



TRANSIT NEWS

JULY, 1955



RETURNS

\$5,500

FOUND

ON BUS TO OWNER

examined the purse for identification and found it stuffed with bills of large and small denominations.

Neumann headed the bus into Wilcox station, where he turned the purse over to *Superintendent John Frugo*. They counted the money and found it totaled \$5,500.

A few minutes earlier a woman had called the CTA about the purse but she had been informed there was no report on it. She had hung up without giving her name.

About three hours later, Mrs. Cruse went to the Central police station. She told of searching the city for her lost purse containing part of the savings she and her ex-husband had accumulated. Her joy at recovering the money can well be imagined. The money was subsequently returned to her at the Merchandise Mart offices of CTA.

Neumann, who since has picked on the Diversey boulevard route, now operates out of Keeler station. A former Boulevard System operator, he started with that company in 1947. His father, *Frank W. Neumann, Sr.*, was employed as a traffic checker in the Traffic-Schedule Department of CTA at the time of his death in May of this year.



Neumann

THROUGH the honesty of *Operator Frank W. Neumann, Jr.*, formerly of Wilcox station, a purse containing \$5,500 in cash which had been left on a bus by a woman passenger was recovered and returned to the owner. He was given a \$50.00 reward by the grateful owner.

The woman, *Mrs. Beverly Cruse*, 618 E. 89th street, boarded the Jackson boulevard bus driven by Neumann at Union Station, rode to the end of the line and then told the driver she had wanted to get off at Halsted street.

Neumann transferred her to the bus ahead of his for the return trip. A few minutes later he noticed a worn purse on the seat. He picked it up for safekeeping, but gave it little thought. A bit later, before his bus pulled out, Neumann

OUR COVER: All year 'round visitors stream into the Museum of Science and Industry in Jackson Park to view the extensive exhibits relating to scientific, engineering, industrial and medical progress displayed there. It is one of the most popular free attractions in the city and is conveniently served by the 63rd, Stony Island, 51st-55th, Hyde Park and Jeffery surface routes, and the Jackson Park "L"-subway route.

RECENT CTA ADDITIONS TO THE ARMED FORCES

Twedfik Bey—Transportation Department

RETURNED FROM SERVICE

Michael Barrett—Shops and Equipment (Lake Street)
T. R. Eischen—Electrical Department
John P. Harnett—Shops and Equipment (Skokie)
J. J. Johnston—Electrical Department
George J. Lenihan—Shops and Equipment (77th bus)
Bernard J. Lucansky—Electrical Department

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CHANGES AFFECT THREE SURFACE ROUTES

THREE MAJOR changes in CTA surface system operations became effective on June 19. The changes are:

1. Substitution of motor buses for one-man streetcars on Cottage Grove avenue, and revisions of the routing.

2. Consolidation of the Diversey avenue motor bus and Diversey avenue trolley bus routes into a single motor bus route, revision of the routing, and establishment of a special supplemental rush hour motor bus service in Diversey avenue between Narragansett avenue and the Logan Square terminal of the Milwaukee avenue "L"-subway.

3. Assignment of the one-man streetcars formerly operated on Cottage Grove to the Western avenue route, replacing the two-man cars on this route.

Closing of Cottage Grove avenue, between 35th street and 31st street, for the privately-owned Lake Meadows housing project required operation of the Cottage Grove avenue route with buses, as well as the changes in routing.

In the Loop, Cottage Grove avenue buses operate both north and south in Wabash avenue, instead of north in State street and south in Wabash avenue. The new Loop terminal is at Garland court and Randolph street.

South of the Loop, instead of operating in Cottage Grove avenue between 35th street and Cermak road, as formerly, the Cottage Grove avenue buses operate in South parkway and Silverton way, entering and leaving the Loop by way of Cermak road, Indiana avenue, 18th street, and Wabash avenue.

The south terminal of the route remains at 115th street and Cottage Grove avenue, but short-loop terminals have been established at 93rd street, and at Harrison street and Wabash avenue.

New Schedule

A new schedule provides service on weekdays at a two-minute interval in rush hours north of 95th street and at four-minute intervals south of 95th street; at five-minute headways in the base period north of 95th street and ten-minute headways south of 95th street; and at six-minute headways in the evening throughout the length of the route.

With Cottage Grove avenue buses using Garland court for turning back south, it became necessary to revise slightly the Loop routing of the Washington street buses which formerly operated east in Washington to Garland court (see story on page 21.)

The new Diversey avenue through route, now Route No. 76, operates between Harlem avenue on the west and the downtown Loop by way of Diversey avenue, Stockton drive, Lake Shore drive and Michigan avenue. The south terminal at all times is Adams street and Michigan avenue. At Adams street, the outbound buses turn west to Wabash, north to Lake, east to Michigan and then proceed over the inbound



WITH THE conversion of Cottage Grove from streetcars to buses, work began immediately to remove the tracks. The first sections to come out were in the vicinity of 97th street, where this picture was taken. The rail will be used for replacement on the Western avenue route, one of the three remaining streetcar lines in Chicago.

route to Harlem and Diversey avenues. The Wrightwood avenue-Logan boulevard section of the former motor bus route was discontinued to clear the way for construction of a sewer extension project in Wrightwood avenue.

The new supplemental rush hour service in Diversey avenue, operating between Narragansett avenue and the Logan Square "L"-subway terminal on weekdays, extends the time-saving and convenient advantages of combination surface-rapid transit service to many more users of the Diversey avenue routes. Formerly only the Diversey avenue motor bus route, No. 134, which terminated at Pulaski road, connected with the Logan Square "L"-subway terminal. Its outer terminal was three miles short of the west terminal of the new supplemental service.

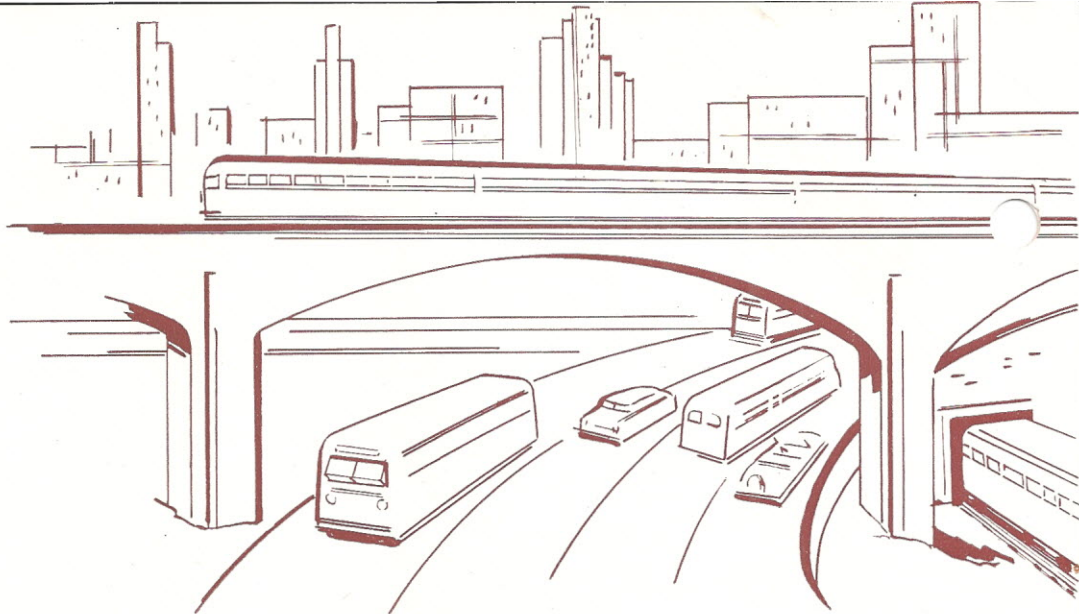
Supplementary Schedule

Eastbound in the morning rush, the first of the supplemental service buses leaves Narragansett avenue at 6:30 a.m. and the last at 8:45 a.m. In the afternoon rush, the first supplemental service bus leaves the Logan Square "L"-subway terminal at 3:30 p.m. and the last at 6:15 p.m.

In the morning rush hours, both the through route and the supplemental route operate on a four-minute interval, thus providing service at a two-minute interval in the section of Diversey avenue where both services operate. In the afternoon rush hours, the service interval on the through route is three minutes, and six minutes on the supplemental route.

Transfer of the Cottage Grove avenue "Green Hornet" streetcars to Western avenue serves a three-fold purpose—(1) make full use of the long service life remaining in the Cottage Grove avenue "Green Hornet" streetcars; (2) release two-man "Green Hornets" for conversion into "Green Hornet" rapid transit cars; (3) achieve substantial savings in operating costs without impairment of service. The Western avenue route on which buses have been operated on Saturdays, Sundays and holidays, now has streetcar service seven days a week.

CTA RIDERS REALLY RAMBLE



WITH ITS vast network of 133 intersecting and inter-related bus, streetcar and "L"-subway lines, CTA offers a minimum of about 18,000 different routings for travel between various parts of the city.

Of these 18,000 or more different routings, approximately 12,000 are used by more than 2,000,000 passengers on an average weekday.

This high degree of inter-relationship among CTA's routes has just been disclosed by the most complete analysis of transit riding ever undertaken in Chicago. It was directed by *F. A. Forty*, superintendent of Schedules and Traffic.

In this study, the ride taken by each CTA passenger on a check day, November 9, 1954, was tabulated, and the data summarized to show characteristics and patterns of riding and route origin and destination of patrons using each of the various lines of the system. These data will be extremely useful in planning service.

The principal purpose of this analysis was to determine accurately the extent of inter-dependence of the various CTA lines and the extensive use of transfer privileges by most passengers in completing a trip for a single fare.

Services Well Integrated

CTA's surface system consists of 1,872 miles of motor bus, trolley bus, and streetcar routes, generally on section and half-section lines intersecting at right angles over the city. The "L"-subway system consists of 209 route miles of rapid transit service on elevated structure and through subways, operating between the central commercial district and outlying areas of the city and certain suburbs. Free transfer privileges are available at nearly all intersecting points of all services. There are one or more CTA lines within three standard blocks of virtually 100 per cent of Chicago's population.

The survey disclosed a number of interesting items of statistical information among which are the following:

Of the 2,043,405 revenue passengers on the check day—1,680,145 (82.2%) started their rides on the surface system, and 363,260 (17.8%) started on the "L"-subway; 926,400 (45.3%) started on a surface route and transferred to one or more surface routes or the "L"-subway; 127,431 (6.2%) started on an "L"-subway route and transferred to one or

more surface routes; 1,053,831 (51.5%) transferred from the starting vehicle and used two or more cars or buses.

Of the 1,680,145 who started their trips on the surface system, 753,745 (44.8%) completed their trips on their starting line; 657,808 (39.2%) transferred to one other bus or streetcar line; 104,284 (6.2%) transferred to two other surface lines; 7,729 (.5%) transferred to three other surface lines; 416 transferred to four or more other surface lines; 156,163 (9.3%) transferred to the "L"-subway, of which 44,685 transferred back to one or more surface lines.

Of the 363,260 who started their trips on the "L"-subway, 235,829 (64.9%) completed their trips on the "L"-subway; 127,431 (35.1%) transferred to one or more surface routes to complete their trips.

The 2,043,405 passengers on the check day made a total of 3,295,193 line-rides, an average of 1.61 lines ridden per passenger.

