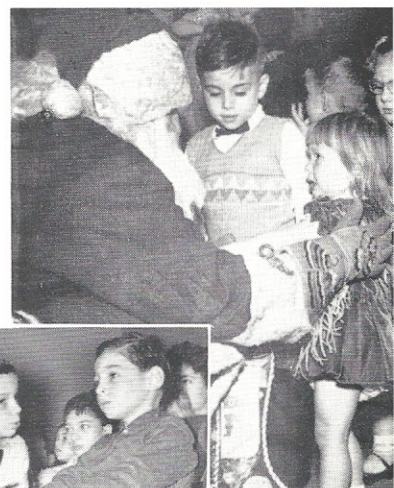
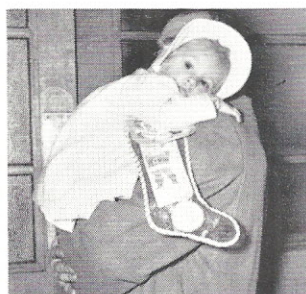
To determine your physical fitness, it is wise to have an examination by your family doctor. You may think you are safe to drive but an examination by a physician is the only sure way of knowing. When doing this, give the doctor your complete history, especially of dizziness, heart trouble, fainting spells, etc. His examination will include a check-up of vision, hearing, heart, lungs, blood pressure, urinalysis, and normal use of the arms and legs.

Equally important is your emotional fitness. Stress ranks high as a cause of automobile accidents. For example, (1) if you have had an argument before leaving your home or office, (2) if you are angry or depressed or (3) if you are worried about a personal problem, it is best to think twice before taking the wheel. You must keep your mind on driving and obey all traffic laws.

Other important factors which often influence the driver are alcohol, certain drugs, diabetes, and fatigue from lack of sleep. Remember that alcohol and gasoline are a dangerous combination. Drugs, especially histamines, tranquilizers and sedatives, may dull reflexes and impair coordination in driving. Never drive when sleepy. It is safer to pull off the road and take a nap. Many fatal accidents are caused by falling asleep at the wheel. If you are a diabetic on insulin be sure you are in good balance before taking the wheel. It is so easy to go into shock from an overdose of insulin or become comatose from lack of insulin.

A difficult decision faces our senior citizens who have reached the seventies. Though they may have had a good record in previous years, they fail to realize their handicap in driving as they grow older.

To summarize, it is well to heed the following advice: Be fair to yourself and to others. Ask your doctor if you are fit to drive. He will advise you properly. He may say you are fit to drive or possibly suggest that you stop driving temporarily while taking certain medicines. Or he may, for your own safety, tell you not ever to drive any more. If you are in doubt, don't drive. You may save a life and it may be your own. If necessary, pass on the driving problem to someone you know who is, without a doubt, physically and emotionally fit. Live safely, and enjoy life.



Garden Helps



IT IS smart to spend a little of your spare time during January to plan on your gardening program for the year. Even if you have no outdoor garden you can have fun with plants in your house, in your apartment or on your office desk. But you will succeed better if you plan first.

There is a lot of satisfaction in watching a few plants set on the window sill, on the office desk or some other suitable place. However, you have to study the conditions at each location. First you must look over the situation to determine how much and how strong daylight or sunlight will strike your plants. If they are to be on a sunny window sill, you can grow such plants as amaryllis, impatiens, or geraniums. If there is no sunlight striking the window sill or desk but strong daylight reaches it on clear days, you can very well grow the common wax begonia or the more decorative rex begonia or the african violet. With fairly bright daylight you will have success with coleus.

A most interesting plant with graceful foliage can be grown on the office desk and surprise all your fellow workers. All you need to do is to buy a pineapple, cut off the topknot and plant it in a pot of sandy soil. Water it occasionally and you will have a beautiful green plant. A few other very interesting and small plants that can be used in the office or the home, where they get no sunlight but some daylight, are the following; peperomia (there are some varieties with a beautifully-patterned leaf, one of which is striped which is called the watermelon plant); the ordinary heart-leaved philodendron and the dracaena (the variety called

sanderiana) has nicely-patterned leaves. Then there is the dieffenbachia, a fairly large plant which comes in three different varieties of interestingly-patterned leaves.

