



# TRANSIT NEWS

MAY, 1955





# COURTESY CARAVAN SCHEDULES STATION VISITS



CTA'S COURTESY CARAVAN campaign is underway.

The two training buses through which the program will be activated moved into North Park station on the north side on May 9 and 77th street station on the south side on May 11 to begin the series of scheduled visits to all surface system operating stations.

Following this, the south side bus will go to Archer, May 24; 69th, June 1; Cottage Grove, June 7; 52nd, June 9; Beverly, June 13, and Lawndale, June 15.

From North Park, the north side bus will follow this schedule: North Avenue, May 17; Devon, May 27; Ravenswood, June 3; Limits, June 7; Wilcox, June 9; Keeler, June 13, and Kedzie, June 15.

The schedule calls for each bus to stay at the respective stations for the number of days required to complete briefing sessions for all Transportation Department personnel assigned to each location. It is estimated that about 38 working days will be required to cover the entire surface system. A similar program for rapid transit system employees will follow.

Promotional material, consisting of posters, photos, and slides, precedes the coming of the buses to each station. The actual program at the stations is started off with a brief, informal talk by the superintendent of that station given on the Courtesy Caravan bus to small groups of operators. He will point out the importance of courtesy in the transit industry.

After the caravan leaves each station, the more important

ONE OF the first groups of operating personnel at North Park station participating in CTA's Courtesy Caravan campaign in one of the specially-designed buses, which went into operation on May 9. Side curtains are closed and the bus darkened for the showing of slides by Instructor Earl Peterson in presenting part of the program. Approximately five weeks will be required to complete the briefing sessions at all CTA surface stations.

phases of courteous operation will be emphasized by a series of eight leaflets and personal contacts of supervisory personnel with operating personnel. Subjects covered in the leaflets are appearance, information, pass-ups, schedule adherence, smooth operation, bus curbing, fares and transfers, and load distribution. A final leaflet will contain a check list which will enable each operator to evaluate his own courtesy rating.

**OUR COVER:** One of the two buses which will be used in CTA's Courtesy Caravan campaign which got underway on May 9 receives the okay of CTA officials after an inspection. Shown with the bus are, left to right, *Walter J. McCarter*, CTA general manager; *V. E. Gunlock*, chairman, Chicago Transit Board; *Robert Christian*, instructor, and *E. A. Imhoff*, general superintendent of personnel.

VOLUME VIII

CTA TRANSIT NEWS

NUMBER 5

Published monthly by and for employees of the Chicago Transit Authority, under the direction of the Public Information Department.

David E. Evans, Editor

W. M. Howlett, Supervisor of Publications

R. H. Torp, Assistant Editor

John J. Bowen, Supervisor of Production

H. L. Polland, Director of Public Information

Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.

## RECENT CTA ADDITIONS TO THE ARMED FORCES

*Hubert McGee*—Shops and Equipment  
(South Shops)

## RETURNED FROM SERVICE

*Andrew J. Barrett*—Electrical Department

*Francis L. Brady*—Shops and Equipment

*Dan J. Scanlon*—Shops and Equipment  
(South Shops)

CTA TRANSIT NEWS



## Work Progressing on Loop "L" Revision

DISMANTLING of the two upper floors of the old Chicago Aurora & Elgin Railroad terminal started recently as wreckers began tearing down the outside walls of the building. After the two top stories are removed, a new roof will be constructed and tracks will be laid over the roof to connect to both the inner and outer loop tracks in both directions—north and south.



REVISION of the former Wells Street terminal between Jackson and Van Buren was begun April 4 to provide a temporary connection with the "L" loop for Garfield Park rapid transit trains.

This work is required to make way for the advancing construction of the Wacker Drive superhighway. It necessitates removal of the tracks east of the river over which Garfield Park trains now enter and leave the downtown Loop at Wells and Van Buren.

In 1957, when the median strip rapid transit facility in the Congress Expressway is expected to be completed, Garfield Park trains will be transferred to this median strip facility and will enter and leave the Loop through the West Side-Milwaukee Avenue-Dearborn Street subway.

It is anticipated, however, that the facilities now being constructed at the former Wells Street terminal will remain in use for some time thereafter. Wells Street station formerly was the east terminal for the Chicago Aurora and Elgin, and for some West Side "L" trains in the rush hours.

Making way for the Wacker Drive Expressway compels removal of the "L" structure in old Market street from the rapid transit bridge south to Van Buren, and in Van Buren street from Market to Wells street, including the Franklin Street station. The work is a city project under the direction of *George L. DeMent*, Commissioner of Public Works, and *Dick Van Gorp*, Chief Engineer of the Bureau of Engineering. CTA is serving as a sub-contractor for the city.

After the two top stories are removed from the Wells Street terminal building, a new roof will be constructed and tracks will be laid over the roof to connect to both the inner and outer loop tracks in both directions (north and

south). A new interlocking tower, to control train movements at this location, will be built directly in front of the building and between the north and south connections.

Bringing the Garfield Park tracks onto the Loop at this point also requires the removal of 120 feet of the outer Loop platform of the Quincy-Wells elevated station, including a stairway and overhead transfer bridge. The inner Loop platform at this station will be extended northward about 94 feet and both the inner and outer Loop canopies at Quincy will be extended northward 183 feet to give added protection to patrons waiting for trains.

Further improvements at the Quincy-Wells station include converting the exit gate farthest north on the inner platform (just north of Adams) to both an entrance and exit, the latter controlled by a high roto-gate turnstile which can be used 24 hours a day. A similar exit gate will be installed on the outer platform opposite the new one on the inner platform.

To compensate for the loss of the Franklin elevated station, 240 feet of new platform will be added to the west end of the inner Loop section of the LaSalle street station. This will include a stairway, providing both entrance and exit at a point about 125 feet east of Wells street on the north side of Van Buren street. The canopy will be extended 52 feet westward over part of this new platform. The lengthening of this platform will provide better berthing facilities for trains at this station, making it more convenient for CTA patrons to board and alight.

It is expected that the entire project will be completed by September 1, 1955, although it is quite likely that trains will be operating through the new connections before finishing touches have been completed on the two stations involved.



# emphasis on EXTINGUISHERS



**MEMBERS of the fire brigade of the bus overhaul shop at West Shops stand by to watch a demonstration of the use of a 350-pound, wheel-type, dry chemical engine for use in extinguishing larger fires.**

A GROUP refresher program on the proper usage of various types of fire extinguishers installed in CTA passenger vehicles was inaugurated recently at Kedzie station and will be carried out on a continuing basis until all surface system stations have been covered.

The program is designed to bring all Transportation Department operating personnel up to date on proper measures to take in the event of fire emergencies and to minimize property damage loss from this cause. It is a phase of the overall fire prevention program which is continually being stressed at all CTA locations.

Through visual aids and actual handling of extinguishers, operators are being given the refresher instructions in small groups at a time. The instructions outline complete step-by-step procedures to be followed, as well as directions for the correct operation of the extinguishers.

Instructors are Transportation Department employees who have been especially trained for the program which was developed by the Transportation Department in co-operation

with the Training Department. The instructors are on duty eight hours each day, five days each week, and move on to a new operating location as the program is completed at each station.

Another phase of the fire prevention activity, which is continuous, is the program under the direction of the Insurance Department. This program has been set up to provide standards, based on fire prevention regulations and fire safety considerations, for buildings and other physical properties of the CTA. The Insurance Department, in cooperation with other departments, determines requirements for proper fire protection and recommends quantity and type of equipment best suited for each location.

The program includes fire drills twice monthly in all Shops and Equipment Department locations. These are conducted at the larger shops by appointed fire brigade chiefs and at terminals, garages and carhouses by the foremen.

Other aspects of the program provide for weekly inspections of all fire-fighting equipment by shop personnel, with



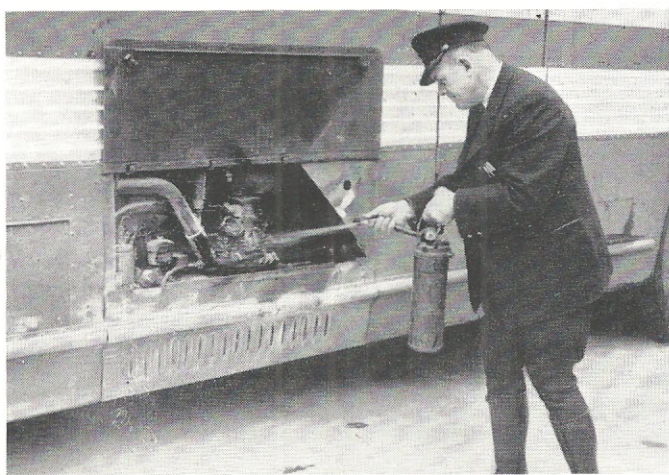
reports submitted to the Insurance Department, and continual inspections to assure that proper fire-prevention procedures are followed and fire hazards minimized or eliminated.

Periodic meetings also are conducted with supervisory personnel at larger shops and with employe groups at smaller installations to instruct them in the proper usage of fire-prevention equipment.

The Transportation Department program is under the supervision of *J. J. Hemzacek*, superintendent of instruction, and *J. R. Blaa*, training assistant. *H. B. Storm*, superintendent of the Insurance Department, has the overall responsibility for the fire insurance program, with *Leroy Q. Simpson* serving as fire insurance inspector, assisted by *Thomas P. Lyons*.

Recently a semi-annual, system-wide fire prevention and safety inspection was inaugurated. This inspection is conducted by a committee, composed of representatives of major departments, which makes a survey of existing fire hazards and safety conditions and prepares a full report for subsequent action by the responsible individuals.

**DEMONSTRATING** the use of a four-pound, dry chemical extinguisher, *Instructor Earl Peterson*, Transportation Department, shows the proper way to put out a small fire. He directs the stream at the base of the flame with a side-to-side sweeping motion. This is one of the types installed on propane buses.



**A TRAVELING** display is utilized in the Transportation Department refresher program. The display includes all types of fire extinguishers used on CTA vehicles along with instructions on correct operation.



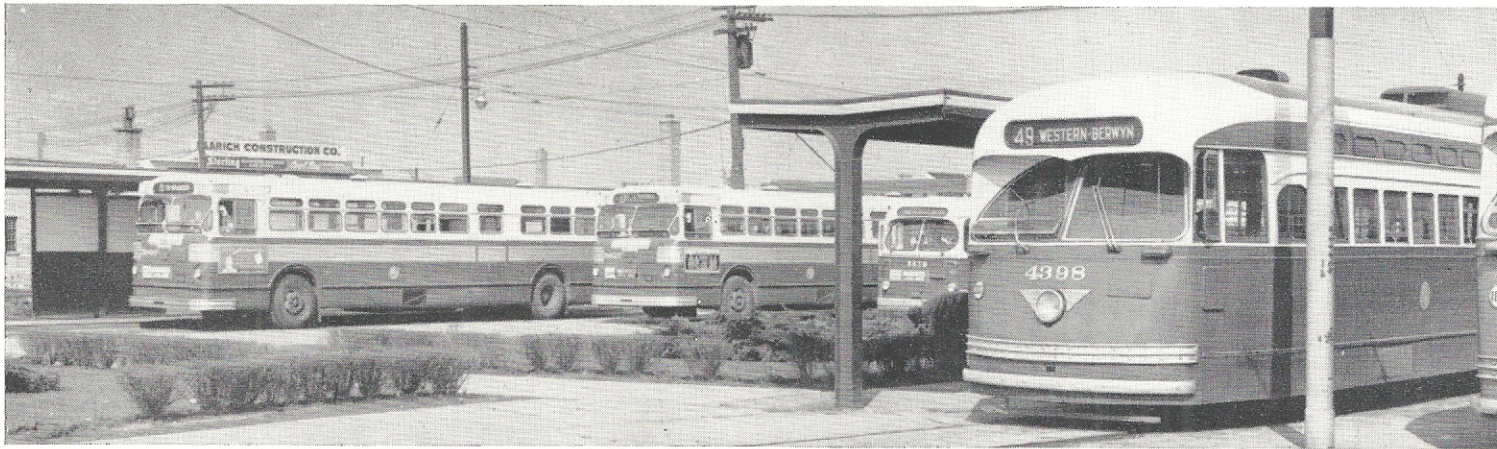
**WEST SHOPS** personnel were among the employe groups which recently viewed a film on the proper use of fire extinguishers.

