

# **TRANSIT NEWS**

MAY, 1956



ONE OF CTA's large Diesel buses has been attractively painted in five colors as part of a cooperative effort to help publicize Mayor Richard J. Daley's current campaign for a cleaner Chicago.

The 55-passenger bus presents an appearance of spring with large, white daisies, combined with two-tone green shrubbery, against a solid yellow background. The lettering is in black and red.

The specially painted bus initially was based at Limits station and started in regular passenger service on the Halsted and Ashland avenue routes. From time to time, the special bus will be transferred to other CTA stations so that eventually it will be seen in service on the streets in practically all parts of Chicago.

The bus will also take part in the "All Chicago Cleanup Parade" which is scheduled for May 26.

## Automatic Washers Now In All CTA Bus Stations

INSTALLATION of an automatic bus washer at CTA's Lawndale terminal at 3925 W. Cermak road completes the equipping of all 12 of its bus stations and means that more freshly-cleaned CTA buses than ever before ply Chicago streets.

Four additional bus washers are planned to supplement the washers already in service at three terminals. Two are slated for 77th street and Vincennes avenue depot, and one each at the 69th Street, 1601 W. 69th street, and Forest Glen depots.

These up-to-date washers enable workmen to cleanse a unit thoroughly in a matter of minutes. Typical of a bus washing process is the operation at Forest Glen, CTA's newest terminal, which is home base for 12 motor and trolley bus routes. Here, as at all other terminals, a motor bus gets a scrubbing immediately after passing through the service island area at the end of each day's run when the temperature is above freezing. Trolley buses go through the washer twice a week, or oftener if necessary because of slushy or dusty weather. To increase efficiency of the operation, mo-

tor buses are handled at night and trolley buses during the day.

A motor bus, after being serviced, moves to the washer area where a detergent is sprayed on its sides and roof, and revolving brushes wash off the dirt. Then the bus is rinsed. Workmen finish the job by washing the ends of the bus by hand. All vehicles in the washer area are handled on a production line basis. Simultaneous with a freshly-washed bus's leaving the area, another bus moves in for its washing. This procedure enables every station to wash all of its motor buses during each 24-hour period.

**COVER:** A picturesque addition to the scenery in the forest preserve at Mobile and Touhy avenues on the Foster-Central (No. 85A) route is the replica of the Leaning Tower of Pisa in Italy. This copy of one of the original Seven Wonders of the World stands on the site of the former Ilgair Park which was a popular spot for group outings and picnics in an earlier Chicago era. (See "Know Your CTA Routes"—Pages 17-18.)

VOLUME IX

**CTA TRANSIT NEWS**

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## RECENT CTA ADDITIONS TO THE ARMED FORCES

*Timothy Hall*—Shops and Equipment (52nd St.)

*One kind of motorist who never seems to run out of gas is the back seat driver.*

CTA TRANSIT NEWS

# NEW RECORD! TRAFFIC ACCIDENTS

## AT NEW LOW IN 1955

DESPITE a sharp increase in automobile registrations, and an increase in street traffic congestion, CTA achieved the best surface system traffic accident record in its history in 1955.

The total number of Surface System traffic accidents was reduced from 16,227 in 1954, to 13,861 in 1955, a reduction of 14.6 per cent in number.

The substantial reduction in number of CTA Surface System traffic accidents gave CTA an accident frequency rate of 11.6 accidents per 100,000 vehicle miles in 1955—the best in CTA's history. This is a reduction of 34.5 per cent, compared with the frequency rate of 17.7 in 1947, the highest recorded by CTA.

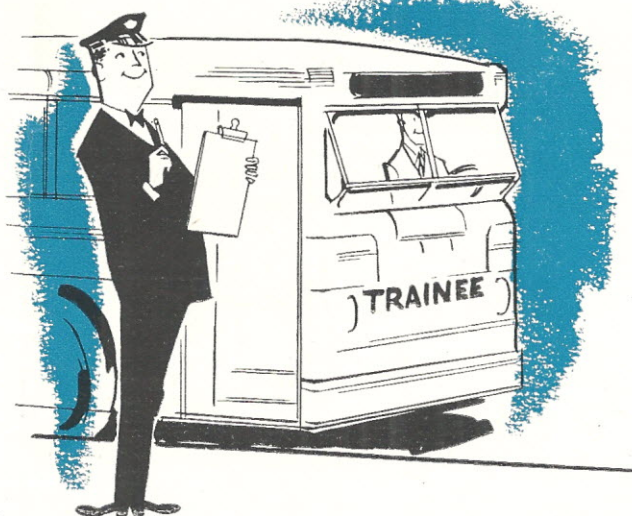
During 1955, CTA Surface System vehicles operated a total of 119,127,734 miles in revenue service, an amount equivalent to more than 4,765 bus or car trips around the world.

For all CTA operations, there were only six chargeable fatal public accidents in 1955, compared with seven in 1954. Non-chargeable fatal public accidents totaled 58 in 1955, compared with 55 in 1954. An accident is considered non-chargeable, when, in the opinion of CTA safety engineers, the operator involved could not have avoided it.

Surface System traffic accidents are divided into three categories—vehicle collisions, collision of bus or streetcar with a person, and collision of transit vehicles. Vehicle collisions dropped from 15,506 in 1954, to 13,209 in 1955. The frequency rate dropped 13.7 per cent, although automobile registrations in Chicago advanced from 873,513 in 1954, to 913,953 in 1955.

Streetcar or bus and person accidents dropped from 502 in 1954 to 488, and the frequency rate dropped 2.4 per cent, and collisions between surface transit vehicles fell from 219 in 1954 to 164, and the frequency rate decreased 22.2 per cent.

In keeping with the system-wide reduction in traffic accidents, there was, likewise, a substantial improvement in employe on-the-job safety during the year. Accidents in this classification, which covers all departments, showed a 13.8 per cent decrease in 1955 over the previous year.

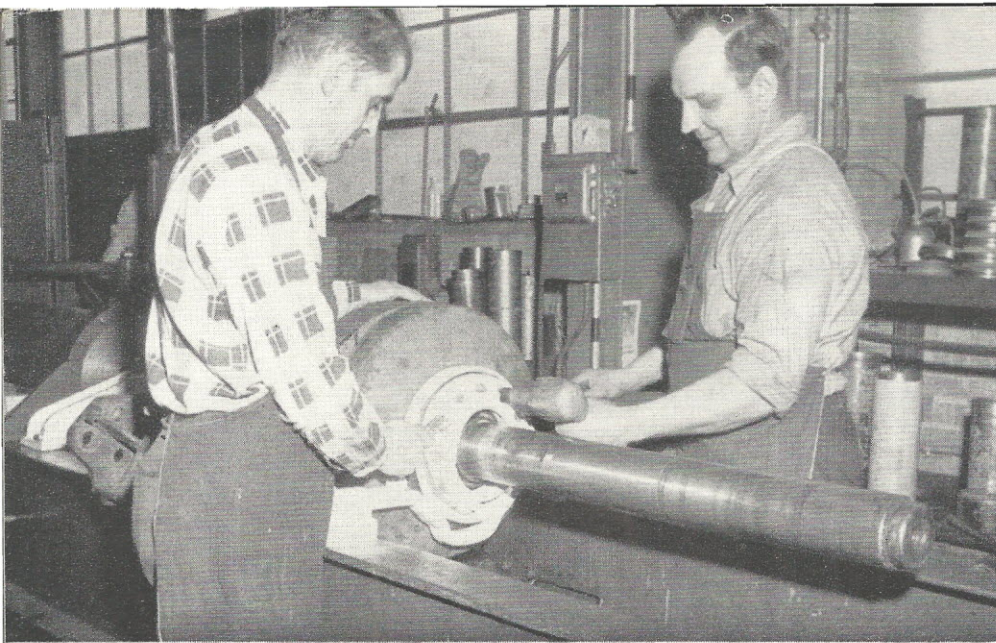


"Intensification of employe training and accident prevention programs, coupled with cooperative efforts by supervisory personnel, largely account for our excellent Surface System traffic accident record in 1955," *General Manager Walter J. McCarter* said. "Training and accident prevention activity was concentrated heavily on two of the Authority's most critical problems—a reduction of accidents and improvement of passenger relations," he continued.

Classification training for new employes and for employes transferring to a new classification was revised and more emphasis was placed on defensive driving (anticipating and avoiding accident situations) and passenger relations. The entire training program for Surface System operators was reviewed and revised. Here, too, emphasis was placed on defensive driving skills, courtesy and training on additional types of equipment. The defensive driving concept of accident prevention was tailored to fit the accident problems at CTA. Courtesy material was expanded through the use of recorded case histories and the development of audio-visual aids.

Group refresher training was also expanded and emphasized. This program included the Courtesy Caravan that visited all operating stations to point out to employes the need for more riders and to demonstrate specific ways for improving service and passenger relations.





**SPECIALIST STEPHEN Plaszczewski** (left) tightens bolt on device which locks truss bearing on axle of rapid transit car in the proper position so that a proper "back lash" reading can be made. **Machinist Alvin Krzeminski** holds the device, resembling a face plate, steadily in place.



**CAREFULLY POSITIONING** tool, similar in appearance to a section of pipe, **Machinist Charles Dreasler** makes sure he aligns axle housing tube with the ring gear housing.

## Skokie Shopmen Share Suggestion Awards

A SPECIALIST and three machinists at Skokie Shops received a total of \$235 in awards by CTA's Employee Suggestion Committee for designing innovations which have promoted increased efficiency and safety in work procedures.

Sharing in awards of \$185 were *Stephen M. Plaszczewski*, specialist, and *Machinists Alvin J. Krzeminski* and *Charles Dreasler*. *Machinist Ernest H. Fisk* was awarded \$50 for his suggestion.

