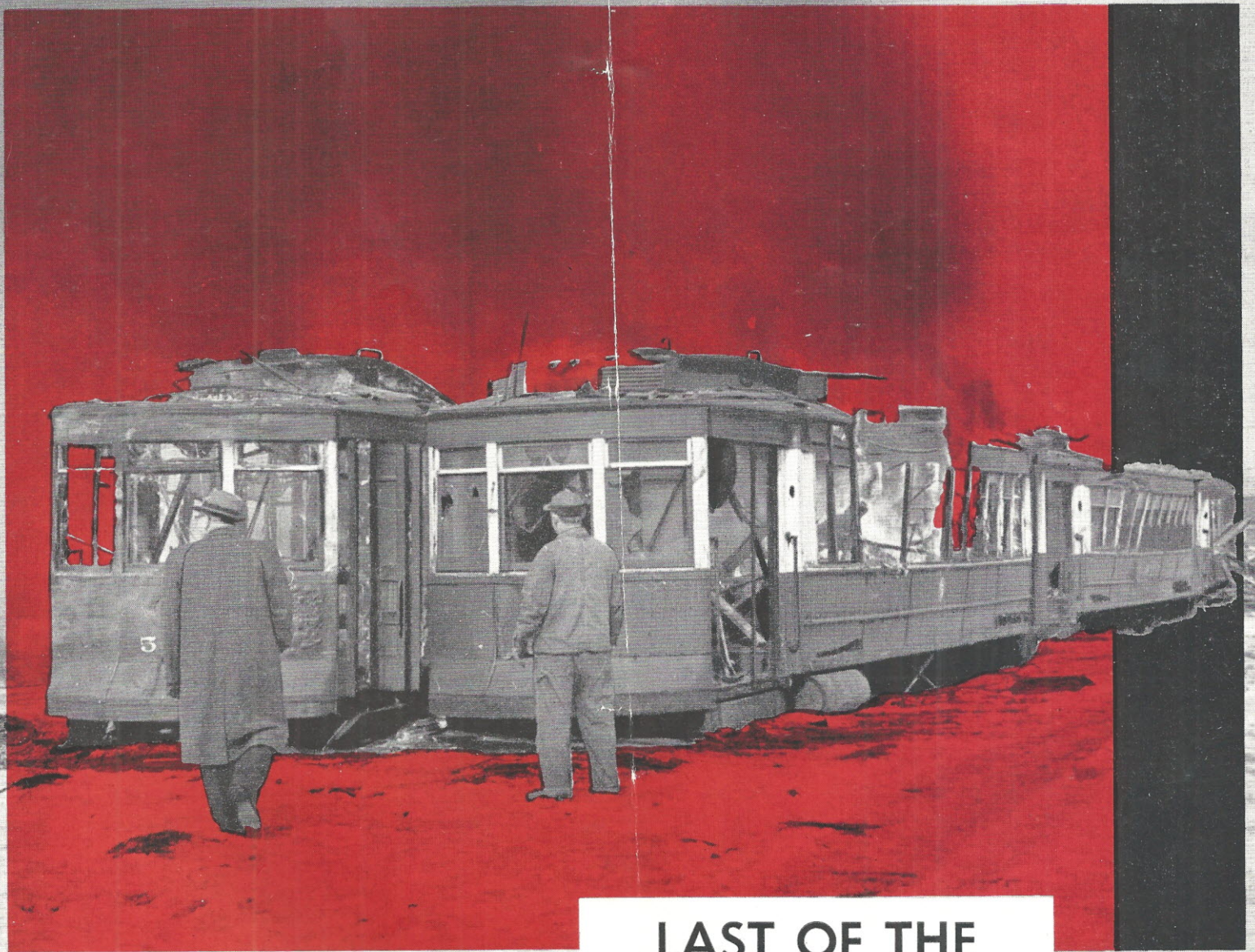




TRANSIT NEWS

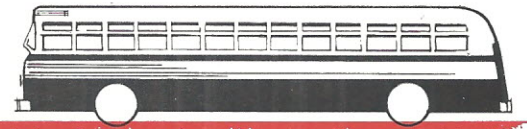
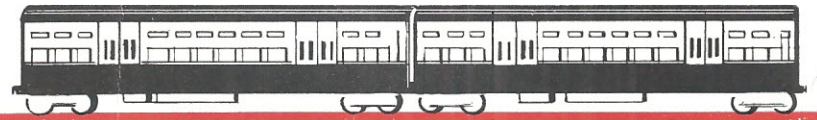
MARCH, 1956



**LAST OF THE
"OLD REDS"**

(See Page 17)

More Buses, And "L"-Subway Cars Ordered



PURCHASE of 150 more LP-Gas (odorless propane) buses, lease of another 100 LP-Gas buses, and conversion of 50 more "Green Hornet" streetcars to rapid transit cars were authorized on February 2 by Chicago Transit Board.

These additions to CTA's modern fleets of buses and cars will cost a total of \$7,466,716, and will bring to approximately \$110,000,000 CTA's investment in modern rolling stock and other facilities.

Purchase of the 150, 51-passenger buses from Flexible-Twin Coach Company of Loudonville, Ohio, at a unit cost of \$19,930, lease of 100 propane buses from the Mack Motor Truck Corporation of New Jersey, and conversion of the 50 "Green Hornet" streetcars to rapid transit cars by the St. Louis Car Company of St. Louis, Missouri, at a net cost of \$40,940 per unit, were recommended to the Board by *General Manager Walter J. McCarter* on the basis of lowest competitive bids recently submitted to CTA.

This latest acquisition of modern equipment will increase CTA's propane bus fleet, already the world's largest, to a total of 1,301 units, and will give CTA a total of 604 all-metal rapid transit cars acquired since October 1, 1947, when it began operations.

By its large orders of odorless LP-Gas buses, beginning in 1950, CTA is complying in an important way with the requirement in its franchise ordinance charging it with responsibility for reducing noxious gases emitted by its motor buses.

Delivery of the 250 new motor buses is to start within

five to seven and a half months, and continue at the rate of 10 to 16 units per week until the orders are filled. Delivery of the 50 rapid transit cars is to start in October and is to be completed within two and a half months.

Meanwhile, CTA will be receiving delivery of 80 rapid transit cars, starting in August at the rate of 20 cars per month, which were ordered some months ago from the St. Louis Car Company.

The new buses will enable CTA to convert the Broadway streetcar route to bus operation, replace the present one-man streetcars on Western avenue, and provide for some replacements on other routes. The 130 new rapid transit cars will be distributed initially among CTA's major rapid transit routes.

Later they will be assigned to the new West Side subway in the Congress Expressway when it begins operation, probably in 1957, in combination with the Milwaukee avenue-Dearborn street subway.

Delivery of these 130 additional all-metal rapid transit cars will enable CTA to scrap another 200 of its few remaining wood-steel cars, reducing the number in use to approximately 131. To date, CTA has scrapped a total of 838 wood-steel rapid transit cars. The 100 buses being leased from Mack will clear the way for the City of Chicago to proceed without delay with its recently announced program of building vehicular traffic grade separations in heavily used Western avenue intersections.

VOLUME IX

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David E. Evans, *Editor*

W. M. Runyon, *Assistant Editor*

Ellen Miller, *Editorial Assistant*

W. M. Howlett, *Supervisor of Publications*

John J. Bowen, *Supervisor of Production*

H. L. Pollard, *Director of Public Information*

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RECENT CTA ADDITIONS TO THE ARMED FORCES

R. F. Tieri—Claim Department

RETURNED FROM SERVICE

G. M. Andersen—Shops and Equipment (North)

Harry Curkan—Shops and Equipment (Wilson Terminal)

J. E. Durr—Shops and Equipment (Lawndale Bus)

Patrick F. Egan—Shops and Equipment (77th)

Alexander E. Sawka—Shops and Equipment (West Shops)

James R. Scott—Shops and Equipment (77th)

Important Facts

FROM SPECIAL REPORT ON OPERATION AND USE OF CTA BUS DOORS

IN AN average month, Chicago Transit Authority bus doors are used 134,600,000 times by CTA passengers, according to a bus door accident report transmitted recently to Chicago Transit Board by *General Manager Walter J. McCarter*.

Front doors, which are operator-controlled, are used for boarding by almost all passengers; treadle-operated center exit doors are used approximately 27,530,000 times a month, and push-type, passenger-controlled center exit doors are used 6,120,000 times. Only 571 buses—18 per cent of CTA's fleet—are equipped with push-type, passenger-controlled cen-

ter exit doors. Consequently the use of the treadle-operated center exit door is considerably greater.

The report outlined in detail CTA's bus door accident experience for its entire eight years and five months of transit operations. The report also covered a special inspection of the doors of each bus, and included a survey of transit industry experience with the push-type, passenger-controlled center exit door. Users reported this door to be highly satisfactory for passenger safety.

Prepared by the Engineering, Transportation, Shops and Equipment, and Training and Accident Prevention Departments, the report was occasioned by the recent fatal injury of a passenger who had alighted from a push-type, passenger-controlled center exit door at Bryn Mawr avenue and Clark street.

In 1954, the first full year of CTA use of the push-type, passenger-controlled center exit door, this type of door had an accident frequency rate of .54 compared with an accident frequency rate of .74 for the treadle-operated door; in 1955, the frequency rate for the push-type, passenger-controlled door was .39 compared with .86 for the treadle-operated door.

Improved Accident Frequency Rate

Compared with 1954, the accident frequency rate of the push-type, passenger-controlled center exit door improved 27.8 per cent in 1955, while the accident frequency rate of the treadle-operated center exit door worsened 16.2 per cent. Among bus exit doors, only the push-type, passenger-controlled center exit door fails safe, according to the report.

Accident frequency is the ratio of the number of bus door accidents to each 100,000 miles operated.

Since October 1, 1947, when CTA began operations, CTA's bus fleet has traveled a total of approximately 595,000,000 miles. There have been four fatal accidents attributed to bus door movements in this period of eight years and five months.

The recent bus door fatality involved the push-type, passenger-controlled center exit door. The accident frequency rate for this type of door is improving sharply, and gives



every indication of continuing to improve as use of and passenger familiarity with this type of door increases.

Approximately 30 transit companies throughout the nation are now operating buses equipped with the push-type, passenger-controlled center exit door. Their installation of this type of door, according to the report, was prompted by the outstanding performance of this door in field tests, and in regular operations.

Other transit companies in large cities, according to the report, are accumulating performance data on the push-type, passenger-controlled center exit door, and Cleveland, Ohio, for example, is now installing the push-type passenger-controlled center exit door on recently purchased buses.

Adopted After Extensive Studies

Extensive engineering studies, according to the report, preceded CTA's installation of the push-type, passenger-controlled center exit door. For more than three years, CTA engineers studied the performance record of the push-type, passenger-controlled door in other cities, accumulating comprehensive data on the industry's experience with this type of door.

On the basis of these data, all favorable to the push-type door, the decision was reached in mid-year 1951 to test this type of door on CTA buses. The initial test installation was made September 25, 1952, on bus No. 9325. The performance of this test unit was highly satisfactory, and resulted in a decision to expand the test by installing the push-type door on 54 additional units. This expanded test was also satisfactory, and resulted in the decision to equip new buses with this type of door.

Every CTA bus is inspected regularly at 21-day intervals under the rigid inspection schedule set-up for CTA garages. This 21-day inspection includes an inspection of bus door condition and bus door operation. For the purpose of the report to the Board, however, a special inspection of the front doors and the center exit doors on all CTA buses, a total of 3,142 units, was ordered.

73,000 Door Components Inspected

Also included in this special inspection was a check of the time required for each center door to close, a check of the amount of pressure required by a passenger to open a push-type, passenger-controlled center exit door, a check of the permissible gap between the leading edges of door panels, and a check of the horizontal alignment of door panels.

The special inspection was completed on March 3. A total of 73,000 individual inspections was made of the various components of bus door equipment. The results, according to the report, were as follows:

Components of motor bus front doors rated 96.4 per cent compliance with CTA's rigid inspection specifications; trolley bus front door components rated 98.5 per cent; components of motor bus push-type, passenger-controlled center exit doors 96.0 per cent; components of trolley bus, push-type passenger-controlled doors, 96 per cent; components

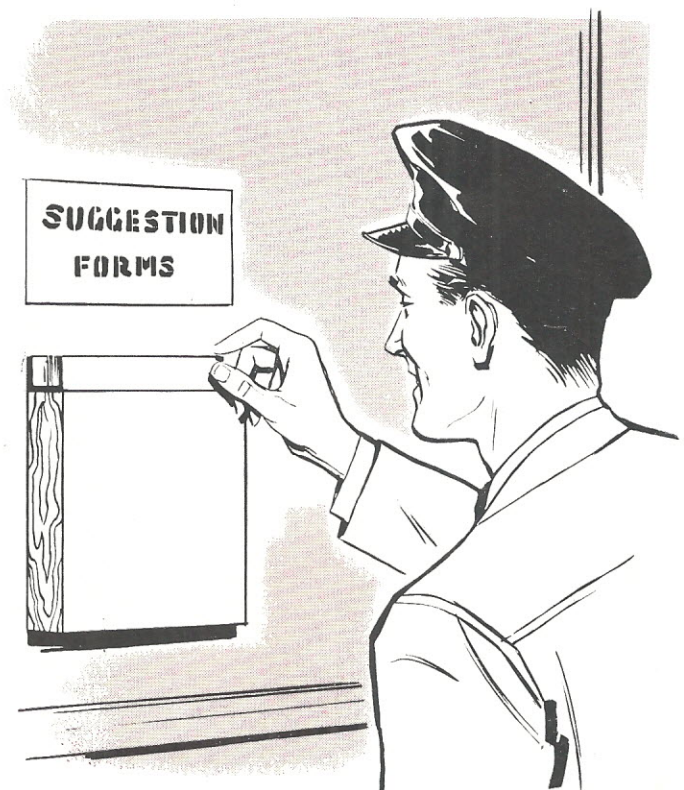
of motor bus treadle-operated doors 96.7 per cent; components of trolley bus treadle-operated doors 99.2 per cent.