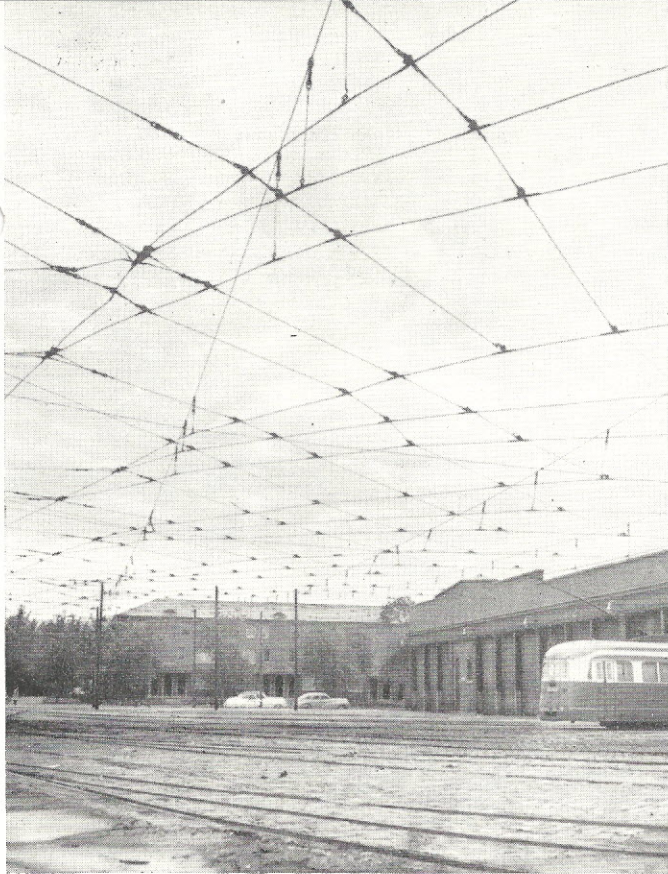
Extensive Transferring

Passengers starting on the 123 surface lines and 10 "L"-subway lines may transfer to any of the other lines to complete their trips. The survey shows that transferring from many lines is so extensive that some passengers from those lines complete their trips on nearly all the other 132 lines.

The analysis revealed that the proportion of CTA riders who take advantage of the traffic-free "L"-subway for the longer part of their trips, and use surface buses and streetcars for the balance, has more than doubled since CTA began operations.

The survey also showed that of 2,043,405 passengers who used CTA service on the check date, 13.89% used the combination service, as compared to 6.76% shown by a similar survey on September 17, 1947.

A principal reason for this sharp increase is the snarled traffic conditions that riders avoid by riding over or under congestion to and from the central commercial district. Another reason is that CTA's modernization program has improved the service by rerouting many surface lines for more convenient transfer to and from the "L"-subway, by the addition of new, modern transfer terminals, by broadened transfer privileges, and by the installation of express-stop rapid transit service in modern passenger equipment.



Three Operating Stations *Retired*

CLOSING OF three surface system operating stations on June 19 brought an extensive reassignment of equipment and personnel among the remaining 12 stations serving as Transportation Department surface route depots.

The three stations affected by the closing order were: Cottage Grove, 38th and Cottage Grove avenue; Ravenswood, 4711 E. Ravenswood avenue, and Wilcox, 4533 W. Wilcox street. The latter two are former Boulevard System operating facilities.

The lines transferred, their former stations and their new stations are as follows: Cottage Grove—from Cottage Grove to 52nd and 77th; Jackson, Jackson-Independence, Washing-

(Continued on Page 6)

FIRST Cottage Grove avenue was a footpath, then a horse car line, then a route for cable cars. In 1907, it became a trolley line. On June 19, streetcars were replaced by motor buses and the old Cottage Grove station was closed. With the closing, the work of removing the web of trolley wires was started and operating facilities moved to other stations. This is a view from the Langley avenue side of the station at 39th street taken a few days before the closing.

LOCKING THE door of the Cottage Grove station for the last time is *G. J. Dorgan*, day superintendent, as operators and other workers take time out to bid a final farewell to one of the city's oldest streetcar barns.



Three Operating Stations Retired

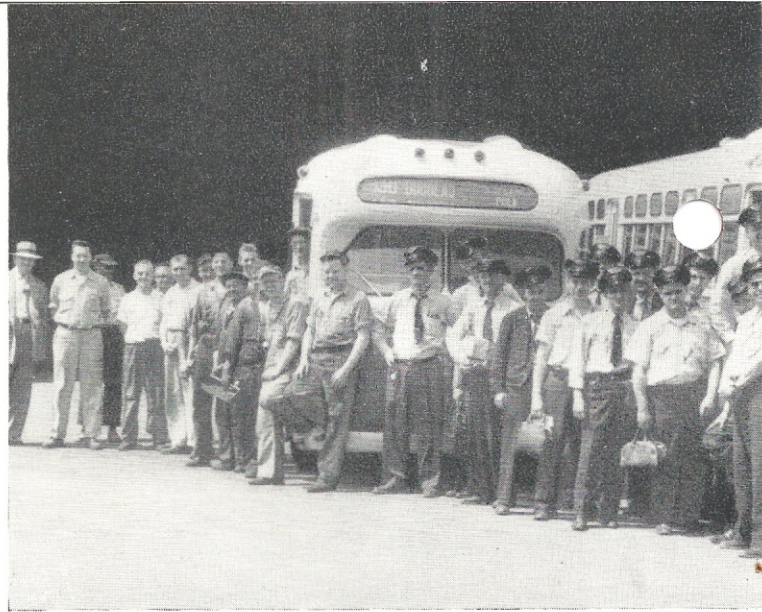
(Continued from Page 5)

ton, Douglas, Ohio-Depots, Shopping District, Monroe Parking, Michigan-State-Wacker and Wacker-Depots—from Wilcox to Kedzie; Wilson-Michigan and Wilson-LaSalle—from Ravenswood to Limits; Clybourn—from Limits to North Park; Broadway-State (Saturday only)—from North Park to Limits, and Diversey—from North Avenue to Keeler.

The following reassignment of station superintendents also was made on the date the order took effect: *G. J. Dorgan*, former day superintendent, Cottage Grove, vacation relief station superintendent; *John Frugo*, former day superintendent, Wilcox, vacation relief station superintendent; *Herman Erickson*, former day superintendent, Ravenswood, vacation relief station superintendent; *J. J. O'Connor*, former night superintendent, Cottage Grove and 52nd Street, night station superintendent, 52nd; *R. K. Keag*, former night superintendent, Wilcox, night superintendent, Lawndale; *C. A. Kerr*, former night superintendent, Ravenswood and Devon, night superintendent, Devon and Keeler stations.

The transfer of operating personnel from the closed stations was accomplished during the recent system pick.

Farewell parties were held at the respective locations to mark the closing of the three stations.



WILCOX garage, long a facility of the former Chicago Motor Coach Company, also was closed down on June 19. Lines formerly operating out of this location were transferred to Kedzie station. The camera caught this group of operators and maintenance personnel gathered around two of the buses that made their last runs out of the station on the closing date.

THE CLOSING of the Ravenswood station, also a former Chicago Motor Coach Company facility, was the occasion of a farewell party attended by present and retired station personnel. The inscription on the cake in the center foreground reads "Born 1925—Died 1955. Goodbye forever Ravenswood Garage." The picture shows part of the group in attendance.





our public speaks



CHARTER SERVICE provided by CTA for the Rotary International Golden Anniversary Convention held May 28 to June 2 in Chicago won high praise from *E. B. Padrick*, chairman of the transportation committee of the convention. During the six days, 326 charter movements were handled for the Rotarians to and from Loop hotels and the Chicago Stadium, where the sessions were held.

This letter from Mr. Padrick to Transportation Department officials expresses his appreciation of the efficiency with which these movements were handled:

"I want to thank you for the excellent performance by the CTA during the Rotary International Golden Anniversary Convention, and for the valued assistance given by all your employees, particularly your drivers. Many favorable comments have been made to me and other Rotarians regarding the splendid co-operation and service of CTA."

ANOTHER letter of commendation received from the Rotary Club of Chicago is reprinted below:

Receives Courtesy Award

"A CTA operator performed an act of exceptional courtesy for which he should receive commendation. The operator assisted a poorly-dressed blind

man to the loading zone and then escorted him across to the other side of the street, taking him several doors from the corner to his destination. He then ran back across the street to his vehicle. The whole action took place so quickly that there was no delay or inconvenience to the passengers.

"Will you please express my compliments to the operator (*Stanley Dockus*, 52nd) for his act of courtesy and present him with the enclosed Courtesy Award from the Rotary Club of Chicago."



Stanley Dockus

LETTERS like these reprinted below could easily have been avoided by our employees if a little more courtesy and consideration would have been shown toward our patrons:

"I am an elderly woman and became very ill while riding a streetcar the other day. Riding of any kind sometimes makes me ill. I moved up toward the front of the car and when I noticed the motorman's window open, I turned toward it, in hope that the fresh air would relieve me. The operator shouted at me, saying I was in other people's way. I

told him of my condition and said I would be alighting in a few stops. He again shouted at me, saying, 'How am I suppose to know you're not feeling well, or that you're going to get off soon. You've been on here a week now.'"

COMMENT: Such inconsiderate actions as described above cause patrons, who are CTA's most important asset, to seek other means of transportation.

"After boarding a bus, I handed the operator a dollar bill and requested five tokens. Since he said he didn't have any tokens, I asked him to return the bill because I had enough change in my pocket for the fare. Rather than return the bill, he handed change to me and very curtly told me to pay my fare and move on. Other patrons on this bus also received the same ill-mannered treatment."

COMMENT: Tokens are a convenience and an accommodation for our patrons. Had the operator been more courteous, this letter of complaint would have been avoided.

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

	June 1955	May 1955	June 1954
Complaints	816	729	1,020
Commendations	134	93	73

Hobbyists' Project

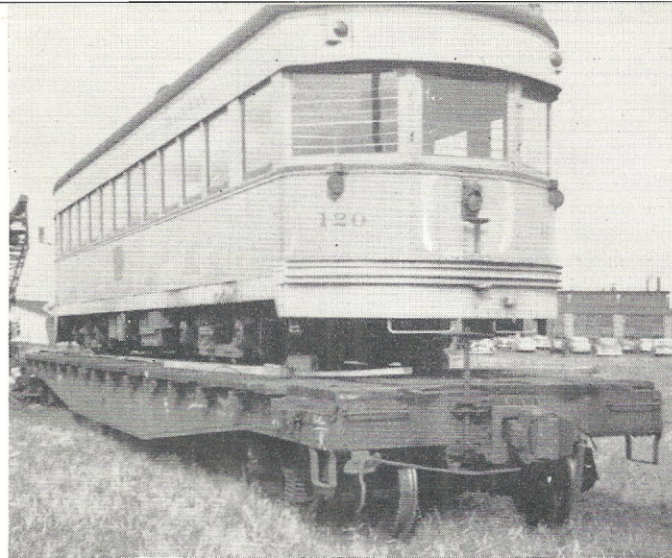
MANY YEARS ago, before they were employed by the former Chicago Rapid Transit Company, *Walter Moench*, machinist, Skokie Shops, and *Edward Mizerocki*, general repair, Wilson Shops, became interested in the rolling stock of the Indiana Railroad.

One of the cars was a number 65 which was subsequently retired and purchased by the Cedar Rapids and Iowa City Railway. The car was in regular service on that line for about a dozen years, and then the road was converted into a diesel freight line and the car became surplus.

Hearing of this, Mizerocki and some other railfans purchased the car and donated it to the Illinois Electric Railway Museum, a non-profit organization located in North Chicago, Illinois. The CTA employees, along with other railfans, helped to restore the car, now a permanent exhibit at the museum.

After the completion of this project, they became interested in expanding the museum and purchased an obsolete 1200 series trailer, formerly used in rapid transit service, from the CTA. This also was moved to the museum where, if the founders' plans materialize, other types of streetcar, "L", and interurban equipment which are gradually disappearing from the public scene will be displayed.

The museum, which is state-chartered, was founded in



FIRST PROJECT of members and supporters of the Illinois Electric Railway Museum was the restoration of this old car purchased from the Cedar Rapids and Iowa City Railway. The car is now a permanent exhibit at the museum being developed at North Chicago.

1953. It was organized for the purpose of studying and preserving electric railway cars and equipment, with the objective of providing an operating traction museum in the Chicago area where select transit equipment can be operated over the museum's own private right-of-way. Its membership and support is drawn largely from railfans.

The museum is located in the south field of the Chicago Hardware Foundry Manufacturing Company at 25th and Commercial avenue in North Chicago, where space is shared with a private industrial rolling stock collection.

BOWLING WIND-UP



CHAMPS OF the CTA Transportation League is this south side bowling team, which won the title by defeating Devon station representing the north side. Posed with the trophy are, left to right, *Harry Johnson*, 77th; *Lyman Goss*, Beverly; *Frank Caputo*, captain, 77th; *Clarence Eschbach*, 69th, and *Calvin Claussen*, 69th.