All three devices designed by Plaszczewski, Krzeminski and Dreasler are used as aids in the work of disassembling and/or reassembling axles of rapid transit cars.

Contributing greatly to the overall safety of employes as they work on an axle is an aligning bracket which cradles the axle, thereby holding it firmly in the proper position for assembly. Because the bracket eliminates side sway and tilting of the axle, as was the case previously, it provides greater safety for the workmen and also releases the overhead crane for other uses. The men received \$35.00 for suggesting that this bracket be put into use.

A device resembling a face plate which locks the truss bearing on an axle in the proper position insures that a proper "back lash" reading can be made. This reading determines whether or not there is the proper amount of space between parts of the axle assembly. And this innova-

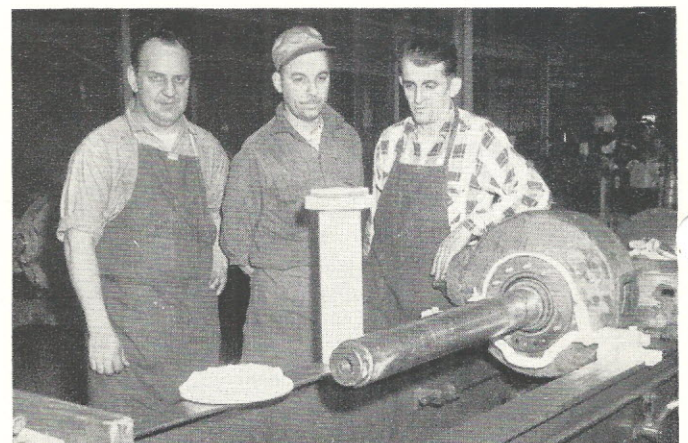
tion, because it eliminates some work by hand, cuts down time and manpower required in the overall operation of stripping down and reassembling axles. The group shared in a \$110.00 award for the device.

A tool now used to align an axle housing tube to the ring gear housing (which is used to install an oil ring) eliminates the need of an extra man when it is necessary to insert an oil ring in an axle housing. It insures a perfect alignment and prevents crushing of the oil ring. This idea brought the three men a \$40 award.

Fisk received his \$50 award for proposing that a fixture be designed to hold triple action valves for a rapid transit car in place on a lathe. The innovation has resulted in a better servicing job, and eliminates 75 per cent of the time necessary for preparing the valves for the lathe. When the pictures on this page were taken, Fisk was on the sick list, making it impossible to get a photo of him with his idea.

Plaszczewski has been an employee of CTA and the former Chicago Rapid Transit Company for 17 years, Krzeminski for 10 years, Dreasler for nine years and Fisk for 19 years.

**THE THREE NEW** devices which they designed are displayed by (left to right) Krzeminski, Dreasler and Plaszczewski. On edge of carriage are (left) locking device for truss bearing and axle housing tube aligner. Holding axle firmly on carriage is a bracket which prevents the axle from swaying sideways or tilting during the repairing operation.



## PLAN EXTENSIVE PASSENGER SAFETY PROGRAM

PLANS are being formulated for an extensive passenger safety program designed to reduce passenger accidents and emphasize safe-driving practices on all CTA vehicles which will get underway shortly.

The program will be spearheaded by a series of visits to all Transportation Department operating stations to brief employes on the objectives of the campaign. The briefing sessions will urge their cooperation in an all-out effort to decrease the number of "fall-on-board" accidents which have been growing in proportion to other type accidents in recent years.

The campaign calls for the use of the specially-equipped buses used last year in the Courtesy Caravan project for the briefing sessions. These will be conducted by supervisory employes who will outline the purposes of the program to all station personnel at the various locations in small groups at a time.

As he did last year, *General Manager Walter J. McCarter*

will make a personal appeal to employes through a sound film recording in which he will point out the growing problem of passenger accidents which is affecting not only CTA operations but is common to all local transit companies throughout the nation.

The passenger safety program will start on the surface system and will take approximately one month to complete. Passenger safety also will be stressed on the rapid transit system.

In conjunction with the program for employes will be a campaign seeking the cooperation of CTA riders. How they can help make every ride a safe ride will be brought out through special messages in "take-one" boxes, on the backs of transfers and in other media.

The campaign is expected to get underway during the latter part of May and will continue through consecutive weeks until the entire system is covered.

## NEW "SEE CHICAGO" FOLDER ISSUED

CTA has issued a new, revised edition of its "See Chicago" folder which may be obtained free upon request by writing or calling the CTA Public Information Department in the Merchandise Mart.

The folder lists the major points of interest and attraction in the city and suburbs served by CTA routes and gives complete information as to how they may be reached by local transit surface, elevated and subway lines.

A complete sightseer's guide, the folder also includes full

information on all CTA routes and the streets over which they operate. Recreational facilities available in city parks and outlying forest preserve areas, including public bathing beaches and other summer attractions, as well as museums and popular year-round places of interest are listed.

Requests for the folder, conveniently sized to fit pocket or purse, should be directed to the CTA Public Information Department, Room 742, Merchandise Mart, or by phone to MOhawk 4-7200, extension 805.

## NEW TERMINAL FOR GARFIELD BUS ROUTE

OPERATION of the Garfield (55th street) surface route (No. 6) to a recently constructed off-street terminal near the southwest corner of Cicero and Archer avenues became effective April 30.

Formerly, westbound Garfield buses traveled north in Cicero from 55th street to 54th street, where they looped east in 54th to Keating, south in Keating to 55th street and thence east in 55th street.

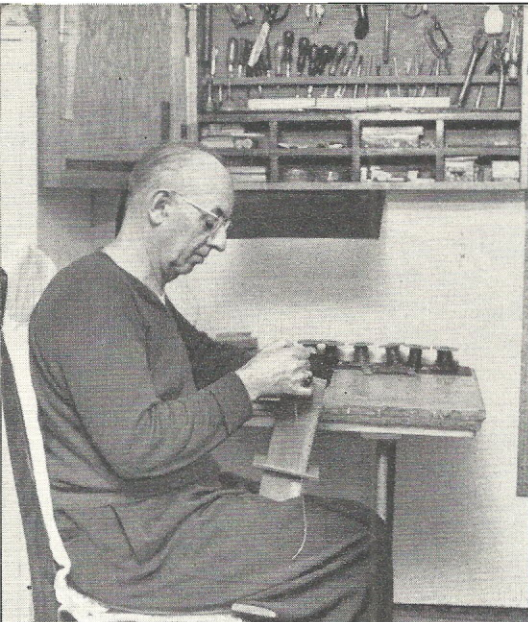
The revised terminal operation enables patrons to make transfers with Archer avenue express and local buses without first transferring to a Cicero avenue bus. This eliminates one transfer and provides more time-saving and more efficient service for persons living and working within the Garfield Ridge-Midway Airport area who commute to the south and east.

CONSTRUCTION WORK on the new rapid transit route to be operated in the median strip of the Congress expressway is advancing every day. Already the job of laying tracks in the subway tubes east of Halsted street is well underway. This picture shows a crane unloading ties from a truck at street level and lowering them over the portal at Halsted street on to utility trucks which deliver them to track crews working in the tunnel.

Transfers between Garfield buses and north and south surface service on Cicero can be made at 55th street and Cicero avenue.

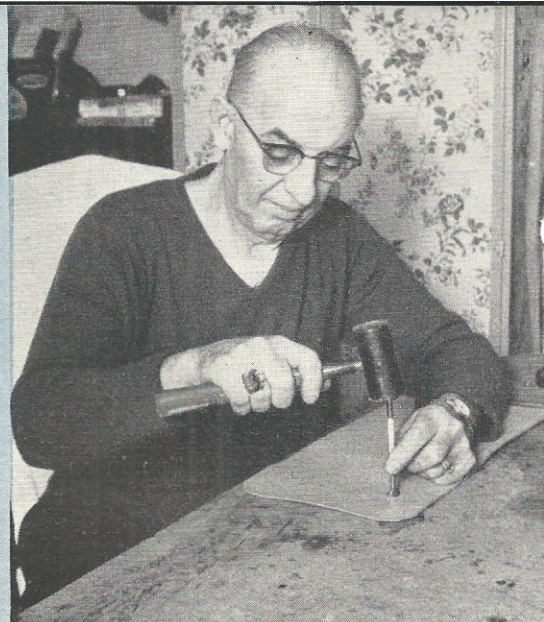
The improved service also furnishes an added convenience to employes of American and Trans World Airlines at 55th street and Laramie avenue, which is within a short walking distance of the Archer avenue line.





← **HOLDING LACING** pony tightly between his knees, Jim stitches together a man's wallet. Before the item reached the sewing stage, he made use of many of the carving, cutting and other tools in the cabinet above his desk. Spools hold leather thongs used in stitching.

→ **PLEASING FRETWORK** takes shape on a piece of calfskin leather that will form part of a woman's purse as Jim presses saddle stamp to leather and taps in design with mallet. His saddle stamp set consists of such figures as a bucking bronco, leaves, flowers, and horse-shoes. Other stamps in his set make shadings and backgrounds in the leather.



## PLEASURE PLUS PROFIT

A WORN-OUT camera case started *James E. Barrett*, Loop night agent, on a hobby which for 12 years has brought him many hours of pleasure and also has brought him profit.

One day back in 1944, *Jim*, a 37-year employe of CTA, the former Chicago Rapid Transit Company, and predecessor companies, took his camera case, which was falling apart rapidly, to a luggage shop. There the storekeeper told him he couldn't replace it, but suggested Jim make a new one himself.

"You're handy with tools, and you can use the old case as a pattern," he said. The storekeeper knew that Jim, although partially disabled since he lost a leg in an accident in 1932, was adept in fashioning items out of wood and in metal plating work.