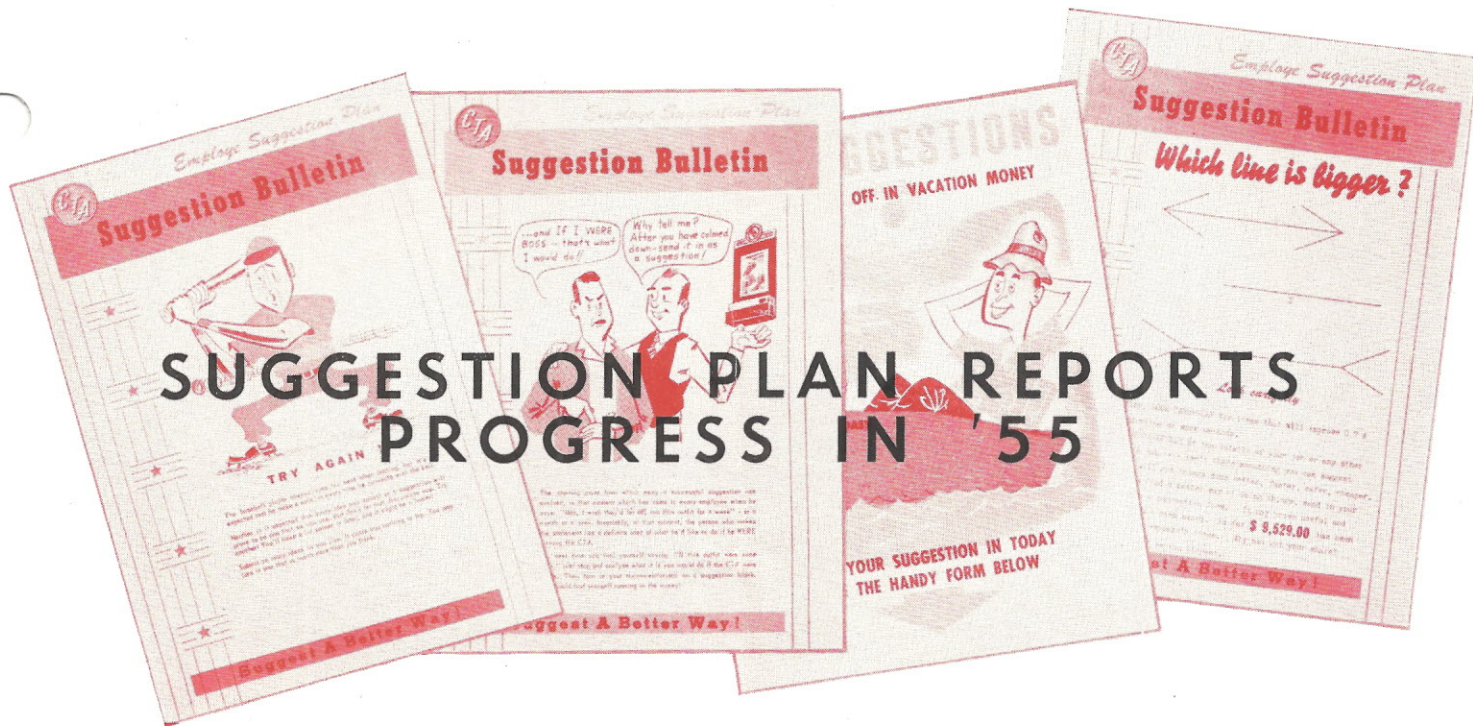
CTA engineers, the report pointed out, are continuously engaged in efforts to improve the safety and reliability of all equipment. Through their studies and efforts, a number of improvements have been achieved. Extensive performance records are maintained to aid them in their efforts to enhance the safety and reliability of CTA equipment and operations.

Close contact, the report continued, is also maintained with transit operators and engineers throughout the nation to learn and profit from their experience, and to keep abreast of industry developments that concern improved safety, reliability and performance of equipment, and improved operating procedures.

Equipment manufacturers are also consulted at frequent intervals about problems that arise, and about their research and plans for improving their products. The National Pneumatic Company, for example, has recently advised CTA that their engineers are redesigning the push-type door mechanism to step-up its already high safety and reliability.

CTA employes, both technical and non-technical, the report concluded, are also enlisted in CTA's continuous efforts to enhance the safety, efficiency and economy of CTA operations. Employes, the report stated, are making a substantial contribution toward the attainment of those objectives by submitting their ideas and plans to CTA's Employee Suggestion Committee.





SUGGESTION PLAN REPORTS PROGRESS IN '55

A TOTAL of 801 CTA employees submitted 1,051 suggestions for consideration by the Employee Suggestion Plan Committee during 1955, according to the fourth annual report of the Plan issued recently.

A new record was set with 105 suggestions being adopted—an adoption rate of 11.4 per cent—indicating that there has been a steady improvement in the quality of the suggestions received.

Total cash awards during the year amounted to \$1,790.00—an average of \$17.05 per adopted suggestion. The highest single award was \$250, made to *Arthur Redlich*, assistant foreman, inspection shop, Wilson avenue terminal, for his proposed design and use of a wrench removing and installing wheel nuts on PCC rapid transit cars.

The suggestions came from all levels of occupational activity, with the Transportation Department leading in number submitted—730, or 79.5 per cent. Shops and Equipment Department workers submitted 174 suggestions—16.6 per cent of the total—to qualify for second place.

The latter group, however, took the major share of the award money, collecting \$1,405.00 for contributing 65 of the 105 suggestions which were adopted for use. Statistically, this was an adoption rate of 61.9 per cent, more than one-half of the total number of suggestions accepted during the year from employees of all CTA departments.

Employees of the General Offices, Transportation, Material and Supplies, Electrical and Way and Structures Departments shared the remaining awards.

The report noted that the cumulative savings for the first year from the suggestions adopted would be an estimated \$26,357.00, an average saving of \$251.00 per suggestion

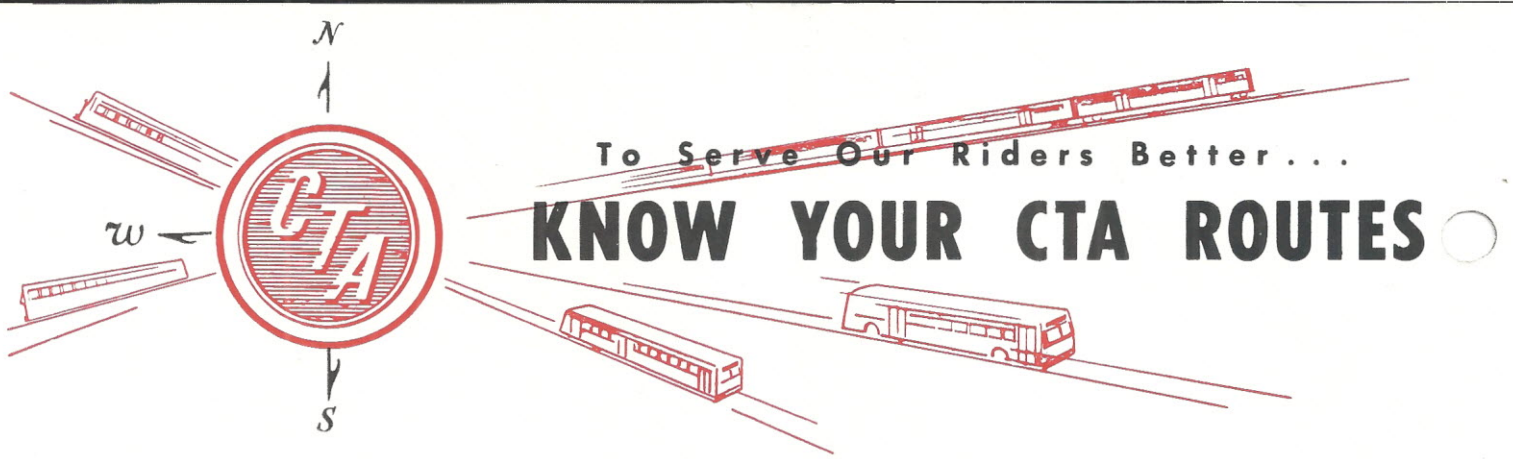
over a 12-month period. In this connection, it is significant that during 1955 action was started on a plan for the liberalization of awards for previously adopted suggestions. This calls for a reinvestigation or auditing of suggestions adopted during the previous year to determine if they are still in use. If, after the first full year in use, the suggestion results in continued savings, a supplementary award can be made by the committee to the employe originating the idea.

A breakdown of the suggestions received during the year showed that 295, or 28.1 percent, were classified as tangible; 587, or 55.8 percent, as intangible, that is, ones that result in savings that cannot readily be measured, and 169, or 16.1 percent, related to safety, both of employes and riders.

Another fact brought out by the report was that from October, 1952, when the Employee Suggestion Plan was established system-wide, to December, 1955, a total of 289 suggestions have been adopted and awards totaling \$4,803.00 made.

The report emphasized that the Suggestion Plan not only provides all employes full and equal opportunity to have their ideas put to use in improving operating methods, but also gives recognition and reward to those who submit useful ideas. The details of carrying out the program are handled in the office of the Employee Suggestion Plan under the supervision of *Thomas P. Lyons*, secretary of the employe suggestion committee.

The annual report serves again to remind all employes that their ideas to improve CTA operations or better present practices are welcomed. All suggestions receive careful consideration. Any idea submitted may turn out to be a prize winner.



(This is the nineteenth in a series on CTA routes)

TWO CTA bus lines, operating as separate units, providing direct connecting service from the far northwest side to the far southwest side of the city, are routed over Pulaski road (4000 W).

The Pulaski trolley bus route—No. 53—which runs between Peterson avenue (6000 N) and 31st street, and the South Pulaski extension gas bus route—No. 53A—in service between 31st street and 76th street, afford access to areas where industrial and residential neighborhoods are closely integrated in a pattern typical of all large cities.

The trolley bus route has an overall round-trip mileage of 21.40, and the gas bus line covers 11.88 miles in a round trip. This makes possible a continuous north-south one-way

ride of 16.14 miles at one fare with only one transfer if the two routes are used in combination.

Both routes, for the most part, operate over Pulaski road for the entire trip. The only variations are at terminal points where loops are made to facilitate turn-arounds and lay-overs on round-trip runs. These are indicated on the accompanying route maps.

From the Peterson loop, the trolley buses run directly south on Pulaski to 31st street, swing west to Komensky, and thence north and east to 31st street and Pulaski for the return trip.

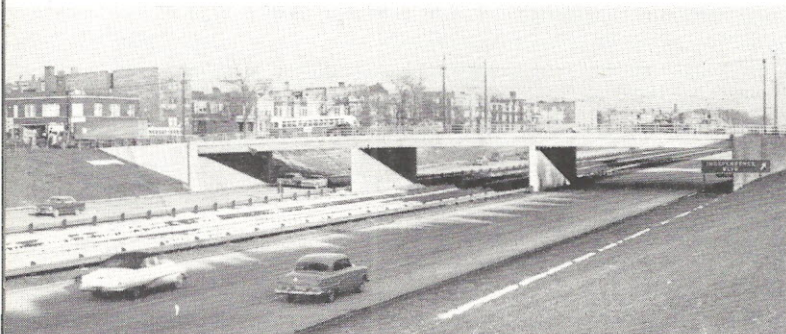
The South Pulaski route loops east on 32nd to Harding avenue; north on Harding to 31st; west on 31st to Pulaski, and thence south to 76th street and west to Keeler. An extension of the route to 76th and Kilpatrick (4700 W) is in operation during the hours of shift changes at the Ford Motor Company, Aircraft Engine Division plant at 74th and Cicero.

The routing of the main Pulaski line affords transfer at three rapid transit stations on the west side, facilitating trips to and from the Loop area. These are at the Pulaski stations on the Lake street, Garfield Park and Douglas Park branches of the "L."

Schedules on both Pulaski routes are geared to service demands of the areas in which they operate. On the trolley route, weekday morning and evening rush hour headways are two and one-half minutes. Middays, the intervals are six minutes and evenings seven minutes.

Saturday, service intervals are six minutes in the morning, five minutes during the midday and the afternoon rush hour, and seven minutes in the evening. Sundays and holidays, the morning intervals are 15 minutes, midday and afternoon headways, six minutes, and evenings seven and one-half minutes.

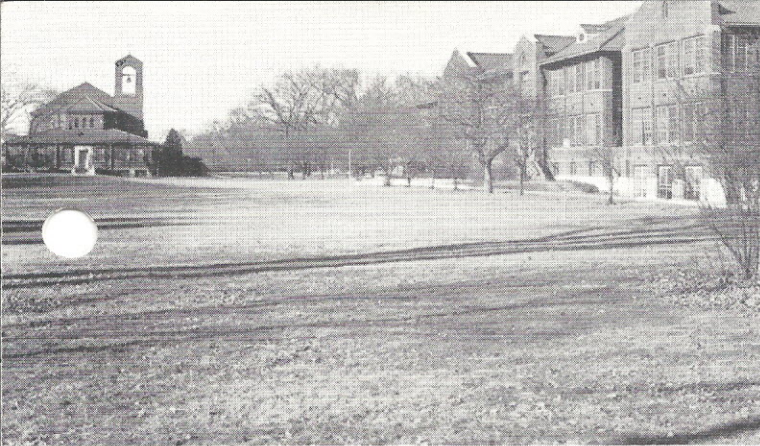
South Pulaski schedules call for bus headways of five



PROGRESS in the construction of the Congress street superhighway and the placement of tracks for operation of rapid transit trains in the median strip is apparent from this picture looking east from Pulaski road.

MORE THAN 100 off-street facilities such as this serve as terminal points for CTA surface system routes. Pulaski trolley buses have been using this turn-around at Peterson road since 1951.