MEMBERS OF the winning team in the CTA mixed league display the individual trophies they were awarded for scoring 57 wins against 42 losses in season's play. *Lee DeSutter*, league president, left, holds the team award won by the fivesome. The team members, left to right, are: *Genevieve Bagger*, *Ann Gusich*, *Ed Coates*, captain; *Rita Winnis* and *Frances Haddix*.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Travel Thrills On European Vacation

ACCOUNTING—*Clara Lawrence*, Revenue, got off to a bangup start on her trip to Europe. The plane which she had boarded at New York, enroute to Glasgow, Scotland, was struck by lightning and had to be grounded for four hours in Newfoundland while repairs were made. London, England, Amsterdam, Volendam, the Island of Marken, the Hague in Holland, and Brussels, Belgium, were included in her itinerary. After a whirl in Paris she embarked at Le-Havre, France, for the return trip to New York aboard the S. S. America.

Doris Stahl, Voucher, enjoyed an extensive trip via rail and ship to the Northwest, with sightseeing at Jasper Park, Canada; Ketchikan, Fairbanks and Skagway, Alaska, and Lake Louise and Banff in Canada. One of the highlights of her trip was the experience of bartering with the Eskimos—the results of which are shrouded in mystery.

Florida Trip

Irma Krown, Revenue, accompanied *Thomas O'Brien*, Internal Auditing, and his wife on their motor trip through the southland to Florida. Enroute home they stopped off at Green Forest, Arkansas, to visit with *Mrs. H. G. Hardin*, widow of the former superintendent of transportation, rapid transit system.

Betty Suhr, Revenue, spent her vacation taking short trips around Illinois, Iowa and adjoining states.

James Baratta, Property Accounting, moved into his new summer home in Gwinn, Michigan, and spent his vacation putting in the final touches to make it the last word in comfort and convenience.

James Patrick, son of *Andrew J. Fitzsimons*, assistant general accountant, was married to *Patricia Ann Burkhardt* on June 18 at St. Catherine of Sienna Church, Oak Park.

John Drew is the name of the newest and most important member of the *Patti* family. The proud father, *John*, IBM, put a ring around May 21 when *J. D.* arrived at St. Anne's Hospital.



ACCOUNTING ANNUITANT

AT A retirement luncheon held June 9, *Arthur A. Bresin*, assistant supervisor of payroll and distribution, Accounting Department, received a wrist watch and savings bond from his associates. Here, *P. J. Meinardi*, comptroller, is presenting the gifts to Mr. Bresin, who had 43 years of service, while his co-workers look on. Mrs. Bresin is seated at right.

Reported by *Helen A. Lowe*

Carmella Petrella, IBM, caught the bride's bouquet at the *Wallensack*, Property Accounting, Dunne wedding.

—HELEN A. LOWE

Operator's Daughter Wins School Honors

ARCHER—Operator *Edward Pointkowski* is a proud daddy because of all the honors his daughter, *Joann*, received when she graduated from Lindblom high school. She was rated one of the ten highest in scholarship, won the Golden Eagle award, was one of the ten outstanding students and had four years of perfect attendance.

Mrs. Wanda Surdej, wife of Operator *Mike*, died suddenly, June 24 . . . Also *Stanley Hudzinski*, father of Operator *Edward*, died June 24.

Irene, daughter of Supervisor *Walter Story*, was married recently to *Glen E. Williams*. They spent their honeymoon in Wyoming. In-

cidentally, *Walter* is a former reporter at Beverly.

The following operators and their wives recently celebrated wedding anniversaries: *Edward* and *Mrs. Krusinski*, married 16 years; *Pete* and *Mrs. Gobeli*, 30 years, and *Chester* and *Mrs. Pieluszyński*, 18 years.

Among the deaths reported recently are *George Brown* and *John Kent*, formerly of Archer; the mother of Operator *Eddie Kawczynski*, and *Andrew Drobney*, father of Operator *Emil*.

Archer lost a good operator when *Walter Kwilosz* resigned to go into business for himself.

Operator *Marvin Vanatta* is going to Miami, Florida, on his vacation to visit former Operator *Bill McEvilly*.

Operator and *Mrs. Jack Metke* enjoyed a wonderful vacation in Alaska.

Larry Gobeli, son of Operator *Pete Gobeli*, recently was discharged from the armed forces.

—R. H. FORTIER

Wins Army Award For Meritorious Service

BEVERLY—Captain *Gerald Cooper*, son of Instructor *Marinus* and *Alice Cooper*, recently was awarded an oak leaf cluster to his bronze star in ceremonies at Fort Jackson, South Carolina. Cooper's award was for distinguished and meritorious service while a member of the armed forces in the far east. He served with the geographic survey group in Korea. His original bronze star was for action in the "Battle of the Bulge" during World War II.

Former scribe *Dante Brunod* and his wife, *Cecilia*, were pleasantly surprised when their daughter, *Diane*, an eighth grade pupil at St. John's school, succeeded in a tryout with the Longwood Girls Academy orchestra. *Diane*, who plays the flute, will enroll there next year. She made her musical debut May 15 by playing in both performances of the Longwood spring music festival.

Family Reunion

The *Morrison*s, *Harold* and *Ester*, have returned from a vacation trip to Georgia, where they met their son, *Gene*, who was discharged from the Hunter Air Force Base on June 8. The folks continued their trip with a tour of the south and came home through the Cumberland mountains where they made a stop at Mammoth Cave.

Operators who had sons and daughters graduating in June were *Mr. and Mrs. George Goerner*, whose daughter, *Arlene*, graduated from C.V.S.—*John* and *Marie Murphy*, whose daughter, *Joan Terese*, graduated from Longwood — *Mr. and Mrs. Arthur Beauchamp*, whose son, *Arthur*, received his diploma at Ascension in Thornton township and *George* and *Genevieve Schietz*, whose son, *George Robert*, received the Trainer Award for excellence in business, together with his diploma from St. Leo. Also from Leo is *Roy*, son of *John* and *Josephine Horton*, who distinguished himself in track by winning two wrist watches in the Loyola relays.

Night garage Foreman *Chester Buckley* and his wife, *Stella*, have returned from Bemidji, Minnesota,

MAY NUPTIALS



THIS HAPPY couple is Matt Cioffe of Building and Structures, and his lovely bride, the former Vicki Loeffler, pictured as they left St. Veronica's Church following their wedding ceremony on May 15. CTA friends and co-workers attended a reception held at Norford hotel.

Reported by Mary E. Clarke

where they witnessed the recent wedding of their son, *Chester, Jr.*, to *Joyce Lingle*.

Shelby, daughter of Mr. and Mrs. *Willard Beaman*, became the bride of *John Fezatte, Jr.*, in a beautiful home ceremony at the groom's residence.

Steven Durkin, a new operator formerly of Florida, plays golf as a hobby and has participated in and won several golf tournaments in Florida and the Chicago area. His wife, *Ann*, and their children, *Robert* and *Dolores* are very proud of Steve.

Operator *Andrew Johnson* and his wife, *Marjorie*, are doing their best to make the population of Harvey, Illinois, grow. They have been recently blessed with their ninth child, a girl, *April Renee*. This makes four girls and five boys.

Operator *James Ohse* recently moved into his new home in South Holland. Also moving into their new homes recently were *Robert* and *Lorry Grajec* and *Ray* and *Dolores Tonn*.

Mr. and Mrs. *Andy Karkoska* and their family spent a delightful two weeks in the east traveling to Bingham, New York, to visit a couple of war buddies. They made stops at Scranton, Pennsylvania, and Warren, Ohio.

Operator *Fred Riecke* and his son, *Richard*, of 77th, tried to set an endurance record recently on a round trip to Spooner, Wisconsin. They drove 850 miles in one day and didn't even get a cat fish.

—FRANK M. BLACK

New Staff Members Join Claim And Law

CLAIM AND LAW—Our welcome mat is out for *Peg Curtin* and *Louise Pruitt*, dictaphone operators; *Louis Cuddy*, vault clerk; *Joseph Tunzi, Jr.*, witness location clerk, and *John Allen*, audit clerk.

Walter Krull, our lovable audit clerk, decided to join the ranks of the "take-life-easy-after-50" club and retired July 1.

Howard Symmes, adjuster, finally left his appendix to posterity.

Edward "Sammy Snead" Healy is sporting a new sunshade—to keep the sun out of his eyes on the golf course he says. From what we hear, most of CTA golfers would prefer the sun in Ed's eyes.

Lori Lembachner, the latest addition to *Bill Lembachner's* family, arrived in time to start her life in their new home in Palatine.

Bill Nott, workmen's compensation clerk, burst the buttons off his new coat when his daughter, *Mari-Anne*, graduated with honors from Sienna High School.

Adjuster *Mark Gier*, while on vacation out west, recommended Reno to *Ed Weingartner*. Sounds like Mark may have hit the jackpot.

On June 21, *Michael H. Ryan*, court assistant, and *Mrs. Ryan*, observed their golden wedding anniversary at a solemn high mass at Christ the King Church. Their son, *Father Thomas Ryan* of Indianapolis, was the celebrant.

EL-JE

Has Full House: Two Kings, Two Queens

ELECTRICAL—*Paul Malone*, operator's apprentice, was presented with a baby boy on May 30. His name is *Jeffery Michael* and this adds up to two boys and two girls for the Malones.

William King sustained the loss of his brother on June 11. He had a heart attack which proved fatal immediately.

—G. E. ANDREWS

Vacation Notes In The News

GENERAL OFFICE—(*Building and Structures*)—*Bill Cameron* and his wife, *Irma*, vacationed in California enjoying sightseeing in Los Angeles, San Francisco, and Yosemite.

(*Equipment Engineering*)—*Charlie Keevil* recently returned from a vacation spent traveling through Europe. He visited England, France, Germany, and Switzerland where he rode many a train, including the monorail in Germany. Charlie, whose hobby is photography, had his cameras in action a great deal of the time. CTA folks are prevailing on him to have a special showing of the movies and stills taken on his interesting trip, especially those on night-clubbing on the French Riviera.

Helen Burgman and her husband, *John*, of Staff Engineering, motorized through the West, visiting Salt Lake City, Arizona, and Las Vegas, en route. They spent the remainder of time in sunny California.

(*Specifications*)—*Connie Ippolito* was welcomed to the department in June after transferring from a short stay in the Employment Department. Connie replaces *Lillian Skora*, who transferred to the Public Information Department.

Frank Maguire, mechanical engineer, formerly a tool and die maker at South Shops, joined the ranks of "Specs" on June 15. Frank is a graduate of Chicago Technical College.

(*Accident Prevention*)—*W. E. Goodall* and his wife, *Ella*, chose the West for their vacation, traveling through Mexico, Las Vegas, California and Colorado.

Another sweet girl graduate this June was *Carol Gail Smith*, daughter of *Charles Smith*, superintendent of accident prevention. Carol received her Bachelor of Arts degree in education.

—MARY E. CLARKE

Busman's Holiday In Boston

GENERAL OFFICE—(*Transportation*)—*Marilyn Neffus* and her husband, *Joe*, who is a conductor on the West Side "L", vacationed a la busman by riding around Boston on the Metropolitan Rapid Transit System. The fare? 20c per ride.

Margie Hanson played a new role, mother of the bride, when her daughter, *Carol Ann*, of M. & S.,

exchanged wedding vows with *George D. Wagher* on June 25.

Wearing a coat of deep tan, *John G. Stanton* is back in the radio room filled with descriptive adjectives of the wonders of the deep south, Biloxi, and especially the French quarter of New Orleans. Motoring with him was his wife and two youngsters, *Peggy*, 12 and *John*, 5.

About to return to California from a vacation spent with his brother, *Ed*, in Chicago, *William Murray* suffered a heart attack and passed away suddenly. Following a funeral mass in Chicago, Ed Murray and his wife accompanied the body by plane to Los Angeles, California, for burial.

Charlie Stephenson was convalescing at home following a stay at Holy Cross hospital at this writing.