Jim followed the storekeeper's suggestion and quickly found in leather work a new and gratifying field. Today the workroom in his home at 1308 S. Cuyler avenue, Berwyn, is completely equipped for fabricating many useful and/or ornamental products.

On a piece of calfskin or alligator skin Jim traces with a stylus the pattern which will adorn the leather product he is making. For this operation he places tracing film, on which lines of the pattern are drawn, over the leather.

Before carving out the design, Jim dampens the leather with a sponge to soften it, thereby preventing any damage to the leather in the operation. For carving he uses a variety of tools; everything from a swivel knife, which forms the lines of the design, to a skiver knife, which bevels the edge of the leather piece.

To insure the best results in carving and designing the leather, he works on a surface which offers the firmest resistance possible to the pressure placed upon it. Jim's marble top desk is admirably suited for this purpose.

For further decoration of the article he is working on, Jim brings out his set of saddle stamps, with which he can carve many intricate patterns and figures.

Before sewing the parts of the item together, Jim takes a

small instrument with three prongs with which he can space the holes in the leather uniformly. Then he cleans the leather, which was dirtied in the carving process, with saddle soap and waterproofs it. He dyes the product, too, if the customer's order calls for it, at this time also.

Sewing is made easier by using a "lacing pony," a wooden object which Jim clasps between his knees. Because the leather piece is clamped tightly to the top of this device, he has two hands free for stitching. He draws a leather thong through the holes with a special needle. This needle, unlike an ordinary sewing needle, is split at one end, has two eyes and a sharp protrusion on each of the split sections. Thus the needle can hold the thong securely.

Many people who have bought Jim's products come back with new orders, and the agent finds that he usually has enough work to keep him busy from two to four hours a day. Since he works nights and his wife, *Pearl*, works days, he would have a lot of time on his hands if it weren't for his hobby.

"I couldn't ask for a better way to keep busy," he declares.

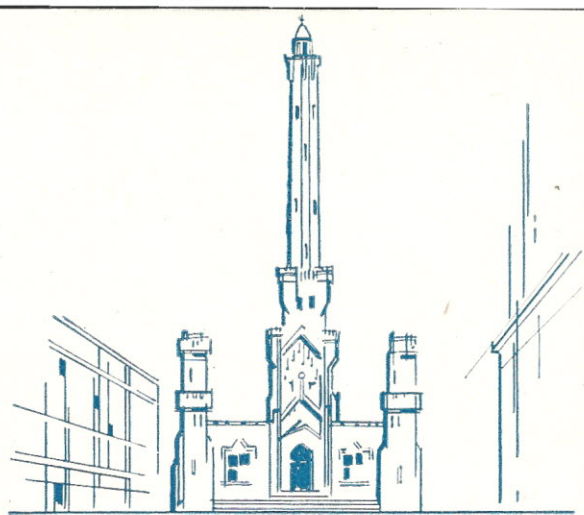
**JIM SHOWS** a finished belt, which is a fine piece of workmanship, to *Anita Schreiber*, Loop agent. A purse, which he also just finished, hangs from her shoulder. Other leather products, turned out by Jim and equally well made, include key cases, men's and women's belts, gun holsters, cosmetic kits, and even bow ties.



INQUIRING REPORTER: Edith Edbrooke

LOCATION: Loop Agents

## What Is Your Favorite Chicago Attraction?



◆ **KATHLEEN McKENNY:** "I like the wonderful shopping district in the loop area. There is so much to look at and to choose from when one wants to buy. I also enjoy visiting the beautiful parks and the colleges, universities and other schools. But most of all I like Chicago because it is my home, and has been ever since 1925 when I came to the United States from Canada."



◆ **MARY OHENSORGE:** "Since the very first day I arrived in Chicago after coming from Ireland, everything about this city has attracted me. I love the lake and beautiful parks, the large department stores on State street, the many places of amusement and all the other wonderful sights too numerous to mention."

◆ **GENEVIEVE HARDING:** "Such buildings as the Shedd Aquarium and Chicago Natural History Museum attract me because of their many interesting exhibits. In the springtime they are especially beautiful when the lilac and crabapple blossoms are out, and again in the fall when the leaves change color."

◆ **VIOLA BORDEGON:** "What is my favorite Chicago attraction? For someone who was born here and has lived all her life here that's not an easy one to answer. However, one of my favorites is the new, modernistic St. Peter's Church on Madison and Clark. The interior of this church is truly awe-inspiring."



◆ **IRENE CULLEN:** "I have always found it very fascinating to ride along the Outer Drive, with its lovely view of Lake Michigan and the many miles of bathing beaches. I have never seen a skyline as enchanting and as impressive as Chicago's is at night, with its array of brightly-lit skyscrapers and neon signs."



# Our Public

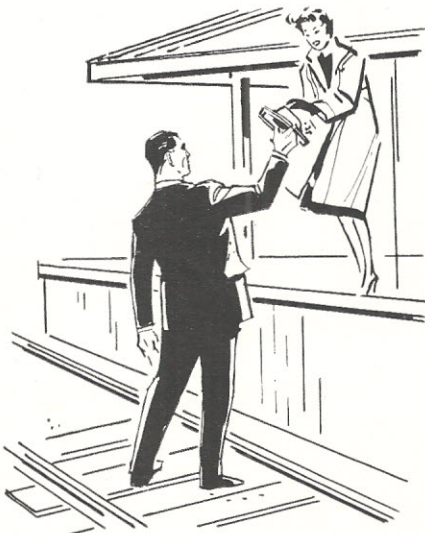
## SPEAKS

**LETTERS OF commendation** are written regularly to the Public Information Department about our employees who have shown courtesy, efficiency and consideration in the performance of their duties.

A few letters recently received describe the appreciation of our patrons for good, personal service:

### To The Rescue

"When I was about to board a Howard train going south, a sudden gust of wind came up and caused my hat to blow off. For a moment I felt panicky



and then a motorman came to my rescue. He hurriedly left his job, jumped down on the tracks, recovered my hat and returned to his job before I could ask him his name or thank him. Other passengers saw this and remarked about it."

*(Editor's Note: Michael Keane, badge number 23297, North Section is the motorman who recovered the lady's hat.)*

### "Cheery Greeting"

"It gives us pleasure to be able to write about Bus Operator No. 297 (Walter Uhlemann, North Park). He always



has a cheery 'good morning' or 'hello' for everyone who boards his bus.

"Furthermore, there are a number of high school pupils who board the bus and the fact that Operator Uhlemann greets them with politeness and consideration makes them respond, too, with the same kind of attitude."

Our patrons are also quick to note and report shortcomings in service. Here are a few recent letters calling our attention to lapses from our standards of service:

"I gave my fare to the man at the ticket booth and he refused to give me a new transfer. He offered me the old one given him by the man in front of me, claiming I had given this transfer to him. I paid him a cash fare and by not getting a new transfer had to walk home from the 'L.'"

**COMMENT:** If this agent had been performing his duties more conscientiously, this situation could have been avoided. Our passengers are entitled to receive a valid transfer upon payment of fare. If we do not provide attractive and convenient service, they will use other means of transportation.

"Cigarette smoking on buses and elevated trains is becoming more prevalent than ever. Several school boys were on the same bus I was on and were smoking, with little regard for the other passengers.

"Shouldn't the operator in charge of the vehicle do something to curb smoking in his public conveyance?"

**COMMENT:** When an operator observes someone smoking on his vehicle he should ask that the smoker stop, informing him that smoking on a public vehicle is unlawful. If this does not suffice, the operator should then notify his dispatcher in order that police assistance can be sent to the scene.

"Three or four of us, coming from church last Sunday, ran to catch a north-bound bus. The bus driver, who had the green light, crossed the street, hesitated a minute and as we were reaching the door, pulled away. He saw and heard us, but went on."

**COMMENT:** If patrons do not receive the kind of service they are entitled to, they will eventually seek other means of traveling. If the operator had shown a little more courtesy and consideration, this letter would never have been written.

SHOWN HERE is a comparison of complaints and commendations received by Chicago Transit Authority for April, 1956, March, 1956, and April, 1955:

	April 1956	March 1956	April 1955
Complaints	859	1055	639
Commendations	85	110	72

# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Takes Vacation For Daughter's Wedding

ACCOUNTING — *Raymond J. Schramm*, accounts payable supervisor, took his vacation to be on hand for duties as the father of the bride. *Mary Ann Schramm* was married to *Reno J. Nickle* at St. John Bosco church on April 21. Breakfast for the bridal party and immediate family followed at the Colonial House with a reception later at the Midwest Athletic Club.

*Lois Liberty*, payroll, and *George Laica*, internal auditing, have set June 9 as their wedding date, just two months from the day George slipped the traditional diamond solitaire on *Lois*' left hand.

*Olive Battersby*, payroll, spent a week in Independence, Missouri, attending a church conference.

*Doris Stahl*, vouchers, wound up the last week of her vacation with a flurry of social activities. She entertained a group of fellow lodge members and visited friends in adjacent cities.

*John Ruberry*, general, had a good workout assisting his wife with spring cleaning during his vacation.

*Ann Garrity*, Material and Supplies, has been confined to her home with a broken ankle since April 9.