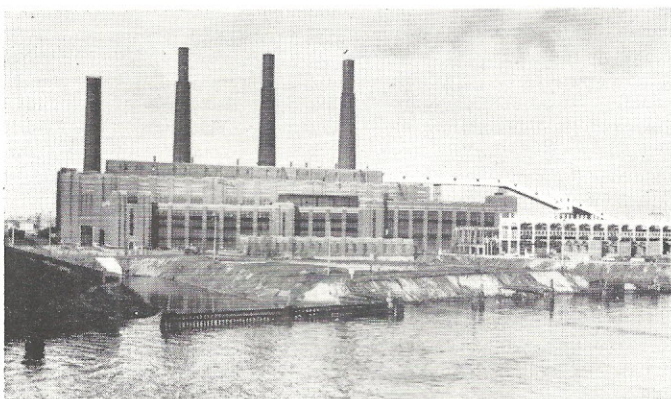
A POTENT force in the continuing fight to raise community health standards is the Chicago Municipal Tuberculosis Sanitarium, set amidst spacious grounds at Pulaski road and Bryn Mawr avenue.

minutes and six minutes, respectively, during weekday morning and evening rush periods, 15 minutes through midday hours, and 12 and one-half minutes in the evenings. Saturdays, the intervals vary from 10 to 15 minutes throughout the day, and Sundays and holidays from 16 to 20 minutes. "Owl" service is available on both routes at 30-minute intervals from 11:30 p.m. to 5 a.m.

The running time on the Pulaski trolley route is from 53 to 68 minutes depending on traffic conditions and the time of day. Fifty-five buses are assigned to this service, operating out of North Avenue. The 13 buses used in South Pulaski service are based at Archer station.

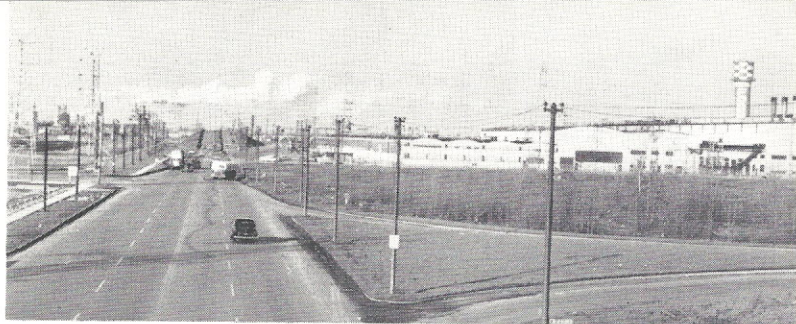
Some buses, northbound, on the trolley route terminate at Foster avenue during certain periods of the day, and "owl" service on the South Pulaski line goes only as far as 63rd street.

Many will remember Pulaski road as the former Crawford avenue, the name being changed in 1933. It was on the then Crawford avenue that the first tracks were laid in 1891. In 1911, extensions were made from Madison to 31st street and from Elston avenue to the north branch of the Chicago river. The line opened from Elston to Madison in 1914 and was extended from the north branch of the river to Bryn Mawr in 1933. The first gas bus extension from 47th street to



SUPPLYING electric power to a wide area of the city is the Crawford station of the Commonwealth Edison Company at 3901 S. Pulaski road. This is one of 12 of the company's generating plants serving Chicago's needs for electrical energy.

MARCH, 1956



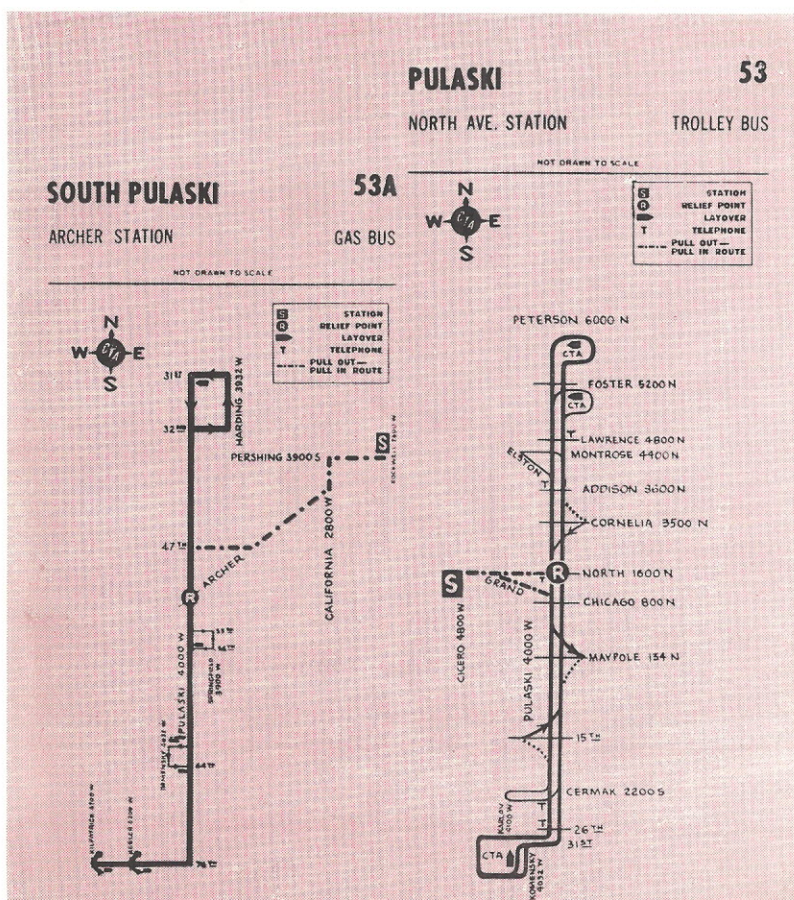
ONE OF the largest industries to locate on the Pulaski road route is the Ford Motor Company, Aircraft Engine Division plant at 74th street. Employing thousands of workers, it covers an area from Pulaski to Cicero avenue. This is a view looking north from 77th street.



TYPICAL of the transfer points around which substantial outlying business districts have developed is the Pulaski-North avenue intersection, shown here.

63rd took place in 1937. This was followed by extension to 75th in 1942.

(The 20th in this series of articles on CTA routes will appear in a future issue.)



TRUCKS SPEED TRACK WORK



CRUSHED STONE ballast pours out in a steady stream onto the track of the new Garfield Park rapid transit line in the Congress street expressway from the revolving hopper of a huge cement-mixer truck, hired by CTA from the Material Service Corporation. Five of these vehicles, each of which has a capacity of 17 and one-half tons of crushed stone, now are speeding completion of stone-spreading work in the area between Laramie avenue and Halsted street.

AN INNOVATION, which may set a precedent in railway track construction and maintenance, is CTA's use of revolving drum, cement mixer trucks for placing crushed stone ballast in track road beds which is being pioneered in the track construction work now underway for the west side subway in the median strip of the Congress Expressway.

This is the second time within the last two years that CTA has developed a new use for trucks of this type. In the first instance, it pioneered the use of these trucks as snow fighting equipment, spreading sand and salt, and plowing snow, on streets where CTA operates buses and streetcars.

The trucks, both for track construction work and for snow fighting, are hired from the Material Service Corporation. Fifty-five of these trucks are being used as CTA operations require—most of them for snowfighting.

The hiring of these trucks for these special purposes represents further steps by CTA in its continuing program of providing greater overall safety and better service for its patrons. It also increases economy of operation.

In the Congress street expressway median strip, CTA workers have ballasted as much as approximately a half mile of double track per week since the trucks went into service in the vicinity of Pulaski road on January 17. By the time the project is completed, they will have laid down a total of about 18,000 tons of stone in various sections between Laramie avenue and Halsted street.

Use of the huge vehicles in placing the stone results in a saving to CTA of up to 40 cents per ton of material used, or about \$7,000 overall. And because of their capacity for dumping large amounts of crushed stone and their maneuver-

ability, CTA expects to speed completion of track-ballasting.

Each truck can haul, in its revolving hopper, up to 17 and one-half tons of crushed stone. Since it travels easily between the two tracks of the strip, it can dump its load, by means of a chute, right on the track.

Because the ballasting operation is thus made a comparatively simple one, CTA workers can place 300 tons of stone ballast during an eight-hour working day. This amount is more than three times that put down when CTA used its own trucks to dump stone in windrows along the outer edges of the median strip, and employed link belt loaders to move the ballast material onto the tracks. Use of the trucks means that the ballast, which now is dumped into place, picks up less dirt. And because of the absence of piles of stone alongside the tracks, vehicular traffic on the expressway is afforded greater safety.

The big trucks also proved their worth as snow and ice-fighting equipment so convincingly that CTA hired 25 more trucks from Material Service Corporation last October to add to the 25 hired from the same firm the previous October.

But making streets passable and safer during and after a winter storm involves more than just the use of good equipment. It also requires co-ordination of effort on the part of CTA personnel so that these trucks, and CTA's own equipment, can restore conditions to normal quickly. CTA prepares for such action before the bad weather strikes.

Receiving an alert from weather forecasters that a storm is due, CTA notifies the Material Service Corporation that the hired trucks may be needed. Then CTA's transportation department notifies the supervisors of one or more of the four yards, where the building-supply firm houses the vehicles, when CTA wants to place them in service.

All trucks and drivers (who also are hired from Material Service Corporation) are under the supervision of CTA district superintendents when they are called for work.

FROM TRUCK traveling between the two tracks, stone is laid conveniently over the rails. Using the trucks saves time, keeps the stone cleaner and affords greater safety to expressway traffic than if the stone were dumped along the outer edges of the strip. Before the trucks were hired, CTA workers dumped the stone in windrows, and spread over the rails by means of link belt loaders. Under the new method, CTA workers have put down stone over as much as a half mile of double track per week.



THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

A Wedding on Record, Another One On Tap

ACCOUNTING — *Patricia Anne Wilson*, Revenue, exchanged wedding vows with *David Elwyn Welch* on February 3 at St. Matthias' Church. *Phyllis Torrey*, Law Department, was one of her bridesmaids. About 250 friends and relatives were present at the reception at *Vic Filip's* National Restaurant. The newlyweds spent a week at Lake Como, Wisconsin.

Bernadette (Peggy) Hellgeth, Revenue, will be a June bride. She received a diamond engagement ring from *Gregory James* on Valentine's Day.

Margaret Timmons, Materials and Supplies, enjoyed a winter vacation in Miami, Florida. Traveling by plane both ways enabled her to spend as much time as possible in the southern clime.

Sara O'Rourke, Materials and Supplies, was convalescing after surgery in Passavant Hospital as this was written . . . *John Pope*, Payroll, also underwent surgery in St. Mary of Nazareth Hospital . . . *Marjorie Scheidler*, Materials and Supplies, is presently on the sick list.

Proud of Baby

Michael Verdonck, billing, is bursting with pride and so is *Jack Guarin*, Track Department. The reason is a grandson, *Michael Matheu*, born February 3, the first boy in the family in 29 years. The parents are *Donald* and *Elaine Verdonck*.

Sharen Ann, 10-year-old daughter of *Thomas McGrath*, supervisor, Materials and Supplies, passed away February 3 after a brief illness.

The CTA General Office Credit Union held its annual meeting January 9 and declared a three percent dividend for share holders. New loan advantages provide for automobile loans on new cars up to \$2,000, at four and one-half percent per annum. The following were elected to office: president, *James E. Touhy*; vice president, *Harold Ebeling*; treasurer, *John*



A FAMILY PORTRAIT

WAY BACK in 1934, these eight youngsters posed with their parents, *Motor Builder Joseph Vitek*, West Shops, and his wife, *Josephine*. In the 22 years since then, all eight children have married and have children of their own. Collectively, they have made Joe, who retired March 1 after 32 years of service, a grandfather 15 times. *Mrs. Vitek* died several years ago. The children are (from left, back row) *Bohumira*, *Clara*, *Josie*, *Mary*, *Emily* and *Helen*. In front row are *Mrs. Vitek*, *Joseph, Jr.*, *Kenneth*, and *Joseph, Sr.*

Reported by *Ted Shumon*

Ruberry; secretary, *Doris Stahl*; and educational chairman, *Clark Johnson*.

—HELEN A. LOWE

Take A Good Look, Maynard's Still Here!

ARCHER—This is just to let you fellows know that we didn't get a new clerk. It's our own genial guy wearing new glasses, *Maynard Dahms*.

Operator Louis Dudek's wife presented him with a girl, *Laureen*, last December 31.

Stuart Sims, District B superintendent, and his wife will have been married 35 years on March 18 . . . *Supervisor Jerry Pierczynski* and his better half celebrated their 18th wedding anniversary on February 26.

Supervisor William Graves, district B, died after an illness recently.

Supervisor Ralph Huizinga, District A, fell off a ladder recently and ended up with a couple of broken ribs . . . *Operator Frank Gray*, at this writing, also is off with a broken arm . . . *Operator Walter Kerbs' wife* underwent a very serious operation recently . . . Also undergoing surgery was *Operator Ed Piontkowski*.

As we write this, *Supervisors Tom Shanahan* and *William Gillus*, of District B, and *Operator E. Whitley* are off because of illness.

Supervisor Robert H. Johnson, District B, and his wife, *Lillian*, were wed 28 years on March 15. I wonder if maybe *Lillian* picked that day to make sure that he wouldn't forget because we husbands are supposed to be forgetful. Oh yes, March 15 used to be the deadline for mailing in our income taxes.

Operator Tom Hannigan lost his father recently . . . *Operator Frank Pacula* suffered the loss of his mother.

—R. H. FORTIER

Urge To Roam Hits Beverly Vacationists

BEVERLY—Recently returning from a California vacation were *Fred* and *Minnie Hagen* who visited their son, *Gilbert*, and his family in Los Angeles. They also visited San Francisco and other points of interest. However, the high spot of their trip was watching the Rose Bowl parade in Pasadena. For variety, the Hagens rode out west via the Santa Fe Railroad and returned on the Rock Island.