(*Insurance*)—*Jeri Olenick*, who has joined the ranks of Insurance, rides the Milwaukee Road between Fox Lake and the Mart. Graduating from high school a few weeks ago, she accepted a diamond engagement ring from *Wayne Meltzer*.

Loaded with gifts and laden with corsages, *Marilyn Sala* said adieu to the insurance gals to await the arrival of the little stranger. *Marie McClaughry*, formerly of Insurance, then Public Information, returned

CTA BRIDE



A PRETTY BRIDE of the month of May was *Mary Scanlon*, Personnel Services, shown here with her groom, *Donald Hugh Emerson*, as they walked down the aisle of St. Justin Martyr church following their marriage on May 14.

Reported by Mary E. Clarke

to her alma mater to carry on where Marilyn left off.

Many of her friends on the seventh floor at the Mart heard with regret that *Genevieve Berg* gave up her business career to devote her entire time to homekeeping. *Mary Flanagan* advanced to *Genevieve's* position as hospital clerk. *Ann Whitney*, formerly of Howard street office, also has been initiated into the "I've Got You Covered" department.

A festive, catered banquet was served on June 18 in the new home of *Instructor George Wickman* and *Mrs. Wickman*, located at 7500 Ozark, to celebrate their silver wedding anniversary.

Two proud fathers watched their offspring graduate from high school, *George E. May* from St. Benedict High and *Audrey Christian* from Alvernia.

—JULIE PRINDERVILLE

News Notes From Around The Loop

LOOP—*Porter Leo Adams'* daughter, *Loretta*, and the *Reverend Wilfred Reid* exchanged nuptial vows at Grant Memorial Methodist church on June 26. The bride wore white lace and carried a white orchid on a prayer book. The eight bridesmaids' dresses were white organdy over blue taffeta. A reception followed at the Progressive Church of Christ.

Marie Lehmann retired July 1 after 19 years of service. She and her daughter, *Theo*, flew to Florida and Cuba for a vacation. *Marie*

also had a son in the state of Washington and a daughter in Iowa to visit.

Dorothy Parker's sister, *Rose Marie*, solved the problem of being too young to own a bicycle by winning one at a carnival.

William Reynolds and his wife spent a week in Locoto, Michigan, just relaxing . . . *Bert Griffin* vacationed in northern Wisconsin with his brother and daughter.

Edgar Gale was stricken and died suddenly June 12. He was associated with the CTA since January, 1948 . . . *Johanna Christensen*, employed since April, 1947, passed away June 22 after a serious illness.

Mary Brasnan Hogan surprised her husband, *Tommy*, with a pair of sons, *Thomas Patrick* and *John Joseph*, June 15. This makes three boys and two girls.

Kathleen McKenny and *Dorothy Richter*, because of their mothers' health, spent their vacations in the Chicago area.

Marie Hayes is back on the job after her illness.

Mary O'Malley divided her vacation between New York City and Michigan.

Peggy and *Ralph Wenstrom* spent part of their vacation at Excelsior Springs in the Ozarks.

A clean sweep was made at Adams and Jackson as *Mary Beasley*, *Mary Molinari*, *Harry Travis* and *Charles Claybrook* all vacationed at the same time. The two Marys stayed in Chicagoland and Charles visited his home town, Harrisburg, Illinois.

James Reagan's lawn seems to be getting larger and larger so he is in the market for a power lawn mower with remote control.

—EDITH EDBROOKE

Seeks News Of Retired Men

NORTH AVENUE—Help is what we need in rounding up our old teammates who are now on pension. We would appreciate knowing the whereabouts of our old buddies who are enjoying their pension. Any news items regarding them would be gladly received. Simply mail any items of interest to Joe Hiebel, 1057 N Laramie avenue, Chicago 51, Ill.

"Davy, Davy Crockett" is the song that "Red" Babbitt and Jerry Hayes are singing these days. Yes, sir, they even wear Davy Crockett shirts. Phil and Eddie Anderson are dickering with Babbitt to get the shirts wholesale since Babbitt is from the Davy Crockett country.

Operator *Eddie Kowald* celebrated his 23rd wedding anniversary on June 18, and Operator *John McLaughlin* his 31st on June 30. *John* and *Mary Stich* celebrated their 16th wedding anniversary July 1.

Aboard a TWA plane bound for Ireland at this writing, was *John Cahill*, his wife, and *Ed Cronin*. They intend to tour all Ireland. More from them later.

Stanley Gorski became a grand-

FUNERAL RITES HELD FOR EDWARD F. QUINN

FUNERAL services were held July 6 at St. Cajetan's Church for *Edward F. Quinn*, 51, chief clerk of the rapid transit division of the Department of Way and Structures, who passed away July 2 after a brief illness.

Mr. Quinn entered the service of the former Chicago Rapid Transit Company as a stenographer on April 8, 1920. He was promoted to chief clerk in June, 1925.

He is survived by his widow, *Loretta*; a son, *Edward*, and four sisters, *Sister Mary Clare*, P.C.C., *Sister Marie Joseph*, S.P., *Sister Frances Ann*, S.P., and *Helen C. Quinn*.

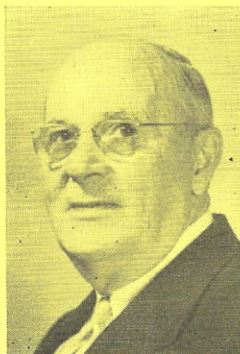
Interment was at Holy Sepulchre cemetery.

was the name chosen for the new arrival.

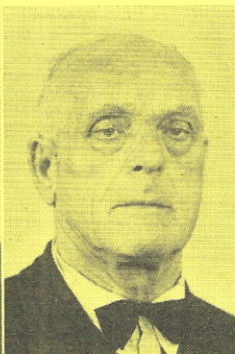
A recent ceremony in the Maternity of B.V.M. Church joined *Patricia Glonke* and *Frank Ritacco* in marriage. She is the daughter of *Edward Glonke* of the maintenance department. They honeymooned at Grand Rapids, Michigan.

Operator *George Haak* is back at work after being off with a broken collar bone. George took the kids to the playgrounds to see that they pappy last month. *Michael Robert*

40-YEAR EMPLOYEES RECENTLY RETIRED



Edward F. Wegner, motorman, Devon, retired July 1 after 40 years of service.



John J. Becic, motorman, 77th, retired July 1 after 45 years of service.



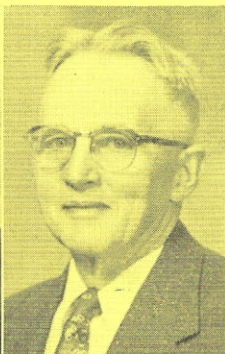
William Eckmann, conductor, Devon, retired July 1 after 46 years of service.



John W. Koczowski, conductor, West Section, retired July 1 after 40 years.



William F. Stuebner, motorman, 77th, retired July 1 after 43 years of service.



Richard M. Waldron, supervisor, District C, retired July 1 after 42 years of service.

would have a good time without getting hurt. Need we say more?

Manager Bill Miedema has our softball team on its toes and it is giving the rest of the league a hard time. Bill says he can't see how we can miss this year.

—JOE HIEBEL

ABC Award Shows She Knows Bowling ABC's

PURCHASING AND STORES—Dorothy Stenbridge, storeroom clerk, West Shops, received an award from the American Bowling Congress for showing the greatest improvement as a bowler of any member in her division.

Marvin and Vera Castle became the parents of a boy, George Blane Castle, on May 27. Marvin is a stock clerk at West Shops.

Ken Klein, formerly of Purchasing, now serving in the Coast Guard, would like to hear from his friends. Simply address Ken Klein, 2025-324, U.S.C.G. Lifeboat Station, Frankfort, Michigan.

Michael Manino is the new laborer at our South Shops.

Dorothy Korajczyk, formerly of Stores, and ten-month-old Robert dropped in for a surprise visit, much to everyone's delight.

Natalie Kacykowski, typist, Purchasing Department, highly recommends Florida for a vacation.

COAST GUARDSMAN



PICTURED aboard the vessel he is serving on, Kenneth A. Klein, on military leave from the CTA Accounting Department, has been assigned to the U. S. Coast Guard lifeboat station at Frankfort, Michigan. Ken's father, Clerk Joe Klein, works in the West Shops bus overhaul department.

Reported by Ted Shumon

John Guinter, material clerk in general office, has just returned from vacationing in England, Scotland and Wales. After crossing on the Queen Elizabeth, Mr. Guinter arrived in the midst of the railroad strike. He managed to accomplish all he had planned, however, but the dock strike, which started just as he was about to return, prevented his coming back on the Queen Mary. Instead he flew back via the British Air Lines. Altogether a rather eventful trip.

William Shevchuk, laborer at West Shops, recently suffered the loss of his wife.

We hope to have some pictures in the near future of the following weddings:

St. Sabina Church was the setting for the wedding of Kathleen McCarthy, typist, South Shops, to Robert Keller on June 11. Mr. and Mrs. Keller spent their honeymoon in Colorado.

Rita DeJulius, typist, general office, became Mrs. Carl May on June 18 at Holy Trinity Church. They chose Florida for a honeymoon.

Carol Ann Hanson, addressograph operator, and George Wagher, were married at St. Andrew's Church on June 25. Mr. and Mrs. Wagher honeymooned in Canada.

—DAGMAR McNAMARA

Motor Tour Winds Up In Native State

SCHEDULE-TRAFFIC AND BUDGET — George Fisher and his wife turned the car eastward and enjoyed a vacation in their native Pennsylvania.

Walter Thomas reports an interesting week spent showing the wonders of Chicago to his visiting uncle from Lucerne, Switzerland. They had an excellent view of the inside workings of the stock yards since the uncle is a meat packer at home.

Graduation Notes: Bill Deveaux's son, Clark, received a BA at Loras College and daughter, Marilyn, completed her studies at Trinity High School. Joe DeGrazia's daughter, Joanne, graduated from Alvernia High School, and daughter, Nancy from St. Williams School. John Franzen's daughter, Joyce, finished at Aquinas High School. Norman Johnson's son, Keith, finished his studies at the Worsham College of Mortuary Science and son, Paul, completed his studies at Leo High School. Your correspondent's daughter,

SURPRISE ANNIVERSARY PARTY



FORMER CTA telephone operators as well as friends and present associates joined to plan a surprise party on Ada Gustafson, center foreground, telephone operator at the Mart, who recently celebrated her 25th anniversary with the CTA and predecessor companies. She was presented with a silver watch at a party held at Younkers restaurant. The group gathered around the table includes former "Hello Girls" Ida Lee Heaney, Milly Thurow, Margie Dolan, Dorothy Dockham Crowley, Kay Wynn, Vi Degnan and Emily Heise.

Reported by Julie Prinderville

Dorothy, graduated from St. Carthage School.

Homer McElroy of the Budget Department attended the ball game between the Chicago City Council and the Illinois Legislators ball teams at Springfield, Illinois, on the evening of June 8. Mac was the guest of Alderman Egan aboard the American Air Lines plane which left Midway Airport at 5:00 P.M. and returned to Chicago after the game.

—L. C. DUTTON

Keep The Courtesy Caravan Rolling

69TH—The Courtesy Caravan arrived at 69th on June 15, and we're glad to report that the response was most gratifying to Mr. Tocci and Mr. Zeiher.

We welcome to 69th all those who transferred here from other stations, and we hope that they will join the gang in keeping up our high traditions.

Chief Clerk Art Liphardt and the missus vacationed in the good old state of Minnesota, while Bill Murphy held the fort at the number one clerical position.

Another newcomer to 69th is Ed Stack, combination clerk, who

travels all the way from the far west side by modern covered wagons.

Sorry to report that our head janitor, Tommie Peters, is very sick at this writing. We hope that he will be back with us soon.

Our very amiable board member, Tommy Coughlin, was recovering at Wesley Memorial Hospital at this writing. We're also hoping for a quick recovery for Operator J. Dolan.

—TOM DANIELS

Youngsters Star In Junior Olympics

77TH—Each year during vacation time in Lombard, Illinois, the village fathers put on what is known as the Green Valley Junior Olympics for the little people of the community. In the seven and eight-year class, seven-year old Bill Pennington won the broad jump by 10 feet, setting a record for the event. He also won the 40-yard dash, ball throwing and contact relay events. His brother, Bobby, six years, won the broad jump event in the five- and six-year old class.