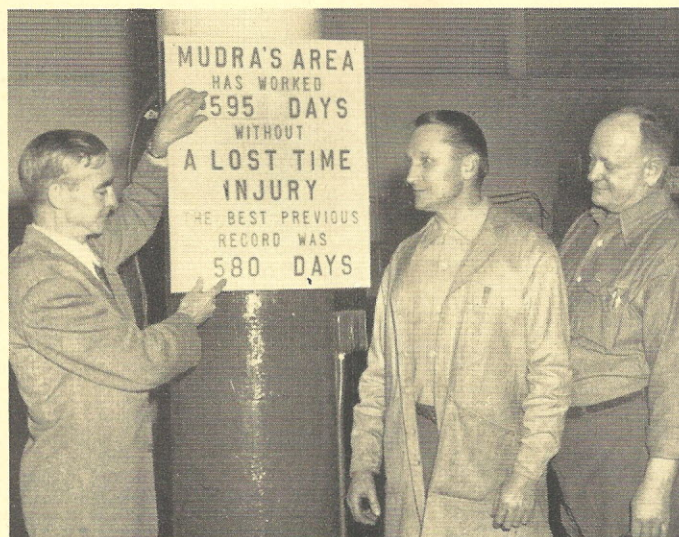
—HELEN A. LOWE

## The Smelts Smelt A Trap!

ARCHER—We have two good combinations of fishermen, *Supervisors Dan Coughlin* and *Joe Klima*, as one, and *Operators John Kocher* and *Fred Olson* as the other, but neither did so well when they went out for smelt.

Now that the baseball season is here, any of you fellows who would like to play for dear old Archer contact *Repairman Frank Bruno*.

*Clerk William Kelly* recently returned from his vacation after visiting his relatives. While enjoying his visit, his brother-in-law entered a chinchilla in the National Show of Champions and finished up with second prize.



## A GOOD START

THEY HAVE A good start on an all-time safety record. *John T. Burke*, safety supervisor at West Shops (left), places new tab on sign which shows that the men working in *Foreman James Mudra's* (center) area at West Shops haven't had a lost-time injury for 595 days. Looking on as the record to date is posted is *Wally Richards*, safety committeeman at West Shops.

Reported by *Ted Shumon*

After waiting 37 months, *Operator Bruno Pachla* and his wife received notice from St. Vincent orphanage that a little girl was waiting for them. They named her *Mary Lou*.

*Operator Walter Stone* was married to *Elizabeth Ann Walsh* at St. Basil's Church on April 21.

At this writing, *Clerk Jim Rittenberg* is visiting relatives in St. Louis during his vacation . . . *Clerk Maynard Dahms* enjoyed his vacation. It was suggested by *Clerk Henry Zych*, that if he didn't know where to go, be sure and visit the three Oaks, Oak Park, Oak Lawn and Oak Forest.

The repairmen have lost a swell fellow to Skokie. *Norman O. Middle* applied for an open position and was awarded the job . . . *Operator Al Gerenz* transferred to the Electrical Department.

*Supervisor Bud Hickey* and his wife celebrated their 20th wedding anniversary on April 16.

*Supervisor Roy Alford* found himself in an embarrassing predic-

ament a short time ago. It seems that after enjoying a fine meal in a restaurant downtown, he left a tip for the waitress and went over to the cashier to pay his bill only to find that he didn't have any money. After conferring with the manager, he was trusted until such a time he would come back to eat, with money, of course.

*Operators Ed Pointkowski*, *Leo Weiss*, and *Supervisor Alonzo Clayton* are back at work after being off sick for some time . . . As we wrote this, *Supervisor Pat Finn*, District "B", is still off sick as are *Repairmen Dan Hanrahan*, *Joe Lisanti* and *Steve Jaye*.

*Operator Walter Zelis* lost his mother and *Repairman Ed Fredericks* suffered the loss of his brother, *Henry* . . . *Supervisor Louie Soduski* and *Repairman Joseph Pastore* passed away recently.

Don't forget, fellows, now that vacations are coming, be sure to take some interesting pictures, so that they can be printed in the TRANSIT NEWS.

—R. H. FORTIER

## He Should Have Had The Pork, Too

BEVERLY—*Operator Joe Gertzen*, in his hurry to get to work, picked up a two-pound bag of beans instead of his lunch. His lunch hour would have been a total loss had not some kind operator presented him with a bean shooter.

We have heard of operators reporting for work on their day off, but *Harold Lloyd* has gone them one better. *Harold* came down and called for his run on the first day of his vacation . . . On an April vacation were *Keramith Muthieb* and his wife, *Barbara* . . . *Ralph* and *Florence Layton* took a quick trip to Pontiac, Illinois, to visit friends in the old home town.

*Ted* and *Bess Dexter* journeyed to Camp Campbell, Kentucky, to visit with their son, *Sgt. Ronald*, only to find, upon their arrival, that the Army had moved him out the day before.

The *Beamans*, *Willard* and *Marguerite*, observed their 25th wedding anniversary on April 25. To celebrate the occasion, they motored back to their old home in Indiana—a small community called The Hills of Sweet Owen.

## Named Prexy

*John, Jr.*, son of Mr. and Mrs. *John Healy, Sr.*, has been elected president of the Minnesota region of the National Federation of Catholic College Students. *John, Jr.*, is a student at St. Mary's College near Winona, Minnesota.

*John W. Slater* has come to work with us. *John*, who was discharged from the Air Force recently, spent most of his term of service in England and Germany.

The *Kings*, *John* and *Julia*, and their two children, *Shiela* and *John, Jr.*, are thrilled with their new home in Ivanhoe.

*Robert*, son of *Lomar* and *Mildred Arseneau*, and *Lois Bishop* were married Saturday, April 28, at the Presbyterian church of Roseland. A reception was held in the church parlors immediately after the ceremony . . . St. Christina's church in Mount Greenwood will be the setting for a second wedding we have to report when *Wilfred*,

## AWARDED TROPHY



**TAKING PART** in the Easter Parade in real style, *Creamery Caldwell Turner*, stenographic, was awarded a trophy for being one of the best dressed in an Easter Parade contest sponsored by the Blue Eagles Social club. The attractive dress and hat which she models were creations which she designed and made herself.

Reported by *Julie Prinderville*

son of *Walter* and *Mary Barowsky*, and *Joan Jankowski* will exchange vows Saturday, May 26. A wedding breakfast will be held at the Rosewood Inn, Blue Island, and an evening reception at the Knights of Pythias hall in Rose-land.

News from Repairs is all good. *Dan Daly*, who has been off since February 13, when he suffered severe burns, is back to work . . . *Jack Gavin* is recovering from surgery at Little Company of Mary hospital as this is written.

*Day Foreman William Magee* and *Mrs. Magee* gave their new car a road test with a trip to Kansas City where they visited with relatives.

A number of operators have been off sick. *Emil Beck* now is home from Hines hospital as is *Bill Bowen*, and *Mel Dixon* has been discharged from the same place. . . . *Milt Hansen* is back home after 18 weeks' confinement in the hospital.

Back to work and looking great are *Jim Donovan*, *Tony Pezzato* and *Jim Manning*, all of whom were recent surgery patients.

*Matt Blair*, who keeps the television set in our train room in operation, is a patient at Ingalls Memorial hospital, Harvey, as we write this.

CTA's South Side Bowling league is nearing the finish, and in number three spot at the moment is a clerks' team composed of *Neil Kimmish*, *Tom McGuire*, *Pat Gavin*, *Joe Steinbock*, and *Bill Murphy*. Also bowling from Beverly depot are Operators *George Hardy*, *Eddie Lammel*, *George Harrop* and *Al Howard*.

—FRANK M. BLACK

## Clerk's Son Should Really Go Places

CLAIM-LAW—*Ronald Koch*, son of *Joseph Koch*, accident clerk, was voted one of the outstanding freshmen for 1956 at Northwestern University. Ron is an Evans Scholar in the engineering school and is also very active in sports.

We hope everyone likes the "new look" in the Claim Department; that is, the new offices and freshly painted walls. *James Dwight* is occupying one of the offices.

Receptionist *John Eckel* left the Claim Department to join *Harold Brown's* forces as a multigraph operator.

*Patrick Cronin*, son of *Nora Cronin*, was united in marriage on April 14 to *Patricia Stanton* at St. Mel's Church.

*Jerrie Campbell* and *Erna Buchholz*, Law Department, and *John Rau*, adjuster, returned from Florida and from other points in the South. They reported a gala time.

It seems *John Allen's* family had to change the name of their pet duck from *Herman* to *Hermanetta* when the duck surprised them by supplying eggs for breakfast three mornings in a row.

If you've moved recently,

please notify

CTA TRANSIT NEWS

*Toni Tortorello Ciegelski*, former TRANSIT NEWS reporter, reported the arrival of *Grace Ann* on March 29.

*Marge Lynch*, posting clerk, lost her father on April 15.

—EL-JE

## This Should Set The Record Straight

DEVON—It was incorrectly stated in my column for the March issue that *Warner Scholl* was elected treasurer of the Devon Station's Credit Union at the group's January 21 meeting. I extend my apologies to *William Washa* who for the last three years has been treasurer and was reelected to that position at the last annual business meeting. *Bill* has held various offices in the Credit Union for the last 19 years. *Warner* is clerk of the board of directors.

*Motorman Henry Redman* celebrated his 58th birthday on March 2 and retired on pension April 1.

This column is a little shorter than usual this month. I hope that more of you will pass on any items of interest you have to include in the column.

—JACK MOREAU

## Three Men In The Park Family Now

ELECTRICAL — *William Park*, line-man's helper, is now a proud daddy. His new son, *Daniel Stephen*, who arrived on March 26, is his second boy.

*Michael White*, lineman, returned to his job after recovering from an accident in which he was involved a while ago.

*Ignatius O'Shaughnessy* suffered the loss of his brother on March 26.

The news is a little on the light side this month because your scribe is presently on jury duty.

—GILBERT E. ANDREWS

## First Comes Measles, Then A New Home

FOREST GLEN—Great day in the morning, it's time for more news and, believe me, with all the commotion around my house, I really have to hump. First of all, my three offspring had the measles last month and with them home the house was nice and cozy. Then to top it off, we received notice that our new house is finished and we

can move in May 1. By the time you all read this my family and I hope to be moved and settled down.