**GAS AND DIESEL** buses are equipped with the two-quart, carbon tetrachloride extinguisher shown here. This demonstration is part of the group refresher program on proper usage of fire extinguishers being given Transportation Department personnel.



To Serve Our Riders Better

# KNOW YOUR CTA ROUTES



READY TO start their runs from 79th and Western terminal are vehicles of four surface routes which use this off-street

facility. Left to right are buses of the E. 79th, W. 79th and S. Western extension routes and a Western avenue streetcar.

*(This is the tenth in a series of articles on CTA routes.)*

CHICAGO'S SECOND longest surface route — Western avenue (2400 W) — provides direct cross-town service from Birchwood avenue (7500 N) near the northern city limits, Howard street, to the southern city limits at 119th street.

In the matter of distance covered, it has a measured round trip mileage between outer terminals of 49.39 miles, closely approaching the 50.50 miles of the Broadway-State route, Chicago's longest continuous transit line. Because of its length, and the many intersecting lines with which it connects, the Western avenue route (No. 49) rightfully de-

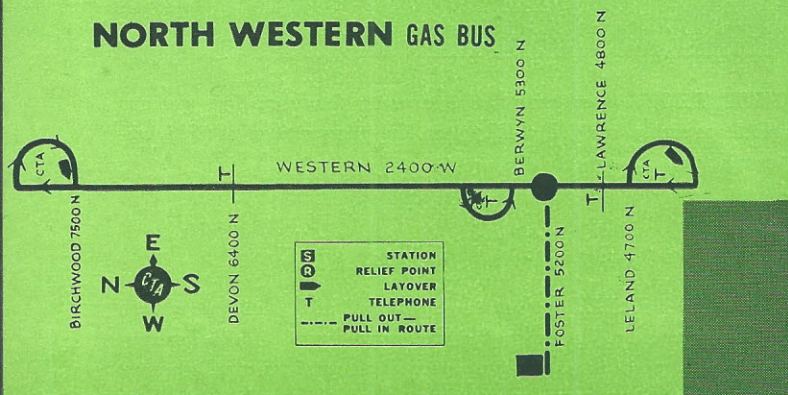
serves recognition as one of the city's key mass transportation facilities.

Western avenue is the only remaining surface system route that provides combined streetcar and bus service for through rides. On Saturdays, Sundays and holidays, however, buses only are operated, gas vehicles replacing streetcars and operating regular service over the same routing.

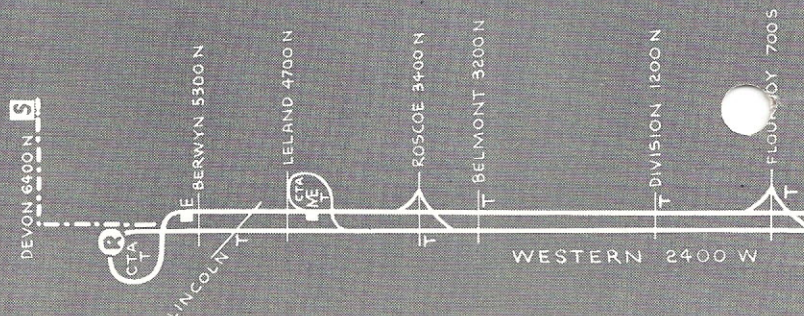
On weekdays, streetcars are in service between the Berwyn avenue (5300 N) off-street terminal and the 79th street turn-around on the south side. Extension bus lines, operating seven days a week, provide service to and from the far north and far south side terminals and the points of interchange with the streetcars.

The overall round trip mileage of streetcar operations is 31.61. The South Western avenue extension line (No. 49A) has a measured round trip mileage of 10.48, and the North Western line (No. 49B), which runs between Leland avenue (4700 N) and Birchwood, is 7.30 miles. Both extension

## NORTH WESTERN GAS BUS



## WESTERN STREETCAR







THE SOUTHERN terminal of the south Western avenue route is at 119th street, the city limits. Suburban Blue Island is south of this point.

lines operate directly over Western avenue, with no deviation in routing from that thoroughfare.

In addition to the numerous surface route transfer points on Western avenue, passengers may interchange to the rapid transit system at three points: Western avenue stations on the Douglas Park "L," the Milwaukee avenue "L"-subway, and the Ravenswood "L."

Schedules on Western avenue streetcars provide for headways during weekday morning and evening rush hours of two to two and one-half minutes. Intervals at other periods



NOTED FOR its winding streets, handsome homes and beautifully landscaped grounds is the Beverly Hills community, served by the Western avenue route and intersecting lines. Here is a street scene near W. Hopkins place and S. Damen avenue.



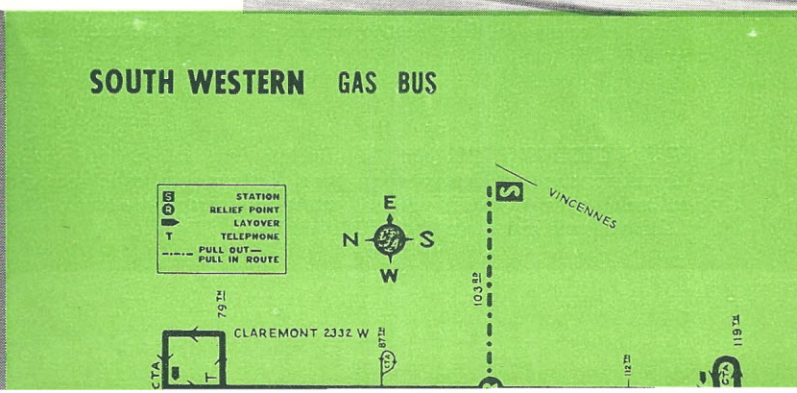
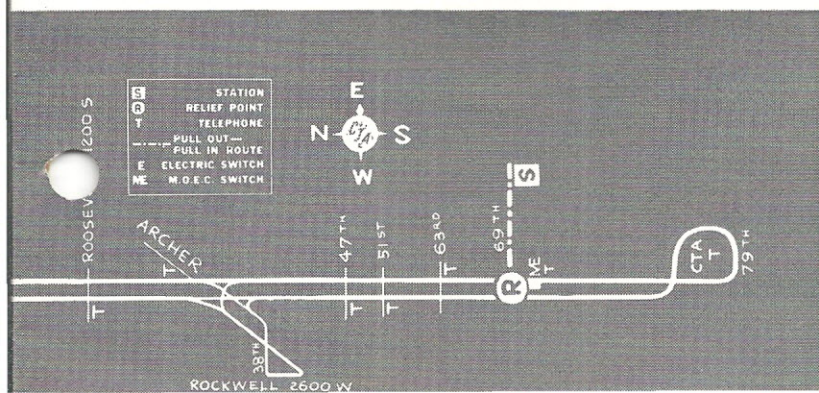
ASTIR WITH activity now that spring is here is the Dan Ryan Woods forest preserve, a popular south side recreational area within the city. This entrance and bridal path is at Western avenue, north of 87th street.

vary from six minutes during off-peak daytime hours to seven minutes evenings. "Owl" schedules call for 30-minute intervals from 1:40 a.m. to 4:15 a.m.

Saturday bus schedules on the Berwyn-79th route include five to six-minute intervals during the morning; six-minute headways from early midday to evening and eight-minutes through the evening. Sunday and holidays, early morning buses run at 10 to 12-minute intervals; six minutes throughout the day, and eight minutes apart during the evenings.

On the north extension line, buses are spaced four minutes apart during weekday a.m. rush hours and at five-minute intervals throughout the peak p.m. period. These lengthen out to 10 minutes for non-rush hour daytime service and to 10 minutes during evenings. Saturdays, headways range from eight to 10 minutes, and Sundays and holidays, from 10 to 12 minutes.

THIS HUGE sign on Western avenue at 95th welcomes shoppers to Evergreen Shopping Plaza, an important far south side commercial development. Additional service is given on the S. Western extension route on Monday and Thursday evenings for the convenience of shoppers at the Plaza.







**SOON VISITORS** will be flocking to Riverview Park, Western and Belmont, to enjoy summer fun at America's largest amusement park. Here workmen are readying the roller coaster ride for the season's thrill-seekers.

South extension line buses are on five and one-half-minute headways during morning and evening rush periods and operate on 10-minute intervals midday and evenings. Saturdays, Sundays and holidays, schedules call for buses every eight to 12 minutes throughout the day and evening. The north extension has 30-minute "owl" service from 1:30 to 4:45 a.m., and the south extension, 32-minute "owl" service from 2:25 to 4:50 a.m.

The running time between Berwyn and 79th ranges from 65 to 88 minutes, according to prevailing street traffic con-

ditions; Birchwood to Leland, 13-19 minutes, and 79th to 119th, 15-19 minutes.

Main line streetcar operations on weekdays require 77 P.C.C. cars, with 32 buses being assigned to week-end service. Equipment for the north extension route consists of 11 LP-Gas (propane) buses, and for the south extension eight gas buses. The streetcars are from the Devon and 69th stations. North extension buses pull out from North Park and south extension buses from Beverly.

Special supplementary service is operated on the Western avenue route from Archer to Roscoe on week-ends and holidays during the summer for visitors to Riverview Park. There also is additional service for the convenience of shoppers at Evergreen Shopping Plaza, 95th and Western.

The Western avenue line first went into service in 1864, when tracks were laid for the first section from Madison to Lake street. It was completed to Howard street in 1916. Following a series of extensions through the years, the line was completed to 119th street in 1931.

The route traverses 16 city communities, from West Ridge on the far north side to Morgan Park at the opposite end of the city on the far south side. It is the longest route operating on a single street on the CTA system.

Among the outdoor recreational areas located directly on or adjacent to Western avenue are the Indian Boundary Park, 2500 Lunt avenue, a short block west of Western at 7000 north; McKinley Park, Archer and Western, and Dan Ryan Forest Preserve at 87th street. Known to most Chicagoans and a popular summer attraction is Riverview Park at Belmont and Western.

Many large industries are located on south Western avenue, particularly along the south branch of the Chicago river and adjacent to the network of railroad yards in the area. It is a busy business street, and one of the most heavily-traveled traffic arteries in the city. Convenient CTA service along its entire length has been a large factor in the development of Western avenue to its present prominence as a key link between the north and south sides of Chicago.

*(This is the tenth in a series of articles describing CTA routes. Others will appear in future issues.)*



**EXTENDING** along both sides of Western avenue from 26th to 31st streets are buildings of the International Harvester Company, one of the largest of Chicago's industries. The main entrance to the tractor works is on 31st street, just west of Western.

**IT'S FEEDING TIME** for the Fallow deer at Indian Park Boundary zoo, on Lunt avenue, near Western. These friendly animals always get plenty of attention from visitors. A Lincoln Park zoo attendant is in charge.





# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Ring On Hand; Nuptials Planned

ACCOUNTING—*Helen Loncarevich*, Revenue, is proudly displaying a diamond ring on the third finger of her left hand. She and *Mike Mihailovich* are planning an early wedding.

