

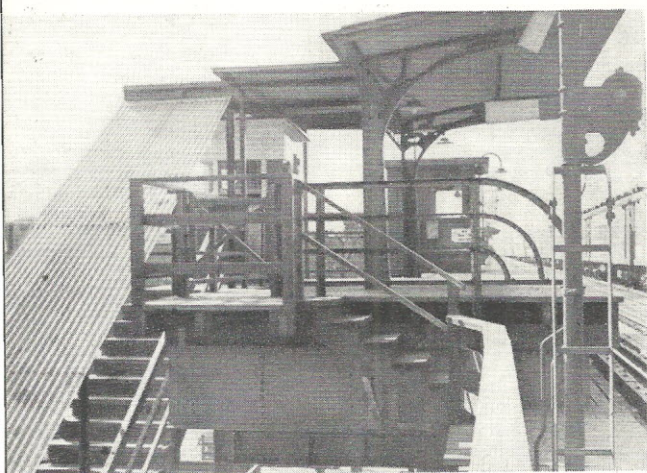


# TRANSIT NEWS

APRIL, 1956







**AGENT'S BOOTH**, conveniently located at the Harding end of the extended platform, permits rush hour patrons to pay fares at that end and board trains without walking to the Pulaski end of the station.

**REMOTE CONTROL** turnstile, located on the east end of the westbound platform permits either one or two-way use. By pulling a switch at Pulaski, the agent can turn on green lights alongside overhead signs when the turnstile is set for traffic entering from Harding avenue. Red lights come on when the turnstile can be used only by alighting passengers.



## Faster, Better Service on Lake Street "L"

**CLOSING** of the Hamlin avenue station on CTA's Lake street rapid transit line and placing in service improved facilities at Pulaski road station became effective March 18.

To provide greater convenience at the Pulaski road station, north and south station platforms were extended about 200 feet eastward to provide new entrances and exits at Harding avenue, which is about a block and a half west of Hamlin avenue.

The closing of the lightly-used Hamlin avenue "A" station gives patrons who formerly used that facility the choice of either "A" or "B" trains at Pulaski, an all-stop station, and thus provide more frequency of service to other points on the Lake street line.

The new arrangement permits the extreme front and rear doors of all trains to be used for loading and unloading at all stations, a feature not possible before because of the platform limitations at Hamlin avenue. The utilization of the front and rear doors together with trains making one less service stop will mean time saved for most Lake street riders.

Under the new arrangement, the Harding avenue entrance-exit of the south platform (eastbound) will be open for use at all times. The Harding avenue stairway of the north platform (westbound) will be available as an exit at all

times, being used as an entrance only when fares are collected on trains.

A remote-control turnstile, operated electrically by an agent at Pulaski, has been installed as part of the improved facilities to govern use of the westbound entrance at Harding avenue. By pulling a switch at Pulaski, the agent can turn on green lights alongside overhead signs when the turnstile is set for entering traffic. Red lights will be switched on by the agent when the turnstile can be used by alighting passengers only.

Signs were placed at Hamlin station announcing that on and after March 18, the Harding avenue entrance to Pulaski should be used.

**OUR COVER:** A sure sign of the arrival of Spring is the blooming of lilies, a radiant symbol of the season. Our cover photo captures the April beauty of these blossoming plants as their buds unfold into delicate white petals in a bright and impressive display of the re-awakening of nature. Surrounded by the lilies are *Cathy*, 8, and *Billy*, 6, students at St. Peter Canisius school, children of *Kedzie Operator* and *Mrs. James Lahey*.

VOLUME IX

**CTA TRANSIT NEWS**

NUMBER 4

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

David E. Evans, Editor

W. M. 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

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

### RECENT CTA ADDITIONS TO THE ARMED FORCES

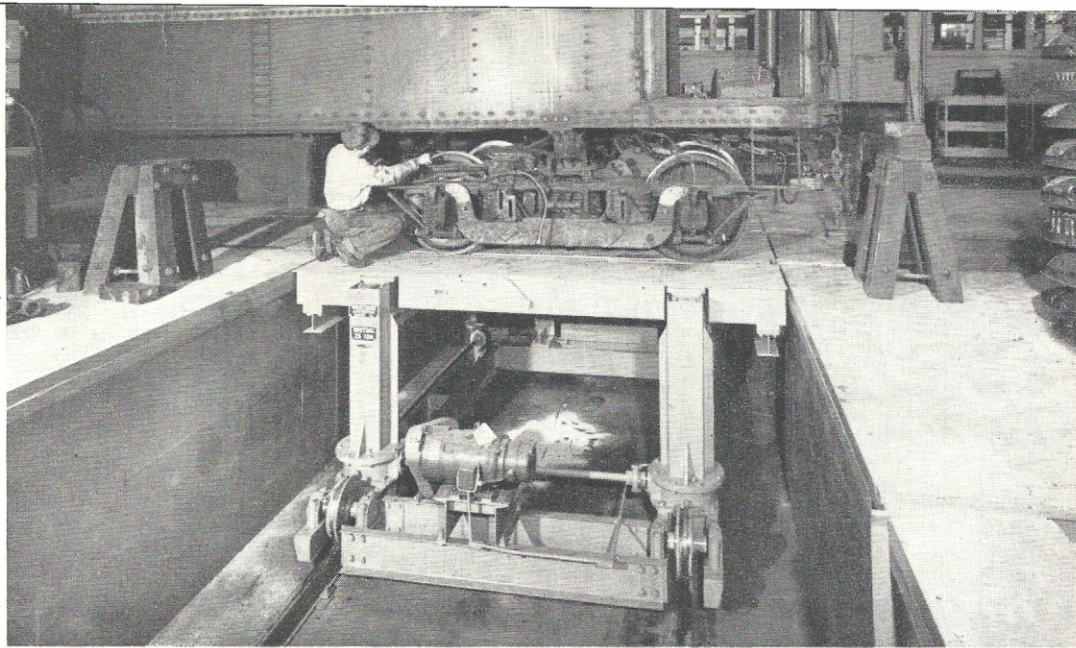
*Marvin W. Robertson* — Transportation (Limits)

*James E. Key* — Shops and Equipment (Laramie)

CTA TRANSIT NEWS



THE FOUR-wheel truck of a 4000 series rapid transit car rests on drop table as workman completes job of removing it from the car body and putting struts under the car. Holding control box, which is at the end of a flexible cord, he pushes buttons which control movements of table at all times. Traveling on rails of its own in pit, table will move truck over to the adjoining track.



## New "Drop" Table Simplifies Heavy Maintenance Work

SUBSTANTIAL saving of time and money in heavy maintenance work on rapid transit cars is now assured by the recent installation of a new device at CTA's rapid transit shops in Skokie.

The time and money saver is a "drop" table which aids in removing a four-wheel truck in need of repairs from beneath a rapid transit car and replacing this truck with another. The device was built by Whiting Corporation of Harvey, Illinois, and installed at a cost to CTA of \$40,275.

The table, which can handle loads up to 25 tons, rests in a pit about six feet deep, 34 feet long and 12 feet wide. The table itself is about 12 feet wide and 15 feet long.

A rapid transit car is moved over the drop table's pit so that the truck to be removed rests on rails built into the table's surface. This surface is raised to a point three inches above the rails in the floor of the shop. This is sufficient room to allow body supports to be placed underneath the car.

The entire operation requires only 20 to 30 minutes. By comparison, under the former method, the entire unit, or units, had to be jacked up about 30 inches and the truck rolled out from underneath the car. The truck then had to be rolled down to the end of the track, revolved 90 degrees

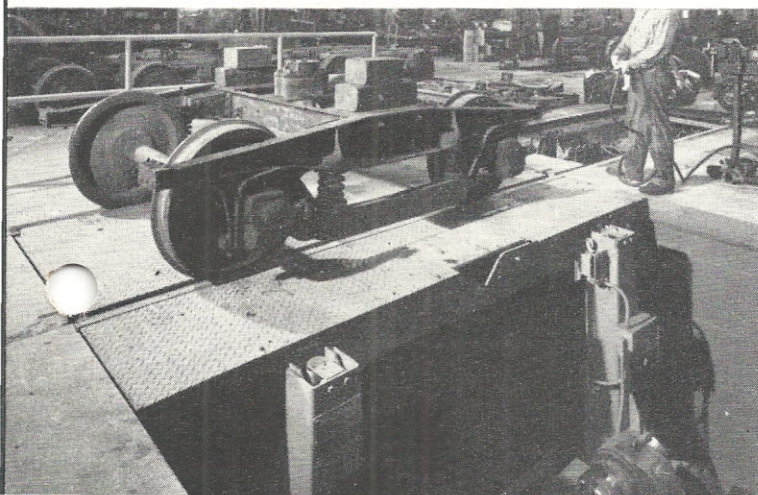
and rolled to the repair shop. The replacement truck was moved to the car in the same manner. This job required a full hour and a quarter's work by three men using a fork-lift truck.

In the case of modern, all-metal 6000 series cars, if the truck to be changed were one of the middle trucks of the two-car section, workmen also had to uncouple one car from another—a 45 minute job—before they could replace the one needing repairs. If a 5000 series, three-section articulated unit needed servicing, six men were required for the job. Because the three sections of the articulated unit cannot be uncoupled readily, the trucks, if one of the inner ones, had to be rolled underneath the entire unit. This meant that the end truck also had to be removed. The job took six hours. However, the drop table makes it possible to change trucks on such a unit as quickly as any other type car.

By means of a control box, at the end of a flexible cord, the operator of the device maintains constant control over it, thus assuring maximum safety. One set of buttons in the control box moves the table along its rails in the pit and another moves it vertically. Release of pressure by the operator on any button stops the mechanism's movement at once.

Use of this drop table means that CTA materially increases the effectiveness of its rapid transit service by making certain that cars are repaired as quickly as possible and put back into service. Thus CTA continues to insure efficient, convenient service to its patrons.

**TRUCK REACHES** opposite service track. Workman will keep constant pressure on button until rails on the table's surface are lined up exactly with those of service track. With release of pressure, table's movement will stop automatically. Then the truck will be rolled off, and a serviceable truck will be rolled onto the table, across to the opposite track, raised up to the car and fastened into place.









# CHICAGO TRANSIT AUTHORITY EMPLOYEES

MS TO ESTIMATE YOUR PENSION AS OF END OF PLAN YEAR 1955 USE ITEMS MARKED 1, 2, AND 3 FROM THE OTHER SIDE OF THE CARD.

## PAST SERVICE

$$\frac{\text{ANNUAL RATE (1)}}{\text{YEARS (2)}} \times \% = \text{ANNUAL PAST SERVICE CREDIT}$$

## FUTURE SERVICE

$$\frac{\text{TOTAL ACCUMULATED EARNINGS TO DATE OR TO AGE 65 (3)}}{\text{ESTIMATED TOTAL ANNUAL PENSION CREDIT}} \times 1 \frac{1}{2} \% = \text{ANNUAL FUTURE SERVICE CREDIT}$$

USE ITEMS MARKED 4 AND 5 FROM OTHER SIDE OF THE CARD.

## YOUR CREDIT WITH THE PLAN

$$\frac{\text{TOTAL ACCUMULATED CONTRIBUTIONS TO DATE (4)}}{\text{ACCUMULATED INTEREST (5)}} = \text{TOTAL}$$

ON THE left hand portion of the reverse side of the 1955 record card, reproduced above, is the formula employees may use in computing the estimated annual individual pension credit as of the end of the Plan Year 1955.

## YOUR PENSION CREDITS ARE VALUABLE TO YOU!

If a male employee, age 65, were to provide a pension for life through an insurance company, he would have to pay approximately the amounts shown in the following table:

Monthly Income	Cost to Provide Income
\$ 10.00	\$ 1,590.00
100.00	15,900.00
200.00	31,800.00

# \$5,831,834 IN 1955

based on the wages paid in the period June 1, 1948, to May 31, 1949.

2. Years of past service are the full years of service (fraction of years not counted) from the latest date employment started to June 1, 1949, for those employees who were members of the Retirement Plan for Chicago Transit Authority Employees as of June 1, 1949. However, lack of space on the record card prevents a full explanation of years of past service for former Chicago Motor Coach Company employees. For former employees of this company who were participants of the retirement plan for Chicago Motor Coach Company employees, represented by Division 1381, the years of past service are the full years of service from the date of employment to June 1, 1951. For former Chicago Motor Coach Company employees who were participants of Chicago Motor Coach Company Non-Union Trust, years of past service are the full years of service from date of employment to January 1, 1952.