We are a little late in getting this item to you, but then, better late than never: *Robert Stobart*, 14-year-old son of Mr. and Mrs. E. Stobart, was voted the best player in the 1955 Polk Brothers Pony League. He led the league in home runs and also was the best pitcher.

That big old bird, better known as the stork, brought a bundle of joy to *Shopman Lawrence Conway*. It was a girl. At present, however, her name is unknown.

A few operators have told me in the past that they are not receiving TRANSIT NEWS. If you are one of these, print your name, title, badge number, address and zone number on a card and drop it in the TRANSIT NEWS box at the depot.

In all of my columns, I appealed to one and all for some bits of

## PINS WILL FALL



HE'S WORKING toward a perfect game! Supervisor *Edwin Munro*, South Section, wants to be all set by the time the CTA Bowling League's new season rolls around. In this photo, taken by *Motorman Alfred Grabe*, Al caught Ed listening intently as *Lorie Thompson*, instructor and Classic League bowler, gave him some pointers. Ed's average, now a 155, is surely due for an upswing.

news and pictures. Again I will ask wives, relatives and friends of drivers to please submit anything of news value. My address is: 535 Prairie Avenue, Mundelein, Illinois.

—THOMAS CURCIO

## It's Just What He Needed For The Trip!

GENERAL OFFICE—(Transportation) *Bill Rooney* recently hopped a Scenic Cruiser and traveled over the Ohio and Pennsylvania turnpikes to pay a surprise visit to the Rooney clan, consisting of his mother, father, five brothers, two sisters and 12 nieces and nephews. In honor of the occasion Mother Nature covered Pittston, Pennsylvania, with a welcome mat, snow white and five inches thick.

Within a few days of each other, three future presidents made their appearance as grandsons of Transportation personnel, and the Bureau of Vital Statistics recorded the following: *Andrew John*, grandson of *Ed Murray*; *Kenneth Thomas*, grandson of *Thomas F. Moore*, and *Kurt David*, grandson of *Arthur Heidecke*.

*Wanda* and *Jack Krause* have returned from their annual stay at the Bikini Motel in North Miami, Florida, repeating to themselves, "It's a small world." When stopping for gas at a station close to their motel, their car was serviced by *Ray Klein*, who for many years was a familiar figure in District "A" as a CTA supervisor.

On one of the recently balmy spring days *Supervisor Leonard Penny* from Devon took *Hubert Moran*, supervisor, District "C," up to Michigan to spend the night at his cottage at Paw Paw Lake. As the shades of night dropped so did the temperature making it impossible to spend the night in a summer cottage, necessitating a move to a hotel in St. Joe.

(Electrical)—*Marge Kinsey* is at present in Illinois Masonic Hospital.

(Stenographic) — Easter finery prompted the urge to mingle with the Four Hundred, so to the Pump Room for dinner went *Joan Fitzgerald*, *Adele Ackerman*, *Mary Hughes* and *Dorothy Durr*. Now they are suggesting that the hot dogs in the refreshment center on the seventh floor be served on flaming swords.

*Marlene Neher* acted as hostess at a bridal shower for the fiancée

## CTA CHORISTERS



ALL SET to burst into song are these four CTA members of the Merchandise Mart Chorus which gave concerts last Holy Thursday and Good Friday. From left are *John Cannady*, Specifications Department, who sings bass; *Margaret Flowers*, IBM, who sings alto; *Mary Delaney*, Training and Accident Prevention, who is a second soprano, and *Theodore Cowgill*, Schedule-Traffic, who also sings bass. In addition to his singing with the Mart chorus, *John* is adept at playing the marimba and other musical instruments. *Ted* is a member of the Swedish Choral Society.

Reported by *Mary E. Clarke*

of her brother, *Don Neher*, who formerly was employed in the IBM room. Early in June *Marlene* will again officiate as an agent of Cupid when she journeys to West Palm Beach, Florida, as a member of the wedding party.

(Insurance) — At a post-Easter party five Easterettes, *Nancy Dal Porto*, *Mary Ann Yercich*, *Carol Fahey*, *Helen Dobbs* and *Pat Norum* traveled to the southwest side for dinner at the Club El Bianco.

'Twas a profitable day for *Mary Ann Yercich's* troussseau when she attended the Big Sisters' card party. She was awarded an electric frying pan.

—JULIE PRINDERVILLE

## A Run-down On Local Art, Artists, Pupils

GENERAL OFFICE — (Training and Accident Prevention) — *Vincent R. DeSalvo* has taken over the position of training aids technician. He studied at the Art Institute of Chicago and the American Academy of Art. His past experience includ-

ed work as art editor of a magazine, free lancing, and art work in a New York studio. He also served two and a half years in the U.S. Air Force as a weather observer in Newfoundland. His hobby is oil painting.

*Carol Gail Smith*, daughter of *Charles M. Smith*, superintendent of Accident Prevention, recently appeared on *Eugene DeChristopher's* television show over Channel 5, N.B.C. During this half-hour program, *Carol* displayed the art work of her juvenile students whom she teaches at the Bateman School. This program was viewed by many CTAs who followed her discussion with Mr. DeChristopher concerning the impressions of youngsters brought to light through this art medium. At the conclusion of the program, *Carol* and her pupils were presented with art sets.

(Staff Engineering)—More talent has been discovered and this time it is that of *Ann Schleiter*, secretary to *L. M. Traiser*. This busy gal not only has a full day at the office, keeps her home spic and span, but

finds time to study the art of ceramics. *Anne* has made several lovely pieces including floral center pieces, bon bon dishes and ash trays. If you're in the market for something exclusive, you may talk her into doing the unusual.

The girls in his office were guests of *L. M. Traiser* at the recent annual ladies' day luncheon of the Serra Club which was held in the Merchants and Manufacturers Club in the Mart. Speaker was *Thomas Byrnes*, author of "All My Darlings."

*Charles Lapp's* mother recently passed away at Shoshone, Idaho.

(Employment) — Vacations are rolling around again but there wasn't much rest for *Genevieve Bagger* or *Stan Tadevic* who both spent the time redecorating their homes.

Our hats are off to *Jim Carney*, his committee and the lovely models, *Kay Corcoran*, *Mary Berry*, *Peg Curtin*, *Mary Flanagan* and *Mary Emerson*. They helped to make a success of the annual charity party held in the Mart's M. & M. Club April 16 for the benefit of the Rev. *Thomas Ferrazzi* whose Church of the Assumption has served the folks at the Mart for a number of years.

Over 150 CTA employees were among the 900 guests who enjoyed an evening of music, wonderful food, and entertainment.

—MARY E. CLARKE

## Let's Hope All These Folks Get Well Soon

KEDZIE—Board Member *Bob Feldmann* is confined to Hines Hospital with a fractured ankle as this is written . . . Also presently at Hines is Operator *John Greely* who underwent an operation . . . *Irving Birnbaum* had an emergency appendectomy at McNeal Memorial Hospital and is reported on the road to recovery at this writing.

On April 2 Night Clerk *Cornelius O'Connor* was presented with a baby boy.

Currently recovering from an operation is Operator *Warren Wood* at the West Side Veteran's Hospital.

—C. P. STARR

## The Pastures Were Whiter In New York

LAWDALE—Operators *John Casey* and *Mike Burke* weren't satisfied with the type of St. Patrick's Day parade offered by the fair city of

Chicago, so they left to find "greener" pastures in New York. Unfortunately there was a terrific snowstorm in the East at that time, and the boys arrived back home three days late.

Operator Benarage Flanaugh became the father of a boy born April 11. He named the child Benarage, Jr.

Mario Tricoci returned from a vacation in St. Petersburg, Florida, looking bronzed and fit.

Miles Pindak is a boy who doesn't fool around. When he makes up his mind to do something he just does it. For instance, on a recent Saturday he got married.

Operator Johnny Walker won an award of \$5.00 for his suggestion relating to the establishment of a far side stop, northbound at Division and Wells, for the Taylor-Sedgwick-Sheffield Line. This is his third award.

—BILL FEILER

## Wisconsin, Florida Trips On Vacation Agendas

LIMITS—John N. Reding went to Florida for his vacation . . . Op-

## NEW PRIEST



THE Rev. James F. Harris, son of Mr. and Mrs. Arthur E. Harris, was ordained to the priesthood at St. Mary of the Lake seminary on May 1, and celebrated his first solemn mass on Sunday, May 6, at St. Juliana's church, Chicago. He formerly worked for CTA part-time at Wilson Avenue as a student employee. His father is a stock clerk at Montrose avenue.

Reported by Dagmar McNamara

erator Ed Puntill and some of his friends traveled to Wisconsin.

Operator W. Mrugacz took his pension on March 1 after 36 years on the job.

Operator Lonnie Lewis has been on the sick list for some time. He is in Room 103, Veterans hospital, Waukesha, Wisconsin. How about sending him some cards to cheer him up?

William C. Zumstein passed away recently.

—IRVING J. METZGER

## It's Spring, But Everyone Went South!

Loop (Agents) Porter and Mrs. Iva Lee, and the apple of their eye, Susie, their cocker spaniel, toured the Southwest to see their many friends and relatives in St. Louis, Missouri; Little Rock, Arkansas; Shreveport, Louisiana, and Texarkana, Texas. On their return they planned to stop at Ripleyburg, Kansas, and Jefferson City, Missouri, and then back home to Robbins, Illinois.

Delia Hayes left the chilly April here to enjoy the warm, sunny climate of Florida . . . Nora Elward vacationed in Monroe, Michigan, with the family of her son, Thomas. Her four grandchildren thought it was Christmas in April because of the gifts Grandma brought along.

Jasper Fambrough is on the sick list at this writing as is Margie Arnold . . . Theresa Jarvis' husband, Steve, is at present recuperating at home after a stay in the hospital.