Enjoying Florida sunshine were *Emile* and *Pearl Beck* who visited friends in Avon Park, Florida . . . Also in Florida was *Jim O'Shaughnessy* who went to Miami to visit his son, *Jim, Jr.*, who is a freshman at the University of Miami. *Jim, Sr.*, played a lot of golf while down there and also made a side trip to a circus headquarters at Sarasota.

Tours Midwest

Tom Thornton, sanitary engineer, covered a lot of territory. First he went to Ohio to visit a brother and sister. He then stopped at Milan to view the birthplace of *Thomas Edison*. Leaving Ohio, he traveled down through Indiana, stopping at Vincennes; then he drove into Missouri for a look at Merrimac Cavern, and finally he visited Boys Town, Nebraska. While on his trip Tom also visited homes of several famous generals. One of his ancestors was a general who fought in the Mexican War and also was a member of Congress.

After finding a baby sitter for their nine children, *Mr.* and *Mrs. Clarence Cowan* went on a trip to Cleveland, Ohio.

Valentine's Day is a day to remember for *Mr.* and *Mrs. Bill Bowen*. On that day in 1919 they were married. *Bill* is a patient at Hines Hospital as this was written, and would like to hear from his friends at Beverly.

Henry and *Alma Wade* will celebrate their 32nd wedding anniversary on March 26, while *Mr.* and *Mrs. Ed Ricker* marked theirs on January 28.

Joan Jeanette, daughter of *Mr.* and *Mrs. John Healy*, was married

to *John W. Joyce* of Janesville, Wisconsin, at St. John Fisher church on February 4.

Operator *Agis R. Bray's* son, *Lt. Agis R. Bray, Jr.*, stationed with the Army in Ludenberg, Germany, is a basketball coach for an Army team there. He was captain of the Calumet High school basketball squad and star player at Southern College, Baton Rouge, Louisiana. . . . Operator *Henry Hanson's* son, *James*, is stationed with the Army in Bamberg, Germany, just 13 miles from the Iron Curtain.

Newlywed *Mrs. Marguerite Hoogland*, daughter of *Mr. and Mrs. Russell Lull*, left for Anchorage, Alaska, where she joined her husband who is stationed with U.S. forces there.

Milton Hansen is still confined to Roseland Community Hospital with a fractured hip at this writing. He entered the hospital December 21 . . . *Bill Moore*, shops, also was still off with a fractured arm. . . . However, *John Granville*, re pairs, has returned to his job.

—FRANK M. BLACK

Drama Club Sponsors Rewarded With Talent

CLAIM—*Louise Dumetz* and her husband have sponsored a teen-age dramatic club known as the Hoi Polloi. Their efforts have not gone unrewarded as three of the members, including their daughter, *Merriel*, have appeared twice on local television programs.

Welcome to *Diane Meehan*, our new file clerk.

Jack Grimes recently returned from military service . . . *Ray Tieri*, file clerk, reported for military duty on February 1.

On March 1 *Ellen Byrgal* left for Fort Bliss, Texas, to become the bride of *Frank Cooney*. The newlyweds plan to live in Rhode Island where Frank is connected with the guided missile division of the Air Force.

Bill and Ethel Falk Peterson announce the birth of their second daughter, *Gale Laverne*, on February 15.

The tinkling melodies floating through the Claim Department doors came from two silver decorated beer steins sent to *Gina Di-Grazia* from her fiance who is stationed with the Army in Germany.

Ed Reichard, Law, and *Mrs. Reichard* have returned from an

THE GANG'S ALL HERE!



A GATHERING OF the clan marked the 50th wedding anniversary of *Mark Cummings*, former streetcar motorman, North Avenue, and *Mrs. Cummings*. Here the celebrating couple are surrounded by their 12 grandsons and eight granddaughters. Mark retired from the former Chicago Surface Lines in 1947.

Reported by *Joe Hiebel*

extensive tour of Mexico, while *Phil and Mrs. Comiano* left February 21 to follow in the Reichards' footsteps.

Rocco Iacullo, locator, suffered the loss of his father recently.

—EL-JE

Devon Credit Union Names New Officers

DEVON—*Clifford Whalen* was elected president of the Devon Station's Credit Union at the group's January 21 meeting held at the American Legion Hall, Newgard and Devon avenue. Other new officers are *Carl Elmer*, vice president; and *Warner Scholl*, treasurer. Elected to the board of directors were *Patty Sullivan*, *John Werner* and *John Devane*, and named to the Credit Committee were *John O'Connor*, *Stanley Roburtz*, *Jim Burke*, *Daniel Moriarity*, and *Joe Van Deneden*. On the new supervisory board are *Frank Lawlor*, chairman, and *Andrew Holzman* and *Harold Johnson*, clerks.

After the meeting, the 257 present danced to the music of *Johnny Thorpe* and his orchestra. Barbecue beef and coffee were served.

George Huart took his pension after 36 years in the Transportation Department.

Henry Thelin and his wife, *Harriet*, announce the arrival of a boy born on January 20. He is named *Joseph Edward*. The Thelins have a large family. Their eight children range in age from 19 years old and down. The oldest four are boys, and are followed by a girl, another boy, a second girl and the baby.

William Duffy returned from his vacation at St. Petersburg, Florida. He says his brother and his wife visited for two weeks, making his vacation very pleasurable.

Commendations reported this month went to *Operators O. C. Myrick*, who at all times is pleasant and helpful to all his passengers, and to *Leroy Parker*, who was mentioned as a gentleman and ambassador of good will.

—JACK MOREAU

Families Gain Third Daughter, Second Son

ELECTRICAL—*Roy Walsh, Jr.*, operator's apprentice, is a proud daddy of a boy who arrived January 26. His name is *David Allen* and is the Walshs' second son . . . *Joseph Wallon*, operator's apprentice, is happy over the arrival of little *Patricia Mary* on February 9. The newcomer is the Wallons' third daughter.

Chief Operator Thomas Callahan of Harding Substation enjoyed his vacation at Daytona Beach, Florida.

Pensioner Walter Collins wrote us from Miami, Florida, where he enjoyed some deep sea fishing.

—GILBERT E. ANDREWS

It's Up To You To Give Him The News

52ND—News items for this, our first column for 52nd depot, seem to be on the scarce side this month. Anything you fellows have to report will be greatly appreciated. Just pass your items along to the clerk.

We've had quite a number of people on the sick list lately. *Gus Bergstrom*, who underwent surgery, and *Mandel Baldwin*, who was injured in an automobile accident, still were absent as this was written . . . *Supervisor William B. Graves* is on the road to recovery after suffering a heart attack.

Roscoe Wakefield, switchboard operator at 77th, returned home after a bout with pneumonia in St. Luke's Hospital . . . *Relief Janitor John Chmelina* was on the sick list at this writing . . . *Hurley Thomas*, who was away from work because of a fractured hand, is back on the job again.

—FRANK B. ROTHMAN

This Hole In One Was No Fun

FOREST GLEN—In last month's column, we wrote that *John (Bob) Miller, Sr.*, was one of CTA's champion golfers. This month I am sorry to report that his son, *John, Jr.*, was involved in a freak accident. Living next door to the Big Oaks Golf Course, the youngster often uses the links as a playground. One day recently, he slipped and fell into a hole. As a result, he suffered a broken pelvis bone.

I understand that Forest Glen's bowling team is burning up the league. Any new men here who are interested in the CTA morning league should get a team together and be ready to start by the new season. This is a handicap league and all who enter have a chance to win.

Two former bus drivers, *Gus Pflum* and *A. Ponty*, have opened a grill opposite our depot.

Just a word to the wise. If you are ever invited to *Driver Jack Saby's* house, please beware of the JOGS. I understand that he has a few running around—eight, to be exact.

Operator *Henry Holzem* has retired after many years of service.

Operator *William Kviz* suffered the loss of his father on February 6 . . . *Shopman G. Kuta* suffered the loss of his mother on January 30.

Shopman J. Pondell had been off for a week at this writing because of sickness . . . *Shopman Tom Conway*, who was injured in an accident last month, is still recuperating.

—THOMAS CURCIO

Alert Boys Draw Praise Of General

GENERAL OFFICE—(Staff Engineering)—*Gregory P. Coakley*, transfer analyst and former operator at 69th Street station, can well be proud of his son, *Gregory*. On January 27, young *Gregory* and two com-

panions, after finding some important Army papers, returned them to Headquarters, Fifth Army. *Brigadier General R. T. Finn*, chief of staff, talked to these boys and was so impressed that he sent letters to their parents. He stated that he found them to be fine young Americans, alert, interesting, intelligent, polite and real boys. Young *Gregory* is an eighth grade pupil in St. Ethelreda's School.

(Traffic Engineering) — Three boys, *Michael, Gary* and *Richard*, became brothers of a little girl born December 13. The baby, *Lynn Marie*, joined the ranks of the *Harold Roubottom* family. She was christened on New Year's Day.

Annette Hejter's daughter, *Marlene*, graduated from Brentano Grade School on January 25 and entered Roosevelt High School where her sister, *Barbara*, is a senior. On February 16, a group of 50 relatives and friends were entertained at a sweet sixteen birthday party for *Barbara*.

E. E. Olmstead, traffic engineer, returned recently from a trip to Nashville, Tennessee, where he observed the operation of the new mass transit lane which was put into use by that city.

(Employment)—A little late with the news but sincere in our congratulations to *Edward Boles* and his wife, *Germaine*, on the birth of a son, *Thomas Michael*, on December 26. The Boles have two other sons and two daughters . . . *Ray Ruzich* and his wife, *Lorraine*, adopted a boy. The little fellow, whose name is *Carl*, arrived during Christmas week.

Alice Pletzke received a beautiful diamond engagement ring from *Al Watterworth*. No date for the wedding has been set as yet, so we will have to wait for news about the big day.

Russell Warnstedt, accident analyst, was awarded \$5.00 for his suggestion relating to the windows on the crossover bridge at the Merchandise Mart. This is his third award.

—MARY E. CLARKE

Goes After Snows With Garden Hose

GENERAL OFFICE—(Transportation) *Bill Rooney* experienced his first real snowstorm since migrating to Rolling Meadows, and its removal was a weighty subject. However, *Bill* surprised his neighbors by attaching a garden hose and allow-

ing the liquid snow to gently flow over the rolling meadows.

Dispatcher Joe Blaa is back in the radio room following an operation.

Candy intermingled with hearts as *Marge Rochford* celebrated her birthday on Valentine's Day.

Phil Quetschke is now a Cub Scout, and *Papa Bob* and *Mama June* have assumed the duties of supervising his handicraft, so that he can successfully advance to the second and third plateau in Cub Scouting.

Among the many former Rapid Transit Lines employees who attended funeral services for *Harley A. Johnson* were *Bernard J. Fallon*, *Dwight L. Smith*, and *Charles Jones* of the South Shore Line, *E. J. McIlraith* of the West Towns, *Fred Stout* of the North Shore Line and two CTA annuitants, *August Nimtze* and *Jim Christopher*.

(Insurance)—On Saturday, February 11, *Carol Huckin* exchanged marriage vows with *Harold Kingsland* at the Church of the Immaculate Conception. Following a breakfast at the Morton House in Morton Grove, the happy couple packed ice skates and skis and departed for a honeymoon at Lake Lawn's winter resort. A pre-nuptial dinner at *Ricardo's* on Rush street was planned for and attended by all the lassies of the Insurance Department. They presented *Carol* with a bathroom scale.

Reggie Kuzius recently returned from a vacation at Fort Myers, Florida, where she reported good swimming weather and a wonderful time . . . *Mary Flanagan* passed candy from a secret beau through the Department on Valentine's Day.

—JULIE PRINDERVILLE

Let's All Be More Careful, Courteous

KEDZIE—Attention, operators! Get aboard the Station Achievement Award Special! Be courteous, be careful, drive safely and make *Kedzie* number one in gaining Station Achievement Awards. We know it can be done and with a little more effort on your part we can again be in the news.

Harry Weeks retired February 1.

Edward Havlicek, instructor, was observed last week wearing his hunting outfit in Plano, Illinois, and carrying a couple of baseball bats. What was he hunting for?

MOVES THE TROOPS



FERRYING ARMY personnel from McGuire Air Force Base, New Jersey, to different parts of Europe is the job of *Lt. Robert F. Adams*, son of *Radio Dispatcher Frank Adams*. As a navigator in the Military Air Transport Command, he flies Army personnel overseas on an average of three times per month. *Robert, 21*, has completed two years of a four-year enlistment.

Reported by *Julie Prinderville*

We welcome the new men who came to this depot in the past month and we will be more than glad to help them in any of their work problems.

—C. P. STARR

Which Shows That Courtesy Is Appreciated

LIMITS—Operator *Ed Christman*, has proof positive that courtesy pays off. One woman, who was impressed with the manner in which he handled his passengers, asked him for his name. Later he received a letter containing a check for \$10.

Mr. and Mrs. Rudolph Maas, Jr., are the proud parents of a daughter, *Debra Lynn*. We know they will have many happy hours with the new baby who is their second child. The grandparents are *Operator Rudolph, Sr.*, and *Mrs. Maas*.

Give now!



THE NATIONAL SOCIETY FOR CRIPPLED CHILDREN AND ADULTS, INC. 11 S. LASALLE STREET, CHICAGO 3, ILL.

EXPERT BOWLER



PROUD OWNER of five bowling trophies is *Harry Both*, 15-year-old son of *Operator Walter Both*, formerly of North Park and now of Forest Glen. This year he has maintained an average of 181, and has tallied a high series of 681 and a high game of 259. Now bowling in three leagues, he took part in an Illinois Bowling Association competition on February 5.

Reported by *Thomas Curcio*

Charles Johnson and his wife celebrated their 25th wedding anniversary recently.