3. Your total earnings (not exceeding \$10,000 annually) recorded in the Retirement Committee's records since June 1, 1949, up to and including the last payday nearest January 1, 1956.

4. Your accumulated contributions from June 1, 1949, the date the retirement plan started, through the last payday of the year, covered in No. 11, or to your 65th birthday. This total also includes the amount you contributed from

October 1, 1947, to January 1, 1951, at the rate of 1% of your salary up to and including \$3,000 annually which was withheld by CTA during the period when CTA employees were not under the Social Security Act.

5. The total accumulated interest credited to your account from June 1, 1949, (date the Plan started), to the end of the year covered in Item 11.

6. Your name.

7. Your badge or payroll number.

8. Code used to identify where you work.

9. Your Social Security number.

10. Your earnings as recorded in the Retirement Committee's records for the Plan Year as shown in Box No. 11. If you were not over 65 when the Plan Year 1955 started, nor became age 65 during that year, the above figure should agree with the government W2 form furnished you by the Authority for income tax purposes.

11. The Retirement Plan Year which covers the pay nearest to January 1, 1955, up to and including the pay nearest January 1, 1956.

12. The amount you contributed to the Retirement Plan during the Plan Year shown in Box No. 11. All contributions cease at age 65.

13. The amount of interest earned on your contributions during the plan year covered in item 11 and credited to your account in the Retirement Committee's records.



# CTA ACTIVELY SUPPORTING CLEANER CHICAGO CAMPAIGN

CTA HAS again pledged full cooperation with the campaign to make Chicago the cleanest city in America which is being conducted under the sponsorship of *Mayor Daley's Citizens Committee for a Cleaner Chicago*.

In support of this action, *CTA Board Chairman V. E. Gunlock* appealed to all employees not only to help in efforts to improve good housekeeping practices on the property but to volunteer for active participation in the cleanup program in their home neighborhoods.

In a letter to the Mayor promising complete support of the clean-up effort, Mr. Gunlock gave assurance that CTA will intensify efforts to keep its passenger equipment, stations, terminals and places used by the public in a clean and orderly condition.

"This annual campaign provides an opportunity for us to place special emphasis on good, orderly appearance and condition of CTA facilities to supplement our regular housekeeping program," Mr. Gunlock said in the letter. "Furthermore, CTA will encourage continuing special efforts by all employees to comply with our rules and regulations covering cleanliness, appearance of facilities, sanitation and disposal of rubbish."

## Extensive Promotional Program

Emphasized also was the promotional support CTA would give the campaign. These include: display in its vehicles and rapid transit stations of 4,500 specially designed car cards and posters urging public cooperation in the program; display of approximately 3,250 bumper stickers on all buses and service vehicles; placement of over-the-street banners at State-Lake and State-Van Buren; participation in the "All Chicago Cleanup Parade" by providing a bus, specially painted for the occasion, which will carry copy publicizing the program and which, after appearing in the parade, will operate in regular service daily, and the preparation and distribution of a special issue of CTA's regular "take-one" folder.

Mr. Gunlock stated that CTA personnel will continue to work closely with city departments concerned with the campaign, notably the Department of Police and the Department of Streets and Sanitation, who have given CTA the finest cooperation.

The special activities in support of the campaign call attention to other aspects of CTA's continuing clean-up program. The Way and Structures Department has recently completed cleaning the bases and painting 2,465 steel elevated columns on the rapid transit system. From January through March of this year, the interiors of 12 "L" stations were painted and the interiors of 13 others were washed. The program calls for 23 station interiors and 25 exteriors to be painted during the balance of the year. Washing of 31 station interiors also is scheduled before the year's end.

In addition, some 72 miscellaneous buildings will be either painted or washed during the year.

Painting of all stations on the Milwaukee avenue subway was completed recently and is proceeding on the north-south subway, with only two remaining to be finished.

Aside from special clean-up efforts which must be undertaken at regular intervals, passenger equipment in service must be swept and cleaned daily. Buses are scheduled for washing once a day if the temperature permits; streetcars about twice a week, and rapid transit cars once every 10 days or two weeks. North-south rapid transit cars are washed once a week.

Another phase of the CTA campaign has been the posting of some 3,000 signs along the rapid transit system urging public cooperation with the clean-up effort in an attempt to discourage the practice of depositing rubbish and debris in under-structure areas and to deter littering of stations.

These are just a few examples of the overall year-round "housekeeping" problems of CTA's operations. They typify a program by which CTA is lending strong support to the Mayor's efforts to organize all Chicago in a concerted campaign for a cleaner city.

## WHAT YOU CAN DO AS A VOLUNTEER

- (1) Get into the habit of depositing litter in street waste baskets—keeping your refuse container covered—cooperating with street sweeper parking regulations—keeping your property clean and attractive.
- (2) Join with your neighbors in projects conducted by the Community Cleanup Committees.
- (3) Help make a survey of conditions in your neighborhood.
- (4) Make your block a winner in the Pioneer Block Cleanup Contest.
- (5) Secure cooperation from businessmen in your neighborhood by circulating pledges.
- (6) Explain to your neighbors the importance of using a covered refuse container for health reasons and to prevent rats.
- (7) Pitch in with your neighbors in projects to improve and beautify your community.

### TO VOLUNTEER TO SERVE IN THE CLEAN-UP CAMPAIGN

Write:

**MAYOR DALEY'S CITIZENS COMMITTEE  
FOR A CLEANER CHICAGO**

**Room 214 - 134 N. LaSalle St. - Chicago**





# To Serve Our Riders Better... KNOW YOUR CTA ROUTES

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

IN THIS SERIES of stories describing CTA routes, a primary objective has been to show how the network of surface operations combine to provide a city-wide service through transfer between intersecting lines, enabling riders to make trips from one part of the city to another at a minimum of expense and without driving worries.

Two east-west, cross-town routes which point up this aspect of CTA service are the Roosevelt road—No. 12—and the 16th-18th streets—No. 18—routes. From eastern term-

inals in the lake front area, they provide direct service to the western city limits and connect with many north-south routes where transfer may be made to reach destinations on other CTA lines.

Operating through the heart of the near south side area, they serve sections of the city that are heavily populated and highly industrial in character and thus dependent upon

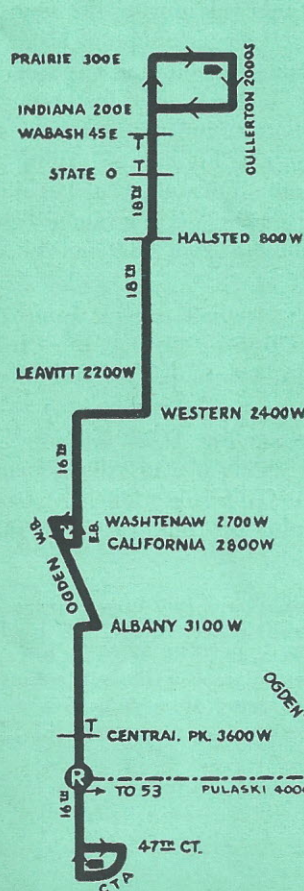


ONE OF Chicago's great railroad terminals, the Illinois Central station, located at Roosevelt road and Michigan avenue, is only a short block from the eastern end of the Roosevelt road route. It serves four of the nation's leading railroads entering Chicago from the east and south and has become familiar to many travelers entering and leaving the city.

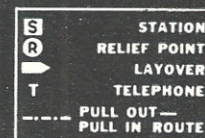
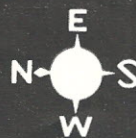
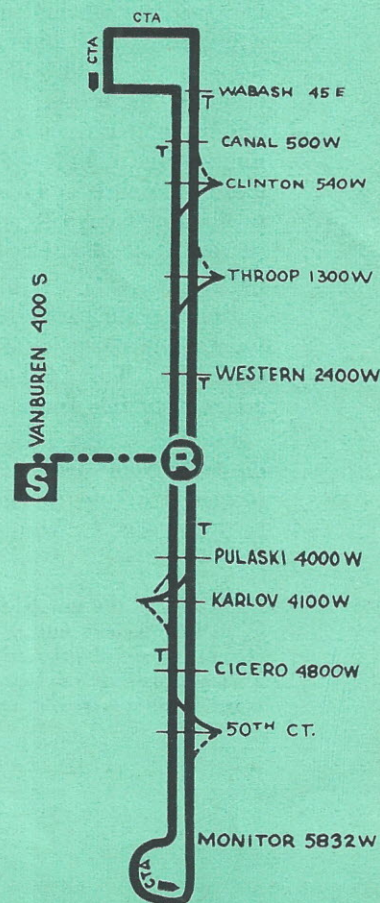
GREAT railroad yards stretching out south and west from the downtown area affirm Chicago's reputation as the rail center of the nation. This scene, looking northeast from the Roosevelt road bridge, lends pictorial evidence to the city's leadership in the transportation field.



## 16TH - 18TH



## ROOSEVELT







**THE TOWER** of the main building of the general offices of Sears Roebuck and Company, world's largest mail order house, has long been a west side landmark. This view is taken through the pergola in Sears Park, just across the street. It is at Homan and Arthington, a short distance from the route of Roosevelt road buses.

**AMONG** Chicago's many hospitals, Mt. Sinai hospital at 15th street and California avenue rates with the best. Buses of the 16th-18th route operate directly to its door. This photo was taken looking east towards the hospital from across Douglas Park.



adequate public transportation facilities to carry workers to and from their homes and jobs.

Let's take a look, first, at the Roosevelt road trolley bus route.

The line operates over a measured round trip between outer terminals of 14.92 miles and courses in a straight east and west direction on Roosevelt road (1200-S) between the eastern terminal at Wabash avenue (45-E) and the western terminal at Monitor avenue (5832-W).

Weekday schedules on Roosevelt road call for two-minute and two and one-half minute intervals during the morning and evening rush hours, respectively; six-minute headways through the midday hours, and seven minutes during the evening. Saturdays, morning intervals are five minutes; midday and afternoon rush hour, four minutes, and evenings, seven minutes. Sundays and holidays, morning and evening service is on six-minute intervals, which shorten to three and one-half minutes during the afternoon. "Owl" service is operated every 30 minutes from 1:00 a.m. to 5:15 a.m.

Running time between outer terminals ranges from 37½ to 54 minutes depending on the time of day and street traffic conditions. Forty trolley buses, out of Kedzie station, are assigned to this route.

Routing of the 16th-18th street line is as follows: East on 16th from Cicero avenue (4800-W) to Albany, south to Ogden avenue, northeast to California (2800-W), south to 16th, east to Western, south to 18th, east to Prairie

**TYPICAL** of the newer, commercial-type buildings being erected at the western end of Roosevelt road route is this modern structure occupied by Alden's, Inc., at 5000 W. The area has a concentration of heavy industry and a diversification of manufacturing plants, employing many thousands of workers.



(300-E), south to Cullerton (2000-S), west to Indiana, north to 18th. Westbound, the buses operate over Washtenaw avenue (2700-W) to Ogden for the only variation in routing.

The 16th-18th street route has four-minute morning and afternoon rush hour intervals on weekdays. These go to eight minutes during midday and nine minutes in the evening. Eight-minute headways are maintained throughout the day on Saturdays, and nine-minute intervals during the evening. Sundays and holidays, buses are spaced 10 to 15 minutes apart, with "owl" service at 30-minute intervals from 1:25 A.M. to 5:10 A.M.

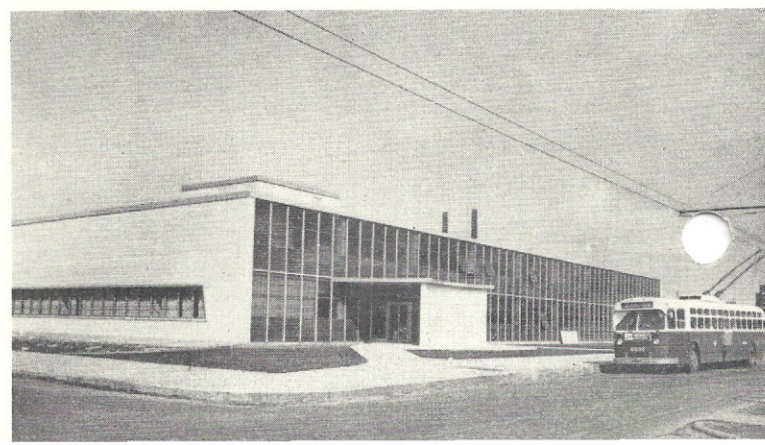
The 26 gas buses used in this service are based at Lawndale station. Running time on the one-way trip between outer terminals varies from 33 to 47 minutes, the governing factor being time of day and density of street traffic.