Luther and Naona King's two girls, now have a baby brother, Michael Andra, born April 14.

Marie Blanchfield recently suffered the loss of her uncle . . . Margaret Nealon Bartlett's husband, Walter, was killed in a tragic accident recently.

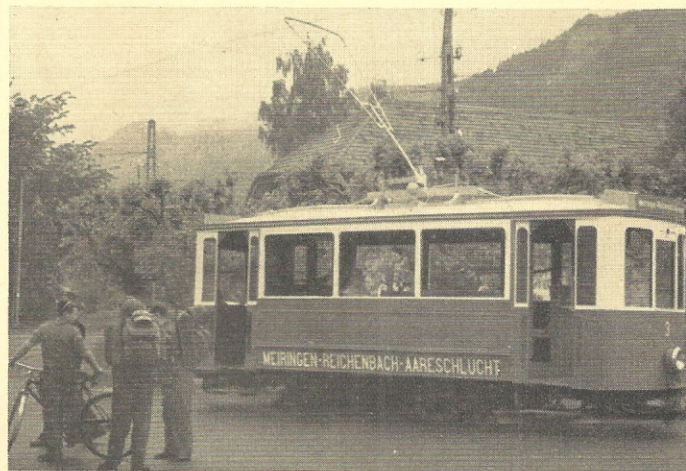
—EDITH EDBROOKE

## We'd Like To See Pictures Of Your Trip

NORTH AVENUE — Remember, we hope for snapshots of your vacation; pictures of you and the fish that didn't get away, or any other picture of interest. All pictures will be returned to you in good shape.

Operator James Nolan was presented with a baby boy last month. Born at St. Elizabeth Hospital, he was named Michael Joseph.

## TAKE YOUR PICK



WHAT'LL IT BE? A hike with these soldiers carrying full field packs, a ride on a bicycle, or a trip on this little four-wheel streetcar through scenic country to Reichenbach or Aareschlucht? Charles E. Keevil, engineering, photographed this group last June in Meiringen, Switzerland, while on a trip through Europe. The diminutive car sports a "bow" trolley.

You can add the name of Al O'Shaughnessy to the Grandpappy Club as he became one last month.

L. J. Schmidkamp retired on his pension May 1. He will make his new home at Burlington, Wisconsin.

Wedding bells rang out for Dorothy Wehmeyer, daughter of Eddie Wehmeyer, on April 7. She became Mrs. Henry Rogala in a ceremony at St. Eugene Church. The couple honeymooned in the Bahama Islands.

Joe Lynch and John McMahon have pleasant memories of their vacations to Miami, Florida, where they enjoyed swimming, fishing and golfing.

If you are through with your house cleaning and wish to reduce your avoirdupois, drop over to LaVergne and Hirsch where our softball team works out. Here you can meet a dandy bunch of fellows and enjoy yourself as well.

—JOE HIEBEL

## Friday, The 13th, Brought Them Luck

NORTH PARK—On Friday, April 13, our number one bowling team took three games from Limits and knocked that team out of first place. Team Captain Nick Mueller led with a 613 series. Other members

of the team include Al Berott, Frank Feret, Hal Enwright and Bernie Kerpen.

New additions to their families were reported recently by Operators Wayne Hart, John Erickson and Bill Huerta.

Operator E. P. Bordes lost his mother, while Operator Martin Sullivan suffered the loss of his brother.

Operator Thomas Correa returned from a visit to his native Panama and brought a new bride back with him.

Operator Henry Patrick spent a month in Florida and returned with a tan that should last five years.

Chief Clerk Nicholas Grimaldi was off sick for about a month, but has returned as good as new. In his absence, his job was ably filled by Receivers John Simko and Bill Pinasco.

—EARL McLAUGHLIN  
and E. F. STENZEL

## Two Weddings In The Offing

PURCHASING AND STORES—LeRoy Pudwell, addressograph-multilith operator, Purchasing Department, announced his engagement to Judith Kuhn on Easter Sunday, April 1. No date has been set for the wedding.

Helen Spolec, Purchasing, is off sick at this writing.

Mr. and Mrs. Edward Coman announce the engagement of their daughter, Kathleen, to Joseph Fitzgerald, son of Dr. and Mrs. Edward D. Fitzgerald of Evanston. Kathleen is at present in nurses' training at St. Francis Hospital in Evanston. Ed Coman is a stock clerk at West Shops and Mrs. Coman is employed in the Payroll department.

Tom Madigan, West Shops, visited his niece who is a novice at St. Mary of the Woods, Terre Haute, Indiana.

Tom Handley, stock clerk, South Shops, recently was taken off our injury list when he returned to his job.

Tom Madigan and Art Carlson, West Shops, were elected board members for the newly-founded committee which will handle the finances for the pension gift and flower fund at West Shops.

Henry Hansen, stock clerk, West Shops, became a grandfather on Sunday, April 15. His daughter, Betty, presented him with a granddaughter.

Charles Klimcke, West Shops, likes Lake Michigan for fishing. He recently caught 30 gallons of smelt on one outing.

## GOLDEN ANNIVERSARY



**MARRIED 50 years** on April 18 were *George H. Faul*, retired conductor from the former Lincoln Avenue depot, and his wife, *Lillian*. Their three children, *Helen*, *Mrs. Lillian Kosick* and *George Jr.*, gave a buffet dinner and reception in their honor which was attended by 300 guests at the Colonial House in Morton Grove on Saturday, April 28. George retired from CTA on January 1, 1950, after nearly 46 years of service with CTA and predecessor companies. The Fails, residents of Ravenswood for over 40 years, have two grandchildren.

After 15 years of service with CTA and predecessor companies, *Horace Decker*, stock clerk at West Shops, started his retirement on April 1 because of ill health.

—DAGMAR McNAMARA

## This Vacation Was Enjoyed By All

**SCHEDULE, TRAFFIC AND BUDGET**—Spring vacations were taken by several members of this department. *Gertrude* and *Jim Anderson* enjoyed an automobile tour of Florida and we enjoyed the crate of citrus fruit which they sent to us . . . *Clark Johnson* made a flying trip to Florida where he visited his brother.

*Joe Karel* is getting his licks in on his new home in Westmont.

*George Fisher* expects to have the finest lawn in Glenview because of the work that *Helen* had him do on it.

Ten years ago we reported the retirement of *Fred Excell* after a career in the transit industry dating from February 1, 1892. We now must report *Fred's* death on March 28. Military burial ceremonies were conducted in Mount Hope Cemetery on March 31.

*Bill Folta's* daughter, *Joyce*, was blessed with her second little bundle of joy on Easter Sunday. The baby's name is *Susan Kay*. *Bill* is certainly proud of his new granddaughter.

*Bob Baxter* spent a very relaxing and enjoyable week in the Ozarks recently. He told us that the weather was fine and the food delicious . . . *Shirley DeStefano* is planning a Florida vacation with a side trip to Havana, Cuba. Departure date is June 1.

—L. C. DUTTON

## One Man Takes Bride, Another Dons Uniform

69TH—Operator *K. M. Pettit* was married at the Emerald Avenue Presbyterian Church on April 18 . . . On the same day, Operator *Dermot Foley* was drafted into the Army.

*Arthur Lubke* spent his three-week vacation on the Islands, that is Stony Island, Goose Island and Blue Island.

*Con Crowley* of this station and *Jerry Gleason* of Beverly expect to be on hand when the CTA group of the Retreat League holds its annual retreat at Notre Dame University August 9 through August 12.

*D. Considine*, bus cleaner, received an award of \$15.00 for his suggestion relating to the fueling doors on 5500 series buses to be spring-secured adequately when open . . . An award of \$5.00 was made to *William A. Clifford*, clerk, for his suggestion reporting various accident hazards at 69th and Ashland garage. This is his fourth award.

*Carl Thoma's* 17-year-old boy died recently . . . *Lou Larson* suffered the loss of his mother.

*Al Ray*, who is retired, is on the sick list at present and would like to see some of his buddies.

—TOM DANIELS

## He's Ready To Bowl With The Champions

SKOKIE SHOPS—Everett England finally made the "600 Club" in bowling with games of 228, 201, and 234 and was presented a pin by the *Chicago Sun-Times*.

*Truckman Michael* and *Mrs. Jane Connolly* are proud parents of a boy named *Vincent Gerard Connolly* . . . *Electrician Tom Hoey* now is the youngest grandpa at Skokie.

*Armature Winder Walter Leonard* recently underwent an operation at the Columbus Hospital . . . *Alfred Deering* is confined at V. A. Research Hospital at this writing.

He formerly was a carpenter at Skokie Shops.

*Machinist Jim Corcoran*, who was off sick for several months, is back on the job . . . *James O'Shaughnessy*, shopman, made a visit to Skokie Shops and reported he will be back on the job soon. *James* has an injured back.

*Wireman George Doerr* was presented with a \$50.00 bill upon retiring.

*Air Brakeman Fred West's* wife recently passed away.

Suggestion awards went to five men here recently.

*August Feinendegen*, machine shop foreman, was awarded \$10.00 for his proposal that a split safety ring be welded inside the axle housing of a rapid transit car to prevent derailment in case of a broken axle . . . *Machinist Joseph P. Baro* received a \$15.00 award for his suggestion that newly designed tools be used to pull off journal bearings, thrust bearings and oil spacers on all high speed axles. This is *Baro's* second award

## ENJOYING MIAMI



**NOW ENJOYING** life in Miami, Florida, is *Pensioner W. E. "Earl" Stitt*, who for 28 years worked as a streetcar conductor out of 77th depot. *Earl*, who now has a job in Miami, chalked up a perfect safety record with CTA and predecessor companies, and received many letters of commendation for his courtesy and good nature. Future plans of *Earl* and his wife, *Nina*, include buying their own home.