Both boys are grandsons of Supervisor John Crossen who is proud of the trophy the boys brought home.

Tom Richardson had to go to court recently and wasn't acquainted with the way to get back on the payroll, so he signed the sick book and under the "what's wrong" column he wrote: "Courtitis."

Jack McElwee, Navy son of John McElwee of the bus garage office, will be on the civilian list and head for home some time this month.

Henry Ross, night man on the sanitary engineer detail, spent his vacation taking care of Mrs. Ross, who is ill. We hope to report a quick recovery.

BOWLING CHAMP



COMPETING against 74 top league bowlers at Jefferson Park Recreation on the north-west side, Glenn S. Crump, supervisor of traffic checkers, Schedule-Traffic Department, recently rolled up championship honors for himself and received an impressive trophy in individual match game competition.

To win the coveted trophy — this was only the second consecutive season it has been offered—Glenn bowled a total of six contests, the last being a three-out-of-five game match, although Glenn won in four. During the match series he maintained about a 199 average after closing the regular league competition season with a 184 average.

Reported by L. C. Dutton

Dick Bohlin is back from his vacation. Dorothy took him just over the Canadian border and he went from there by dog team to Nome, he says. He wanted to find out if John Blais was giving a true report on the rugged route after leaving the highway.

John Blais went south instead of north on his vacation. He had planned to go to Alaska but found he had to leave his auto at a point halfway and go the rest of the way by horseback and wagon, and, in some places, by canoe and riverboat. So John and his family went to Florida and rode way out to the end of the highway connecting the Florida Keys.

Roscoe and Isola Wakefield and family spent their vacation in the shadows of the ivy-covered buildings of the University of Illinois, at the home of Roscoe's brother, who is a professor and research man at U. of I.

Clerk Fred Hardt is back on the job after a long stay at home with a fractured knee bone. He still has to wear a support or the knee bends without Fred wanting it to.

George Kynaston and John Cunningham are wearing peek-a-boo shirts with pink rosettes on the collar.

—JOE SMITH

Who Kept Count Of The Runs Scored?

SKOKIE — Skokie Shops softball team won their first practice game 16 to 13, but lost the first league game to Metropolitan Shops by a score of 22 to 19.

Ted McMillen, clerk, has given up handball and turned to golf.

Jack Lucas, clerk, is a picture of health since his vacation in Florida.

Bob Winthers, engineer, was on the sick list for one day. Luckily, it was just a spring cold.

L. H. Reichard, superintendent of rapid transit shops, reported a nice catch of fish over a recent weekend.

Armature Winder Carl Snider, who was recently transferred from West Shops to Skokie, bought a new home here in Skokie.

Electrician Michael Costello suffered the loss of his daughter on June 13, and Nick Pocaro lost his brother-in-law recently.

The stork visited Air Brakeman and Mrs. Andy Bedoe June 11 and left a daughter, Virginia.

George McClaughry, machinist helper, is very proud of his daughter, Mary Sue, who was awarded a one year's scholarship to St. Mary's high school. She is the niece of Marie McClaughry, Insurance Department.

Three men with a total of 79 years of service retired July 1. Their names, and the number of years each has been on the job, are: Victor Anderson, blacksmith, 24 years; Chester Matu, carpenter, 18 years, and Victor Zukowsky, machinist specialist, 37 years.

—DAVE GURWICH and EVERETT ENGLAND

Agent Marks 30th Year Of Service

SOUTH SECTION—Agent Mary H. Dunn, who is a familiar figure at 63rd and South Park, observed 30 years of service on May 13.

Our chief collector, Pat O'Malley, who really covers a lot of ground on the job, decided to take a busman's holiday and made a fast trip to Cleveland to be present at a wedding that took place over the Memorial Day holiday weekend.

Conductor Mike Sheerin made good use of his vacation by making a trip to Washington where, in addition to visiting the White House, he had the thrill of seeing his aunt, who proudly showed him a card which she received from President Eisenhower on her 97th birthday. Mike relates with great pride how he stood on the spot where Abraham Lincoln delivered his Gettysburg speech. In general, the vacation was planned to visit historical points which most of us read about but never see.

Motorman Jerry Hanafin is to be commended for his quick thinking and action when he put in an emergency call with the operator requesting an inhalator for two children who, when playing with matches, ignited a can of benzine. Both of the injured are doing well.

Agent Florence Cummings realized the ambition of most parents when she witnessed the graduation of her son, Walter, from DePaul law school. Walter faces the bar examination in the fall, with prospects of working for the government if he passes.

Clerk John Barry walked into the office with a whipped cream

GIFT SHOWER



WEDDING PLANS of Alice Wallensack (second from left), Property Accounting, were noted by a group of her associates with a surprise shower just prior to her marriage on June 11 to John Martin Dunne at Sacred Heart Church, Lombard, Illinois. Pictured with the bride-to-be at the happy event are, left to right, Shirley De Stefano, Budget; Catherine McAllister, Carmella Petrella, and Margaret Dorgan, Payroll Accounting. Following the ceremony, a wedding breakfast and reception for about 150 relatives and friends of the young couple was held at the Spinning Wheel in Hinsdale.

Reported by Helen A. Lowe

cake on June 14. John admitted it was his birthday but he wasn't telling his age.

Motorman Fred Gronemeyer is doubly proud, for in addition to having twin sons now 11 years old, he had the thrill of seeing them take first place in their local bantam league. The big moment came when, as members of a five-man team, they won the National American Junior bowling congress bantam championship. Richard and Robert couldn't do better than finish first out of 2,584 teams which were entered. Richard who is left-handed had highest individual score of 171.

—LEO J. BIEN

Busman, On Holiday, Watches Auto Race

SOUTH SHOPS—Every year on Decoration Day, Harry Poces, bus over-haul, ceases singing that well known song, "Oh, how I'd like to see that old gang of mine." Harry and his buddies meet for a reunion to see the Indianapolis Speed-

MISSIONARY



STUDIES FOR a career as missionary completed, **Fr. Orel M. Secor, C.S.C.**, son of **Orel V. Secor**, service truck chauffeur, Way and Structures Department, was ordained recently at Sacred Heart Church. His first Solemn High Mass was said at St. Nicholas of Tolentine Church, Chicago, on June 12. He attended Lindblom high school and the University of Notre Dame, then went on to study for four more years at the Foreign Mission Seminary of Holy Cross in Washington, D.C. Later this year he will leave for East Pakistan, where he will serve as a missionary. Among his six sisters are two Dominican nuns, one teaching in the Dominican republic and the other at St. Patrick's School, Joliet, Illinois.

Reported by *Violet Carnes*

way race. Harry took moving pictures at the track and has some pictures of the unfortunate accident in which **Bill Vukovich** lost his life.

Hubert McGee, who worked in bus overhaul before entering the service, visited South Shops while on furlough from Ft. Leonard Wood, Missouri.

Lee Scholten, tin shop, and his wife, **Dorothy**, are elated over their new baby boy, **Thomas Michael**, born on June 12.

Shopping for furniture is a favorite pastime of **Stella Klimas**, print shop, these days. Stella and her husband, **Joe**, carpenter, bus body, recently purchased a new home in Evergreen Park.

Greg Brest is missed by the boys at South Shops. He transferred to West Shops recently.

A proud new apprentice in bus overhaul is **Dan Scanlon**, who transferred from miscellaneous.

George Wright, print shop, welcomed a baby boy, **Lavin Nelson**, on May 30.

Jim Walter, bus overhaul, reported for duty in the armed forces on June 17. He was presented with a cash gift from his co-workers.

Eddie Roberts, electrician, car repair, his wife, **Veronica**, and daughter, **Mary Lou**, went to Maywood, California, for their vacation to visit daughter **Jean** and her husband, **Clifford London**. They stopped off at the Grand Canyon and spent some time in San Francisco.

Mack Wright, bus overhaul, mourns the loss of his father who passed away in Mississippi.

South Shops men who retired June 1 are **Frank Poudziunas** and **Sam Cassata**, both from miscellaneous, and **Alexander Zawistowski**, carpenter, car repair, who had 35 years of service.

Ray Klaub, tin shop, and his wife, **Florence**, are really working overtime to get settled in their new abode in Tinley Park.

—EVELYN CLARK

"Met" Team Off To Fast League Start

TERMINAL INSPECTION SHOPS — After losing their first game to West Shop 13 to 9 the Metropolitan Shops softball team took the next two games, defeating Skokie Shop 21 to 17, and Kedzie 12 to 11. Your reporter watched the last game and the boys impressed him with the fighting spirit they have this year. Any one who defeats them will know they have been in a ball game. How about coming out and giving them some moral support. **Repairman Cliff Burke** and **Sam Milazzo**, both of Logan, are managing the team.

(Lake Street)—**Repairman Mike Coleman** and **Joe Dowd** spent a fishing vacation.

(Laramie)—**Repairman Mike Fahey** spent his vacation in New York. **Repairman John Cappaccio** also was a recent vacationer.

(Kimball)—**Walter Nowosielski**, who has a unique hobby racing pigeons, is training his birds in preparation for the big races that start August 1.

Repairmen Frank Fawcett and **Tony Citro** were among those vacationing recently.

(Wilson)—June vacationers included the following repairmen: **Neil Benson**, **Ray Smith**, **Elwood Riley**, **Neil McGill**, **Bill Moser**, **Ralph Sullivan**, **Martin Gallagher** and **John Henderson**. On Friday, June 24, the boys of Logan Shop played a softball game against the boys of Laramie Shop. It was quite a game as many of the stars of yesterday took part, such as **Harold Rose**, **Mike Kristman**, **Paul Lorimer**, and **Mike Heil**.

—JOE FEINENDEGEN

News Notes From Along The Way

WAY AND STRUCTURES — **Stefan Ofiara**, paint gang leader of Rapid Transit Division, retired June 1 after 31 years of service. His co-workers had a farewell gift for Stefan with their best wishes. The presentation was made by **J. J. Madden**, assistant superintendent of maintenance.

Jean Chapman, stenographer in the Building Division, made the Sun-Times June 24. At Lake and LaSalle she was asked the question of whether or not women should wear the same outfit day in and day out while working. Naturally, the answer was "No."

George F. Johnson, assistant supervisor of dispatching material and hauling at 39th and Halsted, decided to take his wife and youngest son to Texas this vacation and motored down there and back. He

says this way they were able to enjoy the scenery and stop wherever they wished.

The following men from Way and Structures retired July 1. The year they entered service is shown after each name: **John J. Boesen**, road clerk II, 1916; **William H. Neaskern**, former foreman, 1930; **Vule Savovich**, watchman, 1929; **Neil Cannon**, trackman, 1919, and **Sam Stellato**, trackman, 1923.

—VIOLET CARNES

Heed Vacation Call To Other Lands

WEST SECTION (Agents) — **Agent Bessie Slaby** motored to Detroit and took the ferry across to Buffalo on her vacation. Then she went on to Nova Scotia before returning home . . . **Mary Doyle**, agent, flew to Ireland.

We hope to report a speedy recovery for **Agent Nellie Reidy**, who fell and fractured her ankle . . . **Agent George Pechos** will be in Vaughn hospital for a few months and would appreciate a line or two from his friends.

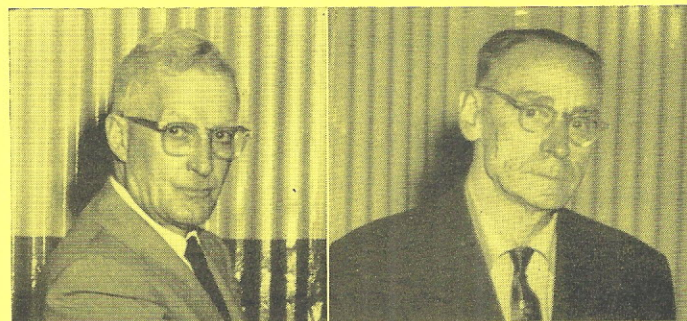
Agent Grace LaBel has become a grandmother again. Her daughter, **LaVerne**, gave birth to a baby girl, **Mary Beth**, her third daughter.