The Roosevelt road route affords a direct transfer with the north-south "L"-subway at the Roosevelt-State station, while the 16th-18th street line connects with the Douglas Park branch of the rapid transit system at 18th street station.

Both routes directly serve Douglas Park, located between Kedzie and California avenues. The main Illinois Central Railroad station at Roosevelt road and Michigan avenue, and the Maxwell street market district, at Halsted street, also are easily accessible by the Roosevelt road route.

*(The 21st in this series of articles on CTA routes will appear in a future issue.)*

**COMPLETED** recently, the new home of the Chicago Lighthouse for the Blind, at Wolcott and Roosevelt road, is a center of one of the nation's outstanding rehabilitation programs. Located in the Chicago Medical Center area, it was made possible by the interest and generosity of Chicago citizens.





# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Vacationists Easter Shop, Go Skiing

ACCOUNTING — *Carmella Petrella*, IBM, spent her vacation in Sun Valley, Idaho. Carmella enjoys skiing and not as a spectator only. She is quite adept on the long boards . . . *Claire Koch*, payroll distribution, did some shopping for Easter while on vacation.

As this was written, *Ann Sloan*, Material and Supply, is convalescing at home after undergoing surgery February 17.

*Doris Stahl* is back on her feet again after an operation on a toe of each foot.

—HELEN A. LOWE

## Guess Everyone Just Has Spring Fever

ARCHER—Things are pretty quiet around the depot these days. Nobody seems to be on a vacation, but it won't be long now before the hot weather comes, and we'll all be enjoying ourselves and basking in the sun.

Operator *Paul Reid* recently became a grandfather again. His daughter, *Bernadine Kopal*, gave birth to a girl, *Susan*, on March 11. . . . Supervisor *Francis Maloney* of District "B", became a grandpappy for the first time recently. All I can find out is that it was a boy.

*Tony Lombardo, Jr.*, son of Repairman *Tony*, decided that he would like the life of the Marines, so he joined up, and is now stationed at Camp Pendleton, California.

Almost forgot: Our afternoon clerk, *William Kelly*, is enjoying his vacation as of this date. I wonder if he was in a St. Patrick's Day parade anywhere.

*John Kramer*, superintendent of district "B", recently underwent a serious operation, and is rapidly recovering, we are happy to report. . . . *Stuart Sims*, district "B" superintendent, recently was admitted in the hospital for observation. He, too, is feeling much better, and is back working.

However, at this writing, Supervisor *John Clayton*, district "B",



## THE FIRST OF ITS KIND

PRECEDING SPEED run of CTA's modern, high-performance, light-weight rapid transit cars by nearly 58 years was a trial run by this "L" car, one of the first electrically-operated rapid transit units in Chicago, on April 16, 1898. Previously, this car and others were hauled over their routes by small steam locomotives. The car in this picture had just returned from Schenectady, New York, where it was converted to electric operation.

Reported by *Leo J. Bien*

is still recovering from his operation, while Supervisor *John McCarthy*, also of district "B", is on the sick list.

The mother of Janitor *Roger Shovlin* passed away recently, as did the mother of Repairman *Mike Tassone*.

Don't forget, fellows. If you have any news, be sure to give it to me, or leave it with the clerk.

—R. H. FORTIER

## Watch It! He'll Be Hard To Beat

BEVERLY—*Augustus Cooksey* is the undisputed checker champion and we will back him against all comers. On a recent afternoon he defeated five players simultaneously.

We are proud of our boys who won awards in the Bus of Tomorrow Contest. *Fred Riecke*, who once lost his way in Canada while on vacation there, won \$15.00 for his idea to have a compass placed

on the dashboard. Other winners were Operators *George Musgrave* and *A. Jackson*.

*Nancy Joan Cermak*, daughter of *Albert* and *Thelma Cermak*, was married to *Homer G. McWilliams* on March 10 at the Marquette Manor Baptist Church. The honeymooners spent two weeks at Daytona Beach, Florida.

*Mike J. Granger, Jr.*, of repairs, joined the Naval Reserve and now trains once a week at Glenview Naval Air Base. Mike, who served during World War II and the Korean war, has over six years of naval service to his credit.

—*Henry Stewe* will replace *Chester Buckley* as night foreman. Chester will go on days.

St. Patrick's Day had a double meaning for *John* and *Katherine McCarthy*. On that day they celebrated their 33rd wedding anniversary. To mark the occasion, they had dinner at a near north side restaurant and then took in a show in the Loop.

Also celebrating their big day were *Mr. and Mrs. Marinus Dykhuizen* on April 9—their 20th. Mrs. Dykhuizen recently recovered from a serious operation . . . Marking their 22nd wedding anniversary on April 16 were *Robert* and *Della Burns* . . . *Mr. and Mrs. Hugo T. Rohlen* will have been married 21 years on April 27 . . . *Mr. and Mrs. George Johnson* were treated to dinner by their children on February 27 as they celebrated their silver wedding anniversary.

*Alfred* and *Vivian Howard* were pleasantly surprised recently when a niece and nephew from way out in Harper, Oregon, whom they had not seen in 11 years, paid a visit.

The *Hagens*, *Fred* and *Minnie*, are really happy these days. *Fred, Jr.*, has been discharged from service and is home to stay.

*Sidney Clark* joined the ranks of CTA recently and is now a bus operator out of this station. He is scheduled to be married this month.

Operators *Marinus Cooper* and *Carroll Thurston* celebrated their birthdays.

## Enjoy Vacation

Operator and *Mrs. J. DeWhite* enjoyed a recent vacation to Detroit and Canada. Upon their return, they journeyed to St. Louis for a few days' visit . . . A post card from *Emil* and *Pearl Beck* says they took a motor trip through the Florida Keys.

Our relief janitor is *Herman Dreyer* who spent 21 of his 30 years' service up at Lincoln. Herman expects to retire at the end of this year.

Back to work after being on the sick list are *Ed Lammel* and *Joe Thurston* . . . *Bill Bowen* and *Milt Hanson*, who have been confined to the hospital for several months by illness, expected to be home by this writing. . . . Completely recovered after an operation are *Mrs. Florence McMullen*, wife of *John McMullen* of the Credit Union, and *Mrs. Gabriel DeJonge*.

Operator *George Tidd*, who is recovering from an eye operation, will be on the disability list for a while yet.

—FRANK M. BLACK



## ALL ABOARD



ALL SET to begin run on one of the first electric surface cars in Chicago were **Motorman August Bohnhoff** (left) and the conductor (unknown) who worked out of the former Noble depot. Mr. Bohnhoff, whose grandson, **Wilfred Janusch**, is a bus operator stationed at Forest Glen, drove a team of "hayburners" on a horsecar line before becoming a streetcar motorman. He died in March, 1936.

Reported by *Ruth Hanson*

## Spring Brings Vacations, Weddings

CLAIM—Spring has sprung! Vacations will be on us before we know it. Travel folders, rail routes and plane schedules sneak into our conversations. If you would like a vacation without financial worries, see the Credit Union.

April means springtime and weddings. On April 7 at St. Patrick's church, **Patricia Mahoney**, daughter of **James A. Mahoney**, attorney, was married to **Edward Jacobi**. . . . On the same date **Eva Nessinger**, daughter of **Val Nessinger**, Law Department, became the bride of **Ray Sehi** at St. Margaret of Scotland Church. . . . **Frank Vitale**, former adjuster's clerk, deserted his bachelor friends on April 14 for domesticity and **Elaine Caduto**.

**Henry** and **Mrs. Praiter** enjoyed a Florida vacation, visiting Miami, Clearwater and Bradenton.

This St. Patrick's Day will long be remembered by *Girard* and *Mrs.*

*McSwain*. That was the day a newborn baby, **Patrick Michael**, came to live with them.

—EL-JE

## Apprentice, Lineman Among Proud Dads

ELECTRICAL—**Paul Sauve**, operator's apprentice, is a proud daddy of a boy who arrived on February 25. His name is **Russell Paul** and this makes it a boy and girl for the Sauves. . . . **James Gibbons**, "B" helper, Line Department, is the father of a girl, **Doris**, who was born March 16.

**George Nelson**, supervisor of personnel, motored 1,135 miles to the sunny south. He visited relatives and friends in the vicinity of St. Petersburg, Florida and in Washington, D. C.

**Engineer Frank Parise** was surprised by approximately 20 of his associates at a farewell luncheon at The Well on March 15. He was presented a snorkel pen and pencil set and good wishes in his new field of endeavor.

**Leo Purcell**, retired power clerk, passed away on March 9. His home was in Leavenworth, Kansas. . . . **William King**, superintendent construction, suffered the loss of his brother on March 7. . . . **John Hofert**, utility man, suffered the loss of his father on March 10, while **William Beckman**, "B" electrician, lost his father on March 12.

**Pensioners John Woods**, former chief operator at Blue Island substation, and **Jack Gilroy**, former chief operator at 42nd substation, are basking in the sunshine in Clearwater, Florida, at this writing.

—GILBERT ANDREWS

## Maybe We Should Call It Shamrock Glen

FOREST GLEN—We have more Irishmen at Forest Glen than I realized, as I found out on that day of Shamrock Shenanigans (St. Patrick's Day, of course!). Our Union division 241 boys really turned out for that big parade on State street and were duly noted by spectators as they marched by.

Now for a bit of news and I do mean a little bit only. It is up to the men here to let me in on a few news items as I am trying to make this column interesting for one and all. I know some of our drivers' wives and families read the Transit News. So if any of you

folks have any news, pictures or anything of interest, please forward it to me, care of Forest Glen Depot.

In the line of sports this month, we pass on to you this bit of gossip. **Driver F. L. Gossell** is the man to see if you are a fisherman. You men may wonder what he is doing on his swing. Well, he is making flies for the outdoor fisherman. It is a very interesting hobby.

Just learned that **Operator Frank N. West** is quite a photographer. He does his own printing and also makes all sorts of pictures. I was told he will even come out to your house to take pictures.

This past month must have been a very happy one for a lot of families. **Operator Roger Plano** and his family were blessed with a boy recently. . . . **Driver E. S. Marchinski** and his family greeted a new girl. . . . **Driver Ramon A. Zapavigna** has a new dependent also. She weighed in at nine pounds.

**Operator Robert L. Peterson's** mother passed away on March 6.

—THOMAS CURCIO

## Everyone In Rush When Baby Arrives

GENERAL OFFICE—**Traffic Engineering**—It's another boy for the **Frank E. Barkers**, **Geoffrey Alan**, born March 12 at Woodlawn Hospital.

Little **Geoffrey** just couldn't make up his mind on what day he wished to see the light of day for the first time. This necessitated mama **Dorothy** making a couple of trips to the hospital, and a hurried trip back to Chicago for his grandfather who had just arrived in Milwaukee, Wisconsin, to attend the installation of the first Wisconsin Canadian Legion Post.

(*Training and Accident Prevention*)—**John Donovan**, transportation safety supervisor, and 69th Street's superintendent **Ernest Tocci** took an active part in the arrangements of the big Irish parade 18. Many CTA folks rubbed elbow on Chicago's south side March bows with such celebrities as **Lord Mayor Larkin** from Dublin, Ireland, **Mayor Richard Daley** and **Governor William Stratton** as they watched the Irish Pipers, the 40 bands and the beautiful floats parade through the streets which were lined with over 200,000 spectators.

(*Chief Engineer's Office*)—**Stanley D. Forsythe**, general superintendent, recently spoke at a meeting of the West Side Real Estate Board held in the Graemere Hotel.

Three women who have been working and taking their vacations together for the last 14 years made their way onto a page of a recent issue of *Coronet Magazine* in an

## TAKING A BREATHER



A FEW minutes later, **Motorman Henry Voss** (right), and **Conductor Steve Dorenski** (center) boarded their car and began their run on the Elston and Mayfair route of the Chicago Surface Lines. In 1910, when this picture was taken, the cars on this line were routed over Montrose to Knox. Voss left the Chicago Surface Lines in 1920, but his nephew, **Arthur Voss**, is a bus operator working out of Limits on the Wilson Avenue route. Third man in picture is unknown.

Reported by *Irving J. Metzger*



article entitled "Bus Trip." Shown talking together on the bus were *Marcella Hogan* and *Margaret Nolan*, West Side ticket agents, and *Stenographer Mary Isbrandt* of the staff engineer's office. They were photographed while making a tour of the West and Mexico.

The mother of *Charles Lapp*, staff engineer, died on March 22.