The daughter of *Operator Bob Geiser* recently underwent a tonsillectomy.

The son of *Operator Jesse Brodnax* recently was promoted to the rank of lieutenant in the R.O.T.C. at Wells High School.

Ascenzio Domino, operator, for his suggestion for the improvement of traffic congestion at 63rd and Halsted streets, was awarded \$10.

Chief Clerk Roger Ward served as Grand Knight in the Father O'Connor Council of the Knights of Columbus for the 1954-1955 year.

James Fergus, son of *Operator John Fergus*, will graduate from St. Vincent's Academy, Cape Girardeau, Missouri, shortly. From the academy he will enter St. Mary's Seminary, Prairieville, Missouri,

to continue his studies for the priesthood.

John Foy is on the sick list at this writing.

Keep the news coming in, men. Let's try to increase our column each month. Give the news to me or put it in the office for me. I will be glad to pick it up.

—IRVING J. METZGER

A Week In The Lives Of The Gehrke Family

NORTH PARK—*Robert*, eldest son of *Operator* and *Mrs. William Gehrke*, graduated from high school on January 23 and joined the Air Force two days later. He is now stationed at Parks Air Base in California. On January 30, the Gehrkes celebrated their 20th wedding anniversary with a gathering of friends and relatives in their Norwood Park home.

Congratulations to our operators in winning the Special Achievement and Quarterly Surface Passenger awards. Keep up the good work.

We're a little late with the news of the arrival in the home of *Operator* and *Mrs. John Fiesterman*. Mother and baby, who is named *Carol*, are doing well . . . Another arrival is the third daughter for *Operator* and *Mrs. Harold Bason*.

The daughter of *Operator Ray Kenaley* was in a bad accident which completely wrecked her new car.

Haddon Phillips, one of the stalwarts in the clerical branch of this station, took a sojourn in the sunny south. He recently boarded one of those mechanical birds and alighted in Tampa, Florida. He was greeted there by his father, who is well known to many of our readers through his long association with this organization. Haddon's next stop was Miami Beach, where the official opening of the winter season usually awaits his arrival. . . . We also received a card from *Clerk Frank Carpino*, who has been touring the south with his family, en route to Florida. Frank was very much impressed with the southeastern portion of this country.

Operators Robert Ciesla and *Paul Grabowske* lost their mothers. . . . The fathers of *Constant Schmit* and *Irving Glassman* died recent-

ly . . . *Receiver Stanley Micek* suffered the loss of both of his parents.

It has been quite some time since this station has been assigned new operators, but we are now beginning to get a few. We wish to welcome all newcomers, and to welcome back a couple of you who were with us before.

—EARL McLAUGHLIN and E. F. STENZEL

In Spring, Thoughts Turn To Hats, Baseball

NORTH AVENUE—It's that time of the year when thoughts of new spring bonnets are uppermost in feminine minds. So-oo, come on! Let's go. It's also time to shake off those winter icicles, and think of baseball. The softball league, which has been so popular in the past, soon will be upon us again. Plans are being made for a championship team for North Avenue. If you are interested in playing, keep your eyes peeled for a notice of spring practice. Tryouts will be held soon. Our home games are played at La Vergne and Hirsch streets. All positions are wide open, so come one, come all.

It is also tee time again and time for the "cow pasture pool players" to get their irons in good shape. *Bob Miller* never puts his clubs away as he plays all winter. *Bob* loves to talk about the time he made a hole in one . . . *Clerk Ted Hoellen* is another guy who loves to swing those clubs.

Dan Cupid finally caught up with *Operator Stanley Kuligowski* who was married February 12. A reception was held at Como Inn.

As we wrote this, *Operator Bill Lynam* was doing nicely after his recent operation and *J. H. Pertl*, who was a patient at Illinois Masonic hospital, was well on the road to recovery.

Herbert Baker of the maintenance department died suddenly. *Herb*, who appeared to be in good health, passed away in his sleep.

Wedding anniversaries celebrated during the early part of this month were: *William Kennedy*, March 2; *James W. Richardson*, March 2, and *Walter J. Schicht*, March 7 . . . *Jerry Vanek* and *Mrs. Vanek* will mark theirs on March 27.

—JOE HIEBEL

Here's How To Live A Full Life

PURCHASING AND STORES — *John Sares'* wife, *Isabella*, is one woman who likes to keep busy. Although a housewife and mother, she finds time to work in several different fields. For 17 years she has been secretary to an Oak Park teacher of brass musical instruments. She taught at Northwestern University for more than 22 years, and at other colleges and schools.

Mrs. Sares also is the owner and founder of the Cimera Recording Company as well as the manufacturer of a new mouthpiece for brass instruments called the Cimera-Sares mouthpiece.

A restaurant owner 26 years, *Mrs. Sares* leased that business and turned to writing music, lyrics and trombone solos, and becoming a representative for several large music houses. Not satisfied with just these activities, she also is a reporter, and because of her skill as a stenographer and as a bookkeeper, she is looking forward to a new position as a court bailiff.

She and her husband have four children and two grandsons.

New faces around here belong to *Joyce Muellner*, typist, Stores Department, and to *Sarah Reid*, clerk in the Purchasing Department.

EXCHANGE VOWS



MARRIAGE VOWS were exchanged between *Operator Tom McCann*, North Avenue, and *Maura Brennan* on January 14 at Presentation Church. Following the ceremony, a reception for about 200 guests, many of them Tom's co-workers, was held at 415 N. Central avenue, Austin.

Reported by *Joe Hiebel*

WINTER ACTIVITY



WHAT TO DO in Florida during winter months is demonstrated by *Gus Hyde*, retired wireman foreman, formerly of Skokie Shops. Gus caught this ring fish, which is one of his many catches, off Dania, Florida, during his winter stay there.

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

That "well rested" look *Ray Gavert*, division storekeeper, South Shops, has these days is the result of an enjoyable vacation.

Tom Handley, stock clerk, South Shops, is off sick at this writing. The Purchasing and Stores De-

partment was well represented at a farewell luncheon for *Katherine Pedone* of office services.

John Goetz, former laborer at South Shops, passed away on January 31 after a short illness. Mr. Goetz had been employed in the Stores Department since April 17, 1944.

Although *Mildred Bonomo's* New York vacation has been over for

some time, we have been pleasantly reminded of it by several New York creations she purchased at that time. Mildred is a receptionist in the Purchasing Department.
—DAGMAR McNAMARA

It's A Good Way To Recall Valentine's Day

SCHEDULE-TRAFFIC—Valentine's Day was a special occasion for *Norman Johnson* and his wife, *Evelyn*. On that day they celebrated their 30th wedding anniversary.

Lt. Jim McCarthy now is stationed at El Paso, Texas. Who wouldn't like the Army when they can winter in Texas?

Harold Andrews and *William Hodges* both recently received a medical okay to return to their duties . . . At this writing, *Joe Billis* is convalescing and looking forward to returning soon.

—L. C. DUTTON

How's The Climate Up There, Art?

77TH—*Art Heene*, who was reported as having a helicopter, would rather do something else than even go near one, but he has really

taken to the air. He has transferred to the high post of CTA rapid transit ticket agent.

On February 17, *Pat Kenny*, paymaster, came to 77th to help *Al Peters* pass out the checks. When he arrived, *Andy Berny* nearly broke his arm shaking hands. They hadn't seen each other since they met on the boardwalk at Miami Beach in November, 1953.

Welcome back to *Otto Krueger*, who has been away from the job for one year and a couple of months. He was hit by a speeding automobile which left him in the street with contusions, abrasions and fractures. With the wallop he got, it's a wonder it didn't take longer . . . *Rudy Nelson* is back on the job after a stay in the hospital for injuries suffered while he was repairing an electrical appliance at home.

Superintendent John and *Catherine Theis* have a new addition to the family, *Thomas James*, who arrived on January 27. By this time he is getting well acquainted with his brothers, *John* and *Bill*.

A new girl arrived in the family of *Victor* and *Joan Carol Symko-*

CONDUCTOR RETIRES



RETIRING ON pension March 1 was *George E. Weichbrodt*. A conductor on the north side rapid transit division, he worked for CTA, for the former Chicago Rapid Transit Lines and predecessor companies for nearly 43 years. He entered service on April 2, 1913.

wicz. Carol Ann was born at Evangelical Hospital on February 14.

After holding the anchor man position until February 7, *Pat Gavin* bowed out of that position in favor of *Joe Steinbach*. The CTA South Side Bowling league members are wondering when and if *Bill Murphy*, who is fighting to hold the bottom scoring spot in the league, is going to stop giving instructions and start bowling.

Roscoe Wakefield spent a few weeks in St. Luke's Hospital during January and February with pneumonia, but now is back on the job.

A co-worker comments that there are not enough news items in our columns. He is completely correct in his remark. It is our opinion that we don't hear about many things that take place—things that people would like to hear about. So, let's send the news in.

Theodore Hubbard, operator, suggested that signs which show week-day time schedules be located in depots. For this suggestion he was awarded \$15.00. This was his second award.

—JOE SMITH

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

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

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

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

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

I am employed in the.....

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

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

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

Here's News Of New Fathers, Homeowner

SKOKIE SHOPS—*Mike Fabian*, machinist apprentice, is the father of a son born January 6, while *James Jones*, upholsterer apprentice, and *Mrs. Jones* are the parents of a son who was born February 12 at St. Joseph's Hospital and whom they named *James Peter*.

Electrician *Frank Capadona* recently became a homeowner.

Tom Hoey, electrician, lost his father on January 30... The mother of Machinist *Charles Dreaser* died on January 29.

The parents of *Joseph Zarembski*, machinist apprentice, on January 27 renewed the marriage vows they took 50 years ago. A reception for 100 guests was held following the ceremony.

—DAVE GURWICH and EVERETT E. ENGLAND

May They Have Many More Such Days

SOUTH SECTION—*Assistant Station Superintendent Arthur G. Anderson* experienced the happiness of seeing his mother and father observe their 55th wedding anniversary on February 9. He also is going to be a regular commuter to Valparaiso, Indiana, where his son, *Arthur*, is enrolled at Valparaiso University.

Retired Construction Superintendent Dies

FUNERAL SERVICES were held February 13 for *Peter Anthon*, retired superintendent of construction for CTA, who died February 10 at the age of 70 years.

Mr. Anthon started with the former Chicago Rapid Transit Company in 1913 as a draftsman in the Engineering Department, and subsequently became superintendent of construction of that company. He served in the same capacity with CTA following the takeover of elevated and surface lines properties until his retirement in 1952.

Surviving him are his widow; his son, *Harold*, CTA engineer of buildings and structures, and two brothers, *Abraham* and *Hans*, who reside in Norway. Interment was in Acacia Park cemetery.

SWISS TASTE IN STREETCARS



ALTHOUGH STREETCARS are fast disappearing from the scene in American cities, there are still plenty to be seen in Switzerland as this Lucerne street scene shows. The Swiss go in for variety as to type of car and types of trolleys, reports *Charles E. Keevil*, engineering, who took the picture on a trip to Europe last June. The power car shown here sports a "bow" trolley, while other, more streamlined streetcars in that city get their power from pantographs similar to those on electric railroad trains.

Mrs. Edna Heyne, 61st Street agent, took time out from her duties and decided to go west on her vacation. Places she visited included Los Angeles and Santa Anita, California, Las Vegas, Nevada, and other points of interest.

Pat Joyce, towerman, announced that he and *Mrs. Joyce* recently celebrated their 25th wedding anniversary.

The annual South Side Credit Union party held at Viking Hall was a huge success. All participated in the dancing and there is no question that the refreshments also were enjoyed. During the intermission, group singing was held with some exceptional talents displayed. *Leonard DeGroot* had the floor to himself when he put on exhibition of the rock and roll, mambo, and a jitter-bug spectacular.

Charles Sasso, 61st Street clerk, was rewarded for his good deed when he assisted in recovering a magazine manuscript lost by a writer. It was in the form of a letter of thanks in which the author extended his gratitude to Charles for his cooperation and courtesies.

There was a new arrival at the home of *Trainman Neil Sullivan*. Neil's two sons were very pleased to hear that they had a baby sister named *Barbara*.

Trainman Robert Harper's quick action saved the life of a passenger when he helped to move a man, who had fallen to the tracks, from the path of an oncoming train.

Agent Tom Franco very proudly relates that he took part in the parade which was held in Philadelphia in honor of *Benjamin Franklin's* 250th anniversary. He also visited the tomb of the Unknown Soldier at Arlington, Virginia. Tom apparently knew the right people as he also attended *Perry Como's* show.

—LEO J. BIEN

OK, Fellows, Get Out Your Baseballs, Mitts!

TERMINAL INSPECTION SHOPS — (*Logan*)—With spring just around the corner, *Repairman Nickey Suero* is sending out an S.O.S. for ball players for the coming year. Anybody interested in playing ball should contact him at Logan Shop. The team will represent the Terminal Shops. Let Nicky hear from you. Let's have a winner this year!

Repairman Tony Odrowski and his wife, *Grace*, celebrated a blessed event on February 2, when they welcomed a boy.

Repairman George Speers recently visited *Jim Hill* in Toronto, Can-

ada. Jim is a former cleaner at Logan and sends his regards to everybody.

Repairman Pete Sabadosa is quite a hunter. During the pheasant season he bagged himself two of the birds.

(*Wilson*)—*Repairman Neil McGill* recently was awarded \$25.00 for a suggestion he submitted.

Foreman Marty Shannon, Douglas Park, and his wife had real reasons to celebrate Valentine's Day, which was their 25th wedding anniversary.

—JOE FEINENDEGEN

One Dad-Daughter Dance Enough For Him

SOUTH SHOPS—Two generations were represented one Friday evening recently when Maria High School held its annual father and daughter dance. Among the couples attending were *Eddie Roberts*, electrician, car wiring, and his daughter, *Mary Lou*. The chaperons were busy all evening giving encouragement to the dancing papas. After the dance Ed and some of the others treated their daughters to a late dinner at the Martinique. Ed claims the only thing that kept him going all evening was the thought of resting all day Saturday. Tripping the light fantastic once a year, he says, is just about enough.