. . . *Machinist Louis J. Skulski*, for his suggestion of a new type of fixture for grooving commutators on the PCC armatures of the new Rapid Transit cars, was awarded \$25.00. This is his second award . . . An award of \$10.00 went to *Mitchell P. Faczek*, painter "A," for his suggestion that rubber hose be used on the hand grip on each water fountain brush for washing cars and buses . . . *E. J. Nolan*, wireman "A," received an award of \$15.00 for his suggestion that a change be made in the method of locking the index arm fulcrums and the main shaft fulcrums in the Cineston of 6000 series rapid transit cars. This is his fourth award.

—DAVE GURWICH and EVERETT ENGLAND

## Only Big Fish Need Bite On His Line

77TH—*Gus Melander* is carrying around a picture of a lake sturgeon that was caught in Pistakee Bay, Illinois, where he fishes summer and winter. *Gus* wants to be

## LOYAL FANS ALL



ON THEIR WAY to cheer the Chicago White Sox to victory in the team's game with the Cleveland Indians on the opening day of the 1956 baseball season were 450 members of the Merchandise Mart Fan club who traveled in nine buses chartered from CTA. Led by a police motorcycle escort, the buses took the fans from the Merchandise Mart through the Loop area to Comiskey Park and back again after the end of the game. The group, which has traveled to opening day games of the White Sox or the Chicago Cubs for the last 11 years, has been growing each year.

sure that the one he catches is a little bigger.

Supervisor Joe Rossbach, who always had a wealth of kind words for every one here, was assigned to the station at 79th and Western on April 8.

In the closing stages of the bowling season, the team from 77th station made up of Pat Gavin, Neal Kinnish, Tom McGuire, Bill Murphy and E. P. Steinmetz went all out and each of the men bowled a 500 series or better, with the exception of Bill Murphy, the anchor man, who bowled his usual 400 minus series. The team, however, still won three games.

The son of Tom and Mrs. McNamara was ordained to the priesthood and celebrated his first mass in St. Carthage church on April 28.

Percy Atkinson and his family spent the last week in April in New York City. They went there last year and liked it so well that they decided to go back again this year.

John Thuro and his family recently moved into their new home at 125th and Ada in Calumet Park.

John Blais was hospitalized recently. However he's back on the job now and feeling fine.

—JOE SMITH

## Sailor, Angler Await Start Of Season

SOUTH SECTION—Charles Southard bought a new outboard motor and is anxious to try it out. Reservations for summer cruises should be made early, he advises.

Frank DeBerry, porter, one of our real outdoor men, has been busy getting his fishing tackle in order. He says that very shortly the white bass run will be in full swing in Wisconsin.

Verna Hartney, 61st, stenographer, really came home with the loot from a party which she and her husband, Roland, Indiana receiver, attended. It appears that she had luck throughout the evening and it got to the point where she almost felt like refusing the prizes.

Bill Mount, motorman, netted about six pails of smelt one evening, and was kind enough to pass them around to all who wished them. Yours truly must admit that they were a tasty morsel.

Dan Kendell recently returned from his vacation, and it's quite obvious that it agreed with him. Dan took a trip to Miami to soak up that sunshine and pick up a coat of tan. He certainly looks fine.

That little scrapper, Tom O'Hara, clerk at Loomis street, licked his miseries after a long battle and is ready to resume his duties. He wishes to thank all who so thoughtfully sent get-well cards to him while he was in the hospital.

This column is rather abbreviated because of lack of news. How about sending some items to your reporter? They will be appreciated.

—LEO J. BIEN

## Couples Mark Years Of Wedded Bliss

SOUTH SHOPS—The Harvey Harders celebrated their 35th wedding anniversary on March 30 and the Joe Wacks 30 years of wedded bliss on April 10. Both men work in the car body shop.

Frank May, bus overhaul, is the proud father of Carol Elizabeth who was born on April 3. The Mays also have two sons.

The stork really played an April fool joke on Leslie Byrnes and his wife when he delivered a baby boy at their home on April 1 ahead of schedule. The boy was named Charles Joseph.

Recent vacationers were Joe Hecht Jr., Jim Oostman, Frank DeWitt, Frances Louward, John Sommers, Bill Meyers and Jean Panek.

On the sick list at this writing are Pat Wolfe, Henry Szeapanik, Tony Gasparovich, F. Mitola, A. Cirocke and Bill Flatley.

Machinist Donald N. Schaefer has been awarded \$10.00 for his proposal that the ignition wire harness on the 2500 series buses be relocated.

—EVELYN CLARK

## We'll Take You Up On That Promise, Sam

TERMINAL INSPECTION SHOPS — (Douglas) — Repairman Sam Salvaggio has a five-acre farm in St. Charles and has promised the boys lots of tomatoes in the fall.

With the earlier starting time, Repairman Herman Izzo has moved closer to Douglas Shop.

Repairman John Laperuto and Sheldon Rita have polished up their golf clubs and are ready to go.

Repairman Quentin Bond has a new dog, Sparky.

Repairman Casey Kaczar's wife is in the hospital at this writing.

A search is on for Tommy, the pet cat at 54th yard, who disappeared.

Repairman Carmie Raguso, who managed a Little League team last

year, will umpire this year . . . Repairman Joe Serritella insists this is the Cubs' Year. Your reporter is just as sure this is the year for the White Sox.

(Logan)—Foreman Harold Rose, who recently underwent an operation is now at home convalescing and expects to be back at work soon. While Harold is away, Mike Heil is acting as foreman.

Repairman George Speers lost a brother in Toronto, Canada, recently.

(Garfield) — Repairman Louie Ricciardi, who was off because of an injured eye, is now back at work.

Art Redlich, who was made foreman at Garfield, replaces Paul Lorimer who moved to Lake Street.

We appeal again to the boys at the terminal shops who might be interested in playing softball with the Terminal Shop team to contact Nick Suero at Logan Shop. Let's have a winner this year.

—JOE FEINENDEGEN

## West Section Greet "Pick" Transfers

WEST SECTION—(Logan Square)—

New faces around here belong to John Wilson, who transferred from Douglas; while the "key job" has been picked by Morris Blake, formerly of Garfield . . . Lincoln Lathrope also comes to us from Douglas, on the conductors' pick.

At this writing, Conductor John Sitkiewicz is on sick leave following a cataract operation.

Back from vacations are W. Janes, extra trainman and Motorman O. Beiseman and A. Mannheim.

(Douglas Park)—Four of our gatemen took their vacations during April—A. Stressen, Charles Jurcich, Charles Dansby and J. Pasuch.

Conductor Benny Horace is back on the job again after a second major operation within a few months. He is looking much better now.

(Lake Street)—William B. McHale, towerman at Pulaski Road, retired recently after 44 years of service . . . William Bruns and Emil Sorensen, gatemen, both retired April 1.

Motorman Patrick O'Shea recently transferred to the electrical department.

(Garfield Park) — Conductor

## C. R. POTTER SUCCEEDS H. L. HOWELL



C. R. Potter

ANNOUNCEMENT was made recently of the appointment of **Charles R. Potter** as superintendent of Way & Structures effective May 1, succeeding **Horace L. Howell** who retired on that date.

Mr. Howell, a veteran of 51 years in transit and related industries, first became associated with local companies when he served as assistant engineer and member of the board of supervising engineers of the Chicago Traction Company from 1913 to 1918.

After a period of service with companies in the east and in Brazil, he returned to Chicago and joined the former Chicago Surface Lines as valuation engineer in 1930. In 1947, he was appointed staff



H. L. Howell

engineer for CTA, and the following year was named superintendent of Way & Structures.

Mr. Potter started with the former Chicago Surface Lines on February 12, 1930, as assistant engineer of estimates and on February 1, 1934, was appointed superintendent of the central division of the Department of Track and Roadway. He became superintendent of track, the position he held at the time of his recent appointment, on March 1, 1950.

Prior to entering the employ of the Chicago Surface Lines he was with the Illinois Central Railroad for eight years as an instrument man. Mr. Potter graduated from Michigan University's College of Engineering.

R. L. Gordon would like all the books and magazines he can get for the veterans at Hines hospital.

Three motormen reported the best of vacations during April. They were **John P. Scanlon**, **Gerald T. Webb** and **George A. Bradshaw**.

**Rocco Angarole** moved out for a switching pick at Logan Square . . . **Tom Fennessey** and **Mike Doll** picked switching jobs here.

Recent transfers to north side train service were **Gatemen D. Glink** and **Walter Bell**.

**Gateman Frank Higgins** is feeling fine after a tonsillectomy.

The men at Laramie terminal started up where they left off last year. They copped the safety award plaque for the first quarter of 1956.

—ARTHUR L. DICKSON

## Baseball Or Fishing The Boys Are Set

WEST SHOPS — In the spring a young man's fancy turns to baseball and fish. Out here at the West

Shops, our champion ball team is rarin' to go. **Joe Baldassara**, and **Horace Regnier** have their fish hooks honed and their reels well oiled and are just itching for that right day to show up.

**Tony Lullo** has transferred from the shipping area to the P.C.C. unit exchange area, replacing **Tony Spatafore**, who is now in the machine shop.

**Machinist Angelo Falbo** received an award of \$25.00 for his proposal that the generator belt adjusting bracket on six-cylinder engines be replaced by a one-bolt bracket.

—TED SHUMON

## Retirements, Vacations Figure In The News

WEST SIDE (Agents)—**Agent Nellie Reidy**, who was our number one agent, and **Rudolph Benes** went on pension April 1.