Three girls in the Employment Department have "gone college" and are taking various courses at night. *Genevieve Bagger*, testing, and *Stenographer Alice Pletzke*, are both taking interior decorating at Northwestern University one night a week, while *Typist Nancy Naughton* is taking shorthand at DePaul University two nights a week. Active in school affairs, she is a member of the evening commerce council and is a nominee for the evening commerce May Queen who will be crowned at a dance May 5. She also is a cheerleader for the DePaul Demons and was on the homecoming committee.

—MARY E. CLARKE

## Plans Visit With Two, Meets Up With 45

**GENERAL OFFICE**—On a recent Saturday when *Dispatcher Joe Blaa* was invited over to his son's home, he little realized there were 45 relatives and friends concealed in every nook and corner of *Jim's* and *Ann's* basement to surprise him with gifts and toasts on the occasion of his 60th birthday.

**(Transportation)** — The Transportation Department will miss *Walter Pitann*, Rapid Transit west side chief clerk, who retired on pension. Since 1912, Walter served as chief clerk at the old Marshfield avenue office, during which time he witnessed the Garfield Park structure rise and fall, in the path of progress.

*Donald Burton* tangled with a germ, and spent a week in St. Joseph's hospital, where he was treated for an acute attack of tonsillitis.

**(Stenographic)**—"Twas a happy and profitable day when *Joan Fitzgerald* and *Dorothy Durr* joined the Illinois Women's club to brush up on their swimming. Little did they realize that on a recent Monday morning it would be necessary to swim through the stenographic department in order to reach their desks. Over the week end an incendiary fire in the Serv-

## TRANSFERS 1885-1886 STYLE

P.M. 12	1	2	3	4	5	6	7	8	9	10	11	12
Jan. 25 1885	CHICAGO CITY RAILWAY COMPANY. Transfer Slip From 39th St. to Stock Yards Line This slip will not be honored unless presented at 39th Street within 60 minutes from hour punched in margin, for a continuous trip only. (Turn Over) <i>B.B. Holmes</i> , Supt.											
A.M. 1	2	3	4	5	6	7	8	9	10	11	12	

Mar. 26 1886	CHICAGO CITY RAILWAY CO. Transfer Slip to 39th St. 39th St. to Cottage Gro. & State St. This slip will not be honored unless presented at the CORNER OF 29th ST. and Street punched within 60 minutes from hour punched in margin, for a continuous trip only. (Turn Over) <i>B.B. Holmes</i> , Supt.											
A.M. 1	2	3	4	5	6	7	8	9	10	11	12	

**CHICAGO CABLE**

HAVANA CIGAR

5c. 5c.

Equal to Average 10c. Cigars.

OLDSMITH & BRO., Nos. 59 and 61 Lake Street.

**J. F. SOMES**

Wholesale and Retail Dealer in

TEAS, COFFEES, SPICES, &c.

Choice Strictly Pure Creamery and Dairy Butter received daily.

PRICES THE LOWEST.

8 & 10 STATE ST. CHICAGO.

WHEN HORSECARS and cable cars were the order of the day on Chicago streets, these little "slips," as transfers were then called, served as transfers on the Chicago City Railway Company. On top (left) is a slip dated January 25, 1885, which permitted a rider to transfer to the Stockyards line at 39th street, and on bottom (left), a slip, dated March 26, 1886, allowing a patron to transfer to 39th street on the State-Cottage Grove line. At right (both top and bottom) are the reverse sides of the two transfers, which show that business men of 70 years ago missed no tricks in finding means to advertise their products. The slips, which are the property of *Jerry Gleason*, will be turned over to *Paymaster Jim Norton*, who will add them to a collection of souvenirs he has accumulated during his more than 50 years of transit service.

Reported by *Frank M. Black*

ice corridor touched off the sprinkler system in that department, inundating machines and ruining paper stock.

*Harold Brown*, on his trip to Florida, must have run into a beautiful stretch of sunny weather, as evidenced by his deep coat of tan.

**(Office Services)**—*Katy Benson Pedone* resigned her position in order to assume full time duty as a wife and potential mother. To bid her adieu, about 30 co-workers gathered for luncheon in the Oak Room of *Henrici's* and presented Katy with a robe for her relaxing hours, and a bathinette for the expected bundle from heaven.

**(Insurance)**—*Carol Fahey* has severed connection with *Jim Carney's* archives and is now a full-fledged member of the Insurance Department.

Another Insurance maid, *Zoe Petrin*, had stars in her eyes as she displayed a beautiful, oblong diamond placed on her finger by *Bob Guidolin*.

—JULIE PRINDERVILLE

## Must Be A Lot Of Irish At This Station

**KEDZIE**—The South Side St. Patrick's Day parade was well represented by *Kedzie* personnel who marched with the Notre Dame Retreat League. *Ernest Tocci* of 69th, co-chairman, wishes to thank all those who participated in the parade.

*Collector Arnold Abel* is back on the job after a long siege of illness. Best of health and strength in the days to come!

At this writing, *District Superintendent John Kramer* is recuperating from an operation. A speedy recovery too, John. We hope he will be back with us before this issue is off the press.

*Chester Kulis* was presented with a son on Friday, March 9.

—C. P. STARR

## Let's All Add To Column Next Month

**LIMITS**—We find news a little on the scarce side this month. Could it be that some of us are down

with a touch of spring fever? Let's all see what we can do about making this column longer for the next issue. Just give me the news you have, and I'll be glad to see that it gets into the column.

*John Anderson* was operated on for a hernia condition recently. We wish him a speedy recovery.

Limits Depot Credit Union paid a nice dividend this last year. Why not save your money by depositing it in our Credit Union? Some day that money will come in very handy.

*Ed Stoike* and *Marie Wambaja* were married on March 3.

—IRVING J. METZGER

## Agents Busy Taking Vacations, Babysitting

**LOOP**—*Ann Donegher* had a full-time job on her vacation, decorating her new apartment.

*Ann Gardner* can vouch for the Chicago area as the ideal vacation spot as she spent part of her time off here and then flew to Washington, D. C., with her two grandsons. Returning by train, they swung



## RECENT NEWLYWEDS



**RECENT BRIDE** was *Patricia Anne Wilson, Revenue*, who exchanged vows with *David E. Welch* at St. Matthias' church on February 3. A bridesmaid at the wedding was *Phyllis Torrey* of the Law Department. After a reception at *Vic Filip's National Restaurant* for 250 guests, the couple left for a week's honeymoon at *Lake Como, Wisconsin*.

Reported by *Helen A. Lowe*

eastward and stopped off in Philadelphia.

*Julia Curry* has been kept busy at the home of her daughter, *Lorraine*, since the appearance on March 2 of her second grandson, *David Albert*.

*Ann Connelly* and *Joan Murnane* had a very enjoyable time at Kneipp Health Resort, Rome City, Indiana. They reported the guests as being sociable and friendly. They included *Ann* and *Joan* in their activities . . . *Nancy Fogarty* also spent several days with *Ann* and *Joan*.

The wedding of *Constance Ann*, daughter of *Henry Hoffmeister*, to *Roland Melody*, took place January 28 at St. Raphael's church. The bride wore white lace and the bridesmaids Christmas red velveteen and carried white carnations. A reception for 150 relatives and friends was held.

*Ann Dunleavy's* hand has greatly improved at this writing. Hope she will be back with us soon.

*Geraldine Wallace's* granddaughter, *Holly Glyns*, just missed being a true colleen by being born on

March 16. The little newcomer has a brother, *Scott*. Both are the children of *Geraldine's* daughter, *Betty*.

—EDITH EDBROOKE

## It's 'Play Ball!' Time At North Avenue

**NORTH AVENUE**—The sock of the ball could be heard throughout the neighborhood as the North Avenue softball team went into spring training. The CTA softball league, which has been so popular in the past, will open its season next month. Plans are being made for another championship for North Avenue. If you are interested in playing, keep your eyes peeled for the next practice date. Tryouts will be held then. Remember you do not have to be a "pro" to participate. Come on out and meet a dandy bunch of fellows, and enjoy yourself as well.

Although North Avenue didn't have the winner of the Bus of Tomorrow contest, we did have 15 men who won cash awards. They were: *W. H. Ley*, *W. E. Forbrich*, *H. J. Hoepfner*, *G. C. Childress*, *C. Cordek*, *J. B. Grier*, *P. Helle*, *M. J. Hunt*, *C. Kasper*, *G. Koeb*, *R. P. Lipari*, *J. Majszak*, *F. J. Napravnik*, *E. Storke* and *D. E. Wing*.

*Operator Rocky Malfese* and *Mrs. Malfese* will celebrate their silver wedding anniversary on April 21.

*Peggy* and *Ray Zapavigna* became the proud parents of their fifth child, *Barbara Jean*, who was born at Sherman Hospital.

*Operator John Ziemba* reported an enjoyable winter vacation at Key West Florida . . . *Bill "Red" Moran* had a hot time in Hot Springs Arkansas.

*Clerk Daniel McFadden* is now settled in his new home on the northwest side of Chicago. *Mrs. McFadden* has all sorts of plans for Dan. Aching backs and blistered hands will be standard complaints while planting and landscaping goes on.

*Louie Soduske* is a very sick man at this writing. He is a patient at Hines hospital, Ward "C", Room 242 . . . *Herman Neely* was a patient at Loretto hospital . . . *William "Duke" Cavanaugh* and *Harry Smith* were patients at Vaughan hospital as we wrote this. A visit to our sick boys would be cheering.

*Joe Pertl*, who recently underwent surgery, is doing nicely.

—JOE HIEBEL

## All Stars Wanted On North Park Nine

**NORTH PARK**—Wanted!!! Softball players! Any of you frustrated major leaguers interested in becoming members of the North Park All-Stars for 1956 see either *Bill Gehrke* or *Benny Kerpen*.

"Hopalong" *Richman* couldn't find anything for his horse to do, so he and the horse joined the Forest Rangers.

*Receiver Ray Simon*, who had been off sick, recently returned from California where he spent his



vacation. It's good to have Ray back in circulation.

*Operator* and *Mrs. Frank Zaborowski* have a new daughter.

*Operator Roy Lemke* suffered the loss of his father; *Operator Stanley Sandquist*, his mother, and *Operator Ben Geach*, his brother.

*Operators James Cross*, *Ralph Gallimore*, *Clarence Popp* and *Tom O'Neill* have been on the sick list for quite some time as we wrote this.

*Millicent Claw*, eldest daughter of *Operator William P.* and *Mrs. Claw*, was married last December 26 to *Lt. Lynne B. Fleming* at the United Church of Hyde Park. A buffet reception for 100 guests was held in the church parlors following the ceremony.

—EARL McLAUGHLIN and  
E. F. STENZEL

## They're Doubly Pleased Over Twins' Arrival

**PURCHASING AND STORES**—*Mr.* and *Mrs. Peter Duffy* are pleased over the arrival of twin daughters. *Pete*, a trolley tender at South Shops, is recovering rapidly, we are told. Perhaps we will have a picture for our next issue.

A big "hello" to *John Patti*, addressograph operator, who transferred from Payroll Accounting; to *Rudolf Herold*, laborer, South Shops, and to *Jacob Kula*, laborer, West Shops, who came to the Stores Department from Transportation.

*George Deuter* still finds Florida the best place to spend a vacation. He had a wonderful time down there this year. *George* is a stock clerk at South Shops.

## THE THREE FAITHFULS



**THREE MORE** faithful friends one could hardly wish for than *Salt*, *Tiny* and *Pepper*, three little dogs who wait eagerly but patiently every evening for their master, *Joe Fritz*, to come home from his day's work. *Joe* is a conductor on the Logan Square rapid transit line.

Reported by *Julie Prinderville*



Tom Handley and Roy Croon are off sick as this was written. Tom is a stock clerk at South Shops and Roy is a fork lift operator at West Shops.

—DAGMAR McNAMARA

## Newcomers Take Over In Two Happy Homes

**SCHEDULE-TRAFFIC**—The Pat O'Malleys are the proud parents of Martin who was born February 20 . . . David Owen O'Rourke, born March 3, is the new boss at the Tim O'Rourke home.

Richard and Mrs. Goldstein are justly proud of the honor bestowed on their son, Henry, who was inducted into the National Honor Society on March 14 at Steinmetz High School.

Eugene Jania has planned that vacation of two weeks in Florida for some time.

—L. C. DUTTON

## Serves As Escort In Templar Rite

**SKOKIE**—J. William Bird, assistant engineer at Skokie Shops, was recently an honorary escort at an installation of officers of Templar Knights in Evanston.