*Robert L. Hill*, assistant revenue accountant, became a grandfather on April 13 when *Judith* was born. The proud father is his son, *Dr. John W. Hill*.

*Howard Belcher*, on military leave from Revenue, stopped in for a visit on April 14. He has just completed his basic training at Camp Chaffee, Arkansas, and expects to go to radio school next. He was awarded the sharpshooting medal for his marksmanship.

*Lenore Burns* moved to another apartment and had planned to get settled, but returned to work after two weeks with her things still packed due to extensive decorating, etc., etc., etc.

## Bereavements

*Ann Komorous* passed away on March 22 after being stricken with a cerebral hemorrhage on March 18 . . . *Edward O'Rourke's* (IBM) father passed away on March 22 . . . *Dorothy Klosowski* (M. & S.) lost her father on April 12 . . . *Helen Franson's* (Distribution) sister succumbed after a lingering illness on April 2.

*Dorothy Heimerdinger*, General, returned to work looking and feeling quite fit on March 21 . . . *Harriet Kryzan*, M. & S., is recuperating at home after being hospitalized and spending a week in traction for a slipped disc.

*Rosemary Tunis*, Revenue, received a bathinette and numerous other useful articles from her co-workers when she left CTA on April 8.

*Dorothy Glatzel* and *Doris Sullivan* are the names of the new clerks in the Mileage Department.

—HELEN A. LOWE

## Second Set Of Twins For Pattersons

ARCHER—It's happened again. For the second time, twins have been



## HONORED AT DINNER

AT THE ninth annual dinner of the Electrical Department held April 28, these 10 men who retired during 1954 were honored. They are, left to right, seated: *Lars Rasmussen*, *John Woods*, *Roy Rogers*, *Golbert Vachet*, *William Sebraska*; standing: *William Hart*, *Stephan Gecan*, *Leo Davis*, *Leo Behrendt*, and *William Becker*.

Reported by *Gilbert E. Andrews*

born to *Operator George Patterson* and his wife, *Anita*. The newest arrivals, *Jean* and *Joan*, made their appearance on April 20. The first set of Patterson twins, *Lee*, a boy, and *Linda*, are now 3½ years old. With the newest additions, *George* and *Anita* now have eight little Pattersons around the homestead.

*Operator Ed Kaminski's* wife presented him with a baby girl on April 27. The newcomer has been named *Carol Jean*.

*Supervisor William Olson*, Central District, who formerly was a motorman here, has just returned from an enjoyable trip to Jacksonville, Florida, with his charming wife. This trip was for a special reason. His mother-in-law and father-in-law, *Mr. and Mrs. C. Schmehl*, were celebrating their golden wedding anniversary. To help celebrate this happy occasion, the whole family, consisting of five children, all married, eight grandchildren, and two great-grandchildren, made the trip. It was the

first time in years that the whole family has been together at one time.

Speaking of supervisors, it's good to see *Tom Bell* back to work after being laid up with a sprained ankle. He is at Archer and Clark.

*Operator Joe Bushinski* and *Garage Repairman A. Hyba* are still on the sick list. Others who have signed the sick book are *Operators G. Ross* and *J. Glatzel*. We hope to see them back on the job soon.

It seems that I mis-spelled *Operator Bert Sheehy's* first name some time ago. It's Bert, not Burt. Pardon!

Now that the baseball season is here, the Archer team needs players. How about signing up?

Don't forget to let your reporter know where you're going on your vacation. It will make a news item for this column.

We regret to report the recent deaths of the following: *Pensioners John Audrulis*, *C. Laska* and *John V. Polen*, all formerly of Archer.

—R. H. FORTIER

## Covers 3,000 Miles On Vacation Trip

BEVERLY—*Operator John O'Rourke* is back from an interesting trip out west. John left here by train and arrived in Albuquerque, New Mexico, where he was met by his two sisters and their husbands. From there they motored to many places of interest, including The Painted Desert, the Petrified Forest, Hoover Dam, Boulder City and Phoenix, Arizona. Then on their homeward jaunt, they stopped at Mesa to watch the Cubs and Giants play ball. But the high-light of the 3,000-mile motor trip was the stop-over at Las Vegas where the party stayed long enough to observe the night life.

Also back from vacation are the *Johnsons*, *George* and *Louise*, who took their time on a scenic route to Omaha, Nebraska. Other cities en route were Columbia and *George's* hometown, Albion, where a pleasant time was had visiting friends and relatives.

*Ralph* and *Helen Bramlet* spent the Easter holiday with Mr. Bramlet's parents in Eldorado, Illinois.

*Ray* and *Dolores Tonn* motored to Moline, Illinois, to honor Ray's mother on her 83rd birthday.

Easter Sunday was a very special day in the life of *Relief Foreman Ted Sutkowski* whose wife, *Phyllis*, presented him with the best gift of all—a baby boy, *Paul Brian*.

After a serious illness, it is good to see *John Curran*, Repairs, back at work. It also is a pleasure to see *Rose Marie*, wife of *Operator Leonard Cantwell*, back at her job of family chauffeur after a long illness.



"Some people seem to be so afraid of losing their religion that they won't take it to work with them."



## ANNIVERSARY



PICTURED at his desk on the 50th anniversary as an employee of Chicago transit companies is **Lawrence J. Francoeur**, assistant general accountant, who achieved the half-century record on March 22. He first entered the employ of the former Chicago City Railway Company in 1905. Anniversary gifts from his associates to Mr. Francoeur included a 21-jewel Elgin wrist watch and a pen and pencil set.

Reported by *Helen Lowe*

*Melville K. Dixon*, now of 77th, was in Hines hospital for observation at this writing.

To purchase a new car on a Tuesday and have it smashed up by a hit and run driver on Wednesday should not happen to anyone . . . but, we are sorry to say this is exactly what happened to *Operator Leonard Wilson's* new Mercury, parked in front of his home.

*Operator Charles Kleim* and his wife, *Mildred*, are justly proud of their son, *Charles, Jr.*, who was graduated from DePaul university with high honors. Charles, Jr., majored in accounting. Besides belonging to the Accounting Society, he is a member of the International Fraternity of Delta Sigma Pi, Alpha Omega Chapter and Pi Gamma Mu, a national society.

In the anniversary department we are passing orchids to the following folks: *Elmer* and *Bernice Lippner*, 18 years on April 3—*Marinus Dykhuizen* and his wife, 19 years on April 9—and *Robert Burns* tells that it cost him a steak dinner and show to treat his wife, *Della*, on their big day . . . April

16, which was number 21 for them.

Did you ever see *Operator Clarence Cowan* and his wife, *Marguerita*, pull up in front with their seven children in a station wagon? All Clarence needs now is a chartered sign on the vehicle.

A number of operators now have sons in service. There is *Jim Radloff*, youngest son of *William* and *Ann*, who is taking his basic at Fort Leonard Wood, Missouri, and *John Arthur*, son of *Art* and *Cecelia Schwappach*, who is presently aboard a LST on his way to Formosa.

Back in civvies again is *Donald*, son of *Gabriel* and *Mrs. DeJonge*.

*Dolores Franks*, daughter of *Operator Charlie Franks*, 77th, is taking a four-months post graduate course in obstetrical nursing at the Margaret Hague hospital at Jersey City, New Jersey.

—FRANK M. BLACK

## New Homemakers Make The News

CLAIM AND LAW—Looks like wedding bells and retirements are breaking up this gang of ours. *Joyce McDaniel*, typist, the first bride of the season, became *Mrs. Tom Hennessy* on May 7 at St. Veronica's Church, and on the same day, *Dick Mecker*, statementman, and *Patricia Berg* became husband and wife at the Union Avenue Methodist Church. *Toni Tortorello* will change her name to *Mrs. Ed. Ciegelski* on May 28 and will devote full time to her new duties as a housewife.

For the information of the new brides, *John Mahon* is available for "tips" on interior decorating and any do-it-yourself problems. He recently completed painting his own new apartment to the satisfaction of *Mrs. Mahon*.

*Barbara Smith Andersen*, typist, who retires June 1, is looking forward to keeping house in her new home in San Diego, California, and said the latchstring is out for any of her CTA friends coming California way.

*C. W. Guilliams*, brief writer, who retired May 1, is studying travel folders.

*Joe Colello*, our glamour boy from the Photographic Department,

now employed by Uncle Sam, came in to visit us looking just as photogenic as ever. *Grandma Nora Cronin*, who never looked lovelier, admits she feels 20 years younger since *Barbara Ann Green* arrived at daughter *Mary Ellen's* new house in Melrose Park.

We hear that now the snow has melted in Twin Lakes, *James Anderson's* "Chevy" is equipped with pontoons for the floods.

—EL-JE

## Join The Parade Of Proud Parents

ELECTRICAL—*Fred Lundie*, Grand and Leavitt, is a proud daddy of a baby boy who arrived on April 7. This is the first child for the Lundies and his name is *Thomas Frederick*.

*Kenneth Mikota*, engineer, Mart, is happy over the arrival of little *Deborah Lynn*, on April 1. The Mikotas now have two girls.

*William King*, superintendent, construction, was in Englewood hospital recently due to a heart attack and is now up and around and getting along very nicely.

*Rocco Masesso*, electrician, was confined in Franklin Boulevard hospital at the time of this writing and was reported in very serious condition.

*Jack Gilroy*, chief operator at 42nd substation, took sick suddenly on April 20 and was confined to bed.

—GILBERT E. ANDREWS

## Ocean-Hopping Flyer On Furlough

GENERAL OFFICE—(*Transportation*) *Second Lieutenant Robert Adams*, son of *Dispatcher Frank Adams*, recently returned home on a furlough from his base in Texas, after having received his wings and an assignment as navigator in the Military Transport Service, operating between McGuire Field in New York and bases in Europe. In honor of the occasion the Adams' old "Chevy" was replaced with a 1955 super holiday Oldsmobile coupe, nothing being too good for Air Corps personnel.

*Jim Blaa* recently spent a part of his vacation moving *Anne*, little *Jim*, and his household effects from his former location on the second floor, to the first floor of the building he recently purchased.

When *Telephone Operator Wanda Mallon* married *Dispatcher Jack Krause* last September they decided to postpone their honeymoon until spring. Wanda and Jack have just returned from a three-week stay in Miami, Florida, where most of their time was spent in the motel pool.

On March 17, *John Philpott*, central supervisor, and *Julia LaForce* were married at St. Kilian's Church. Following the wedding feast John and Julia motored to Miami, Florida, and joined the *Krauses* on a double honeymoon.

## FAMILY DINNER



THE 35TH wedding anniversary of *Conductor and Mrs. Frank Vraney*, 77th, was the occasion of a family dinner, given by their children at Mangam's Chateau recently. Left to right in the picture are daughter, *Betty Lou*, son-in-law, *John*, daughter, *Dorothy*, *Mrs. Vraney*, *Mr. Vraney*, daughter-in-law, *Dorothy*, and son, *Elmer*.

Reported by *Joe Smith*



Supervising Instructor Jim Roche's youngster, Jean Marie, appeared in the Easter parade wearing a splint on her fractured arm, the result of accidentally descending too suddenly from her bicycle. Jim's sister, Catherine Moriarity, recently added the name of baby John to the family roster, making the score two and two.

Instructor Francis R. Smith dismissed his class of student operators on April 16 to escort his daughter, Jacqueline, down the aisle of St. Mary of Mt. Carmel Church, where she exchanged marriage vows with Joseph C. Landi.

(Electrical) LaVergne and John Chwistek's new baby has been named Virginia Lynn, after auntie Virginia Ullis, who until recently was a part of electrical personnel.