To be successful with house plants or other foliage plants indoors, here are a few suggestions to observe. Do not give the plants too much water. Let the soil dry out so that the surface of the soil is truly dry before you give the plant water. Then give it a good thorough watering. If it is in a container that has no hole in the bottom for drainage, then, after filling the container with water until it is practically ready to spill over, lay the container on its side so that all the water can run out, leaving the soil wet and moist but not so wet as to drown the roots. Such a watering will usually last for five or six days or a week. Do not keep a plant near a radiator or any other source of heat that will dry the leaves faster than nature intended them to evaporate moisture. Contrarywise, do not leave the plant in a draft whether cold or hot air. No plants enjoy drafts. Feed a house plant once in a while. By once in a while we mean probably once in a month or six weeks. You can get a complete soluble fertilizer. The package will tell you how strong to make the solution. Apply these soluble fertilizers when the soil is dry.

If you have a house plant in a container that is similar to the ordinary clay flower pot, with a hole in the bottom, and you wish to keep it in a jardiniere or some other attractive looking container, then you must be sure that you do not have the bottom of the clay pot resting on the bottom of the larger container. This would keep the water from draining out and what did drain out would stay in the bottom and keep the lower part of the soil wet, which is very injurious to the roots. The best plan is to place about one-half inch deep of pebbles or small stones and set the bottom of the flower pot on these. Then the water that you apply from above can drain out and will remain in the bottom of the container but not submerge the lower part of the flower pot.



A NEW group of 12 surface system bus operators recently completed the surface supervisor training program successfully qualifying them for assignment to supervisory duties as future vacancies occur in this classification. The men chosen for the program were selected from applicants among Transportation Department operating personnel.

At the final session held in CTA offices in the Merchandise Mart, members of the class are pictured with Joseph J. Hemzacek (Back row, center) superintendent of surface operations. They are, left to right, front row: Gerald Wilson, John McEvilly, George Nash, Walter Prosen, Albert Ochwat, George Hatchett. Rear row: Sam F. Tuttolomondo, Joseph Steinbach, Raymond Colello, Raymond Trezise, William Taylor, and Edward Levandowski.



New Ways With Fish and Vegetables

SINCE THE Lenten season begins a little early this year (February 11), we are devoting our ideas to new ways of blending fish and vegetables.

All these ideas will help to make serving food more attractive and taste tempting—to say nothing of presenting well-balanced meals. Fishery products are a source of easily digested, high-grade protein, and vegetables are full of vitamins—all so necessary to health and a feeling of well being.

Broiled Fish Strips with Mock Hollandaise Sauce

Cut 2 pounds of fillets into strips. Melt $\frac{1}{4}$ cup butter or margarine. Add juice of half lemon. Preheat broiler. Lay fillets on broiler, season and brush with lemon butter. Broil 5 to 8 minutes, depending on thickness of fish, or until fish flakes easily when tested with fork. Do not turn. Baste once during the broiling.

Mock Hollandaise Sauce

3 tablespoons butter or margarine
2 tablespoons flour
1 cup hot water
 $\frac{1}{2}$ teaspoon salt
Few grains cayenne pepper
1 tablespoon lemon juice
Yolks of 2 eggs

Melt butter in double boiler. Add flour and blend well. Add hot water gradually; stir continuously until thickened. Add salt, cayenne and lemon juice. Leave sauce in double boiler over slow heat until ready to serve. Then pour over well-beaten egg yolks, stir thoroughly, reheat quickly and serve at once.

Fish Sticks with Spanish Rice

Arrange 1 package frozen fish sticks on a baking sheet and follow directions on package for cooking. Serve on a platter with Spanish Rice made as follows:

1 onion, finely chopped
1 green pepper, finely chopped
 $\frac{1}{4}$ cup diced celery
4 tablespoons butter
2 cups cooked tomatoes (No. 1 tall can)
teaspoons salt
 $\frac{1}{8}$ teaspoon pepper
3 cups cooked rice



FILL HALF a platter with crispy fish sticks and the other half with colorful Spanish rice, garnished with green pepper rings. Also serve green tossed salad.

Saute onion, pepper and celery in 4 tablespoons butter until yellow in color. Add tomatoes, salt and pepper and cook slowly about 15 minutes. Stir in 3 cups cooked rice. Heat through. Garnish with pepper rings and arrange on a platter with fish sticks.

Crab-Stuffed Fish Steaks

2 large fish steaks, or 4 small steaks (cod, haddock, halibut)
1 ($6\frac{1}{2}$ oz.) can crab meat
2 tablespoons butter or margarine
1 tablespoon minced onion
1 tablespoon chopped parsley
1 tablespoon chopped celery
 $\frac{1}{2}$ cup cracker crumbs
1 egg
Salt and pepper to taste
Butter or margarine for brushing steaks

If steaks are frozen, let them thaw on refrigerator shelf or at room temperature. Drain canned crab, remove any fibres, and flake. Melt butter and saute vegetables. Remove from fire and add cracker crumbs. Add egg and mix well. Add seasonings to taste. Place half of steaks in greased shallow baking dish. Cover with stuffing. Place remaining steaks on top. Brush with melted butter. Bake in a moderate oven (375 degrees) for about 30 minutes, basting with melted butter once during the cooking time. Before serving, border baking dish with mashed potatoes from a piping tube. Hot cooked vegetables may also be served in same dish with fish. Makes 4 servings.