George Doerr, armature winder, who has been ill since January 6, went on pension April 1. His fellow workers presented him with \$50.00 cash.

Tom Hoey, electrical worker and his partner, Jean Mudloff, were engaged in a dancing act at the Chez Paree for one week recently.

Frank Tallon, carpenter, retired as of March 1 after 19 years of service, on behalf of his co-workers was presented a piece of luggage by Superintendent L. G. Anderson.

James O'Shaughnessy, truckman, is confined to Evanston Hospital at this writing.

Chester Matu, recently retired carpenter, made a visit to the shop on March 14.

Everett England, clerk and reporter for the Inside News, was on jury duty for two weeks at Criminal Court.

Please send in some news, fellows, as it helps to have what we reporters can't get ourselves.

—DAVE GURWICH and  
EVERETT ENGLAND

## A NURSING FAMILY



**ALL THREE** daughters of John Pierson, Beverly, and his wife, Pauline, are in the nursing profession. Eleanore, (left) who has three college degrees and is a graduate nurse, is a medical missionary in Korea. Donna (right), now Mrs. Dale Jones, graduated from nursing school last October while Frankie, a recent honor graduate of Parker High school, will carry on the family tradition by entering nurses' training at West Suburban Hospital next September.

Reported by Frank M. Black

## Two Who Ride Train Finally Get Together

**SOUTH SECTION** — Conductor Art Madden had an unusual experience while on vacation. As he was relaxing in the diner shortly after leaving Austin, Texas, a passenger asked him if he worked for the CTA. It developed that this person had been a passenger on Art's train for the past 14 years, which proves, as the saying goes, it's a small world.

Lester J. Hickey, district superintendent, is back on the job at Howard street and he wishes to express his thanks to those who so thoughtfully sent cards and flowers to him while in the hospital.

Members of the agent's club held their annual party at the Casino. About 30 attended and took part in the festivities. Present as guests of the club were Mr. and Mrs. Ralph Wenstrom, Mr. and Mrs. Arthur Anderson and Mr. and Mrs. John Becker.

Incidentally, Ralph Wenstrom not only observed Washington's birthday on February 22, but also celebrated 38 years on the Rapid Transit division.

William Woods, Loomis street porter, on March 11 happily announced that he was 72 years old.

Switchman Ed Feil, who usually gets his limit when he goes fishing, tried his skill at trout fishing at the Sport Show. With regret, he announced having no luck.

Agent Frank Mortell, who has been on the sick list, would no doubt welcome a call or visit. Why not send him a card, too? His address is 4924 Fulton street.

The home of North Section Clerk Pat Halahan was blessed with a happy event. The big bird stopped off and left a bundle of joy, little Nancy Teresa. That makes nine youngsters at the Halahan residence, five boys and four girls, enough for a mixed baseball team.

Agent Kay Connelly received the surprise of her life when she came home March 3. A big group of friends were there to greet her on her birthday.

The green was very prominently displayed at 61st street what with Mike Sheerin wearing a shamrock and Clarence Birmingham a bright tie of the same color . . . Charles Burns not only sported a green tie but also that typical Irish smile. The reason was St. Patrick's Day, of course

—LEO J. BIEN

## Trades CTA Job For Housewife's Duties

**SOUTH SHOPS**—Betty Byrne, who formerly worked at South Shops and the Mart, stopped in for a visit and told us she is now answering to the name of Mrs. Roy Johnson. Betty, who is now a lady of leisure, and Roy are residing

in Beverly Hills . . . Andy Ziegemeier, machinist, and Frank Rothman, foreman, are sojourning in Florida at this writing.

Don Schaefer and Henry Szepanik, both of bus overhaul, are still on the sick list. Henry was permitted to go home for two weeks but had to return to Hines Hospital for further treatment.

The census was increased in Evergreen Park when George Drey, bus body, and family moved into their new home which he purchased recently.

Knox, Indiana, was the scene of a wedding on February 11, uniting Edward Nausiedas, bus overhaul, and Mary Malecky in marriage. The bridesmaid was a cousin of the bride and best man was none other than our Harry Poces, also of bus overhaul. An afternoon reception was held in Chicago Heights.

There were two smiling faces in the woodmill on March 13 when little Jane Marie Noreen was born. One belonged to the proud father, Ed, and the other to the grandfather, Tom Thacker. Ed and his wife, Joan, also have two boys, Stephen and James, who are three years old.

—EVELYN CLARK

## THAT'S THE LIFE



**THERE'S NOTHING** like life in the U. S. Navy, seems to be the thought running through the mind of George Goerner, former repairman at 69th. George is now stationed aboard the battleship U.S.S. New Jersey which recently made a cruise down to Cuba.

Reported by Frank M. Black



## Chews Coffee Tables, Cans, And Carpets

77TH—When Clerk Eugene Brennan gave Clerk John H. Cook a Dalmatian pup, things started happening. The newcomer started taking after the other animals on John's farm, including a goat and a gander.

These creatures have big appetites, and the goat eats almost everything in sight. The pup, who answers to the name of *Chadwick*, like his friend the goat, now chews carpets, coffee tables and shoes, and has had to have a tuna tin extracted from his throat! So John wants to know if anyone wants a lovable Dalmatian pup before he throws it to the goat for lunch.

To correct the record: Clerk John Theis, not Superintendent John Theis, is the father of a new son as reported last month. Superintendent John is the grandfather of the child.

Andrew and Mrs. Birney were routed from their home March 23 when their oil furnace exploded and a fire broke out.

Operator Valcar A. Bowman won an award of \$5.00 for his suggestion relating to walking transfers

## RECEIVES WATCH



**HOLDING PACKAGE** which contains engraved watch given to him upon his retirement is (right) Carpenter Ignatius Marjanek, West Shops, who took his pension March 1 after 34 years of service. Saying goodbye to him is Joseph Replinger, general foreman, West Shops.

Reported by Ted Shumon

to be permitted between the "L" stations at 43rd, 47th and 55th streets and the South Park and Indiana Avenue bus lines.

—JOE SMITH

## Flying Kites, Call For Ballplayers Mark Spring

TERMINAL AND INSPECTION SHOPS—(Logan) — Saw some kids flying kites the other day, a sure sign that spring is on the way. The boys are again arguing the relative merits of the White Sox and Cubs. Some envision an all-Chicago World Series. Let's hope this is not just a spring dream. Come on, you Sox and Cubs. . . . While on baseball, Nick Suero again issues a call for softball players to represent the Terminal Shops in the softball league. How about getting in touch with him at Logan Shop. Ball players at Wilson, Howard, Kimball, 61st, Lake Street Shops take notice!

Foreman Harold Rose entered the hospital for an operation.

Repairman Bill Echols' wife is convalescing at home after a recent operation, as this was written.

(Douglas) Cleaner Mario Lena's daughter was recently married.

Repairman Sam Salvaggio won \$5.00 in Bus of Tomorrow contest.

Repairman Joe Serritella and his charming wife celebrated their 15th wedding anniversary on February 14, Valentine Day. Incidentally, Joe, a rabid Cub fan, has a problem on his hands. He is still trying to convert his son, Danny, from a Sox fan to a Cub fan.

(Garfield) — Repairman Cleveland Clay also won \$5.00 in the Bus of Tomorrow contest.

(Kimball)—William Buerger and Charles Dziuki, both repairmen "A," each won \$10.00 for suggesting that a four-inch coil spring be used for holding up the drawbar lock lever chain.

New working hours recently went into effect at the Terminal Shops. The men will work from 7:30 A.M. to 4:00 P.M.

—JOE FEINENDEGEN

## Take Your Pick, Rabbits Or 'Possum

WEST SECTION — "Farmer" Bob Suta, one of our motormen, who lives at 62nd street and Garfield avenue, Hinsdale, has taken to raising rabbits in a big way. He started with two and now has close

## GOLDEN WEDDING



**CELEBRATING THEIR 50th wedding anniversary on February 24 were Mr. and Mrs. William Doll. "Billy," who is a retired motorman from the former Armitage depot, and his wife received about 250 congratulatory cards from former co-workers all over the United States through the combined efforts of Ted Shumon, West Shops, and John B. McHale, a retired conductor of the Armitage depot.**

Reported by Ted Shumon

to 100 of the critters! It has developed into quite a problem, for he has had to rip out all available space to take care of them. So, anyone wanting some New Zealand rabbits please contact Bob!

Out Riverside way, a wild animal is on the prowl. *Eddie Valenta*, one of our extra switchmen, says there is a large 'possum lurking under his front porch. When Eddie goes out the front door, it's there waiting for him. And quite often it switches to the back door. If anybody would like to be the proud owner of a nice, extra-large 'possum, please get in touch with Eddie at once.

Over on the Garfield division, three new switchmen are rarin' to go—Fred Holly, C. L. Moore and A. Morris.

Laramie has a good record for safety for the year 1955—second in the first quarter, fourth in the second, and first in both the third and fourth quarters.

Four new gatemen recently joined the ranks: Pat McCole, L. Lowe, G. Rogers, and E. Scurlock.

The new pick for the west side is now in operation.

Back in circulation after undergoing surgery are Motormen *Walter Kanapick* and *Franz Janata* . . . *Elwood Smith*, Douglas Park conductor, spent nine days in the hospital . . . *Gateman William Wallenberg* returned after a stay at Mt. Sinai Hospital. . . . *Louis Deitoh* has taken a second sick leave after a leg operation. . . . *Gateman F. Lampe* is back after being home for some time.

Motorman *Johnny Milan* and Conductor *Walter Walanin* of Douglas Park report well-spent vacations. Walter says he looked in on a few of the horses at Tampa, Florida, and vicinity . . . Also back on the job after a vacation is Conductor *K. C. Davidson*, who said his time was well taken up in good surroundings.

*Otto Bouma* passed away after a lingering illness. His last assignment was on a night conductor run on the Logan Square line.

Retired Gateman *Robert M. Johnson* died February 27. The mother of Switchman *Ray Mungais* passed away recently.

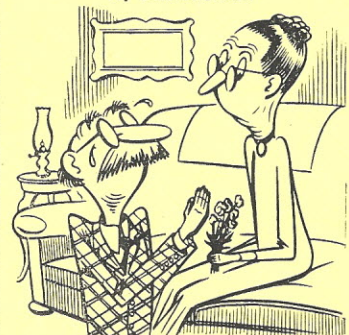
*Charley Whiting*, Garfield Park line conductor, underwent surgery at Presbyterian Hospital . . . *Benny Horace*, Douglas conductor, is presently at home after his second trip to the hospital within the period of a few months. He hopes to be back on the job soon . . . Coming along nicely, as this was written, is *Bill Kenny*, conductor, who returned home recently after a long stay at the hospital.

Returning to his duties after being in the hospital for some time was *Ralph DeMario*, superintendent of stations.

Supervisor *Bill Hogan* had good cause for a double celebration on

## My Neighbors

By BILL PAULSON



"For the eighteenth thousandth, two hundred and fiftieth time—WILL YOU marry me?"



## 40-YEAR EMPLOYEES RECENTLY RETIRED



**Michael J. Lyons**, conductor, 77th, retired April 1 after 43 years of service.

**William P. Boyle**, conductor, Devon, retired April 1 after 41 years of service.

**Salvatore Sulla**, conductor, West Section, retired April 1 after 43 years of service.

## For And About Our Pensioners

BEVERLY — Congratulations to the many pensioners who entered the Bus of Tomorrow contest. There were no fewer than 11 winners at Beverly depot. . . . Mr. and Mrs. Charles Austin are bursting with pride these days over the arrival of their first great grandchild. The baby is Douglas Alan, the son of Donald and Patricia Stromberg. Charlie, formerly of 77th, now is taking it easy down in Harvey, Illinois. . . . Fred Hagen received word from Charles W. Hawkins, formerly of 38th and 77th. He is now living near Medford, Wisconsin (Route 2, Box 84). He would like to be remembered to the gang. . . . Tom Kenny, who put in 45 years at the supply yards at 39th and Halsted, would like to say hello to all the boys who worked there. Tom retired six years ago. Here are some addresses of men formerly employed at south side stations: **Haller Thomassen**, 1133 Pine avenue, Long Beach, California; **Peter Streelman**, 2700 National avenue, National City, California; **Ernest Sehill**, Route 1, Box 4D, Knox, Indiana; **Frank Krawitz**, White Cloud 21, Michigan; **Henny Moss**, 5024 4th avenue, St. Petersburg, Florida; **Richard Davis**, 228 Thomas street, Wyoming, Illinois; **John Downey**, 626 E. 92nd place, Chicago 19, and **Albert Chappell**, Route 2, Box 305, McHenry, Illinois.

along to those who do not know of this change as we miss the smiling faces of our old timers.