(Insurance) During a stay in St. Anne's hospital, Ed Donahue's room mate was Ray Grass, an operator out of North Avenue, who is convalescing from injuries received in an accident in February.

Jack the Clipper caught up with Reggie Kuzius, and her long curly tresses are no more.

Birds nests are strictly for the birds, but a nest under the platform structure opposite the stairs at Montrose avenue "L" station containing a mother pigeon and her two young ones, has greatly attracted the attention of Marie Krausman and Mickey Daly. Each morning upon arrival at the office the welfare of the baby pigeons is the subject of conversation.

—JULIE PRINDERVILLE

## Second Son Arrives For CTA Pair

GENERAL OFFICE—(Chief Engineer's Office) Herman Smith, draftsman, is the proud papa of a new son, Barry Allen, born April 19 at the Frank Cuneo hospital. This is the second son for Herman and his wife, Betty, who formerly worked at West Shops.

Richard Koch, draftsman, and his wife, Margaret, returned from a vacation spent at Clearwater, Florida, where they enjoyed a nice visit with Michael Korosy, retired CTA engineer . . . Moe Williams, engineer, spent his vacation at

home, which underwent a few repairs . . . Lillian Skora decided that Chicago was a good vacation city.

Kathy Ryan's engagement to Werner Weidinger was announced on April 19.

(Personnel Services) A surprise bridal shower was given in honor of Mary Scanlon at the home of Mary Wiley Roach on April 25. The future bride was delighted with the many beautiful gifts, and everyone present had a marvelous evening.

(Training) Ruth Havlik, stenographer, vacationed in California. Ruth's travelogue included such stops as San Francisco, San Diego, Yosemite national park, and other points west.

(Employment) Donna Burtis Wade was welcomed back to this office recently. The welcome mat was also recently rolled out for Stanley Tadevic, the new interviewer who transferred from West Shops . . . Genevieve Bagger is the new employment test administrator, replacing Mrs. Bernice Coyne Heath.

Arlene Darileau Fagen recently returned to work following her marriage and honeymoon which was spent in Florida.

(Steno-Duplicating) Creamery Caldwell's engagement to William Turner was announced recently. Wedding plans are being made for the month of August.

—MARY E. CLARKE

## All's Well That Ends Well

KEELER—A \$20 reward was received by Operator Wally Tessman from a grateful passenger whose watch Wally turned in to Lost and Found.

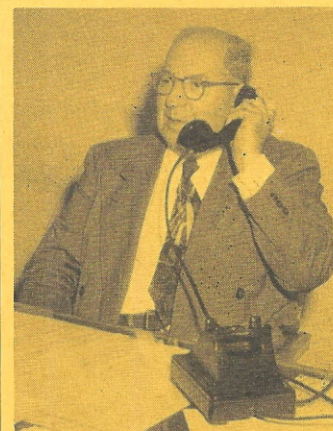
Operator Frank Wischler and wife, Grace, are the proud parents of a baby girl, Janet Lyn, born April 22 at Memorial hospital, Elmhurst.

Operators Oscar Sevon and Joe LaBianca were both confined to the hospital at this writing. Oscar for an operation and Joe for a check-up.

Taking his vacation early this year, Operator Ernie Grant and family headed for northern Wisconsin. Ernie said he just wanted to see the big ore carriers making their initial start of the year and struggling through the ice flows near Superior, Wisconsin.

—DAN ASCHENBAUER

## ON JOB 50 YEARS



FIFTY YEARS of service as an employe of Chicago transit companies was completed on April 27 by Arthur Heidecke, superintendent of rapid transit operations for the CTA, who started as an extra guard on the Metropolitan West Side Elevated Railroad on April 27, 1905.

Heidecke served progressively as yardman, yard foreman, dispatcher, trainmaster, and acting superintendent of transportation, prior to his appointment as superintendent of transportation of the Metropolitan, Lake street and Loop divisions of the "L" Lines on August 1, 1948. He became assistant general superintendent of the rapid transit system of CTA on April 1, 1950, and was named to his present position on June 24, 1951.

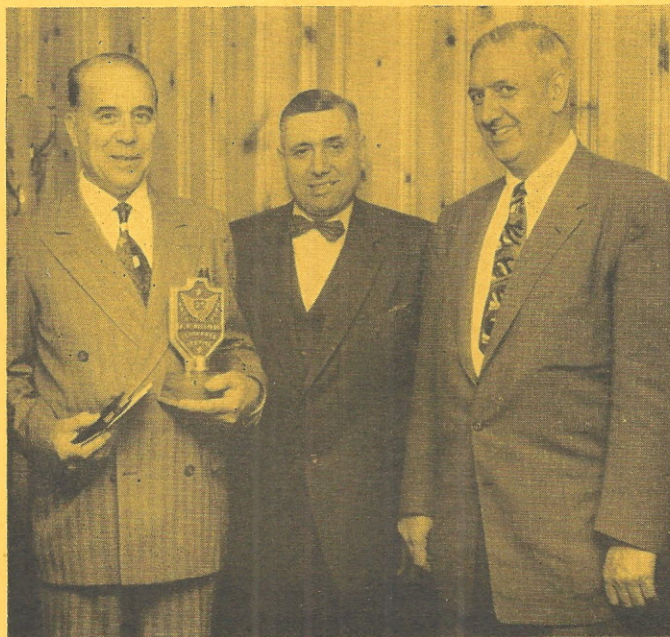
## Wedding Unites Two Loop Employes

LOOP—Laura Lewis, Loop agent, and Young Pate, Jr., porter, exchanged nuptial vows Easter Sunday at 2:00 p.m. in the House of Branch chapel. The bride wore white, and carried red and white roses. The three bridesmaids dressed in blue wore pink carnation bouquets and the matron of honor's gown was pink. She carried blue flowers. The couple drove to Canada for their honeymoon.

Bertha Doyle Hand and her husband, James, are here for a visit from their home in St. Petersburg, Florida. Bertha is a great booster for her adopted state and will be glad to return there.

The Herbert Templemans spent a week on their farm in the Ozarks.

## SUPERVISOR RETIRES



HOLDING THE specially-inscribed plaque and other gifts presented to him on his retirement on April 1 is A. H. Williams, supervisor of printing, South Shops, who had completed almost 25 years of service. With him, center, is Joseph G. Hecht, general foreman, South Shops, and Thomas B. O'Connor, general superintendent of Transportation and Shops and Equipment.

Reported by Evelyn Clark



Everything is beautiful there at this time of year.

Arbie and Frieda Baxter's niece, Christi Lang, from Stuttgart, Germany, has come to make her home in this country. She is delighted and likes it here very much.

Mary Rezab, pensioner, has returned from an enjoyable vacation in St. Petersburg, Florida.

Horace Folsom recently suffered the loss of his father, whose home was in Glasgow, Missouri.

—EDITH EDBROOKE

## Reporter Suggests Sharing Vacation Fun

NORTH AVENUE—Blistered hands and aching backs seem to be standard complaints, as spring cleaning and garden time is here again. But cheer up, vacation time also is here. We are expecting you and you to make this column with news of your vacation and a snapshot or two.

While most people are still thinking thoughts of spring, our softball team has set its sights on the CTA championship. There will be many new faces on our team this year and we believe we have a winner. Come out and cheer your favorite players.

We have just learned of the new arrival at the home of Operator Charlie Baraglia. It was a boy and he was born on St. Patrick's day. You guessed it, his name will be Patrick Joseph. This makes two boys for Charlie.

Operator Harry Sikora was equally proud when he became a grandpappy last month. The newcomer is a boy.

Being a grandpappy wasn't anything new to Joey York, he being a member of long standing. The lad was named Jeffery York.

Have you noticed any change in Eddie Glonke lately? He looks the same to me even though he became a grandpappy last month. The new arrival was a girl who was named Susan Marie.

Operator Jack Napravnik was a patient at Hines hospital at the same time Harry Smith was a patient at Vaughn hospital.

Operator Sam Kelley is doing nicely after his recent operation.

Wedding anniversaries celebrated this month are: Operator Gerald O'Connor, his 20th on May 11; Operator Paul Jones, his 28th on May 14, and Operator Arthur Wernet, his 20th on May 25.

—JOE HIEBEL

## FLORIDA FISHING



BASS fishing in Lake Wales, Florida, was evidently a pleasant experience for North Avenue Operator Al Barber, left, who vacationed in the sunny state during February. Sharing in the impressive catch was Al's friend, Floyd McCracken, who is a Florida resident.

Reported by Joe Hiebel

## News Notes From The North

NORTH SECTION—Terry McGovern, Northside station superintendent, is happy to have his son, Jack, back home from Korea and discharged from the Army.

Anne Whitney, our mileage clerk, has been hospitalized for a minor operation. We hope to see her back again soon.

Sarah McDonnell has transferred to the Auditing Department.

Steno Florence McDonough suffered the loss of her mother recently.

Yardmaster Walter Griffiths, who has been in Ravenswood Hospital, is now convalescing at home.

Harry Diehl, assignment clerk, is the proud grandfather of a baby girl, born down in Texas.

Conductor E. Folz was in the Illinois Masonic hospital at this writing. We hope to hear of a speedy recovery.

Otto Kopchinska, Kimball receiver, was married recently.

Agents M. Donohue, E. Donohue, I. Ludwig, V. Kreisch and G. L. Meyers are off the sick list and back on the job again.

—CHUCK RATTRAY

## Personal Notes About Personnel

PURCHASING AND STORES—Stanley Tadevic, stock clerk, West Shops, has been appointed to the position of interviewer in the Employment Department, and Paul Bilan, laborer, West Shops, has transferred to the Transportation Department as a bus operator.

Welcome back to Helen Spolec, claim clerk, Purchasing Department, after her brief stay in the hospital.

Jim Bittourn, stock clerk, Grand and Leavitt, and Eng Jensen, assistant divisional storekeeper, West Shops, were convalescing at home at this writing.

Herbert Hoger, General Office, and Otto Hoger, South Shops, were saddened by the death of their brother, Edward Hoger, who passed away on April 17. Edward Hoger was one of our retired employees who had over 30 years of service.

Jean Stocker, typist, Purchasing Department, spent a recent weekend in Indianapolis, and Emily Kraustak, typist, Purchasing Department, attended a costume party at the University of Illinois, at Urbana.

With the conversation swinging around to vacations, and if all the plans I'm overhearing come true, this column will at last begin to grow.

—DAGMAR McNAMARA

## This Could Happen In "The Windy City"

RAVENSWOOD — Operators Mike Ridge and Al Herman think this is a great country. Money really does grow on the streets here. They each found a sizeable amount blowing around Sheridan Road, right into the bus.

Sorry to report that Operator Emil Schreiber's lovely wife, Inez, is again confined to Columbus hospital.

Operator Charley Young has patterned his life after two great men — Rocky Marciano and Liberace. He reports that now he plays the piano like Marciano and fights like Liberace.

Operator Walter Jackson took a trip out to look at the new Arm-

## ORDINEE



SOON TO BE elevated to the priesthood is the Rev. George J. Hurley, whose ordination will take place on May 30 at St. Raymond's Cathedral, Joliet. Father Hurley will offer his First Solemn Mass at noon June 5 in St. Angela Church, Massasoit and Potomac streets. An open reception will be held in the evening at St. Angela's auditorium from 7 until 10 p.m. Father Hurley, a navy veteran of World War II, is the son of Dennis Hurley, retired Kedzie and North Avenue operator.



strong-Elston garage and his glowing reports will steer many listeners out that way.