Agent Eva Devitt is very proud of her nephew who graduated from St. Giles grammar school and received a beautiful gold watch for being an honor student.

Agent Josephine Eilert recently moved into her new home in Villa Park, Illinois.

—KITTY CONROY and RUTH HANSON

DOUBLE RETIREMENT



TWO EMPLOYEES with a combined service record of 80 years were honored recently by their co-workers in the Electrical Department upon their retirement on July 1. They are: **Harry M. Essington**, (left) engineer of power, who had completed 38 years of service, and **Jack Gilroy**, chief operator at 42nd street substation, who had 42 years of service. Associates presented both men with appropriate gifts at farewell gatherings held just prior to their termination of active service.

Reported by *G. E. Andrews*

Bird Knows There's No Place Like Home

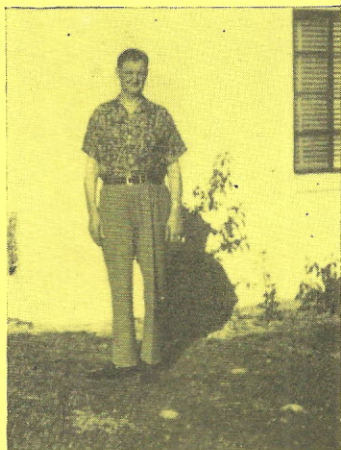
WEST SHOPS—*Machinist Tony Scianna* of the bus overhaul department raises homing pigeons and has about 40 in his loft. Recently, in a race from Ames, Iowa, (300 miles) one of Tony's birds came in first in his club and second among Chicago birds. The time was eight and one-half hours. In another race from Topeka, Kansas (463 miles) there were 1,700 birds entered from six states. Only 14 birds made it. Tony's bird was first in his club and sixth among the six states. The birds, being union, do not fly at night, only from daylight till dark. Tony's bird came in the next day at 10:15 A.M.

Dan Cupid scored another bull's eye in the bus overhaul department. This time right in the heart of *Machinist Apprentice Tim Tracy*. On June 14 Tim was married to the lovely *Mercedes Neill*.

Machinist Louie Volps suffered the loss of his father recently.

Going from one building to the other on West End Avenue, *Ed Van Wiele* was struck by an automobile and suffered a compound fracture

FLORIDA HOMESTEAD



AFTER retiring from his duties in the Accounting Department, *Carl H. Martinson* moved into a new home in Tampa, Florida. He has since received many visits from other CTA pensioners who are residing in Florida. Carl returned to Chicago early in June with expectations of spending the summer here, taking time out for a trip up to Minnesota, and will return to his Florida home in late fall.

ENTRIES OPEN FOR CTA GOLF MEET ON AUG. 19

THE ANNUAL CTA Transportation Department Golf Tournament is to be held at White Pines Golf Course on August 19, with play being open to all employees. Tee off time is between 9 a.m. and 12 noon. Buffet lunch will be served. The cost is \$6.00 and includes golf, dinner and prizes. Entry fee may be paid at the course, or in advance through *Ed Foreman*, 1827 N. Pulaski road, SP 2-9619. Call after 6:00 p.m.

of the left lower leg and other less serious injuries. He was at Garfield Park Community Hospital at this writing.

—TED SHUMON

SOUTH SHOPS RETIREMENT



AFTER completing more than 41 years of service, *Carpenter John Tuveson*, South Shops car repair (center, holding gift), began his retirement May 1. Co-workers gathered to extend best wishes and present John with a cash gift upon his leaving. In return, John had a box of cigars handy for the boys, and a box of candy available for the ladies.

Reported by Evelyn Clark

For And About Our Pensioners

BEVERLY—Retired *Motorman Dave Carlson*, 77th, is feeling very proud these days. His granddaughter, *Diane*, was selected queen of the May Festival at Fenger high school and was graduated with high honors, winning two scholarships.

Ran across retired *Motorman Bill Carr*, 77th, recently and believe me Bill is performing a great service to his fellow man. Every day of the week that he can possibly be there, Bill is out at the Veterans Administration hospital—passing out cigarettes, candy and magazines. What a wonderful way to spend leisure time.

Mike Dragan, formerly of South Shops, reports that he and his wife will soon take off for California for a visit with their children.

August Sahr, formerly of Burnside, is dreaming of all the money he counted as a receiver and taking life easy at his summer home in Michigan.

Herman Claussen, 77th, is still the mayor of Mt. Greenwood and is looking younger each day.

Chris Larson, 77th, is a regular rider on Vincennes and *Albert D. Sasek*, 69th, is now a guard at the Exchange National Bank.

—FRANK M. BLACK

LOOP—*Katherine Odill* winged her way west again, taking in the points of interest at Omaha, Salt Lake City and Portland, Oregon. She

then went down the west coast to San Francisco and Los Angeles where she spent several days. Also included on her itinerary were Flagstaff, Albuquerque, Oklahoma City and St. Louis.

Helen Rogan initiated her new car by visiting her relatives scattered over Wisconsin.

—EDITH EDBROOKE

WEST SECTION (Agents)—*Pensioner Josephine O'Brien*, who flew to Ireland, is taking the boat back home. Josephine is quite thrilled as her brother is treating her to the trip.

Pensioner Millie Brice recently sustained the loss of her brother.

—KITTY CONROY and RUTH HANSON

NORTH AVENUE—Visitors to Chicago from Florida in June were *George Ritter*, *William Pretzel*, and *George Linklater*. They are all in good health, and are all living at Largo, Florida.

Frank Laffick can be reached at Leesburg, Florida, Box 58 A, Rt. 2. . . . *William Thoms* is at Tallahassee, Florida, Box 144 M, Rt. 2. . . . *George Shortley's* address is 418 Shafer Road, Hayward, California. . . . *William Formby* is at Evening Shade, Arkansas. . . . *Elmer Deegan* can be reached at 1014 E. San Juan, Phoenix, Arizona. . . . *Harry Whitney* resides at 2341 Ninth Ave., Greeley, Colorado.

By now *Ed Cronin* should have picked up the old brogue. He is touring in Ireland.

Pensioner Paul Jacobson of 2638 N. 75th Court, Elmwood Park, Ill., would like to hear from any of his old buddies. A visit would be cheering as Paul is sick.

—JOE HIEBEL

69TH—We regret to record the passing of *L. Stoldt*, and *George Hunter*, two of the best old-timers who ever graced CTA uniforms.

—TOM DANIELS

SOUTH SECTION — *Pensioned Conductor Joe Mascolino* was in happy frame of mind when he dropped into 61st Street office recently. It seems that Joe was making plans for the big event, which naturally makes the groom-to-be most jubilant. The date set was June 19, and the place Saint Catherine's Church.

Pensioned Motorman Tony Meca, who had the miseries, is up and around again generating new business in his part-time hobby of selling.

—LEO J. BIEN

SKOKIE—We were recently visited by pensioned carpenter *David Janzen* who traveled 18,000 miles in the trailer that he built.

—DAVE GURWICH and EVERETT ENGLAND

SCHOLAR



HIGH HONORS were bestowed upon **William N.**, son of **Clarence Malottke**, general foreman of the line section of CTA's Electrical Department, upon his recent graduation from Illinois College, Jacksonville. He shared honors with one other classmate as the highest ranking student of the year of the senior class. In addition, William received final honors in recognition of high scholarship for the entire course. He received a bachelor of arts degree and intends to attend Yale University for additional study.

Reported by Gilbert E. Andrews

Stork Brings Little Mule To Joe's House

WESTSIDE—The stork paid a visit to Logan Square Conductor **Joe Mule** on June 9. A baby daughter, **Barbara Jean**, was born at Loretta Hospital.

We have the good news from Lake Street Supervisor **Byron Hawley**, that his daughter, **Marguerite**, graduated from Wright Junior College on June 13.

Lake street Clerk **Sidney Schapiro** had a busy month in June. One daughter, **Jacqueline**, graduated from grammar school; another daughter, **Geraldine**, celebrated her 15th birthday, and it hap-

pened to have been the month of his 17th wedding anniversary.

Lake street Conductor **McGovern's** oldest daughter, **Kathleen**, was married to **Joseph Robillard** on May 7 at St. Matthew's Church.

Motorman **Bob Koster** has qualified for switchman yard foreman. . . **Glenn Kinzie** sent us a vacation card from Crescent City, California. Switchman **Joseph Stanko** is on the sick list again.

Lloyd Holmgren, river bridge towerman, is mourning the death of his father, who passed away early in June.

James Thomas passed away on May 24 from accidental causes.

John Koczorowski, conductor at Logan Square, left us June 10 for his vacation and then to go on the retirement list. A party was held at Logan Square in his honor.

Conductor **Joseph S. Albertson** succumbed June 21 after undergoing surgery at Norwegian American hospital on June 16. Joe had 48 years of service.

—WALTER J. REICH

If you've moved recently,
please notify

CTA TRANSIT NEWS

BE ON THE LOOKOUT



RECENT DEATHS AMONG EMPLOYEES

J. L. BELL, 66, retired motorman, North Section. Died 6-13-55. Employed 2-4-20.

FRANK BOCHINSKI, 75, retired laborer, Track. Died 5-22-55. Employed 4-16-23.

GEORGE W. BROWN, 32, operator, Kedzie. Died 5-28-55. Employed 12-11-53.

T. H. CALKINS, 77, retired receiver, Limits. Died 5-20-55. Employed 4-1-09.

CARMELO CIUCIO, 64, retired laborer, Track. Died 5-22-55. Employed 2-8-43.

CLIFTON CLAY, 52, retired cleaner, Cottage Grove. Died 5-19-55. Employed 1-12-26.

STANLEY CZERLANIS, 61, retired conductor, Elston. Died 6-3-55. Employed 6-19-13.

MAX DAVIDSON, 72 retired clerk, General Office. Died 6-6-55. Employed 7-3-06.

J. F. DOHERTY, 65, retired motorman, Kedzie. Died 5-12-55. Employed 5-5-20.

THOMAS E. DOYLE, 37, car cleaner, North Park. Died 5-28-55. Employed 6-12-51.

EDGAR GALE, 57, agent, Loop. Died 6-11-55. Employed 1-20-48.

ANTONIO GIAMBALVO, 67, retired paver, Track. Died 5-22-55. Employed 5-8-22.

JAMES GILLESPIE, 72, retired conductor, Devon. Died 5-23-55. Employed 4-27-08.

R. L. GRAVELL, 63, retired conductor, Kedzie. Died 5-11-55. Employed 6-21-13.

GUSTAV HILL, 78, retired armature winder, West Shops. Died 5-12-55. Employed 8-29-18.

ANTHONY HYBA, 64, car cleaner, Archer. Died 5-19-55. Employed 5-10-44.

JOHN JONES, 68, retired car cleaner, Shops and Equipment. Died 6-7-55. Employed 9-25-19.

J. J. JUSZKIEWICZ, 78, retired car placer, Devon. Died 6-3-55. Employed 11-21-18.

EMANUEL KRAUS, 62, retired gateman, West Section. Died 5-11-55. Employed 1-7-26.

LEO LaBARBARO, 62, retired laborer, Track. Died 5-15-55. Employed 5-4-26.

CHARLES LANIGAN, 62, agent, South Section. Died 5-18-55. Employed 6-1-45.

C. J. LARSON, 75, retired motorman, Lincoln. Died 5-14-55. Employed 4-23-14.

EDWARD LEESON, 57, operator, 52nd. Died 5-21-55. Employed 6-1-23.

E. H. LEMBKE, 80, retired lampman, Metropolitan. Died 6-5-55. Employed 6-21-99.

JOHN J. LEONARD, 61, mail clerk, Stores Department. Died 6-9-55. Employed 12-26-22.

BAT MALONEY, 75, retired motorman, 69th. Died 5-23-55. Employed 11-8-05.