**Pensioner James D. Raymond** recently received a \$5.00 award for his suggestion that suitable signs be installed at the intersection of Austin boulevard and Chicago avenue.

**Nick Werkmeister**, 1615 N. Mango, was a pleasant visitor to our station last month. He is as fit as a fiddle. He sends his regards to all his old buddies. . . . **Eddie Eltman** says he is night manager of the Byrd Theater. . . . **Charles Wacholz** and **Ernest Ritt** passed away recently.

—JOE HIEBEL

Sunday, March 11. That day was his birthday, and to make things complete, his daughter, Mrs. Marie Haywood, gave birth to a bouncing baby girl.

—ARTHUR L. DICKSON

## Corned Beef, Airplane, Weddings In News

WEST SIDE (Agents)—Shure and Nancy Fogarty enjoyed her dinner at St. Patrick's Church of the traditional corned beef and cabbage and all the Irish songs and dances afterwards. Nancy said the fun didn't last long enough.

**Robert Waite**, son of **Pearl Waite**, has purchased an airplane. That's the way to travel, says his mother.

**Ann Fay** spent one week of her vacation at Kneipp Springs, Rome City, Indiana. . . . Other vacationists were **Margaret King**, **Julia Lahay**, **Genevieve Rusin** and **Martin Tezak**.

**Nellie Reidy**, **Helen McMahon**, **Nonie Coughlin** and **Laura Sullivan** were still on the sick list at this writing.

**Agent Rita Carberry** and her sister, **Mary**, will be married in a double wedding on April 28.

**John Perry**, porter, suffered the death of his father in Nashville, Tennessee.

—KITTY CONROY and RUTH HANSON

## A Lot Of Folks Gained Relatives!

WEST SHOPS—Your chest would be swelled up too, if you were **Machinist Apprentice Tim Tracy** or

**Foreman Mitch Kitzman**. You see, on March 2, Tim became the father of a girl named **Linda Lee**. This makes Mitch a grandfather.

**Peter Piecyk** of the body shop became a grandfather for the fifth time on March 9 when his daughter, Mrs. **Helen Adams** presented him with a granddaughter named **Dolores Marie Adams**. This little lady is also a niece of **Booth Clerk Norm Piecyk**.

**Motor Rebuilder Joseph Vitek**, retired on March 1, after 32 years of service. He was presented with a sum of money by his fellow workers at a noon-day celebration. . . . **Carpenter Ignatius Marjanek** also retired on March 1 with 34 years of service. He was presented with a watch.

**Machinist John Straka** of the bus overhaul department visited his parents at Sarasota, Florida. John's father is **Floris Straka**, a retired machinist from West Shops. John says his parents are both fine and really enjoying themselves in Sunny Florida.

**Machinist Sam Cearing** made a flying trip to Des Moines, Iowa, on March 10 and 11 and saw his two airedales (mother and pup) take several ribbons at the dog show.

**Michael Coleman** died on March 15. He was the only son of **Miles Coleman** of the West Shops. Mr. and Mrs. Coleman wish to convey their thanks and gratitude for the many expressions of sympathy over their bereavement.

—TED SHUMON

—FRANK M. BLACK

GENERAL OFFICE—**Pensioner Melvin W. Bridges** and Mrs. Bridges have returned from a three-week trip to Florida. While there they stopped off at St. Petersburg and Zephyr Hills on the Gulf side of the state during the first week and then spent the remainder of their stay in Daytona Beach. They reported the weather warm and sunny.

—MARY E. CLARKE

LIMITS—**Charles Ritter** says that the temperature in Boulder, Colorado, was a balmy 57 degrees recently, while here in Chicago the mercury was a few degrees below the 57 mark. . . . **John Clark**, who has been on pension since 1949, is enjoying life very much these days.

—IRVING J. METZGER

NORTH AVENUE—Since our paydays have been changed to Wednesdays we haven't seen many of our pensioners. Pass the word

SOUTH SECTION—**Frank O. Anderson** stopped in at 61st Street office with a travelling bag in his possession. He was bound for the railroad station to board a train to San Francisco. Frank is one of the really active pensioners who has no rest in his bones. . . . **Martha Strauss** does not get out as often as formerly, and would enjoy a visit from her friends. A card sent to her would be a pleasant and cheering gesture. Her address is 2310 W.

## SUPERVISOR DIES

**GEORGE FERCH**, 56, supervisor at the rapid transit division's Howard street terminal, died of a sudden heart attack while on the job April 4.

Serving 26 years with CTA and the former Chicago Rapid Transit Company, all at the Howard terminal, he started in January, 1930, as a guard. In 1942, he was promoted to service inspector. He became a dispatcher in 1945 and a supervisor in 1951. He was a member of division 308.

Funeral services were held April 6 at the chapel at 2500 N. Cicero avenue. Burial was at Ridgeland cemetery.

A resident of Des Plaines, he is survived by his wife, **Marie Helene**; a son, **George, Jr.**; a daughter, **Mrs. Mary Brosius**, and two grandchildren.



## RECENT DEATHS AMONG EMPLOYEES

- PETER ANTHON**, 70, retired chief engineer, General Office. Died 2-10-56. Employed 6-30-13.
- P. C. BARTELS**, 67, retired motorman, Devon. Died 2-22-56. Employed 12-16-19.
- RICHARD BIRD**, 82, retired conductor, Cottage Grove. Died 2-15-56. Employed 11-6-17.
- OTTO BOUMA**, 56, conductor, West Section. Died 2-28-56. Employed 6-28-20.
- J. A. BRUSHKIS**, 71, retired car repairman, Lawndale. Died 2-17-56. Employed 2-5-24.
- GERALD BUCKLEY**, 61, retired motorman, North Avenue. Died 2-11-56. Employed 4-7-20.
- S. L. CHANDA**, 65, retired motorman, 77th. Died 2-24-56. Employed 9-11-23.
- M. J. CONWAY**, 75, retired conductor, Archer. Died 2-26-56. Employed 9-2-13.
- LOUIS DOBRAVEC**, 71, retired paint foreman, Keeler. Died 2-29-56. Employed 3-13-29.
- FREDERICK EDGEComb**, 72, retired conductor, Kedzie. Died 2-22-56. Employed 10-18-17.
- WILLIAM GRAVES**, 51, supervisor, District "B". Died 2-22-56. Employed 3-11-27.
- JERRY HOLPUCH**, 69, retired gateman, West Section. Died 1-24-56. Employed 7-15-42.
- ADOLPH JESKE**, 62, gateman, West Section. Died 2-24-56. Employed 4-16-41.
- R. M. JOHNSON**, 72, retired watchman, West Section. Died 2-23-56. Employed 5-6-27.
- W. A. JONES**, 65, retired guard, West Section. Died 3-12-56. Employed 4-20-20.
- J. F. KENNEY**, 75, retired conductor, North Avenue. Died 3-6-56. Employed 4-27-04.
- R. H. LaPOINTE**, 80, retired clerk, General Office. Died 2-15-56. Employed 8-5-07.
- MARK LAVIN**, 71, retired motorman, 69th. Died 2-16-56. Employed 4-1-49.
- THOMAS McGOVERN**, 81, retired car cleaner foreman, Throop. Died 2-18-56. Employed 1-12-10.
- C. M. MIESLER**, 76, retired conductor, North Section. Died 3-2-56. Employed 12-6-00.
- HARRY T. NORDSTROM**, 62, conductor, South Section. Died 2-28-56. Employed 9-23-16.
- E. W. RITT**, 72, retired conductor, North Avenue. Died 3-6-56. Employed 7-2-18.
- JOHN RYAN**, 78, retired motorman, Cottage Grove. Died 2-12-56. Employed 3-21-16.
- R. H. SMITH**, 63, retired conductor, 77th. Died 2-18-56. Employed 10-27-20.
- WALTER TROCHIM**, 67, retired gateman, West Section. Died 2-13-56. Employed 9-22-37.
- JOSEPH VAISVILAS**, 66, retired bus cleaner, 77th. Died 2-17-56. Employed 2-19-43.
- W. D. WATSON**, 73, retired platform man, West Section. Died 2-14-56. Employed 10-22-43.

## For And About Our Pensioners (Cont.)

Farwell street. . . *Tommy Henry*, former electrician who now is living in Indiana, dropped in to say hello. He has been enjoying himself, and looked hale and hearty.

*Peter McAnulty*, former conductor, has been scouting the area around Gages Lake with an eye for a desirable home site. He has also made plans to visit San Antonio, Texas. From there he will go to St. Petersburg, Florida, where he plans to see many of his former co-workers who have made that city their home since going on pension. . . . Additions to the pen-

sion list as of March 1, 1956, are: *Anna Flynn*, agent; *Ed Spinner*, switchman; and *Stanley Warda*, conductor. . . . *Arthur Hollst* wrote to us from the West Coast and informed us that he had recently wed. He and *Mrs. Hollst* are very happy in their new home at 1615 San Pablo avenue, Fresno 4, California. He plans to visit Chicago this summer. In the meantime, why not write Art a note as he suggested in his letter?

Quite often worthwhile acts and deeds go unnoticed, but there is

satisfaction in the realization that good is being done. An example of a person who deserves credit is *Motorman William Sheffner*, who spends most of his time helping and advising those who are in trouble. Sunday mornings will find Bill at the County Jail preaching to the inmates. In the evening he makes a trip to Skid Row where he preaches the Gospel and talks with those who have drifted, because of problems within their home, etc. He always makes it a point to visit those employees who are on the sick list.

—LEO J. BIEN

**SOUTH SHOPS**—Familiar faces seen around the shops recently were those of *Barney Washburne*, retired switchman; *Jim Hessler*, retired upholsterer; *Jim Kubich* and *Martin Byrne*, both of miscellaneous, retired. . . . *Ralph Bolt*, retired tinner, has remodeled his kitchen and back porch. In his spare time he is weaving a live net to use on his boat when he goes fishing.

—EVELYN CLARK

**WEST SECTION**—From Bass Lake, Indiana, comes good news. *Bill Rankin*, retired Douglas conductor, really is making things hum on his farm. He now raises champion chickens and takes full advantage of his new home and the 15 acres on which he is always busy. . . . Any news items connected with Lake, Logan Square, Douglas or Garfield always are most welcome. Send it to me at Douglas terminal. If it's something big and you don't have the time to send it, I will come after it.

—ARTHUR L. DICKSON

## FOR THE PICKING



**ADMIRING ORANGES** which grow right in their own back yard are *Mr. and Mrs. Floris Straka*. Floris, a retired machinist at West Shops, and his wife moved to Sarasota, Florida, upon his retirement. Floris' son, *John*, also is a machinist at West Shops.

Reported by *Ted Shumon*

**WEST SIDE** — (*Agents*) *Augusta Kearns* returned home to Aurora after spending the winter months in Florida. . . . *Pearl Walsh* has been vacationing in Florida. I wonder if these gals ever bump into each other. . . . How about some of you dropping a card to us. We would like to hear how you are enjoying yourselves.

—KITTY CONROY and RUTH HANSON

## We Need Men

. . . for Surface Transportation Work

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

### Hiring Requirements:

**Good Physical Condition**

**Ability to pass reasonable qualifying tests**



## NEW, DOWNTOWN, SHUTTLE BUS ROUTE

AN EXPERIMENTAL, rush-hour, express, shuttle bus service between Union Station and Grand avenue and St. Clair street, via lower-level Wacker drive and lower-level North Michigan avenue, began operating on April 9.

The new 10-cent shuttle service, known as Wacker Express, Route No. 158-A, provides fast service, Mondays through Fridays, between the Union and Chicago & North Western stations on the south end and such large buildings on the north end as Pure Oil, Esquire, 66 E. So. Water, Prudential, Bell, 333 N. Michigan, London Guarantee, Tribune Tower, Wrigley, Remington-Rand and 425 N. Michigan. Several of these buildings have lower level entrances.

Buses operate northbound from the Union Station at Canal and Adams, as follows: north in Canal, east in Washington, north in Wacker Drive to Randolph, north on the ramp leading down from Randolph and Wacker to the lower level of Wacker, north and east in the lower level of Wacker and So. Water street, north in the lower level of N. Michigan, east in Illinois, north in St. Clair to Grand.

Southbound, these buses operate west in Grand from St. Clair, south in the lower level of Michigan, west and south in the lower level of Wacker, south on the ramp reaching the surface at Monroe, continuing south in Wacker, and west in Adams to the Union Station entrance.