*Superintendent Herman Erickson's* lovely daughter, *Arlene*, graduates from Northwestern University this June—celebrating the occasion by getting married, followed by a honeymoon to the Smoky Mountains. His young boy, *Bill*, has transferred from North Park Academy to Amundsen High where he should star as center on their football team for the next three years.

—AL BECK and  
GEORGE D. CLARK

## Yearns For Joys Of Suburban Life

**SCHEDULE-TRAFFIC AND BUDGET**—Spring fever has encouraged *Joe Karel* to start the move towards free and easy suburban living. Joe expects to be a solid citizen of Westmont before summer gets here.

*Frank Neuman* has been confined to the hospital since late March. We hope this will find him well on the way to a complete recovery.

*W. S. Comstock*, budget supervisor, recently returned from a vacation at Daytona Beach, Florida. While there, he visited the home of *A. H. Daus*, retired, former superintendent of shops and equipment, rapid transit system. *Mrs. Daus* had a birthday dinner for *E. E. Kretschmer*, retired, former purchasing agent for the Chicago Rapid Transit Company. Both men wish to be remembered to their old friends here.

*Bob Baxter* returned from his New Orleans trip with glowing descriptions of the excellent sea food treats which he enjoyed.

Congratulations are in order for *Homer McElroy*, who became a proud grandfather for the sixth time. The wee colleen's name is *Mary Catherine McElroy*.

This seems to be grandfather's month in the Budget Department. *W. S. Comstock* also became a grandfather, but for the fourth time. His son, *Bill*, is now the delighted father of a little daughter named *Judith Ann*.

—L. C. DUTTON

## But Will The Mower Trim His Mustache?

**77TH**—*Charlie Dugan*, car repair, is taking part in the centennial celebration at Matteson, Illinois, where he has his home. He's raising a mustache for the celebration and incidently was going to buy an electric shaver but invested in a lawn mower instead.

*Carhouse Night Foreman Leo Keane* now has his wallet, in which he carries his riding card, fastened around his neck on a sturdy chain. He vows no one will again pick his pocket.

*Al Broman* and family are mourning the death of his mother who passed away during the latter part of April.

*Bus Operator Tom Sheehan* took his mother to Hot Springs, Arkansas, while on vacation during the first part of April. He visited the depot right after he returned and looked like he had stayed in the baths for the duration of their stay at Hot Springs.

Little *Gary Robert Petersen* came to *Robert and Angela Petersen*, son and daughter-in-law of *Henry Petersen*. Henry is very proud of his grandson.

—JOE SMITH

## Party Marks 26th Wedding Anniversary

**69TH**—A big wedding anniversary party was held recently for *Sam Vallona* who has been married for 26 years.

We wish a speedy recovery to *Oscar Pecht* of the Credit Union

who underwent an operation at Hines hospital.

We regret to record the passing of *Pat McGlynn*, *J. Kellett*, *T. Foley*, *Denis Keane*, and the brother of *James Geary*, and a sister of *Frank Konzal*.

Again 69th came through to win the first quarterly Station Achievement Award for traffic type accidents. This makes two awards in succession. However, we're on the march, and will renew our efforts to win both passenger and traffic awards in the next period.

The Notre Dame Retreat League Of Chicago (CTA group) has made plans to attend the 33rd Annual Retreat on the campus of the University on August 11, 12, 13 and 14. About 50 men from 69th will attend.

*Operator and Mrs. C. E. Bihlmayer* recently welcomed the arrival of a baby boy at their home.

*Sanitary Engineer Charlie Edmonson* recently enjoyed a well deserved vacation in the delightful swamps of Florida.

*Repair Foreman Bob McClelland* has been indisposed at home for several weeks.

## JOINS PENSIONERS



**WHEN** *Robert F. Dietz*, assistant foreman, electrical shop, West Shops, retired on April 1 after 42 years of service, his fellow workers joined in giving him a cash gift, a specially-inscribed plaque and other mementoes of the occasion. Making the presentation to Mr. Dietz, center, in this photo is *Ralph H. Martz*, right, superintendent of West and South Shops. With them is *Joseph H. Johnson, Sr.*, foreman, electrical shop.

## FAMILY FOURSOME



**THREE GENERATIONS** are represented in this family group picture taken recently at the home of *John J. Theis*, superintendent at 77th station. At the left is the senior Mr. Theis holding his youngest grandson, *Bill*, and at the right is son *John E. Theis* holding *John E., Jr.*

Reported by Joe Smith

*Repairman Jim Ahern* has been attending a reducing class for the past month, but so far he is only 35 pounds ahead.

*Operator Michael J. Stenson*, who has served three terms as Grand Knight of La Rabida Council, Knights of Columbus, was honored on April 16 at a banquet at the Del Prado Hotel on the occasion of the Council's golden anniversary. Eight hundred well-wishers attended this affair.

An appeal to all operators: Help us gather more news, so that we can make this column interesting for all.

—TOM DANIELS

## Fishing Films Show Where Big Ones Grow

**SKOKIE**—CTA Post No. 1216, American Legion, arranged for the showing of four colorful fishing pictures, namely "God's Lake, Canada," "The Mighty Muskie," "Fabulous Fishing in South America," and "Fishing The Last Frontier." CTA families and friends were invited to view these pictures, as well as members of the post. Between the showing of the films, guests were entertained by *James O'Shaughnessey*, Skokie shopman, who sang and played the guitar.

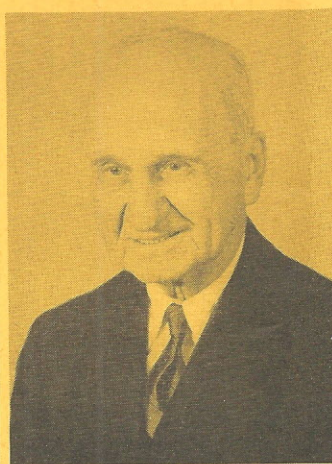


## 62-YEAR SERVICE VETERAN RETIRES

A TOP-RANKING seniority record of continuous employment with Chicago traction companies ended April 29 when **Clarence W. Williams**, brief writer in CTA's Claim Department, retired after 62 years of service.

Williams, a former cable car operator for the old Chicago Street Railways, began his extended career in transit work at Limits station in October, 1892. His first job was to hitch horses to cable trailer cars to pull them into the station at the completion of regular runs. He became an operator later, working on the Clark and Wells street lines for eight years. His appointment as night clerk at Limits followed, and in July of 1907 he was transferred to the Claim Department.

Williams, 83 years old at the time of his retirement, left his father's farm to come to Chicago in 1892 to see the World's Columbian Exposition. He de-



cided to stay in the city after he found the job with the traction company. He recalls jobs were scarce in those days and that he worked 12 hours per day, seven days a week for a salary of \$45.00 per month.

Upon his retirement, members of the Claim Department staff presented him with a clock-radio.

The attendance was wonderful, and a word of praise from all is due **Chairman George Apfel** for producing such colorful pictures for the showing.

The stork visited **Electrician** and **Mrs. Carl Falk** on March 21 and left a baby girl named **Barbara Anne**. At the home of **Air Brake-man** and **Mrs. John Redmond** on April 4, he dropped in with a boy named **Dennis William**.

**Robert Arendt** and **Anthony Arini**, electrical workers, recently came to Skokie Shops.

**John Dwyer**, clerk, was ill for a week recently, but is now back on the job.

**August Feinendegen**, machinist foreman, who was home for a week with a virus, also is back at work again.

**John Lucas**, clerk, enjoyed the sunshine of Florida on his vacation.

**Ted McMillin**, clerk, keeps in shape with a weekly handball game.

The snow and icy roads were responsible for a dented door and fender on the Mercury of **Joseph Decker**, shopman.

**Armature Winder Walter O'Connell's** wife is recovering after a major operation.

**Walter Hylton** reported the loss of his mother-in-law in April.

—DAVE GURWICH and  
EVERETT ENGLAND

## Employees Organize Blood Bank

**SOUTH SECTION.**—Members of the group sponsoring the blood bank are to be commended for their efforts and perseverance in forming a recognized organization, named Blood Bank, Inc. The first duly elected president is **Supervisor Joseph Nonkovich**.

Employees recently transferred from the west section to the south section are: **Nelson Anderson**, **James Caldwell**, **Lester Love**, **Joseph Pugh**, **Robert Purvis** and **Carl Saddler**.

**John Moran**, receiver at Indiana avenue, reports that his son, **John, Jr.**, who was stationed in the Canal Zone, has returned to the States, and will shortly be mustered-out.

**John Hightower**, pensioned motorman, has recovered from his recent disabilities.

**John Barry**, clerk at Loomis street, who carried out his duties most efficiently, was commended for assisting in the recovery of a book lost by a passenger. A reward was also mailed to John by the owner of the book.

The south section again has the services of **Trainmen Hubert Ashley**, **Pharoah Cain**, **Leo Dillom**, **Hubert King** and **Tom Nolan** who have returned after having been temporarily transferred to the north section.

A nice note was received from pensioned conductor **George Rehkopf**, who resides at 848 No. 74th street, East St. Louis, Illinois. He stated that he planned to visit our city this summer and that he hoped to meet with his old friends and former co-workers. George reminded us that the correct address of pensioned motorman **Eugene Reily** is 902 South Taylor Street, El Dorado, Kansas.

**Leonard DeGroot**, towerman, was bursting at the seams with pride when he informed us that his son, **James**, had completed the course in ground-training with the 11th Air-borne force of the U.S. Army, and was qualified as a parachutist.

We all know that unusual things are found on the trains, and it was **Switchman Frank Terrance's** experience to discover a most unexpected passenger on the work train in the 63rd lower yard. A cheerful note greeted Frank as he boarded

the train, and looking about he saw a blue parakeet. A cage was improvised and heat from the cab heater was utilized to make the bird comfortable. When the parakeet was taken home, a rumpus developed. It seems that Frank's other birds would have nothing to do with a common yard bird, and a battle of the birds resulted.

The home of **Instructor John Kane** was recently brightened by a blessed event.

Employees on the south section have a habit of getting into the headlines. Recently **Clerk Roland Hartney** made the front page of the newspapers with a story about his collection of birds. Roland says that when he goes on pension that will be his business and hobby. The news stands were sold out very quickly on April 21 as there was such a demand for pictures.

—LEO J. BIEN

## Fishing Good Down By The Deep Sea

**SOUTH SHOPS.**—**Jim Lezatte**, foreman, bus overhaul, and his wife, **Emma**, have just returned from a vacation in Florida and the Keys. They did some deep sea fishing at Key Largo. On their trip down to Florida, icy highways in Indiana caused them to become involved in an accident. Luckily, no one was injured.

## RETIREMENT GIFT



**JUST PRIOR** to his retirement on April 1 after 28 years of service, **Joe Verderber**, switchman, West Shops, was presented with a cash gift from his co-workers. Presenting him with the money is **John T. Burke**, supervisor of shops services. Others in the picture, from left to right, are: **Anthony Lullo**, shipping clerk; **Ted Shumon**, clerk; **Barney Ninkovich**, clerk; **Tom Madigan**, steward of Division 241; **Dan Consalvo**, bus dispatcher, and **John Ruh**, clerk.



## 40-YEAR EMPLOYEES RECENTLY RETIRED



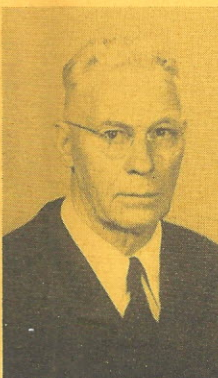
**George Waddy,** conductor, Devon, retired May 1 with 46 years of service.