Bill Donaldson, foreman, print shop, lost his mother recently, as did *Clarence Riley*, bus overhaul, and *Walter Sundquist*, electrician, bus body... *Tom Garrity*, carpenter, car repair, suffered the loss of his wife... The four-month-old grandson of *Andy Draus*, foreman, paint shop, passed away recently.

Mike Fabits, carpenter, bus body, returned to his native Vienna, Austria, via PanAmerican Airways for a three-month visit. Mike's father, sisters and brothers (including one he has never seen) and many relatives are living there.

Little *Patricia Ann*, born on January 18, is the fourth girl for the *John Spatzs*. John works in bus overhaul.

On the sick list at this writing are *Pat Wolfe*, miscellaneous, and *Tom Wiggins* and *Henry Szeapanik*, both of bus overhaul. We hope they will be well and back to work soon... *Ed Skierkiewicz*, miscellaneous, has been off work with a foot injury.

—EVELYN CLARK

Here's Word Of Those Off Sick, On Vacation

WAY AND STRUCTURES—*T. W. Morgan*, engineer, is on our list of hospital patients. He is at present convalescing after undergoing a serious operation in South Shore Hospital, while *Jerry Weiler* of the Rapid Transit Division underwent an operation at St. Francis Hospital, Evanston, on February 14. They are both doing nicely at this writing.

John Cuddy of the Utility Division and *Mrs. Cuddy* are having a wonderful vacation in Florida at this writing. He's hoping that all the bad weather will be gone when he gets back to Chicago.

Jimmy Murray just returned from his vacation which was spent in anxiety for his granddaughter, who was operated on February 11. She was doing nicely at this writing.

—VIOLET CARNES

Glad To Have You Aboard Again, Arthur

WEST SECTION—I'm glad to be serving you again as your reporter. I will do my very best to keep up the good work done by *Walter J. Reich* who retired on pension February 1.

(*Douglas Park*) — *Clerk Ed Pfannkuche* has returned to West Section after a long absence . . . *Pierce Fleck* took over the duties of chief clerk at Douglas Park and Garfield Park February 1.

As of February 1, *James Logan* took over the duties of assignment and mileage clerk at Douglas terminal . . . *Roy White* was a Met towerman until January 29 when he became regular clerk.

Conductor Frank Bartusiak, just back from his vacation, reports a swell time in Miami, Florida, and surrounding territory.

(*Logan Square*) — As of this writing, *John Pietrowski* is on the sick list with a bad leg . . . *Met Towerman Phillip Lucas* is back on the job after an illness.

Going on vacation were *Conductor A. C. Brown*, *Towerman T. Kolman* and *Relief Receiver "Al" Browne*. I understand that Al flew down to Florida.

Harry Gabel has taken over the morning receiver duties here.

(*Lake Street*) — *Harry Baker*, clerk, who formerly worked at Logan Square, has been promoted to

chief clerk at Lake Street and Logan.

John Hanning has taken over the morning mileage clerk duties.

(*Garfield Park*) Retiring on February 1 were *Motorman Ed Zimmerman*, *Conductor George Soukop*, *Switchman K. Haynes*, and *T. Wilkes*, short run trainman.

Let's all keep in mind the importance of the race for the station achievement award plaque given for safety first. We should strive for a safer west side.

—ARTHUR L. DICKSON

McHenry Must Be The Place To Live

WEST SHOPS—*Al Sears* of the machine shop, built himself a grand home way out in McHenry Shores. From his talk, we think he has also joined the McHenry Chamber of Commerce.

The men in *Tommy Gibson's* department, including your scribe, are now located in their new quarters on West End avenue. The shipping room also is located in the West End avenue quarters.

The carpenter shop really has troubles. At this writing *Peter Wilp* has been off sick for three weeks and *Ted Hauptert* for four weeks . . . *Joe Babka*, *George Kullowitsch* and *D. DePaola* were hospitalized and at this writing are recovering at their homes.

Mary Gibbons is sporting a lovely ring on the third finger of her left hand for the usual reasons.

—TED SHUMON

Another Agent Joins Grandmothers' Ranks

WEST SIDE (*Agents*)—*Agent Catherine Daly* joined the Grandmothers' Club when her daughter, *Joan*, presented her with her first grandchild. The child, named *Colleen Marie*, was born January 27.

Station Superintendent Ralph DeMario underwent surgery recently . . . *Board Member Adolph Spulak* was seriously ill as this was written.

Agents presently on the sick list are *Nellie Reidy*, *Helen McMahon* and *Nora Coughlin* . . . *Assignment Agent Robert Maloney* is back at his job.

Agent Joan Murnane and *Assignment Agent Ann Fogarty* spent a delightful week at Kneitt Springs, Rome City, Indiana.

—KITTY CONROY and RUTH HANSEN

For And About Our Pensioners

BEVERLY—*Mr. and Mrs. Lou Bartelheim* celebrated their 52nd wedding anniversary February 2. Lou, was a supervisor in the Loop for many years and also was night superintendent of the former 38th Street Depot. He has two sons, *Augie* and *Art*, both of whom are supervisors at Beverly, and three grandchildren . . . *Mr. and Mrs. Augie Sahr* are patiently waiting for spring so they can leave for their summer home at Steger Lake in upper Michigan . . . While vacationing in California, *Operator Fred Hagen* visited two old friends, *Herman Becker* and *Richard Ray*. He also stopped at Los Angeles to

see *John Harris*. The three Californians mentioned above are former Grove boys.

The following south side men, now retired, would like to hear from their old gang: *Kieran Fogarty*, Box 255, St. John, Indiana; *William Glardon*, Box 144, Ross-ville, Indiana; *Ralph Duncan*, Box 1422, Eustis, Florida; *Rienold Eckert*, 28 W. Arlington road, Fox Lake Illinois; *Henry C. Adolph*, R. R. 3, Sedro Woolley, Washington; *William Heinz*, Box 276, Knox, Indiana; *Camprecht Hoogstraal*, 11121 E. Adorec, Norwalk, California; *Frank Reed*, 262-5 First avenue, Upland, California, and *Claude Stewart*, Route 1, Box 262A, Knox, Indiana.

—FRANK M. BLACK

MARK ANNIVERSARY



CUTTING 50th wedding anniversary cake are *Henry Riedel*, former motorman at Lawndale Depot, and *Mrs. Riedel*, who now live in La Cresenta, California. The couple, married on January 10, 1906, celebrated the occasion with a church service and a reception. Among their five children is *Elmer*, chief clerk at Forest Glen. The couple also has nine grandchildren and four great-grandchildren. The elder Mr. Riedel, who celebrated his 81st birthday on January 11, retired in 1944 after serving 45 years with the former Chicago Surface Lines and predecessor companies.

Reported by *Thomas Curcio*

NORTH AVENUE—This is an appeal to pensioners and other old timers. Do you have any old union buttons that you would care to give to *Instructor Bill Kennedy*? You see, Bill is a man of many hobbies. Right now he is trying to complete a collection of union buttons. He has quite a few, but is missing some of the real old ones. Now this is where you come in. Bill is looking for buttons from 1909 to 1922. Look around and see if you can help Bill. You can contact him at North Avenue depot, Cicero and North avenue.

Pensioners who passed away recently were *Thomas Hoey*, former shop foreman; *John J. Joy*, *Charles F. Hamm* and *Patrick J. McGuire*.

—JOE HIEBEL

PURCHASING AND STORES—*Charley Matthews* and *Mrs. Matthews* enjoyed a month's vacation in Florida . . . *Fred Nagel* and *Mrs. Nagel* recently invited three former workers of *Mr. Nagel's* to luncheon at their home. Able assistance from *Maryanne*, his six year old granddaughter, helped make the party a huge success.

—DAGMAR McNAMARA

SCHEDULE-TRAFFIC — *Frank Irvine* has been sending cards regularly from St. Petersburg, Florida, where he is wintering . . . *Fred Excell* was visited recently at his home in Hinsdale. Fred doesn't get out and around as he used to, but he wish-

RECENT DEATHS AMONG EMPLOYEES

HERBERT BAKER, 47, shopman, Shops and Equipment, North Avenue. Died 1-26-56. Employed 6-1-26.

JOHN BAMFORD, 76, retired conductor, Blue Island. Died 1-1-56. Employed 8-26-07.

JOHN CARBONARA, 59, retired car cleaner, 77th. Died 1-11-56. Employed 4-27-43.

J. F. CASHMAN, 71, retired motorman, Cottage Grove. Died 2-13-56. Employed 10-16-19.

HENRY CONRAD, 67, retired guard, Logan Square. Died 1-17-56. Employed 9-28-43.

W. C. DUNCKER, 80, retired flagman, Burnside. Died 1-16-56. Employed 1-29-07.

W. E. FINN, 67, retired conductor, Kedzie. Died 2-3-56. Employed 1-25-10.

MARY J. FOLAN, 58, ticket agent, North Section. Died 2-20-56. Employed 5-7-27.

ROBERT GALLOWAY, 52, motorman, 77th. Died 2-14-56. Employed 7-2-26.

JOHN GOETZ, 64, shopman, South Shops. Died 1-31-56. Employed 4-17-44.

JERRY GUSTAFSON, 61, gate- man, North Section. Died 1-25-56. Employed 1-28-16.

MICHAEL HANNIGAN, 83, retired watchman, Track. Died 1-30-56. Employed 8-4-25.

T. J. HOEY, 65, retired assist- ant foreman, Cottage Grove. Died 1-30-56. Employed 8-26-09.

H. L. HUARD, 57, retired gordon feeder, South Shops. Died 2-9-56. Employed 8-4-21.

C. F. IMBUR, 66, retired car- penter, Skokie Shops. Died 1-1-56. Employed 2-9-29.

P. W. JOHNSON, 83, retired carpenter, South Shops. Died 1-23-56. Employed 1-8-13.

J. J. JOY, 68, retired motor- man, Armitage. Died 1-14-56. Employed 11-11-13.

MATE KEVO, 69, retired la- borer, Track. Died 1-18-56. Employed 4-21-21.

ANDREW KLUCZYKOWSKI, 81, retired blacksmith, Shops and Equipment. Died 1-22-56. Employed 9-11-05.

G. F. KOLIN, 44, retired truck repairman, West Shops. Died 1-27-56. Employed 4-22-41.

LOUIS KRAL, 76, retired gate- man, Lake Street. Died 1-16-56. Employed 7-16-20.

WILLIAM MALONE, 81, re- tired motorman, 77th. Died 1-9-56. Employed 7-20-11.

PATRICK McCARTHY, 68, re- tired motorman, Armitage. Died 1-19-56. Employed 5-7-13.

P. J. McGUIRE, 61, retired conductor, Devon. Died 2-7-56. Employed 10-21-24.

E. F. MENSINGA, 61, retired gateman, West Section. Died 1-29-56. Employed 8-12-47.

T. F. O'BRIEN, 89, retired towerman, Loop. Died 2-1-56. Employed 3-1-98.

F. R. O'DAY, 65, retired mo- tormann, Devon. Died 2-7-56. Employed 4-10-26.

J. J. PLEYER, 71, retired con- ductor, West Section. Died 1-28-56. Employed 9-16-16.

F. J. RINGL, 71, retired con- ductor, Lawndale. Died 2-8-56. Employed 7-30-18.

CHRISTOFARO ROMANO, 62, laborer, Track. Died 1-22-56. Employed 3-15-23.

O. M. ROSS, 81, retired state- mentman, Accident Investi- gation. Died 2-5-56. Em- ployed 7-1-03.

J. E. RUSH, 72, retired guard, North Section. Died 2-8-56. Employed 3-9-28.

A. C. SCHUTZ, 57, retired janitor, Limits. Died 1-6-56. Employed 11-23-28.

P. J. SHANAHAN, 71, retired train clerk, South Section. Died 1-19-56. Employed 11-6-06.

CHARLES SMRT, 59, retired conductor, 77th. Died 1-23-56. Employed 10-12-18.

ANTON SUCHEREK, 74, retired carpenter, West Shops. Died 2-1-56. Employed 2-17-21.

ROYAL TAYLOR, 71, retired conductor, Devon. Died 1-20-56. Employed 8-10-18.

P. E. VALLEY, 72, retired mo- tormann, South Section. Died 12-6-55. Employed 9-22-08.

MARTIN WARD, 73, retired motorman, Kedzie. Died 1-24-56. Employed 4-5-11.

THERON J. WOODEN, 55, conductor, 77th. Died 1-29-56. Employed 12-16-26.

WILLIAM C. WURSTER, 54, conductor, 77th. Died 2-10-56. Employed 11-23-36.

HARLEY A. JOHNSON, EX-"L" OFFICIAL DIES

SERVICES for *Harley A. Johnson*, 71, who served as general manager of the former Chicago Rapid Transit Company from 1925 until the elevated lines became part of the CTA system in 1947, were held February 9 in First Methodist Church, Oak Park. He died February 6 at his home, 332 S. Oak Park avenue, in the sub- urb after an extended illness.



Mr. Johnson, who served 42 years with the Rapid Transit Lines, continued for a few months with CTA and then re- tired. He was active in the American Transit Association and predecessor organizations for many years and served in 1923-24 as president of the American Electric Railway En- gineering Association.

A graduate engineer, Mr. Johnson held an honorary de-

gree of engineering from Pur- due University. He was a mem- ber of the Union League Club.

Surviving are his widow, *Sadye S.*; two daughters, *Mrs. Dorothy Scoville* and *Mrs. Marie Bull*; a brother, a sister, and three grandchildren. In- terment was at LaGrange cem- etery.

For And About Our Pensioners (Cont.)

es to be remembered to all his ac- quaintances.