During the morning rush period, nine round-trip runs are made from Union station, leaving northbound at six-minute intervals from 8:10 A.M. to 9:00 A.M., and leaving southbound from Grand and Michigan avenues from 8:23 A.M. to 9:13 A.M., inclusive.

During the evening rush period, eight round-trip runs are made from Grand and Michigan avenues leaving southbound at about seven-minute intervals from 4:25 P.M. to 5:16 P.M., and leaving northbound from Union station from 4:40 P.M. to 5:30 P.M., inclusive.

In the morning rush period only, buses load at the Canal street entrance to Union station. At all other times buses service the Adams street entrance. Other northbound passenger stops on the route are at Canal and Madison, Canal and Washington, Washington and North Wacker (north-east corner), East Wacker and Wabash (lower level), South Water and Michigan (lower level), Michigan and Wacker (lower level), Michigan and Hubbard (lower level), Michigan and Illinois (lower level), Illinois and St. Clair, St. Clair and Grand.

Southbound stops are Grand and Michigan (lower level), Michigan and Illinois (lower level), Michigan and Hubbard (lower level), Michigan and Wacker (lower level), East Wacker and State (lower level), South Wacker and Monroe (upper level) and the Adams street entrance to the Union station.

It is expected that this express operation at lower level for the greater portion of the trip will save in running time up to 10 minutes by avoiding the heavy traffic congestion which exists on the upper level streets.

At this time no change will be made in the present Wacker-Depots No. 158 route which serves the same area via upper level streets.

## JACKSON AND VAN BUREN ROUTES CONSOLIDATED

CONSOLIDATION of two CTA Surface routes—Jackson Boulevard and Van Buren Street—became effective April 8.

This change had been necessitated by Congress street superhighway construction work, which has caused numerous detours for more than two years, making operation of the Van Buren street line impractical and regularity and frequency of service uncontrollable. As a matter of fact, Van Buren buses and Jackson buses had been operating over the same streets to a large extent.

The consolidated line, known as Jackson Boulevard, operates in three segments, as follows:

1. The main line (Route No. 126) operates from a west terminal at Austin and Jackson boulevards east in Jackson to Michigan, south in Michigan to Balbo avenue, east in Balbo to Columbus Drive, south in Columbus to East 14th boulevard, east in East 14th to Lake Shore drive, the east terminal. Service is also provided from this terminal to the Planetarium. Westbound operation is north in Lake Shore drive to Balbo, west in Balbo to Michigan, north in Michigan to Van Buren, west in Van Buren to Aberdeen, north in Aberdeen to Adams, west in Adams to Campbell, south in

Campbell to Jackson and west in Jackson to the terminal at Austin.

An expanded express operation is incorporated in the main line service during rush hours, Mondays through Fridays, in both directions, between Kedzie avenue and Halsted street. Express stops are at Kedzie, Sacramento, California, Western, Damen, Ogden, Ashland, Racine, Morgan and Halsted. This express service reduces running time by three to four minutes.

2. A supplemental service (Route No. 126A) during weekday rush hours and Saturday mornings operates east in Harrison from a terminal at Kedzie, to California, north in California to Jackson, east in Jackson to State, south in State to Congress, west in Congress to Dearborn, north in Dearborn to Van Buren, west in Van Buren to Aberdeen, north in Aberdeen to Adams, west in Adams to Campbell, south in Campbell to Jackson, west in Jackson to Kedzie and south in Kedzie to the terminal at Harrison and Kedzie.

3. "Owl" service on the consolidated line will be provided seven days a week in a clockwise loop, east in Jackson from Halsted to Michigan, south in Michigan to Van Buren, west in Van Buren to Halsted, north in Halsted to Jackson.





**INQUIRING REPORTER:** Tommy Curcio

**LOCATION:** Forest Glen

## What special feature do you like at Forest Glen that you did not have at your former station?

**CHARLES PETERSEN, repairman:** "I like the new lightweight tools and lifts. There is quite a difference between the new, easily-operated equipment and the old style jacks and hoists. Other new equipment, which really makes our work easier, includes a self-propelled fork lift truck with push-button controls, and a telescoping light-weight lift for changing heavy units on a bus chassis. These and other streamlined tools are time and energy savers and are greatly appreciated by all of us."

**ELMER RIEDEL, chief clerk:** "The Forest Glen office has a loud speaker system for calling operators. The speaker outfit not only saves time, but is a convenience in all other respects. When Forest Glen's new transportation building is erected, I'm sure I'll be able to comment favorably on many more new features."

**PAUL CHRISTINOS, bus operator:** "Now that I am working closer to my home, I can spend 10 hours a week more with my family. And I feel that one who transfers to a new station like Forest Glen, finds his work more pleasant."



**ROBERT VANDERMEIR, shop worker:** "I like the new, improved bus washers with the automatic doors. Since the washer area at Forest Glen is separate from other parts of the shop, we no longer hear repairmen complain about drafts from open doors."

**EDWIN E. STOBART, bus operator:** "It's a big advantage to be able to work out of a brand new station, which is so close to my house. And now, because I work out of Forest Glen, I can drive over routes whose streets I have known for years."

**CTA TRANSIT NEWS**



# TRANSIT IN THE NEWS

## Change in Terminals

DUE TO the building of a new field house by Chicago Park District in Jackson Park, the east terminal of CTA's 63rd street route (No. 63) and the north terminal of the South Deering route (No. 27) and the Jeffery short line (No. 5) were changed, effective April 2.

Under the new arrangement, 63rd street buses operate east in 63rd to Stony Island, south in Stony Island to 64th street, west in 64th to Harper, north in Harper to 63rd, thence west in 63rd over the regularly established route. These buses formerly looped through Jackson Park east in Hayes drive (a continuation of 63rd street), south in Cornell drive and west in the continuation of 64th street into the Park.

The South Deering and Jeffery short line operate east in Marquette drive from Stony Island through Jackson Park to Cornell drive, north in Cornell to Hayes drive (63rd street), west in Hayes to Stony Island, thence south in Stony Island over the regular route.

## Reward to "Coffee Kitty"

OPERATOR Edward Ciecko, Keeler, received a substantial contribution to his "coffee kitty" recently when he discovered a wallet wedged between the seat and the top of the heater in his bus. On opening it, he found it contained \$101.00 in \$10.00 and \$1.00 bills.

When he turned it into the Lost and Found Department, the loser, Mrs. Geraldine Hall, 530 Oakdale avenue, was contacted. She said the wallet was hers, but since she did not know where she had lost it, she had made no inquiries of CTA. She did not remember that her identification card was in the wallet.

She was very grateful when she called for the wallet next day and left a reward of \$16.00 for Operator Ciecko.

## CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF FEBRUARY 1956 AND 1955, TWO MONTHS ENDED FEBRUARY 29, 1956 AND 1955 AND  
TWELVE MONTHS ENDED FEBRUARY 29, 1956

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

	Month of February		Two Months Ended February 29,		Twelve Months Ended Feb. 29, 1956
	1956	1955	1956	1955	
Revenues	\$9,704,032	\$9,339,595	\$19,645,853	\$19,386,249	\$121,156,788
Operation and Maintenance Expenses	8,684,828	8,502,296	17,530,149	17,414,347	102,603,993
Available for Debt Service	1,019,204	837,299	2,115,704	1,971,902	18,552,795
Debt Service Requirements:					
Interest Charges	406,279	415,734	813,296	832,935	
Deposit to Series of 1947 Serial Bond Maturity Fund	233,333(1)	200,000	466,667	400,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	60,000	60,000	
	669,612	645,734	1,339,963	1,292,935	
Balance Available for Depreciation	349,592	191,565	775,741	678,967	
Provision for Depreciation - Current Period	776,322	747,168	1,571,668	1,550,900	
Balance Available for Other Charges or					
Deficit in Depreciation Provision (Note 3)	\$ 426,730	\$ 555,603	\$ 795,927	\$ 871,933	
r Red Figure					

## PASSENGER STATISTICS

Originating Revenue Passengers	50,738,335	48,621,355	102,620,405	100,980,241	625,133,812
--------------------------------	------------	------------	-------------	-------------	-------------

## STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at February 29, 1956

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

## NOTES:

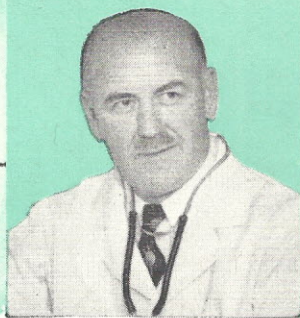
- (1) Equal monthly installments to retire \$2,800,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1956.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient 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.

FIRES OFTEN cause delays or require rerouting of surface system lines when they occur on busy streets. But in this case it was service as usual despite the abundance of fire equipment answering a call to fight a blaze in a building at Grand avenue and Halsted street. Trolley

buses moved along a center lane left open by police and fire authorities though hose lines were laid in the street and the curb was lined with Fire Department vehicles. The picture clearly demonstrates that every effort is made to continue operation of CTA vehicles on schedule even under emergency conditions.







# medically speaking

By Dr. George H. Irwin  
CTA Medical Director

## AMERICA'S NUMBER ONE CRIPPLER

ARTHRITIS is responsible for more chronic disability and economic loss than any other disease. Statistics show that there are 7,000,000 people afflicted with some type of rheumatic disease in this country. Of these, 147,000 are totally disabled, 800,000 are partially disabled and 6,000,000 are chronically afflicted but not disabled. Economically the loss is approximately 97,200,000 work days at a cost of \$750,000,000 a year.

Arthritis can be classified into many different types but the most common include rheumatoid arthritis and osteoarthritis. Non-articular rheumatism such as bursitis, myositis and fibrositis should also be included because of their importance in differential diagnosis. The importance of a correct diagnosis cannot be overly stressed since the cause, course, treatment and outcome vary considerably.

Rheumatoid arthritis is the most common rheumatic disorder and is the most crippling and disabling. An individual who is pale, thin, anemic, nervous, poorly nourished or perspires excessively is predisposed to rheumatoid arthritis. Such an individual, when confronted with physical stress such as overwork resulting in fatigue, mental or emotional strain, undue exposure to cold and dampness, poor hygiene or focal infection is apt to develop this type of arthritis. The younger age group is generally afflicted, thus causing disability with economic loss during the years of greatest productivity.

An acute rheumatoid attack is characterized by the usual joint symptoms of pain, swelling and stiffness. The chronic phase then begins with involvement chiefly of the fingers, hands and knees.

Treatment is not specific and must be individualized.

General measures are used in the early stages. These include mental and physical rest, well-balanced high vitamin anti-anemic diet, physiotherapy and removal of focal infection. More specific drugs may be employed, such as gold salts, butazolidin, cortisone, corticotropin and hydrocortisone. These drugs should be prescribed by your physician under strict observation. Treatment is usually prolonged because of the nature of rheumatoid arthritis.

Osteoarthritis is the next commonest rheumatic disorder and occurs almost exclusively in the older age group. The cause is not known, but stress resulting in wear and tear on joints is undoubtedly the most important factor. Obesity, physical defects, such as curvature of the spine and flat feet, faulty posture and occupation are predisposing factors. In a typical case, the patient is usually middle-aged or elderly when he first notices some stiffness in a joint. This comes on gradually but as time goes on pain and stiffness increases.

As compared with rheumatoid arthritis, the disease does not progress as rapidly. The hips, knees, spine and fingers are most frequently involved. Treatment consists of rest, physical therapy, diet, weight control, salicylates for analgesia and mild sedatives for relaxation. Cortisone is not usually used. Local instillation of hydrocortisone into involved joints may prove of considerable value with temporary and often complete relief.

Non-articular rheumatism usually involves various regions of the neck and shoulders. Cortisone with physiotherapy and direct instillation of hydrocortisone into inflamed bursa is effective.

Each arthritic patient should be classified as to the type of arthritis disorder he has. Treatment is individualized.

## CHICAGO HISTORICAL SOCIETY CENTENNIAL

MARKING a century of illustrious service to the community, the Chicago Historical Society, one of the city's most noted educational and cultural institutions, this year is celebrating its centennial with special exhibits depicting various aspects of life in Chicago in 1856, the time of its founding.

Visitors will find much to interest them in the exhibits which are on display at the Chicago Historical Society museum, in Lincoln Park, at the corner of North avenue and Clark street. Photos, prints, lithographs and other visual material from the Society's extensive archives present a realistic picture of the city as it was a century ago. Contrasting with these are present day photographs showing how the

passage of 100 years has changed the face of the city.