**Frank J. Kolmar,** guard, West Section, retired May 1 with 44 years of service.



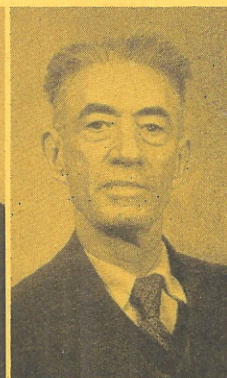
**Gustav F. Johnson,** supervisor, Central Division, retired May 1 with 43 years of service.



**Harry W. Loggerquist,** motorman, Devon, retiring June 1 with 43 years of service.



**William Balling,** conductor, 77th, retired May 1 with 41 years of service.



**Louis B. Hunter,** conductor, Devon, retired May 1 with 40 years of service.

Stanley Romanosky, utility, was called to Connerton, Pennsylvania, April 1, because of the death of his father. Leo Kozlowski, foreman, bus overhaul, and his wife, Camille, are mourning the loss of her father and mother, who passed away just three days apart.

We miss Elmer Laxstrom, miscellaneous, who has been off work with an injured hand.

The father-in-law of Bill Kozek, miscellaneous, passed away on March 22.

Corvin Fields, bus overhaul, and his wife, Emma, spent Easter Sunday in Des Moines, Iowa, visiting relatives.

Patrick Quinn, bus overhaul, spent Easter with his daughter, Mary, son-in-law, William Raynor and their family in Omaha, Nebraska.

—EVELYN CLARK

### Note About A Retired Lincoln Man

THE following was received about a retired employe from Lincoln station, which is now closed: Sven E. Carlson, former motorman at Lincoln, who retired in 1950, was recently confined to Augustana hospital for surgery.

### Hendrickson Family Circle Growing

TERMINAL INSPECTION SHOPS—Ed Hendrickson, general foreman, Terminal Inspection Shops, and his lovely wife are the proud parents of a new baby girl.

(Douglas)—Jim Bennett, cleaner, and former clerk, passed away after a short illness.

Joe Serritella, repairman, at Douglas has returned to work after an injury and is now O.K. . . . Clarence Jerome, cleaner, is still off because of sickness.

(Logan)—Repairman Tony Odrowski recently lost his father, John, a motorman on the Douglas Park branch, who suffered a heart attack. Mike DeRobertis, repairman, is still off because of sickness and at this writing was granted permission to go to Arizona to hasten his recovery. Repairman Nick Suero announces that practice will start soon for this year's softball team. The boys are going all out for a winner.

Repairman Sam Milazzo is mighty proud of his son, Nick, who plays in the Pony League. Many of the old timers, no doubt, will be shocked to hear that Pensioner Herman Poggendorf, who was formerly master mechanic of the Metropolitan Shops passed away recently.

(Wilson)—Recent new parents are the Thomas O'Learys and the

George Keesees . . . It's good to see Henry Honing back at work after a month of illness following an operation . . . Mike Russ and his family are mourning the loss of his mother on March 1.

Frank Holm, retired repairman, who was injured in an automobile accident on March 12, is getting along fine. His recovery was helped greatly by blood donated by his former co-workers.

—JOE FEINENDEGEN

### Vacationing Agents In Overseas Jaunts

WEST SECTION (Agents)—Agent Catherine Rice is spending her vacation in that wonderful country, Ireland, and Agent Beulah Fields is going to visit seven countries in Europe. We hope to hear more news of their trips when they return.

Pensioner Margaret Verschure is in Little Company of Mary hospital at 95th and California avenues. A card of cheer would be most welcome. Margaret suffered a heart attack, but is feeling better now.

Agents Robert Leonard and Ruby Pierson are still on the sick list. We are glad to see Agents Pearl Waite and Carol Schildt at work again.

Agent Henrietta Brown spent her vacation in Belin, New Mexico, with her son and his family. Henrietta just can't wait to see her darling grandchildren each year.

Other agents who recently enjoyed vacations are Stella Cepa, Zetta Praul, Elizabeth Paysen, Mary Tracy and Louis Goldberg.

One of our former agents, Margaret (Farrell) Anderson suffered the loss of her seven year old son, who died of leukemia.

—KITTY KEEGAN and RUTH HANSON

### Pensioners Find Folks Friendly

WAY AND STRUCTURES—Birthday greetings were offered to Thomas J. Blakely, former superintendent of the Utility and Emergency Service Division, who retired in 1949. He celebrated his 85th birthday April 9 and was quite surprised and happy to receive gifts and many cards of greeting from his friends and former co-workers in CTA.

Another retired CTA employe who paid us a visit recently was C. C. Chambers, former superintendent of the North Division (Surface Track) who is also in his 80's. Both Mr. Blakely and Mr. Chambers are enjoying their leisure and are in very good health.

The following men retired May 1, 1955: Peter Russo, tinner, with the company since 1919, and Oscar Nelson, laborer, who started in 1943, both from the Rapid Transit Division; and Saverio Interranti, laborer, who started in 1920 with the Surface Track Division.

—VIOLET CARNES



## YOUNG PRIEST



FOLLOWING his ordination to the priesthood at St. Raymond's Cathedral, Joliet, Illinois, on May 30, the Rev. Joseph M. Burns will celebrate his first solemn high mass at St. Rita's church, 63rd street and Washenaw avenue, at 12:00 noon on June 5. Father Joseph is the son of Charles Burns, south section executive board member of Division 308.

Reported by Leo J. Bien

## Now There's A Pat And Mike In Family

WEST SECTION — Conductor Pat Broderick and his wife presented 16-month-old Patrick Joseph with a baby brother, Michael Thomas, born on March 4.

Motorman John Odrowski and Conductor A. Jaskolski passed away recently.

Station Superintendent Frank T. Boland is enrolling members into the Shrine of the Little Flower. Anyone interested in joining should contact him.

—WALTER J. REICH

## West Shops News In A Nutshell

WEST SHOPS—Charles Miskinis retired on March 1.

General Foreman Joseph Replinger suffered the loss of his father-in-law recently and Foreman Jimmy Mudra is mourning the passing of his mother.

At this writing Tony Sciara is enjoying his belated vacation in the deep south.

—TED SHUMON

## RECENT DEATHS AMONG EMPLOYEES

A. A. AHLSTROM, 78, retired motorman, Noble. Died 3-16-55. Employed 12-13-20.

G. H. ANDERSON, 68, retired motorman, Kedzie. Died 3-24-55. Employed 3-13-09.

H. W. ANDREWS, 64, retired operator, North Section. Died 4-1-55. Employed 6-16-13.

J. L. ANDRULIS, 73, retired bus cleaner, Shops and Equipment. Died 3-24-55. Employed 9-21-19.

JAMES BENNETT, 55, car cleaner, Shops and Equipment. Died 4-13-55. Employed 12-27-41.

JOSEPH BIZIK, 69, retired motor rebuilder, West Shops. Died 3-24-55. Employed 2-22-18.

JAMES BOYLE, 57, retired operator, Cottage Grove. Died 2-7-55. Employed 9-15-23.

MICHAEL J. COCONATE, 49, clerk, Devon. Died 3-30-55. Employed 9-17-42.

S. F. FRANKS, 54, retired agent, South Section. Died 3-31-55. Employed 10-24-23.

E. J. GATTON, 73, retired motorman, South Section. Died 4-9-55. Employed 12-3-06.

THOMAS GEARY, 58, motorman, 77th. Died 4-2-55. Employed 9-7-23.

H. C. HARDIN, 72, retired general superintendent, rapid transit, Transportation. Died 3-24-55. Employed 10-4-01.

ROBERT HARGRAVE, 71, retired towerman, South Section. Died 3-30-55. Employed 2-13-08.

STANLEY JASKOLSKI, 54, trainman, West Section. Died 3-27-55. Employed 4-9-45.

A. E. JOHNSON, 87, retired foreman, Building Department. Died 3-22-55. Employed 7-14-23.

A. J. JOHNSON, 74, retired general foreman, Track. Died 3-23-55. Employed 10-23-01.

K. J. KARLSEN, 70, retired motorman, North Avenue. Died 4-3-55. Employed 9-15-20.

DENIS KEANE, 55, conductor, 77th. Died 4-12-55. Employed 9-11-42.

C. F. KLEUTGEN, 62, retired conductor, 77th. Died 3-12-55. Employed 1-15-20.

ANNE KOMOROUS, 44, clerk, M and S Accounting. Died 3-22-55. Employed 1-25-43.

F. E. LANG, 60, retired conductor, 77th. Died 4-10-55. Employed 11-3-25.

CHARLES LASKA, 51, conductor, 69th. Died 4-4-55. Employed 10-14-26.

PATRICK MCGLYNN, 71, retired conductor, 69th. Died 4-9-55. Employed 5-26-20.

PATRICK MURPHY, 72, retired motorman, Kedzie. Died 3-29-55. Employed 9-11-18.

JAMES O'CONNELL, 74, retired motorman, 77th. Died 4-5-55. Employed 1-20-12.

J. L. O'CONNOR, 77, retired agent, North Section. Died 3-16-55. Employed 10-2-25.

JOHN W. ODROWSKI, 64, motorman, West Section. Died 3-25-55. Employed 3-15-21.

W. C. ORLICH, 65, retired conductor, North Section. Died 3-30-55. Employed 1-16-07.

P. H. O'ROURKE, 70, retired car repairman, Kedzie. Died 3-22-55. Employed 10-18-19.

A. S. OTTIS, 57, retired operator, Lawndale. Died 4-7-55. Employed 6-3-25.

ENOCH PATTERSON, 62, gateman, Transportation. Died 4-12-55. Employed 9-3-47.

H. C. POGGENDORF, 78, retired mechanic, Throop. Died 4-1-55. Employed 3-12-06.

F. F. RADOVICZ, 69, retired car repairman, Cottage Grove. Died 3-24-55. Employed 2-3-20.

CHARLES RUZIC, 73, retired watchman, Track. Died 3-21-55. Employed 6-26-23.

FELIX RYKACZEWSKI, 77, retired carpenter, West Shops. Died 3-31-55. Employed 1-30-22.

JOHN SORRENTINO, 67, retired watchman, Track. Died 4-2-55. Employed 4-18-23.

CLAUDE SPENCER, 59, conductor, 77th. Died 4-1-55. Employed 1-22-26.

A. H. SWIEZY, 70, retired conductor, West Section. Died 4-9-55. Employed 10-24-10.

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.....

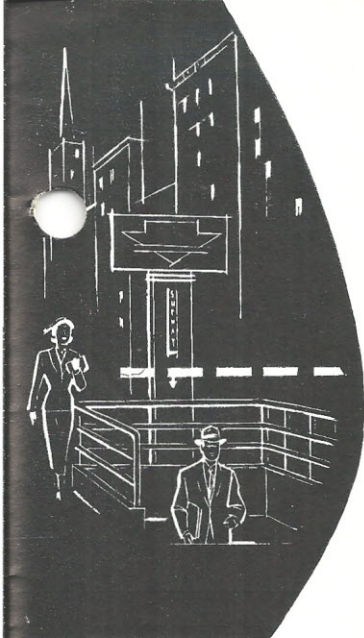
department, located at.....

I have recently moved from:

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

(City) (Zone) (State)





## CTA STORY ON TELEVISION

TELEVISION viewers were given an insight into CTA operations when *V. E. Gunlock*, chairman, Chicago Transit Board, appeared as guest on the "This is the Midwest" show, sponsored by the Harris Trust and Savings bank, on Sunday afternoon, March 27, over WBBM-TV, Channel 2. Mr. Gunlock (center) was interviewed by *Fahey Flynn* (left), staff announcer who served as commentator on the program. Mr. Gunlock enumerated the accomplishments and improvements in local transportation under CTA management and discussed street traffic problems. Photographs and motion picture films taken on the property were included in the presentation. Mr. Gunlock was introduced by *Thomas H. Coulter* (right), chief executive officer of the Chicago Association of Commerce and Industry, which co-operated with WBBM-TV in planning the program series.