S. J. T. McBROOM, 78, retired flagman, Burnside. Died 6-4-55. Employed 9-26-06.

J. F. McDONNELL, 82, retired chauffeur helper, Utility Department. Died 5-18-55. Employed 6-26-08.

R. J. McKINNEY, 68, retired general superintendent, General Office. Died 6-5-55. Employed 2-17-08.

GROVER MITCHELL, 69, retired watchman, West Section. Died 6-5-55. Employed 2-14-36.

F. H. MOSIMAN, 75, retired conductor, Devon. Died 5-14-55. Employed 5-17-09.

L. J. MUNSON, 63, retired motorman, Devon. Died 5-29-55. Employed 4-5-09.

NICHOLAS O'NEILL, 67, retired conductor, Cottage Grove. Died 5-14-55. Employed 1-15-20.

CHARLES L. PEARSON, 60, agent, North Section. Died 5-24-55. Employed 1-10-45.

O. F. PECHT, 60, retired conductor, 69th. Died 5-8-55. Employed 3-8-17.

FRANK POKORNY, 80, retired watchman, Track. Died 5-28-55. Employed 9-12-24.

P. P. POKRZYWA, 70, retired car cleaner, North Avenue. Died 5-6-55. Employed 11-6-19.

F. J. RANDOLPH, 71, retired machine foreman, Skokie Shops. Died 6-11-55. Employed 5-20-98.

J. L. RIORDAN, 50, retired trainman, South Section. Died 5-31-55. Employed 6-14-26.

R. C. SCHOLL, 81, retired clerk, Lake Street. Died 5-8-55. Employed 11-12-02.

C. J. THOMAS, 78, retired watchman, Track. Died 5-7-55. Employed 7-20-27.

F. J. TOEPPER, 55, retired conductor, Devon. Died 5-26-55. Employed 10-19-21.

T. P. WALSH, 68, retired conductor, Kedzie. Died 5-16-55. Employed 9-19-18.

To Serve Our Riders Better

KNOW YOUR CTA ROUTES



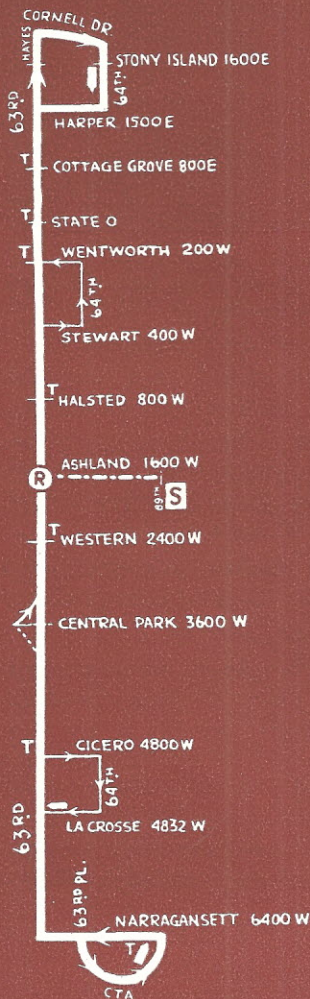
(This is the twelfth in a series of articles on CTA routes.)

ONE OF the more important east-west arteries on the south side of Chicago, both in the volume of traffic which operates over it and in its standing as a street of extensive business and commercial activity, is 63rd street, served by CTA motor bus route No. 63.

This line runs between Stony Island avenue (1600 E.) and Narragansett avenue (6400 W), the measured round trip mileage between the two terminals being 20.90. It links the Jackson Park lake front area with the far western boundaries of the city and provides direct transfer facilities to a



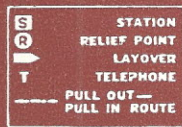
THE EASTERN terminal of the 63rd street bus route and the southern terminal of the Jackson Park elevated branch of the north-south "L" subway are located at 63rd street and Stony Island avenue. Interchange between the bus route and the elevated may be made at several rapid transit stations on 63rd.



63rd

69th STATION

GAS BUS

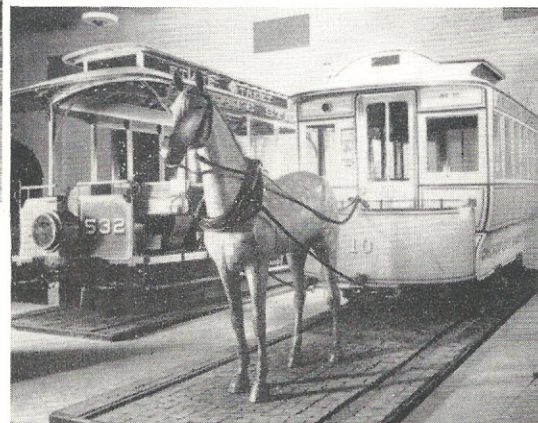


COMMEMORATING the World's Columbian Exposition and the 400th anniversary of the discovery of America, this massive statue stands in Jackson Park on the site of the administration building of the 1893 fair.



ONE OF the recently added attractions for visitors to the Museum of Science and Industry in Jackson Park is the German submarine, U505, which was captured by the U.S. Navy during World War II.

RELICS of the bygone days of Chicago transit are an old State street cable car and Archer avenue horse car which are part of a transportation exhibit at the Museum of Science and Industry.

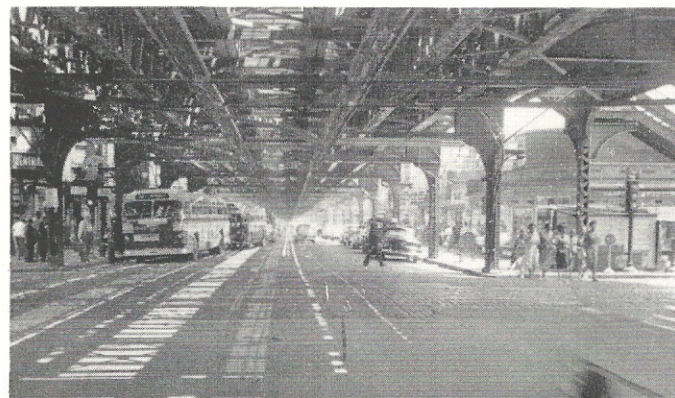


number of intersecting north-south surface routes as well as to the north-south "L" subway route through nine stations on the Englewood and Jackson Park branches.

Except for short turn-around loops at each end, the 63rd street route follows a direct east-west line between the two terminals. It parallels the Englewood "L" structure between Loomis and Harvard stations and the Jackson Park elevated line from South Park to Jackson Park stations.

Schedules on the 63rd street route are set up to provide for buses at two to two and one-half minute intervals during weekday morning rush hours, and at two and one-half minute intervals during the afternoon weekday rush period. Mid-day and evening headways are four and one-half minutes.

On Saturdays, the headways are: a.m. rush—four to four and one-half minutes; p.m. rush—three minutes; midday—three and one-half minutes, and evenings, six minutes. Sundays and holidays, the intervals vary from five minutes at midday to 10 minutes during the early morning. "Owl" schedules are spaced to provide 15-minute intervals between



SUNLIGHT filtering through the elevated structure forms a pattern on the street below. Shown is the busy intersection at 63rd and Cottage Grove, looking east.



ANOTHER outlying shopping district that has gained considerable prominence centers around 63rd and Halsted streets. This is a view looking east along 63rd from this point.

Stony Island and Central Park avenues, and 30-minute headways between Central Park and Narragansett avenues.

The running time between terminals ranges between 45 and 61 minutes, depending on time of day and street traffic conditions. Forty-nine motor buses operating out of 69th station are assigned to the 63rd street service.

The route of 63rd street buses take them through the neighborhood communities of Woodlawn, Englewood, West Englewood, Chicago Lawn and Clearing.

A traffic analysis recently completed shows the importance of the 63rd street route as a link in the interconnecting CTA system. On the day the analysis was made, a total of 43,361 revenue passengers used the line. Of this number, the study disclosed that 15,713 passengers started and terminated their trips on the route, while 27,648 passengers started by paying their fares on the 63rd street route, but transferred to other routes to complete their journeys. Another 24,995 pas-

sengers paid fares on other routes, but terminated their journeys on the 63rd street line.

The persons using the 63rd street route on the survey date came from 98 non-connecting routes, which contributed 3,417 transfer passengers, and 23 direct connecting routes, which contributed 21,578 transfer passengers. The group of 23 direct connecting routes collected 23,943 transfers originally issued on the 63rd street route and 95 non-connecting routes collected 3,705 transfers originating on the 63rd street line.

Of the total of 123 surface routes, only eight did not interchange transfers with the 63rd street route on the survey date, the analysis disclosed.

The first section of the 63rd street line was placed in operation in 1884. Later that year, the section from Clark to Halsted was completed. It was extended from Halsted to Ashland in 1889, from Ashland to Wentworth in 1893, from Cottage Grove to Stony Island in 1893, Kedzie to Central Park also in 1893, and west to Argo in 1929.

Operating in conjunction with the 63rd street route and serving as an extension line is the 63rd-65th street bus route. This goes south on Narragansett from a 63rd place loop to 65th street, west on 65th from Narragansett to Harlem, north on Harlem from 65th to 63rd, and west on 63rd from Harlem to Archer, returning over the same route.

Starting with Jackson Park on the eastern end of the line, the 63rd street bus route goes through a heavily commercialized and industrial area. The street itself is the apex of the south side shopping district and is considered one of the busiest outlying business sections in the city.

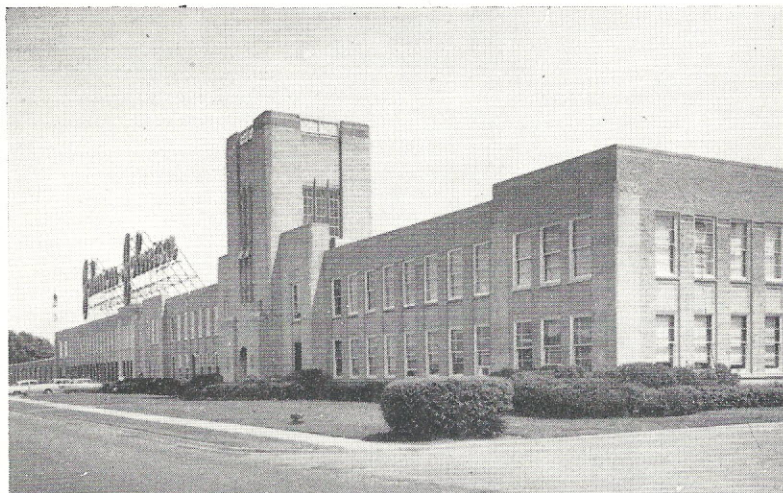
The many attractions in Jackson Park draw great numbers of visitors to this lakefront recreational area, and the 63rd street bus route is one of several CTA lines that serve it directly. It also provides direct access to the Midway Airport at 63rd and Cicero avenue and is convenient to the Clearing Industrial District, just two blocks south on 65th street between Cicero and Harlem avenues.

(The thirteenth in this series of articles on CTA routes will appear in a future issue.)

A NEAT and tidy off-street terminal is maintained at 63rd and Narragansett avenue, at the west end of the 63rd street route. This also serves as a terminal for the connecting 63rd-65th street bus route.

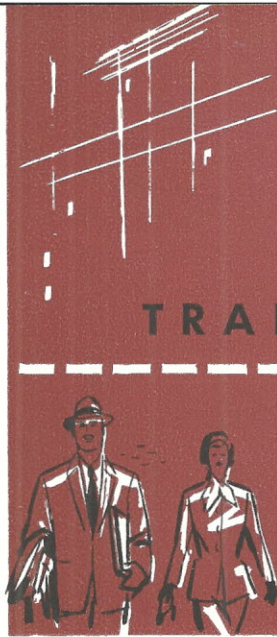
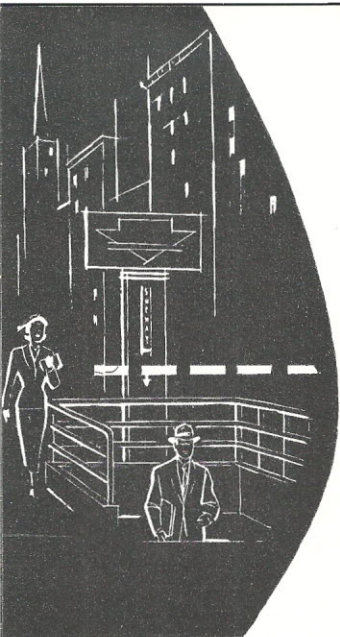


A BIG transcontinental airliner crosses 63rd street at Central avenue and starts off from Midway Airport at Cicero avenue on a scheduled flight. In a matter of seconds before this picture was taken, the plane made a perfect take-off from the airfield.