Also there are maps, coins and currency in popular use when the Society was founded, guns of the period, playbills, programs, mementoes of the presidential campaign of 1856, a display of gowns of the era and many other exhibits of interest.

Admission to the Chicago Historical Society is free on weekdays. Sundays, a 25c admission charge is made. The Chicago Historical Society museum is conveniently served by five CTA surface routes—Clark-Wentworth, North, Broadway, Logan-Diversey and Wilson-Clarendon.



IN APRIL, the gardener gets started in earnest. After a few bright and sunny days, the sap begins to flow in trees and shrubs and raises the gardener's enthusiasm.

The smart gardener learns to do first things first and postpones those that can wait until later in the season.

As soon as the soil has become sufficiently dry it is time to improve its texture and fertility. This applies especially in the flower and vegetable beds and around the shrubs where it can be lightly turned over or spaded just so it isn't done so deep that roots are injured.

Both the heavy clay soils and those of thin sandy consistency will be far better for every garden purpose if decayed organic matter or similar material is mixed into them. Old leaves or grass clippings from last year are good; if you haven't saved any, peatmoss is just as good. If they are mixed with the top few inches of soil nature breaks them down into a spongy consistency that is called humus.

Humus lightens the clay soil permitting rain to penetrate without standing on the surface and admitting air where the roots must have it. In a sandy soil, humus helps to hold the moisture that would otherwise drain rapidly away so deep that roots could not reach it.

Trees and shrubs are now showing green tips on their buds or the buds have opened into leaves. So you can easily tell which branches have died during the winter because they will not have any green coloring on the buds. It's smart to remove these dead parts early in Spring. With a sharp pruning knife, cut diagonally so water cannot collect in the exposed area. Should an entire main stem of a shrub be dead, cut it off as close to the ground as possible and again diagonally so water will not stand on the end and cause rotting.

If you have peonies in your garden—and certainly you should—be sure to remove all the old stems from last year

**SMALL TREES** and large ones should be cared for to keep them healthy and beautiful. This small tree is a Star Magnolia.



## Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



if you have not already done this. If peony foliage has been on the plant all Winter it may carry disease, so discard and burn it rather than keeping it in a compost pile.

Be careful not to disturb or injure the young red "eyes" or shoots that have already started growing and may be above ground. Be sure to clean all dried leaves or debris from the immediate surroundings. Stir in a cupful of bone meal around the base of each plant. Then thoroughly spray all the surface of the soil in the peony bed with a Bordeaux Mixture of the strength indicated on the package. Only in this way can you be sure of having healthy peonies with numerous large flowers. Don't use fertilizer having much nitrogen on peonies.

Be sure to grow some annual flowers in the garden this year. Most of these can be sown directly in the open ground. Some need to be planted as early in April as possible, such as annual larkspur, annual candytuft and snapdragons. They germinate while soil is still very cool, as low as 54 degrees or less.

Other annual flowers will not come alive until the soil has warmed up to 68 degrees or higher. These include zinnias, asters and morning glories.

*EDITOR'S NOTE: The Chicano 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 employee, 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.*

### ADDED SUGGESTION AWARDS

**SUPPLEMENTARY** awards totaling \$135.00 to be paid CTA employes for adopted suggestions which have resulted in savings greater than originally estimated were approved at a recent meeting of the Employee Suggestion Committee.

In making these awards, the committee established a new policy of reviewing all adopted suggestions one year after they have been placed in use. If the review determines savings resulting from the suggestion is greater than anticipated at the time the original award was made, a supplementary award is voted.

This means greater awards will be made in cases which, in the opinion of the committee, the resulting savings are greater than originally estimated, or where the savings extend to a second year.

CTA employes are urged to take advantage of this new award policy and participate in the Employee Suggestion Plan by sending in their ideas for improving any phase of CTA operations. So far, 609 employes have been awarded \$10,949.00 for suggestions which have merited adoption.





# Our Public

## SPEAKS



Stanley Jozwiak

**OPERATOR Stanley Jozwiak** (Keeler), who drives a Diversey boulevard bus for CTA, is, in the words of passengers who ride with him regularly, "a fine fellow who gets along well with people."

Four women passengers who take his Loopbound bus during the morning rush hour backed up this opinion recently when they presented him with a box of candy in appreciation of his courtesies to them.

The four ladies, who board the bus at Pine Grove avenue, ride to the Loop on their way to work each morning, also wrote and dedicated a poem to the friendly operator.

This was not the first time Jozwiak has received candy from his admiring public. A similar gift came from other riders on St. Valentine's Day.

Jozwiak has been a bus driver since June, 1937, when he was first employed by the former Chicago Motor Coach Company. He has received many commendations for his courteous and efficient public service over the years.

**ANOTHER** appreciative rider sent **Operator Sidney J. Engelhardt (Kedzie)** the following letter after he had recovered and turned in her wristwatch.

"Thank you for finding and turning in my wristwatch. I was lost without it at work and couldn't afford another.

"If I had means instead of being an elderly woman, I would be much more generous in my appreciation, but I trust this will buy some cigars or cigarettes. Thank you."

**ALSO**, a newcomer to Chicago, while writing to request a transit map, added the following comments about our service in general:

"I have just moved here from an eastern city. Even for the short time I've been here, and have traveled down California and across Roosevelt, I marvel at the frequency of the buses. Never have I had to wait more than two minutes for each bus. And the courtesy of the drivers is really something to write about."

**HOWEVER**, here are a few non-complimentary letters recently received that express a less gratifying story:

"I like to carry tokens not only for my own personal convenience, but I also believe it helps the bus driver when there are many people getting on. Just the same, I have an awful lot of trouble trying to get five tokens from a few of the drivers.

"This morning there were only two of us boarding and the bus was empty, so I thought the driver would have plenty of time to sell some tokens to me. He noticed I held a dollar bill as I stepped on the bus and immediately started to get 10 dimes out of his chang-

er. He had tokens, but didn't want to bother putting the dimes back in the changer."

**COMMENT:** Tokens are issued for the convenience of patrons and to speed up fare collections. The operator concerned was inconsiderate towards the patron because he denied her the specific purpose for which tokens are issued, and, literally, was "passing the buck" to his fellow workers.

"I am a regular passenger of CTA, but have been very dissatisfied with a recent situation pertaining to service.

"Every morning at least a dozen of us have had to wait, signaling frantically and desperately, to get a bus to stop at our corner. When we do get on a bus, we consider ourselves lucky. This has been occurring most frequently."

**COMMENT:** Passing up passengers is the same as a salesman refusing to wait upon a customer. Service is our product, and unless we sell efficient service, our customers will seek other means of transportation the same as a person will patronize a store where his needs are quickly and courteously filled.

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

	March 1956	Feb. 1956	March 1955
Commendations	110	99	106
Complaints	1055	948	927





# To the Ladies

FROM ELLEN

## SPRING IS IN THE AIR . . . IN FASHION, TOO!

IT'S THE SEASON when the talk of the town . . . and country . . . is fashions.

When the birds begin to sing and flowers begin to bloom, every woman feels the desire for something new and pretty to wear. And down on the farm, the answer to this yearning is likely to be found . . . of all places . . . in the barnyard where feed is stored.

Dress print fabrics, used to package not only feed but flour and other staple products, are prettier than ever. The usual polka dots, stripes, plaids, florals, and checks appear in beautiful up-to-date color combinations. There are harlequin, zebra, and bamboo prints and many abstract designs splashy enough to have come from the canvas of a modern artist. Who says cotton bags aren't in the world of fashion this year?

Colorful cotton bags are suitable for

making all kinds of penny-wise fashions from sports clothes to formal wear. Some of the latest suggestions in patterns for sewing with these cotton bags are available at department stores. Here are a few you might look for:

A housecoat made up in a gay floral print that will chase away the early morning blues. Choose a pattern which buttons all the way down the front, with raglan sleeves, belted-in-waist, and big roomy pockets.

The latest patterns turn a colorful butterfly print (cotton bag, of course) into a full-length cobbler apron. The apron can be worn as a sleeveless house-dress on a hot summer day or to protect a party frock.

Sun dresses with matching jackets are a perennial favorite for summer. Plain bodice and softly-pleated skirt go



**AHOY, THERE!** She's ready to go . . . to town or far away places. This stylish two-piecer was made from cotton bags in an unusual all over blue and white print.

well together, especially if the jacket has kimona sleeves and a big collar.

How about a playsuit tailored to the "little boy" look? Cotton bags in a zebra print can be used for a long-waisted overblouse. Brief cuffed shorts and a casual jacket of bleached osnaburg, a heavy linen-like fabric, is very durable and practical.

Some cotton bag prints are glamorous enough to go dancing, too. An unusual feather-like print of orange, aqua, and white will look wonderful in a short strap or strapless formal. A stole of matching fabric is a good accessory.

## BOOKLET TELLS NEW WAY TO MAKE CAFE CURTAINS

WE'VE JUST been through a long, hard winter but after the first crocuses appeared we knew that spring was on its way. After March winds blew, we began packing away the wools and taking out the print dresses and straw hats.

Of course, the advent of spring meant other things to the housewife as well. It meant the usual spring cleaning—and

the annual desire to spruce up the house. Now that all the general cleaning is over, or just about, nothing will complete the picture more than new curtains for the bedroom, with possibly a bright dust ruffle and bed throw. Or maybe it's the children's rooms that you have been wanting to redecorate.

Anticipating this home-brightening urge that comes at this time of the year, we have obtained a free home-sewing instruction booklet on how to make cafe curtains. This newest decorating idea for enhancing windows is adaptable to any window in the house and permits any number of color possibilities. And there are other advantages to cafe cur-

tains which every housewife will appreciate—they are easily taken down for washing and ironing and unlike transparent "glass curtains" which afford no privacy, cafe curtains can be easily opened to let in the light and closed at night.

The best choice of fabric for these cafe curtains is one that is decorative but sturdy, a no-shrink, no-fade, machine-washable cotton that has no "wrong side" and a balanced weave so that your curtains hang perfectly whether you hang them cross-wise or length-wise.

There are 15 bright new ideas in the cafe curtain instruction booklet as well as tips on coordinating colors which can make decorators of all of us. Write to Women's Page Editor, P.O. Box 3555, Chicago 54, for your free copy.

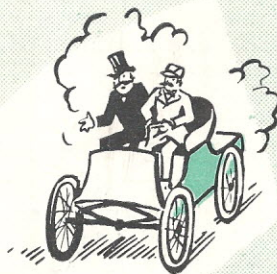
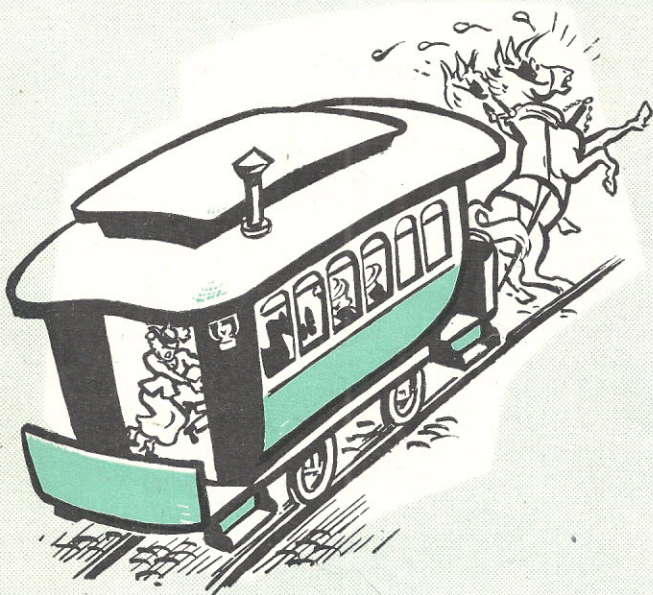


**SUITABLE** for any room, whether contemporary, modern or traditional, cafe curtains provide privacy, yet are easily pushed aside to let in the morning sun.



# IN THE OLD DAYS

**WE COULDN'T DO MUCH TO PREVENT  
"FALL-ON-BOARD" ACCIDENTS LIKE THIS . . . .**



**TODAY— OUR EASILY-OPERATED,  
SMOOTHLY-RUNNING, MODERN  
EQUIPMENT, COMBINED WITH  
SKILLFUL DEFENSIVE DRIVING,  
SHOULD ELIMINATE ROUGH  
OPERATION WHICH IS THE  
GREATEST CAUSE OF PASSENGER  
FALLS.**

**OPERATORS CAN HELP  
THIS WAY:**

- 1... START SMOOTHLY
- 2... TURN SLOWLY
- 3... STOP GRADUALLY

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

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