## CTA TRANSIT NEWS WINS TOP '54 AWARD

CTA TRANSIT NEWS won its third "grand slam" award in five years and its second consecutively when it was selected for the grand prize in the 1954 company publication contest sponsored by Mass Transportation, national transit industry publication.

To qualify for the grand award, CTA TRANSIT NEWS was judged the best in the magazine category, and in the final competition among prize winners in other divisions of the contest it was given the highest rating in all categories by the unanimous selection of the judges.

Almost all of the major transit publications in the United States, Canada and Hawaii were entered in the contest. Entries were judged on the basis of contents, format, typography, illustrations, quality of printing, editorial balance, writing and accomplishment of objectives. CTA TRANSIT NEWS also was selected for the top award in the 1953 and 1951 contests.

Presentation of trophies will be made on June 1 at the ATA meeting in Buffalo, New York.





THE OPENING of the baseball season was officially marked by the Merchandise Mart Fan Club on April 12 when a group of approximately 300 followers of Chicago's major league entries chartered six CTA buses to transport them to and from Wrigley Field for the Cubs-St. Louis game. A tour of north

side streets preceded the game. This was the 10th annual baseball opener attended by the group. The picture shows the buses lined up at the Mart before departure, with police escort, for Wrigley Field.

## Special Stops for Baseball Fans

FOR THE convenience of baseball fans, special stops are being made by CTA north-south "L"-subway trains at 35th

street station or Addison station on days when games are played in Chicago.

Both "A" and "B" trains, carrying baseball headboard signs, stop at 35th station when the White Sox are playing at Comiskey Park, or at Addison station on the north side when the Cubs are playing at Wrigley Field.

Pre-game service stops are made between approximately 10:30 a.m. and 1:45 p.m., Mondays through Saturdays, at 35th street station, or at Addison station. After-the-game stops are regulated by CTA supervisors to meet riding demands. Special service stops also are made for "twilight" and night games at Comiskey Park.

On Sundays and holidays, all CTA north-south trains regularly stop at 35th street station and Addison station.

Certain southbound trains of the North Shore Line also make stops at Addison station when the Cubs are playing at home. A total of seven North Shore trains make the special stop on weekdays, and one more is added on Saturdays. All of these trains arrive at Addison station between approximately 11:07 a.m. and 1:34 p.m.

Northbound North Shore Line trains do not stop at Addison station at any time.

### CHICAGO TRANSIT AUTHORITY

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

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

	Month of March		Three Months Ended March 31,		Twelve Months Ended Mar. 31, 1955
	1955	1954	1955	1954	
Revenues .....	\$10,658,110	\$10,208,132	\$ 30,044,359	\$ 28,963,368	\$122,220,507
Operation and Maintenance Expenses.....	9,083,610	9,416,210	26,497,958	26,900,227	103,009,268
Available for Debt Service.....	1,574,500	791,922	3,546,401	2,063,141	19,211,239
Debt Service Requirements:					
Interest Charges .....	415,734	422,468	1,248,669	1,268,585	
Deposit to Series of 1947 Serial Bond					
Maturity Fund .....	200,000 <sup>(1)</sup>	150,000	600,000	450,000	
Revenue Bond Reserves (Note 2).....	30,000	30,000	90,000	90,000	
	645,734	602,468	1,938,669	1,808,585	
Balance Available for Depreciation.....	928,766	189,454	1,607,732	254,556	
Provision for Depreciation—Current Period....	852,649	816,650	2,403,519	2,317,070	
Balance Available for Other Charges or					
Deficit in Depreciation Provision (Note 3) ..\$	76,117	\$ 627,196	\$ 795,817	\$ 2,062,514	r

r - Denotes red figure

#### PASSENGER STATISTICS

Originating Revenue Passengers.....	55,514,571	58,054,100	156,494,812	164,255,351	633,405,962
-------------------------------------	------------	------------	-------------	-------------	-------------

#### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as of March 31, 1955

1952-53-54 Orders:	Delivered to date	Remaining to be Delivered	Total
Propane Buses .....	497	3	500
El-Subway Cars .....	250	20	270
	747	23	770
Delivered under previous orders.....	2,814		
Less—P.C.C. Streetcars to be converted to El-Subway Cars.....	270		2,544
			3,314

#### NOTES:

- (1) Equal monthly installments to retire \$2,400,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1955.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$100,000 and \$16,713.50, respectively (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

## Changes in Family Status Affect Beneficiary

WHEN death, marriage, divorce or other changes in family status make it necessary to change the beneficiary named for your life insurance and retirement refund, it should be done at once. Change of beneficiary forms for both are available through your department head. These should be filled out promptly and returned to the Insurance Department. Failure to change your beneficiary adds unnecessary expense in settling your estate.



## Service Revisions

"OWL" SERVICE on the South Park bus line (Route No. 3) was extended from 66th street to 81st street, a distance of approximately two miles, effective Sunday, April 10.

Previously there was no bus service on South Park from 66th street to 81st street between 1:02 A.M. and 5:37 A.M. "Owl" service buses operated in South Park only between 30th street and 66th street at 15-minute intervals.

Under the new arrangement, 24-hour service is maintained between 30th street and 81st street, with "owl" service being at half-hour intervals between approximately 1:25 A.M. and 4:25 A.M.

CTA TAYLOR-SEDGWICK-SHEFFIELD buses were re-routed in the area immediately southwest of the Loop for an indefinite period, beginning April 18 due to repair work now underway on the Polk street railroad viaduct just west of Wells street.

Under the revised routing, southbound buses on the line operate over the regular route in Wells street to Harrison, then west in Harrison to Clinton, and south in Clinton over

the regular route to the south terminal at Taylor and Western.

Northbound buses operate over the regular route to Canal street, then continue north in Canal to Harrison, east in Harrison to Wells, and north in Wells over the regular route to the north terminal at Sheffield and Clark.

TO BETTER serve an industrial area immediately north of Oakton, and between Central Park and Lawndale, the routing of CTA's short-turn Skokie buses was revised, effective March 28.

During the morning and afternoon rush hours on weekdays, a limited number of the Skokie buses had been turning back east on CTA Skokie shops property, opposite Lawndale, to concentrate service in the more heavily patronized part of the route. Now, west bound short-turn Skokie buses turn north in Central Park, west in Madison, south in Lawndale to Oakton and then proceed east to the terminal at the Howard St. "L" station.

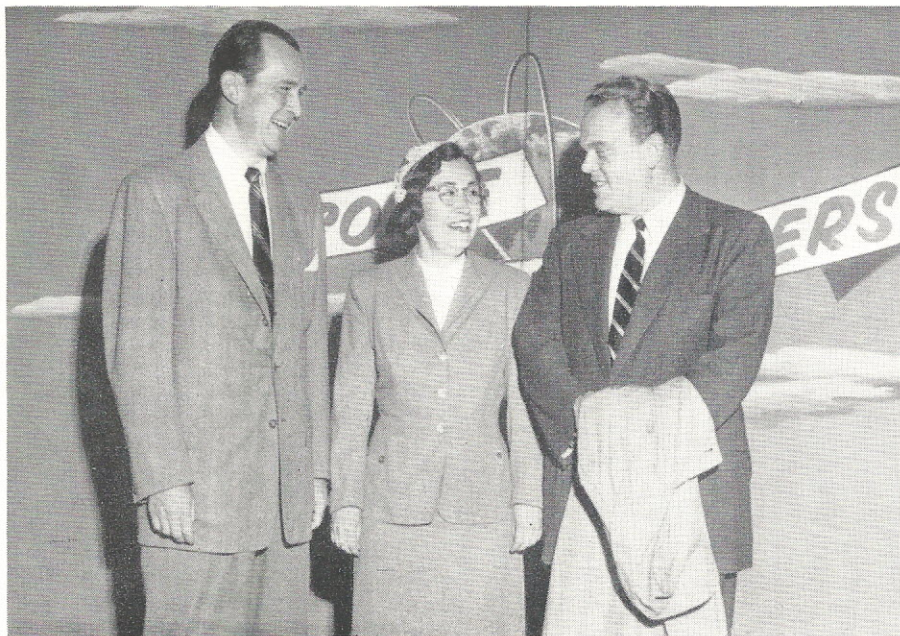
Within the area being served by this new turn-around operation, are several industrial plants employing workers who are now using CTA services, or are potential patrons.

### Featured on "Welcome Travelers"

THE MANY friends of Mrs. Willis W. Helfrich, wife of the assistant secretary of the Chicago Transit Board, were pleasantly surprised on April 18 when she turned up as a featured guest on the nationally-televized Welcome Travelers show.

Mrs. Helfrich, who gave up a career as a corporation lawyer to raise her family, was selected for her leadership activity in the Girl Scouts and her many other civic interests. She is North Park neighborhood chairman of the Girl Scouts.

After her interview she was presented with several gifts of equipment for the Girl Scouts and a number of personal gifts. Following her appearance she received letters from friends all over the country who had seen the show. In the accompanying photo she is shown with Bob Cunningham, announcer, and Tommy Bartlett (right), master of ceremonies of the TV show.



## Improved Turn-Around Facilities

TO FACILITATE turn-arounds at the west terminal of the Cermak road bus line at 47th avenue, effective Sunday, April 17, Chicago Transit Authority began using a specially constructed bus turnout controlled by special bus signals.

A new service driveway has been constructed just east of 47th avenue and north of the north curb of Cermak road in which westbound buses now pull in to await their special

signal to make the turnaround to go back east.

Formerly buses had to wait in traffic in Cermak road for the regular traffic signal to make their turnaround.

The new arrangement permits speedier movement of traffic in Cermak road and provides a more convenient and safer operation at this terminal.



# How to Tell Good Money From Bad

DID YOU ever see a dollar bill? Of course you, along with other CTA employees, handle them every day . . . but have you ever examined one closely? Take a look and you will see one of the finest pieces of engraving in the world. The portrait is life-like, the eyes are clear and distinct. The fine lines that form the small squares are carefully etched in perfect detail.

Counterfeit bills may come close to the real thing, but no matter how hard counterfeiters try, they fail somewhere to match the details of a genuine bill. All it takes to spot a phony bill is an observant eye and a little know-how.

Here are some pointers that will enable *you* to spot counterfeit money. Look at the portrait; on a counterfeit, it is usually dull, smudgy or unnaturally white. Details are often scratchy. The overall background behind the portrait is dark, the lines irregular and broken. The portrait usually merges into the background.

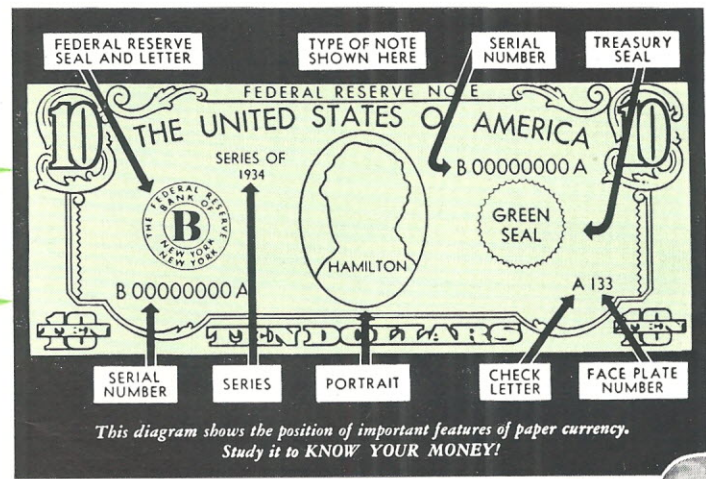
The portrait on a genuine bill stands out from its oval background; the sharp, clear eyes appear life-like. The background is a fine screen of regular lines.