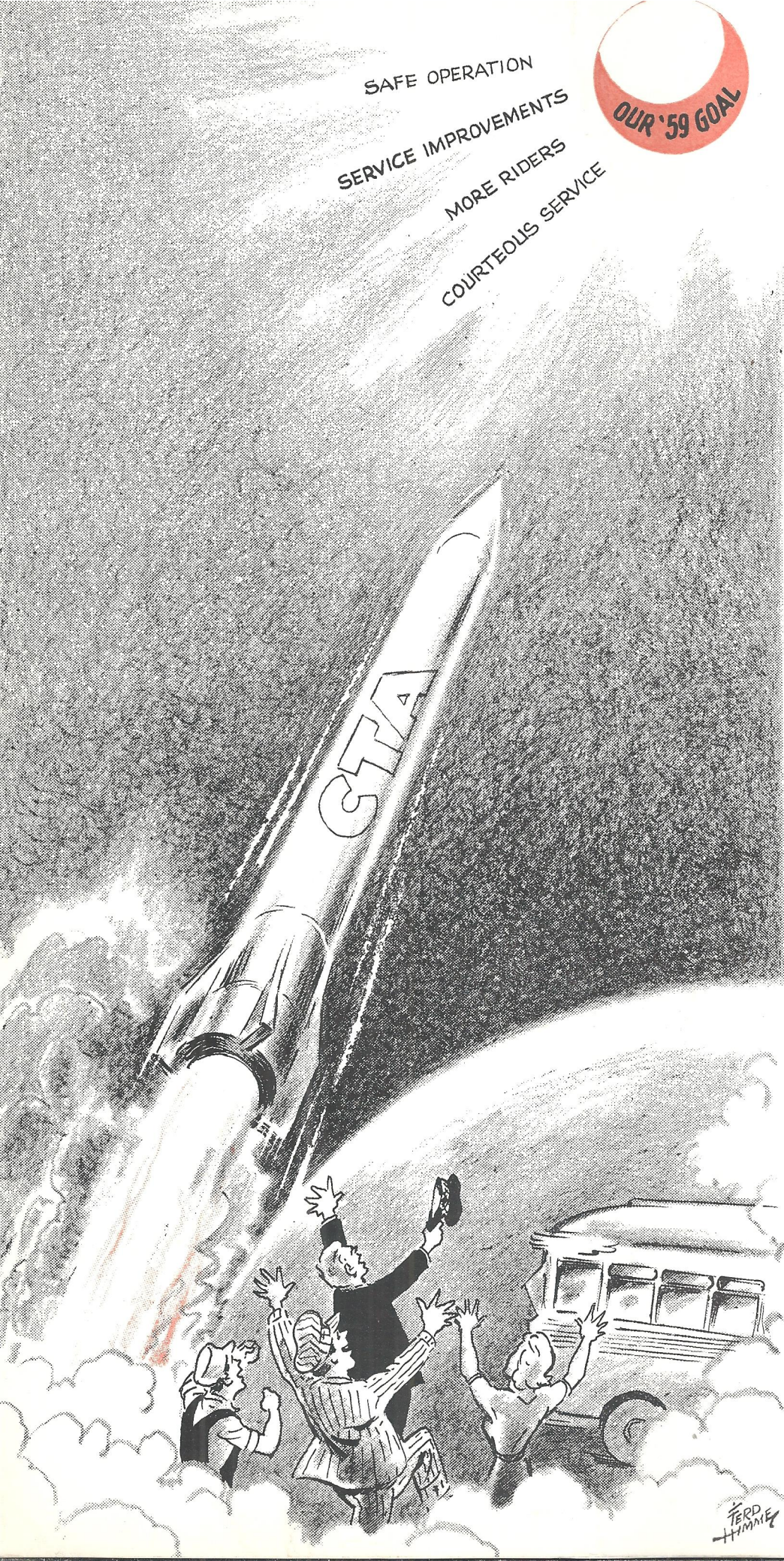
PIPE a border of mashed potatoes around a platter of fish steaks and pile French-cut green beans in the center, topped with Mock Hollandaise Sauce.



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