—L. C. DUTTON

SKOKIE SHOPS—*Frank Tallon*, car- penter, retired on February 29. Frank, who began work back in May, 1937, plans a trip to Florida to visit his daughter. He lives at 822 Fulton street, Winthrop Har- bor, Illinois.

—DAVE GURWICH and EVERETT E. ENGLAND

SOUTH SECTION—*Mr. and Mrs. George LaFaire* are enjoying the Florida sunshine. George said that you can't beat being on pension and sends regards from Country Club Villas, 17th Tyler street, Hol- lywood, Florida . . . Former 61st Street Porter *James Lynn* is taking it easy down in Fulton, Kentucky, and extends regards to all his friends . . . *Frank Kugler*, former motorman, and his wife are cur- rently located in San Diego, Cali- fornia, and can be contacted by writing to him at 3788 - 42nd., E. San Diego.

—LEO J. BIEN

SOUTH SHOPS—*Hattie Huard* pass- ed away after a long illness. Hattie, who formerly worked in the print shop, had been on disability pen-

sion for some time . . . *John Tra- nellis* and *John Tuveson*, retired carpenters, and *Morris Dyer*, re- tired painter, dropped in for a visit recently . . . *Dan Zuslau*, retired carpenter, surprised us with a visit. Dan has been busy working on his hobby of wood carving. He brought some samples of his work along and everyone agreed that they were very nice. Dan spends part of his year at his cottage at Diamond Lake, Michigan . . . A card from Orlando, Florida, tells us that *Charlie Mathews*, retired yard fore- man, and his wife are enjoying the beautiful sunshine down there.

—EVELYN CLARK

WEST SECTION (*Douglas Park*) — Reported recently was the death of *Walter Trochim*, retired gate- man. He was buried in St. Adal- bert's cemetery on February 16 . . . *Joseph J. Pleyer*, who is remem- bered here as a congenial conductor a few years back, died recently.

(*Lake Street*) Pensioner *Ernie Mensinga*, who died January 30, was buried in St. Petersburg, Flor- ida.

—ARTHUR L. DICKSON

LAST OF THE "OLD REDS"

END OF THE LINE for a street car fleet that served Chicagoans for many years came recently when all but three of the remaining old red street cars were burned and scrapped at South Shops. The last units were retired from regular passenger service in 1954. The three remaining cars will be preserved for possibly display in museums.



ALL BUT THREE of the old red streetcars, once part of a fleet that less than nine years ago numbered more than 3,100, disappeared from the Chicago scene on February 23.

Of the nine units on hand on that date, six were scrapped and burned at South Shops, 77th street and Vincennes avenue. The three remaining cars were preserved for possible display in museums.

Of the streetcars in service when CTA took over operation of the former Chicago Surface Lines and Rapid Transit Lines on October 1, 1947, only 326 units, streamlined cars built in 1936 and 1947-48, remain in the surface system fleet. They operate on CTA's three remaining streetcar lines—Broadway, Western avenue and Clark-Wentworth.

CTA retired the last of the old red cars from regular passenger service on May 30, 1954. However, before that date, many of the 2,811 streetcars of that type on hand when CTA came into being, had been disappearing as modern, noise-insulated "Green Hornet" cars and modern buses replaced them.

The "Green Hornets", in their turn, are slated to disappear from Chicago streets entirely, possibly within the next two years. Replacing them, as the last streetcar lines cease operation, will be maneuverable, more flexible buses. The streetcars replaced will be converted into rapid transit units or will be scrapped.

Similarly, the old wood-steel rapid transit cars are steadily

passing from the scene. Since October 1, 1947, a total of 838 of these units have "met the torch." And of the 1,169 units of that type on hand when CTA began operations, only 331 of the cars still see service. These units run on the Evanston, Kenwood, and Stockyards lines, and, during rush hours only, on the Ravenswood and Garfield Park lines.

Another 200 wood-steel units will be scrapped when 130 new, all-metal rapid transit cars are delivered by the St. Louis Car Company starting in March. This will reduce the number of old units to 131. The new cars, because of their greater passenger capacity and speed, are expected to do the job of about 200 of those they replace.

Of the units, both streetcar and rapid transit, which are scrapped, CTA receives from \$400 to \$1,000 for the salvageable parts in each. The price depends upon current market demands and the amount of material and/or equipment from each car (wheels, motors, wood and fabric) scrapped.

Nine hundred and twenty-six of CTA's 1,257 rapid transit cars are all-metal, including 474 of the "Green Hornet" type. Among the latter are four experimental high-performance cars.

These cars are the forerunners of a rapid transit system which shortly will be 100 per cent modernized and which, better than ever before, will be able to meet the requirements of a continually-growing rapid transit-riding public.



Our Public

SPEAKS

A READER of the Sun-Times was so impressed with Operator Thomas C. McClusky's performance of his job that she wrote the following favorable comments about him for the Chicago Briefs column:

"Bus Driver No. 5900 Thomas C. McClusky, Lawndale) never lets heavy traffic or cranky passengers ruffle his temper. He is efficient, courteous and looks after his passengers. He's a good egg and even makes us laugh sometimes."

ALSO, OTHER appreciative letters are written to the Public Information Department. Here are only a few letters of commendation recently received:

"I Seen My Duty"

"We boarded a bus early in the evening and had traveled not more than five minutes when we came upon two stalled cars which blocked our way.



The operator, No. 6280 (Sam Pruitt, Kedzie), hopped off the bus and asked if he could be of assistance. Both drivers and a car occupant pushed the first car to the curb and returned to do the same with the second.

"Upon returning to the bus, the operator's attitude was that of the Connecticut farmer who said, 'I seen my duty and I done it.' Every passenger was impressed by the quiet prompt action referred to."

"No Trouble At All"

"This very snowy morning I reached the corner of Austin and Augusta boulevards just as the northbound bus had started up for the green light. The driver saw me trying to run across the street and stopped the bus so I could board it. Then, when I apologized for having to give a dollar bill, he said, 'That's quite all right, no trouble at all.'

"Further along the route, an elderly lady dropped her token on the floor. Operator No. 2113 (Emil Barbrick, Forest Glen) gave her another token to use and at the next stop picked up the token she had dropped."

AS THE saying goes, there are two sides to every story. Here are a few letters recently received that did not denote appreciation:

"Last week, three out of five mornings, at least one streetcar failed to stop when three to five people were in the street waiting. On Monday, one car failed to open the doors although it had stopped and there was standing room for more than the three people who wanted to get on. The next car did stop and we boarded it. Three times in the next six blocks the motorman or conductor failed to open the doors for people wanting to get on, although the car stopped to discharge passengers from the front and middle doors."

COMMENT: Service is the only commodity we can offer. Unless we make this service as convenient and attractive as possible, we will be losing more and

more patrons because they will seek other means of transportation.

"I rang the buzzer at the rear of the bus so I could alight at my stop. The driver passed it right by. When I walked to the front and asked the operator why he did not stop or have the buzzer fixed, he answered me curtly and discourteously."

COMMENT: It is possible that the buzzer system on the vehicle was not working, but there was no need for any discourteous remarks. A polite apology would have handled the situation nicely, and a defective vehicle report should have been filled out to avoid a recurrence of the incident.

"I boarded a bus, the bus proceeded in routine fashion and I alighted at the "L" station. When I handed my transfer to the ticket agent, she refused to accept it because it was punched 3:10 p.m. and the time then was 4:05 p.m. I was required to pay another fare, but the agent graciously informed me to mail the transfer along with a letter to CTA, explaining the situation."

COMMENT: By punching a transfer incorrectly, the patron, operator, ticket agent, the Public Information Department and the Transportation Department became involved in a situation that should not have occurred. All operators should be extra careful to properly punch transfers at all times.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for February, 1956, January, 1956, and February, 1955

	Feb. 1956	Jan. 1956	Feb. 1955
Complaints	948	968	875
Commendations	99	125	111

TRANSIT IN THE NEWS

CARS IN WAY

DIFFICULTIES encountered by CTA snow removal equipment in clearing the streets during a heavy storm are illustrated by this picture taken recently. Automobiles parked at the curb, in violation of the city ordinance prohibiting parking on streets over which public transportation vehicles operate, hamper the efforts of a CTA snowplow to open a traffic lane from curb to curb. Traffic diverted into the center lane because of this further handicaps CTA operations and schedules. This picture was taken in the 2700 block on South Kedzie avenue.



LINCOLN-LARABEE TERMINAL REVISION

DUE TO advancing construction work on the clover-leaf at Harrison and Wells streets, in connection with the Congress street superhighway, it became necessary to revise the south terminal of CTA's Lincoln-Larrabee bus line (Route No. 10), effective February 9.

Under the rerouting, which will be in effect for an indefinite period of time, Lincoln-Larrabee buses will travel south in Wells street to Van Buren, east in Van Buren to Sherman street, south in Sherman to Harrison street, west in Harrison to Wells street, thence north in Wells over the regular route.

Formerly, these buses operated south in Wells street to Harrison street, west in Harrison to Franklin street, north in Franklin to Congress street, east in Congress to Wells street, then north in Wells.

Layover time, under the new terminal arrangement, is taken southbound in Sherman street, just north of Harrison street.

MARCH, 1956

CHICAGO TRANSIT AUTHORITY CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS MONTHS OF JANUARY 1956 AND 1955, AND TWELVE MONTHS ENDED JANUARY 31, 1956

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

	Month of January		Twelve Months Ended Jan. 31, 1956
	1956	1955	
Revenues	\$9,941,821	\$10,046,654	\$120,792,352
Operation and Maintenance Expenses	8,845,321	8,912,051	102,421,462
Available for Debt Service	1,096,500	1,134,603	\$ 18,370,890
Debt Service Requirements:			
Interest Charges	407,018	417,202	
Deposit to Series of 1947 Serial Bond Maturity Fund	233,333 ⁽¹⁾	200,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	
	670,351	647,202	
Balance Available for Depreciation	426,149	487,401	
Provision for Depreciation - Current Period	795,346	803,732	
Balance Available for Other Charges or Deficit in Depreciation Provision (Note 3)	\$ 369,197 r	\$ 316,331 r	
	r Red Figure		

PASSENGER STATISTICS

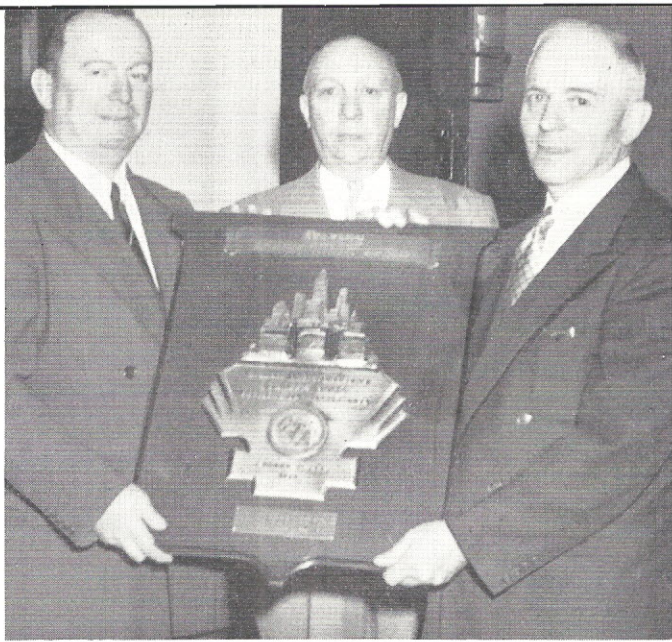
Originating Revenue Passengers	51,882,070	52,358,886	623,016,832
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at January 31, 1956

	Delivered to Date	Remaining to be Delivered	Total
1955 Orders:			
EI-Subway Cars	-	80	
1956 Orders:			
Propane Buses	-	150	
EI-Subway Cars	-	50	280
Delivered under previous orders	3,314		
Less - P.C.C. Streetcars to be converted to EI-Subway Cars	130		3,184
			3,464

NOTES:

- (1) Equal monthly installments to retire \$2,800,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1956.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that monies are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.



IN PRESENTATIONS of the annual Station Achievement Awards made recently, 69th station won the traffic-type accident plaque for the surface division by reducing the frequency rate from 14.33 in the previous three years to 10.16 in 1955. *V. E. Gunlock* (left), CTA board chairman, is shown handing the award to *E. C. Tocci* (right), station superintendent, while *C. W. Zieher*, night superintendent, looks on.

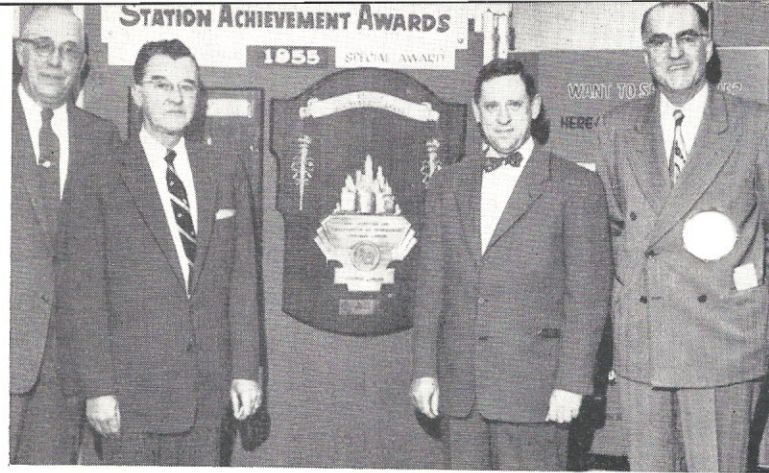
STATIONS RECEIVE ACHIEVEMENT AWARDS

FIVE TRANSPORTATION Department operating stations were honored in combined presentations of annual and quarterly Station Achievement Awards held recently. The presentations culminated a 12-month safety performance that enabled CTA to establish the lowest accident frequency record in its history during 1955.