## Further Checks

The colored seal under "Washington, D. C." is often a complete give-away. The saw-tooth points on the counterfeit are usually uneven, broken off and irregular. On a genuine bill, the saw-tooth points around the rim are even, sharp and clearly defined. Serial numbers on a counterfeit bill are usually poorly printed, inaccurately spaced and uneven in appearance. On a genuine bill, the figures are firmly and evenly printed and well spaced. The paper on a counterfeit bill generally has no silk threads although they may be imitated by tiny red and blue ink lines. Hold the bill up to the light and see if the threads are opaque and fibrous in texture as they should be.

If you handle money frequently, a hand magnifying glass will quickly show up the poor workmanship on a counterfeit bill as such money is usually made with poor equipment.

A counterfeiter doesn't always start from scratch. Very often he will merely change the number on a genuine bill to a larger denomination. As you look at bills that pass through your hands, there are a few portraits you should automatically associate with certain denominations. George Washington appears on all one dollar bills, Jefferson on all two dollar bills and Lincoln on all five dollar bills. Alex-



THE accompanying article is based on information supplied by *Walter Greaza*, who portrays the Chief on TV's "Treasury Men in Action," shown as he examines a spurious ten-dollar bill.



ander Hamilton will be found on ten dollar bills and Andrew Jackson on twenty dollar bills. Any bill larger than twenty dollars should be examined with the greatest of care. The portrait of Grant is on the fifty dollar bill and Franklin on all one hundred dollar bills.

Every year the American people lose billions of dollars to passers of counterfeit money. These criminals capitalize on the carelessness of their victims. Storekeepers and cashiers who fail to examine money do so at their own risk.

Remember not all strangers are counterfeiters, but all counterfeiters are very likely to be strangers.

Should a stranger give you a counterfeit bill, there are certain steps the Treasury Department hopes you will follow: (1) Do not return it. (2) Delay the passer under a pretext. Don't tell him you suspect the currency. (3) Telephone the police at once. (4) Study the person tendering you the bill, and, if the passer leaves, immediately write down his description. (5) Take the tag numbers of any car that you may see him enter. (6) If the passer becomes impatient or starts an argument do not return the bill under any circumstances. Simply tell him the law requires that anyone in doubt about the authenticity of currency is to let the police decide whether it is authentic or not.

## How To Detect Counterfeit Coins

Drop coins on a hard surface. Genuine coins have a bell-like ring. Most counterfeit coins sound dull.

Feel all coins. Most counterfeit coins feel greasy. Compare questionable coins with known genuine coins of the same denomination.

Corrugated outer edge of genuine coins is even and regular. Edge of counterfeits is uneven, crooked or missing in spots.

Cut edges of questionable coins. Most counterfeits can be easily cut with a knife. Genuine coins are not easily cut.





# our public speaks

RIDERS on the Yates-95th route believe they have a real emissary of good will for the CTA in *Bus Operator Peter Conraths*, (77th) who recently was the subject of a flattering front page story in *The Daily Calumet*, southside community newspaper.

The story related the many acts of thoughtfulness and consideration by Conraths which have been noted by passengers and which have made him a

favorite with all who ride with him. His attention to young school-going children, such as helping them across crowded streets and seeing that they get to school on time, was noted.

## "Waited"

"Bus Operator No. 9142, on the Kedzie-Homan line, (*David J. Carter*, North Park) should certainly be commended.

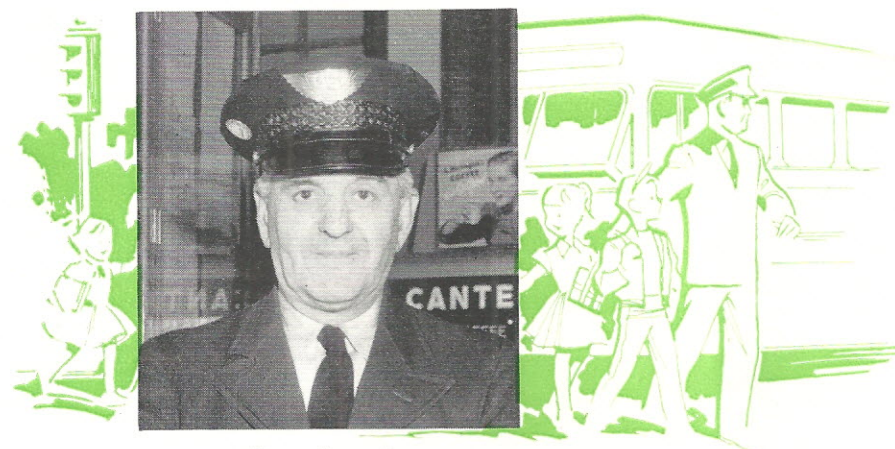
When I alighted from a Harrison street bus, it was raining very hard. Your operator had the light in his favor and was ready to start up when he saw me. He held the door open and waited. After I was on the bus, I noticed that this courteous driver called all the streets, which was appreciated by his passengers since it was dark and raining outside."

"When I sat down, my sister told me of my mistake. She and I both told the driver of the error and offered to return two of the four transfers I had received. He refused in a surly and unpleasant manner and repeated that the fares were rung up."

**COMMENT:** HAD THE operator in question requested this patron to sign the special card provided for the purpose, which all operators should carry, an immediate refund could have been made and this situation would have been avoided. The prime purpose of CTA is to give its patrons convenient and accommodating service.

"There is one conductor on the "L" subway route that refuses to let people enter the rear car. I work nights and have ridden with this man several times. In order to avoid having to call stations in the rear car, he herds everyone into the front car. About a week ago this conductor left two people at the station because they stood at the door of the rear car, expecting it to open."

**COMMENT:** PATRONS are the most valuable asset CTA has and not permitting passengers to board or alight is like biting the hand which feeds us.



Peter Conraths

Adults find him a courteous and accommodating operator, too, according to the newspaper report, and are constantly remarking on his exemplary personal service and his pleasant attitude towards passengers. Conraths, a veteran in service, has been a Transportation Department employee for 40 years.

OTHER CTA employees also were commended recently as members of CTA's Courtesy Caravan.

## "With A Smile"

"In the past few years I have often ridden with Operator 6667 (*Edward M. Schneider*, North Avenue) and in each

SOMETIMES, though, through a misunderstanding or because of a thoughtless or discourteous act by a CTA employee, passengers are offended. Here are a few letters citing incidents that could easily have been avoided:

"I was very much taken back by the surly treatment of the driver when my sister and I boarded a CTA bus today. I am not a Chicagoan and therefore unfamiliar with the fare system. I

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

	April, 1955	March, 1955	April, 1954
Complaints	639	927	1173
Commendations	72	106	88



# Question:

## Are You Making Any Specific Plans For Your Retirement?

INQUIRING REPORTER:

Violet Carnes

LOCATION:

Way and Structures Department



**JOHN B. O'REILLY**, Road Clerk, Rapid Transit Division: "I haven't given retirement plans too much thought yet. My theory is to live each day as it arrives, and hope that better things are in store for tomorrow."

**DANIEL MURPHY**, Laborer, Building Division: "A trip to my birthplace, County Mayo, Ireland, is something I'm specifically planning for in my future retirement. After that, I'd just like to go fishing anywhere it suits my fancy."



**HUGH BARCLAY**, Motorman, Utility and Emergency Service Division: "Plans for my retirement include acquiring my own little farm in sunny California. I'd like to raise vegetables and some live stock, and enjoy the wonderful climate the West provides."



**JOHN L. CHUCK**, Foreman, Surface Track Division: "My plans for retirement are to do a lot of traveling, preferably in the South. Mostly, I just intend to enjoy life and take things easy."



**JOHN T. CUDDY**, Chauffeur, Utility and Emergency Service Division: "A home somewhere in Florida, some gardening, and a lot of fishing are among the things I'm planning for my future retirement."





to the ladies

from Ellen

## booklet tells beauty's formula

EXPERT beauty care is composed of small but important grooming routines that have become an everyday habit. "Beauty Is a Habit" is a brand-new, informally instructive booklet, which we have recently obtained for distribution among you ladies, free of charge, that shows with what ease these routines can be mastered.

Beauty of face, of body, and of costume begins with cleanliness, and the booklet spends most of its twelve colorful, illustrated pages telling you this in a way that makes you want to run and jump into the bathtub this minute. It turns out there are as many different kinds of baths, for instance, as there are occasions; the invigorating job-landing bath, the leisurely and luxurious "candlelight and caviar" bath before a big date, the "tired-homemaker's" trouble-chasing bath, the summertime cooling-off bath, and the wintertime warming-up bath.

You learn about the pick-up facial, which you can accomplish in two minutes with soap and water, a magical something that makeup alone could never produce. "Beauty

Is a Habit" also does a great service to you seekers-after-beauty in stressing the importance of special cleanliness and lubrication attention to hands, feet, elbows, knees, back, neck, and ears—those oft-forgotten anatomical step-children, whose neglect can undo what you've done in pampering your face.

There are instructive paragraphs, too, describing the special seven-minute trip from grime to glamour for tired business girls; the importance of beauty routines for teenagers—and for young children, too, who glean beauty later from habits begun now; and the loveliness available to mature women of any age, who respect the basic laws of good grooming.

Care of clothes and how to telescope personal beauty aids for traveling come in for their share on these pages, too. All in all, it's a little book that reminds you not to let slip the daily beauty rules you know are best—and that gives you new tips on the why and ways of capturing not-so-elusive loveliness.

To obtain this free booklet, write Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois.



## if I were sewing this



## spring!

I'D STITCH up cafe curtains for the sun room, the summer cottage or the children's rooms, in flag-bright Topsail. Remember the harlequin print that was worn last summer? The same people have designed a whole new group, more striking than ever, in half-inch checkerboard squares, provoking broken stripes and nautical flags. More imaginative are the African drum prints and Jonah's whales. They're ideal for rumpus rooms. Originally designed for active sports

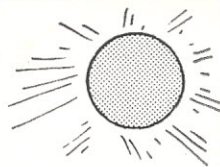
wear, these sailcloth prints are sanforized so they won't shrink out of fit, so you know they make serviceable cafe curtains.

MAYBE I'd slipcover my small bedroom chairs and/or pouff with that wonderful new sanforized terry cloth. The joy of coming fresh from the bath on hot summer days can be uninhibited when there's a place handy to "flop" that won't be ruined by stray drops of water.



# Gratitude

**O'** I'm grateful for the sunlight



And the beauty of the sky,

For the witchery of the moonlight,



And the mountains towering high;



**F**or the rolling of the breakers,



For the rainbow after rain,



For the softly falling snowflakes



And the winding, shady lane.

**B**ut that which stirs within me

As deep a gratitude

Is the CTA conductor

Who is cheerful, never rude.



**A**nd who answers every question,

Be it simple or profound,

With courtesy and patience.

Loud his praises I will sound.

— R.A.J.

Reprinted from "WAKE OF THE NEWS," CHICAGO TRIBUNE



...YOU'RE WELCOME!

THE CHICAGO TRANSIT AUTHORITY  
P. O. Box 3555, Chicago 54, Illinois  
Form 3547 Requested

SEC. 34.66 P. L. & R.  
U. S. POSTAGE  
**Paid**  
PERMIT NO. 8021  
CHICAGO, ILL.