JUST TWO blocks south of 63rd street — on 65th street, between Cicero and Harlem avenues — is the Clearing Industrial District where many factories and manufacturing plants are concentrated. This new and modern building is occupied by the Johnson & Johnson Company.





TRANSIT IN THE

NEWS

Special Beach Service

WITH THE opening of the city's beaches on June 26, a special bus service to the northside Wilson and Montrose avenue beaches began operating.

The special service, provided as and when needed, operates in Broadway from Lawrence to Montrose, east in Montrose to Simonds Drive, north in Simonds to Lawrence and west in Lawrence to Broadway.

In addition to the special buses, east Lawrence avenue extension buses also assume the same routing as the beach service buses in order to provide added convenience for CTA patrons going to and from the beaches.

These buses make direct transfer connections with the regular CTA surface services on Lawrence avenue, Wilson avenue, Montrose avenue, and on Broadway, and with the CTA rapid transit system at Lawrence avenue and Wilson avenue stations on the north-south "L"-subway route.

This special service will operate until the beaches close, which is usually right after the Labor Day week-end. The hours of service each day is controlled by weather conditions, and the volume of local transit traffic to and from the beaches.

CHICAGO TRANSIT AUTHORITY

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

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

	Month of May		Five Months Ended May 31,		Twelve Months Ended May 31, 1955
	1955	1954	1955	1954	
Revenues	\$10,160,070	\$10,364,885	\$50,346,629	\$49,429,612	\$122,056,533
Operation and Maintenance Expenses	8,403,332	8,469,945	43,391,139	44,063,284	102,739,393
Available for Debt Service	1,756,738	1,894,940	6,955,490	5,366,328	19,317,140
Debt Service Requirements:					
Interest Charges	415,734	422,468	2,080,137	2,113,520	
Deposit to Series of 1947 Serial Bond Maturity Fund	200,000(1)	150,000	1,000,000	750,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	150,000	150,000	
	545,734	602,468	3,230,137	3,013,520	
Balance Available for Depreciation	1,111,004	1,292,472	3,725,353	2,352,808	
Provision for Depreciation - Current Period	812,805	829,191	4,027,730	3,954,369	
Balance Available for Other Charges or Deficit in Depreciation Provision (Note 3)	\$ 298,199	\$ 463,281	\$ 302,377	\$ 1,601,561	

- Denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	52,788,776	53,851,946	262,081,978	273,985,580	629,262,899
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at May 31, 1955

	Delivered to date	Remaining to be Delivered	Total
1952-53-54 Orders:			
Propane Buses	500	-	500
El-Subway Cars	266	4	270
	766	4	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) Depreciation may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,115.50, 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 Comprehension Fund may be made only from monies remaining in any one year after making all required deposits to the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

THE THREE top prize winners at the South Shops Golf Tournament happily contemplate the awards made to them by the committee in charge. Left to right they are: *Adolph Gemmett* and *Anthony Nutile* of South Shops, and *Ed Coates*, Purchasing Department. The event was held at Maplecrest Country Club on June 4.



Test New Fare Device

TEST OPERATION of a new-type fare turnstile for rapid transit stations is being made at the Merchandise Mart station.

Called a Visi-Fare turnstile, the new device employs the principles of a coin-operated turnstile except that it is activated by the agent from inside the booth.

When a fare is paid to the agent, she presses a corresponding register button on a miniature control box and this releases the turnstile so that one patron may enter. At the same time a fare schedule panel on the top of the turnstile lights up to indicate the fare registered.

If the fare paid involves cash (20c full fare or 10c child's fare) a bell sounds when the turnstile is unlocked. The register counters are on the control box in the agent's booth.

The device provides a more accurate control of the fare collection process, enabling the agent and the customer to see the fare registration as well as providing the agent with effective protection against persons trying to slip past without paying the fare.

The registers are concentrated into a compact assembly, less subject to errors in operation or reading. They use much less space in the booth while yielding more detailed information.

Test operation began May 10, and CTA is the first transit company to experiment with the new device. It is being studied for possible use on the new Congress street rapid transit route.

HOW THE new Visi-Fare turnstile operates is shown by this series of three pictures:



(1) Customer offers fare. Agent presses register button.

(2) Turnstile is now unlocked. Agent makes change if necessary.



(3) Passenger walks through turnstile to train.

WASHINGTON TERMINAL REVISION

EFFECTIVE JUNE 19, the east terminal of the Washington bus route (No. 131) was revised as follows:

East on Washington to Wabash; north on Wabash to Randolph, and west on Randolph over the regular route.

INQUIRING REPORTER: Tom Daniels

LOCATION: 69th Station

QUESTION:

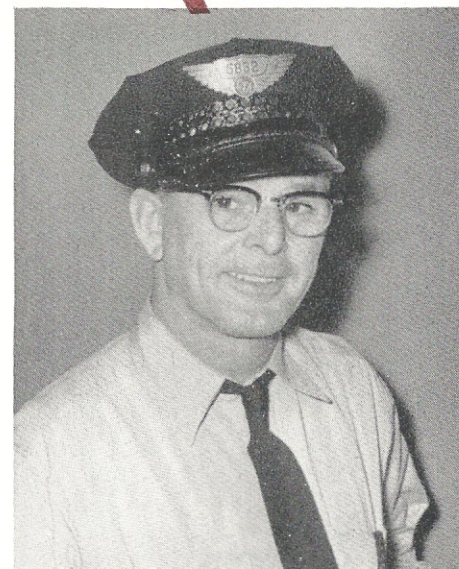
In What Ways Do You Feel a Transit Man's Wife Can Best Help Him In His Work?



FRANK ROONEY, Clerk: "One of the most important ways I feel a transit man's wife can help is to see that he doesn't 'miss.' Aside from the effects it has on the job, it also affects the household budget. It helps a lot if the wife checks the alarm clock before retiring."

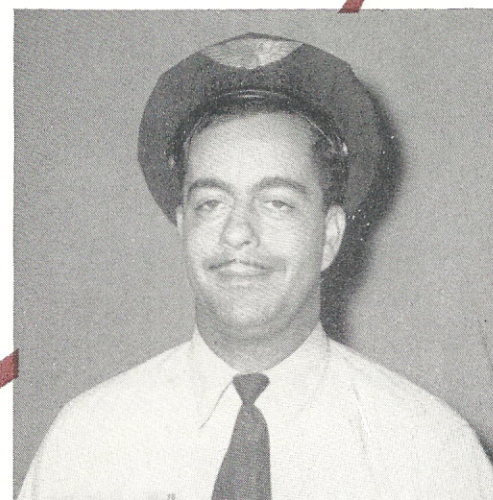


HERBERT EICHEN, Operator: "In my opinion, a bus operator's wife can help him by setting a good example when she is traveling on a transit vehicle. By being courteous and considerate, she can set the pattern for other riders to follow, and that would help make the job of all operators easier."



CLIFFORD WAGNER, Operator: "I feel a transit man's wife can best help him in his work by looking after his personal appearance. By seeing that we have clean shirts and uniforms, and reminding us when we need a haircut and shoe shine, they help us to do what we otherwise might neglect."

FRANK LE GUIRE, Operator: "Since most transit men have a tough, nerve-racking job, I think that the wife who saves the household troubles until after dinner is a wise and wonderful helper. They seem easier to tackle after you've had a chance to take your hat off and relax a bit."



LOVANCE ASHLEY, Operator: "A transit man's wife, in my opinion, can best help him by exhibiting more than her share of patience, understanding and consideration. These traits are wonderful helpmates due to the varying routine often called for by the job requirements."



to the ladies from Ellen

Sewing

IS PLEASURABLE

THROUGH the centuries, women have been sewing clothing for their families. At one time, it was almost a case of doing it yourself or doing without.

With the progress made in manufacturing, sewing had become a secondary household chore and most women didn't bother with sewing clothing when they could buy it at a reasonable price.

Now, the "do-it-yourself" trend has popularized sewing again as one of the most practical and pleasant projects for homemakers and career girls.

Whether you sew a little or a lot, it's necessary to have the basic sewing tools on hand. If you're a "good-hand" at sewing it's a good idea to look over the sewing basket to see if the full basic equipment is in it. If you're a beginner, it would be worthwhile to know what these basic tools are.

Keep a plentiful supply of dressmaker pins which are thin and sharp and do not mar fabrics. Hand sewing needles of different kinds and sizes also are needed. For general sewing, a mixed packet of Sharps and Betweens in sizes #3, to #9 or #5 to #10 always come in handy. Betweens, unlike the larger eyed Sharps, are smaller and slimmer with a very slender eyepart. Many women prefer a #7 needle for general sewing and a #8 for fine finishing, while a crewel (embroidery) needle is favored because it has a large eye and is easy to thread. Have an extra packet of the size and kind of needle you like best. Include spools of miscellane-

PEGGY CURTIN, dictaphone typist, Claim Department, sews most of her own clothing as a hobby. As a matter of fact, Peg made the dress she is wearing. Her latest project is an over-blouse, which she had just about completed when this photo was taken.



ous colored thread in addition to black and white in different weights. Choose thread according to weight and a shade darker than the fabric since it appears lighter when worked into the fabric.

At least two pairs of good steel scissors should be available. A pair of shears seven or eight inches long for cutting fabrics only, and a pair of snipping scissors about five inches long for clipping seams and cutting threads.

Keep on hand essential marking tools for specific purposes. Tailor's chalk which is used for marking pattern perforations and fitting lines; a stiletto for punching eyelets, a steel tracing wheel and carbon paper is convenient for transferring pattern markings to your fabric.

Besides these sewing materials, a tape measure, thimble, pin cushion and a supply of notions such as snap fasteners, hooks and eyes, and utility buttons are needed—all of which will be of value when sewing.

TIPS FOR BEATING THE HEAT

THE SUMMER "dog days" present a problem of how to enjoy lazy days and still keep the household going, without letting the heat get you and the family down.

Here are some good cool tips for the whole family: 1. Lightweight, porous clothing that absorbs perspiration is

cooler than ultra scanty attire. 2. Don't eat less food, but do eat less heavy foods. 3. Two baths a day—with a change to all fresh clothes each time—contribute to summer comfort. 4. Make summer seem like a privilege and a treat, not a trial, by doing often the things that can only be done in summer: cook and eat outdoors in the backyard or develop an easy routine for packing everybody into the car for an impromptu picnic. 5. TAKE IT EASY, physically and emotionally. Move a little slower through household chores (a Southern trick that makes summer sense), and be slower to anger and argue. It's just as hot for everybody.

A SHADY corner is the perfect spot for blowing soap-bubbles and a sure way to keep the youngsters cool and occupied in the summer heat.



HERE'S HOW I STAY ABOARD THE COURTESY CARAVAN

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



MOTORMAN:
"I TAKE IT
EASY ON
THE CURVES."



OPERATOR:
"I PICK 'EM
ALL UP
NO PASS UPS
FOR ME."



AGENT:
"I TRY TO
START THEIR
DAY OUT
RIGHT."



PORTER:
"I KEEP MY
PLATFORMS
CLEAN."



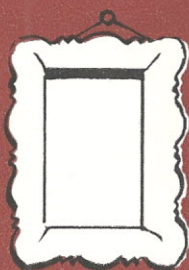
TOWERMAN:
"I GET THE
TRAINS PAST
MY TOWER
WITHOUT
DELAYS."



SUPERVISOR:
"I MAKE SWITCH-
BACKS ONLY
WHEN ABSOLUTELY
NECESSARY."



OFFICE EMPLOYEE:
"I PRACTICE
MY COURTESY
ON THE PHONE."



PUT YOURSELF
IN THIS PICTURE ...
HOW ARE *YOU*
STAYING ON BOARD
THE COURTESY
CARAVAN

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