Two of the stations—69th and North Park—shared top-rating in the awards by winning both annual and quarterly plaques. The other three—Laramie and Lake street on the elevated system and Keeler on the surface system—won single plaques by qualifying for awards in their respective categories.

To win its trophies, 69th came through with consistent safety performances in both the fourth-quarter contest and in competition for the yearly award to reduce its traffic-type accident frequency rate from 14.33 in the previous three years to 10.16 in 1955.

KEELER station gave a good account of itself in decreasing passenger-type accidents in 1955 to win the annual S.A.A. plaque in that category. Shown here with the trophy are, left to right, front row: *Operator Art Schnee*, *Joe Lebrecht*, *Walter Blix*, *Chief Clerk Nick Hodan* and *Operator Edgar Graham*.



BOTH *William Calderwood* (left), former superintendent of North Park station and now at Forest Glen, and *E. A. Guiles* (right), present superintendent at North Park, were on hand to receive the special annual Achievement Award trophy at the presentation ceremonies. Present for the occasion were *Thomas F. Moore* (left center), superintendent of operating stations, and *Charles E. Keiser*, superintendent of transportation.



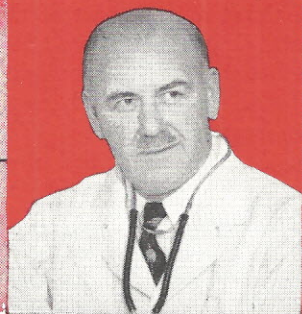
THE RAPID TRANSIT system Station Achievement Award was won by Lake street and accepted for the men of the station by *S. R. Smith*, day superintendent and *F. W. Till*, night superintendent, shown in the photo at the left. An added feature at all presentations was the awarding of hams as door prizes. In the picture at the right, *Mike Vasquez*, car repairman, and *Clerk Sid Schapiro* hold two of the prizes, while *Conductor Joe Methe* and *Motorman Thomas Culhane* display the safety award.

North Park won in two categories—the 1955 Special Achievement Award and the quarterly surface passenger award. The special award was for all-around improvement in accident reduction during 1955. The quarterly award was for the greatest reduction in passenger-type accidents during the last three months of last year.

An annual award made was to Keeler for decreasing passenger-type accidents by the largest margin of any surface station during 1955 and also to Lake street for lowering its record of combined traffic and passenger accidents during the year. The latter award is for the rapid transit system only. Laramie was the quarterly award winner in this classification.

The awards were presented at ceremonies attended by operators and station personnel at Laramie on January 30; 69th, on February 13; North Park, on February 14; Lake street, on February 20, and Keeler, on February 21.

All awards are based on a comparison of the accident frequency rates in the respective categories with the previous three years.



medically speaking

By Dr. George H. Irwin
CTA Medical Director

WHAT ABOUT POLIO VACCINE?

THE IMMUNIZATION or protection of children against polio with Salk Vaccine is a very important part of medical practice today. It is necessary to do this now if protection is to be obtained before the 1956 polio season. The medical profession and Dr. Salk have made an outstanding contribution to the prevention of this crippling disease. In the years to come it will go down in history with other great achievements, such as smallpox and diphtheria immunization.

Most of the information in this article has come from my good friend, Dr. J. L. Reichert, of Chicago, who is chairman of the Polio Advisory Committee for the State of Illinois.

How should parents proceed with having children immunized?

First, the family doctor or pediatrician should be contacted. He will procure the vaccine from the Health Department and arrange to give the injections. Your physician must supply the names and ages of his patients to receive polio inoculations.

Who is entitled to receive the vaccine?

At the present time, children between the ages of five and 14 years of age (inclusive) and all pregnant women are eligible for the injections. Later on, as the supply of vaccine is increased, more people may be included.

What about the cost?

The Federal and State governments have appropriated funds to purchase the polio vaccine. Through these agencies and the Polio Advisory Committee to the State Health Of-

ficer, the allotments are made to the various county and city health departments. No charge should be made for the vaccine, but the physicians are entitled to a fee for their services in administering it.

How many injections are necessary?

At present, the immunization consists of two injections, one month apart. A booster shot will be given several months later providing sufficient quantities of the vaccine are available.

What are the benefits of Salk Vaccine and are there any dangers in its administration?

The Salk Vaccine does not prevent poliomyelitis infection as far as we know now. The value or benefit of the vaccine lies in the fact that it prevents or protects against the paralysis consequent to the systemic infection of polio.

Since the perfection of the vaccine, there have been no major reactions from injections. According to authorities, they are considered a sound and safe practice. However, if a person has an acute illness, such as a fever, sore throat or gastro-intestinal upset, the injections would be postponed until such illness has cleared up. Likewise, the vaccine should not be given to individuals in a household where a case of polio has just occurred. It will be too late for the vaccine to help in such cases.

If there are still any questions in your mind about this subject, your family doctor or pediatrician will answer them for you.

HARRISON SERVICE STOPS INCREASED

EFFECTIVE February 24, westbound CTA Harrison street buses, operating on Congress parkway, started making 14 service stops at intersecting streets between Kedzie and Kostner, inclusive, instead of the seven service stops formerly made at overpasses of the Congress superhighway.

Under the new arrangement, westbound service stops for Harrison buses (Route No. 7) are at Kedzie avenue, Spaulding avenue, Homan avenue, St. Louis avenue, Central Park avenue, Lawndale avenue, Independence boulevard, Springfield avenue, Pulaski road, Karlov avenue, Keeler avenue, Tripp avenue, Kildare avenue and Kostner avenue.

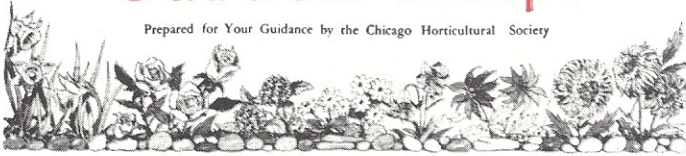
At Kedzie and Kostner avenues far side stops are made. At Independence boulevard both near and far side stops are made. At all other streets listed above near side stops are made.

Stops formerly were made only at Congress superhighway overpasses located at Kedzie, Homan, Central Park, Independence, Pulaski, Keeler and Kostner, all of which are one-quarter of a mile apart.

The additional stops were added for the convenience and at the request of patrons along the section of the Harrison street line involved.

Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



NOW IS the time for home-gardeners to get their lawns and shrubs ready for summer. A little care at this time will make a world of difference in the appearance of your grounds in the months ahead.

If you want a good lawn this year, give it a feeding as soon as possible. If you do this before the blades turn green you won't have to worry about "burning." If you can spread fertilizer before or during a snow storm, it is a splendid practice. As it melts, the snow will carry the fertilizer down into the soil where it will have the best effect on the roots.

About two to four pounds of fertilizer to 100 square feet will answer the purpose. If you use one of the newer slow-acting plant foods, it will release its nutrients through spring and summer and keep the grass greener all season.

After frost is out of the ground and the soil has become dry so it won't stick to a roller, it is a good plan to give the whole lawn a rolling with a lightweight roller. A large, heavy roller will compact the soil too much, especially if it is clayey.

Just as soon as the frost is gone and the soil dry, it is time to mend the bare spots in the lawn. Loosen the surface soil for about one-quarter inch with a fine rake, and plant seed right along with some fertilizer. Distribute the seed and fertilizer evenly over the surface with a light raking just enough to cover the seed without burying it. Then a light rolling or if you have only a few spots, tamping with the back of a spade will complete the process. Keep newly planted spots moist but not so wet as to wash out the seed.

The major project of repairing a large part of the lawn had better wait until August. Grass seed planted in spring won't get a good start until hot weather and sunlight burns it off. For such major jobs or for an entirely new lawn, plant a temporary seed now such as Red Top. That will come up beautifully green, but will be killed over next winter. So you should spade it next August and start over with your permanent planting, about which we will tell you when the time comes.

If you have shrubs on your property, this is a good time to prune them if they are not lilacs or similar early flowering shrubs. Snowball, beauty bush, Althea, and other shrubs that bloom late in summer can be pruned now. If the shrub is very thickly grown, with branches tangled, cut down the entire branch to the ground to give the remaining branches more room to develop. Cut off ends of branches only to improve general shape or outline.

There is not much need to feed shrubs in spring. This applies especially to spring flowering kinds that should have food in August when the buds are setting for next year.

If you are going to plant some new shrubs, here are kinds that will do well under city conditions where soil may not be too good, air somewhat smoky, and trees or buildings cast some shade: Golden Bell or Forsythia, Dogwood, Althea, Barberry, Common Lilac, Amur River Privet. The latter, as well as the Barberry, will make good hedges or low dividers.

For somewhat better conditions with a reasonably good soil and some sunlight, you will get good results with Persian Lilacs, Bush Honeysuckle, Mock Orange, Snowberry and Weigelia. All of these bear flowers in spring or bright, showy berries in fall.

EDITOR'S NOTE: The Chicago Horticultural Society exists to help people get pleasure from gardening in their own home or apartment. It issues "Garden Talks," a monthly publication of timely information about gardening in the Midwest area. As a CTA employe, you can receive "Garden Talks" at a reduced price of 60 cents a year by writing to the Chicago Horticultural Society, 116 S. Michigan Avenue, Chicago 3.

New "L"-Subway Guide Issued

A NEW, REVISED edition of the booklet "How To Use The 'L'-Subway Lines" has recently been prepared by the Public Information Department and is available for public distribution.

The booklet, printed in blue ink, has 56 pages, and is conveniently sized to fit the pocket or purse. It contains complete information about the "L"-subway system, including route maps, extension bus routes from outlying rapid transit terminals, express services and other information of value to all transit riders.

Schedule information on all rapid transit routes and a table showing express running time to the Loop area from outlying points also is included. A street number guide to rapid transit stations is another feature of the contents. Stations where transfer connections may be made between rapid transit routes also are listed.

Copies of the "L"-subway booklet are available upon request at the Public Information Department office, Room 742 Merchandise Mart.

Cost of Living Allowance Now 1½c

COST OF living allowance to CTA operating and general office employes, which is governed by changes in the cost of living index for Chicago, has dropped from three cents to a cent and a half per hour.

The cent and a half per hour cost of living allowance is effective for three months, beginning with payroll periods starting March 4 and March 11, respectively.

Approximately 12,950 employes are affected. The basic wage rate for one-man operators, \$2.075 per hour, remains unchanged, however. With the revised cost-of-living allowance, the total hourly wage rate for one-man operators is now \$2.09.

The cost of living allowance provided in the present contracts with operating employes became effective December 1. At that time an allowance of three cents an hour was added to the basic wage rate.

The cost of living allowance is determined quarterly by applying the percentage increase, if any, in the May cost of living index to the one-man operator's hourly basic wage of \$2.075.



To the Ladies

FROM ELLEN



SPRING SPECIAL FOR MATURE FIGURE

THIS OUTFIT, designed for the half-sized figure, consists of a slim, short-sleeve dress with high square neck and cut-in-one sleeves. It is teamed with a jacket just right for print lining, cuffs and collar.

IT'S EASY for the woman with the junior figure to look well-dressed. It takes a little more planning and care for the not-so-slim majority to have clothes that suit and fit. What could be better for the woman in that group than to choose, tailor and sew her own?

wool and synthetic combinations and select your color with an eye to what's most becoming first, second to what color jacket would go with other sheath dresses and skirts in your wardrobe. Avoid the two tone look if you're overweight and on the short side.

Heavenly spring weather is on the way and slim dress and straight jacket ensembles would be a wonderful choice for your next sewing project even if you don't have a model's figure. Pick one of the smart spring woollens or

Your favorite department store has several patterns to choose from and there are so many wonderful new fabrics to sew with.

NEW WAY TO DRESS UP EASTER HAM INCLUDES HOME-MADE CENTERPIECE

GAY AS the Easter parade is a smart centerpiece for juicy, tender Easter ham. Even the ham will reflect the gaiety of spring with a flower pattern instead of the conventional diamond scoring. Making the flower pattern is so easy, too. All you need is scalloped cookie cutters.

ditional Easter meat its due, may we suggest the following modern method of cooking and attractively decorating it:

Baked Ham

Ham is one of the very best meat buys this season, especially with the new close trim, reducing fat to the minimum needed for flavorsome cooking. To give this delicious, tra-

WIPE meat with clean damp cloth. Place ham fat side up on rack in opening roasting pan. Do not add water. Do not cover. Do not baste. If you have a meat thermometer insert it through outside fat into center of thickest muscle so that bulb does not rest on bone or fat.

GAY EASTER egg belles, sporting the newest in spring millinery are added attractions to a delectable looking ham. The eggs are hard-cooked and features to your fancy are inked on the eggs. The hats are made with tiny paper cups trimmed with bits of ribbon, veiling and artificial flowers.

Half an hour before ham is done, take from oven and remove rind. To make flower designs on ham, cut fat surface with scalloped cookie cutter and place 3 to 4 cloves in center of each. Spread ham with strained apricot jam or orange marmalade. Return scored and glazed ham to oven and bake remaining time.

PUT THIS IN YOUR SPRING BONNET — GRAPEFRUIT'S A GOOD BUY

COME SPRING, comes not only a desire for fetching new chapeaux but for brighter faces to go with them. And no food is as good for the complexion and the system as grapefruit, rich in vitamin C and low in calories.

Fortunately, large quantities of just-ripe golden grapefruit are being shipped across the country, and they are available in various sizes for uses all through the menu. Spring calls, too, for lighter foods, and here grapefruit can't be beat—it's a real spring tonic.



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THE CHICAGO TRANSIT AUTHORITY
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Form 3547 Requested

BOARDING...

Be certain **ALL** are on board
BEFORE closing doors
Start **AFTER** doors
are closed



ON BOARD...

Give them a safe, pleasant ride
START SMOOTHLY
TURN SLOWLY
STOP GRADUALLY



ALIGHTING...

Make complete stop **BEFORE**
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Be certain **ALL** are clear of doors
before starting

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