**Agents Helen McMahon** and **Mary Dorian** are off the sick list

## For And About Our Pensioners

BEVERLY—**Joe Vandergraff**. Burnside's traveling good will ambassador, is back in town again, having returned this time from California. While there, Joe visited with the families of **Alfred Vandermeche**, 6209 Monlace road, Long Beach, and **Charlie Hoogstraal**, 11121 E. Adoree, Norwalk. I received a very interesting letter from **Charlie**, whose home is just 14 miles from downtown Los Angeles and only 12 miles from the Pacific Ocean. He is sure that if the natives of California could spend one winter in Chicago they would appreciate their own climate much more than they do . . . **Operator Eddie Trost** entertained a recent visitor, **E. W. Doerr**, former 52nd street supervisor, now retired and living at 146 Garfield street, Benton Harbor, Michigan . . . I had a nice chat with the wife of **Retired Superintendent Robert T. Duffy**. She told me he is feeling great and that they are moving to a new home in Michigan . . . **Chester Rowland**, who retired from Burnside in 1943, is looking fine and is living with a daughter at 10241 Rhodes avenue, Chicago . . . **Martin Tomoshites**, who spent 37½ years at Lawndale, has been a pensioner for seven years and now is residing at 6942 Maplewood avenue . . . **Dave Carlson** of 77th looks real snappy in the sports outfit which was presented to him by his granddaughter, **Diane**, for his birthday April 2 . . . **Matt Lafferty** gave me the dope on some of the former 77th street boys. He says **Charlie Long** is now working at the Pure Oil Building; **Bill Bond**

and back to work. However, **Nan Coughlin** is still on the sick list at this writing.

The welcome mat is out for **Agent Antoinette Lezynski** who transferred from the South Side.

**Agent Margaret King** and her husband enjoyed a motor trip to California . . . Deciding to take a week off, **Agent Sarah Simmons** flew to Washington, D. C., during cherry blossom time. She also visited **Lillian Mowett**, one of our former agents. Sarah said it was beautiful in Washington.

—KITTY CONROY and  
RUTH HANSEN

is at Peoples Gas, **Joe Matern** is employed at the Del Prado Hotel, and **Jim O'Neal**, formerly of 38th, is living at 3222 W. 64th place, Chicago . . . **Gus Johnson**, retired supervisor, formerly of 64th, is in the hospital at this writing. Gus spent many years in the Loop district . . . Come on in to see us, boys, and let us know where you are and how you are doing.

—FRANK M. BLACK

GENERAL OFFICE—On a recent Saturday afternoon, **Helen Curry Moore**, formerly of the rapid transit treasurer's office, entertained at a luncheon in her new house in Sauganash. Seated at a well-appointed luncheon table were **Josephine Powers**, now retired and formerly of the Insurance Department; **Leta Crowley** of the Medical Department, **Vera Winslow Crider** of **Comptroller P. J. Meinardi's** office, and **Mrs. Tod Magnuson**, **Mary Clarke** and yours truly, all of the Transportation Department. **Hostess Helen**, who retired in 1948 after 52 years of service, exchanged many fond memories with her guests.

—JULIE PRINDERVILLE

KEDZIE—**Retired Motorman John Scriven** paid us a visit and is in the best of health. He would like any of the boys passing through Dixon, Illinois, where he now lives, to drop in to say hello. He is operating a garage there.

—C. P. STARR

LOOP (Agents)—**Katherine Odill** recently vacationed in Florida. She enjoyed the sunshine and sitting on the well-known little green benches in St. Petersburg. She and **Bertha Hand** took a trip over the new bridge to Sarasota and had lunch there.

—EDITH EDBROOKE

NORTH AVENUE—Recent visitors to our station were **George Bell**, **Gust Pelz**, **Edward Zeh**, **Otto F. Klemz** and **Martin Schroeder**. All are feeling fine, and they send their regards to all their old friends . . . Recent deaths reported were **Owen Hynes** on March 25 and **William H. Klotz** on March 24 . . . **Ed Dibbern** reported a wonderful trip to Clearwater, Florida, where he visited with friends . . . **F. Coleman**, who also visited Florida, went to Daytona Beach . . . **Louis Klausner** visited **John Murphy** of Pinellas

## RECENT DEATHS AMONG EMPLOYEES

- STEPHEN BALOG, 64, retired agent, North Section. Died 4-2-56. Employed 4-6-21.
- JOHN BELIS, 85, retired laborer, West Shops. Died 3-22-56. Employed 11-17-22.
- L. A. BRUER, 72, retired operator, Wilcox. Died 4-2-56. Employed 3-27-27.
- GEORGE CHAMBERLIN, 86, retired foreman, Limits. Died 4-5-56. Employed 1-18-93.
- VINCENZO CIULLO, 67, retired laborer, Track. Died 3-16-56. Employed 9-19-21.
- C. N. CUDAHY, 67, retired flagman, Burnside. Died 1-30-56. Employed 1-15-12.
- H. D. CUNNINGHAM, 75, retired cross watchman, West Section. Died 3-31-56. Employed 9-27-26.
- J. R. DAVIS, 82, retired flagman, Burnside. Died 3-23-56. Employed 5-5-06.
- MICHELE DeROBERTIS, 62, retired repairman, Logan Square. Died 3-21-56. Employed 12-2-20.
- THOMAS DOYLE, 70, retired motorman, 77th. Died 4-1-56. Employed 1-13-20.
- C. C. EBERLE, 68, retired janitor, Limits. Died 3-15-56. Employed 1-7-20.
- F. O. EXCELL, 82, retired statistician, General Office. Died 3-28-56. Employed 6-23.
- GEORGE FERCH, 56, supervisor, North Section. Died 4-3-56. Employed 1-27-30.
- THEODORE HAUPERT, 60, carpenter, West Shops. Died 3-27-56. Employed 7-25-29.
- WILLIAM HOEY, 77, retired car placer, North Section. Died 3-18-56. Employed 5-9-22.
- OWEN HYNES, 75, retired conductor, North Avenue. Died 3-25-56. Employed 10-12-18.
- MANFORD E. KERR, 66, trainman, Lake Street. Died 4-13-56. Employed 11-5-09.
- W. H. KLOTZ, 65, retired motorman, Devon. Died 3-24-56. Employed 9-29-20.
- A. J. KUMZA, 64, retired carpenter, South Shops. Died 3-29-56. Employed 1-21-24.
- A. C. LUNDSBERG, 69, retired conductor, Armitage. Died 3-17-56. Employed 10-15-13.
- A. F. MALLON, 69, retired agent, South Section. Died 3-24-56. Employed 12-13-26.
- PHILLIP McKENNA, 64, retired extra guard, South Section. Died 3-21-56. Employed 2-20-20.
- JAMES MINOGUE, 78, retired motorman, Archer. Died 3-25-56. Employed 7-24-06.
- MAMIE L. MOORE, 53, car cleaner, Keeler. Died 4-4-56. Employed 7-10-45.
- STANLEY ORLOWSKI, 53, operator, North Avenue. Died 4-3-56. Employed 3-17-43.
- JAMES PANKEY, 60, conductor, Devon. Died 4-14-56. Employed 2-6-28.
- JOE PASTORE, 54, cleaner, Archer. Died 3-27-56. Employed 7-25-42.
- L. M. PURCELL, 58, retired power clerk, General Office. Died 3-8-56. Employed 1-20-20.
- CHRIST RATKOVICH, 51, laborer, Track. Died 3-28-56. Employed 8-16-26.
- W. T. RIEL, 71, retired conductor, 77th. Died 3-21-56. Employed 10-30-05.
- STANLEY SALWIERAK, 66, retired laborer, Track. Died 3-24-56. Employed 4-19-26.
- C. J. SCHWARTZ, 73, retired conductor, West Section. Died 3-20-56. Employed 6-1-05.
- W. D. SEBRASKA, 79, retired chief operator, Electrical Department. Died 4-9-56. Employed 9-5-95.
- J. J. SMITH, 84, retired gateman, Lake Street. Died 4-7-56. Employed 11-11-22.
- L. T. SODUSKI, 57, retired supervisor District "B". Died 4-6-56. Employed 11-24-25.
- EMIL SPATH, 76, retired trainman, South Section. Died 3-30-56. Employed 2-23-18.
- TIMOTHY SULLIVAN, 59, conductor, Lawndale. Died 3-23-56. Employed 7-20-23.
- MICHAEL TUFFY, 70, retired doorman, North Avenue. Died 4-6-56. Employed 9-24-13.
- W. C. ZUMSTEIN, 83, retired janitor, Division. Died 3-22-56. Employed 8-1-14.

## For And About Our Pensioners (Cont.)

Park, Florida . . . April 21 found *Niels Borck* celebrating his 80th birthday . . . *John Jahlke* accidentally lost three fingers while operating his new electric saw.

—JOE HIEBEL

SKOKIE—Visiting here at Skokie recently was the last man to leave Throop Street Shop, *Watchman Joe Novelli*, who is now a pensioner.

*August Nimtz*, a retired clerk at Skokie Shops, who had been ill for a few weeks is reported feeling better now.

*George A. Kimmske* of American Legion CTA Post No. 1216, recently visited with *Thomas O'Conner*, formerly of the Garfield Park "L" line at the Soldiers' and Sailors' home at Quincy, Illinois. He found him in fine spirits and enjoying his copies of this magazine. Those of you who know Tom would cheer him up greatly if you wrote him. Tom, 80 years young, is suffering from a broken spine . . . We would also appreciate it if any member of the CTA Post or any one who knows *Otto Ruckwied* of 313 W. 59th Place, Chicago, and who formerly worked on the "L" lines, would send him a card of cheer. Otto has been laid up for the last 15 years.

—DAVE GURWICH and  
EVERETT E. ENGLAND

SOUTH SHOPS—*Ernest Humphrey*, retired machinist, has been ill for some time. He would like to hear from the men in the shop. So let's all write him some cheering letters.

—EVELYN CLARK

TERMINAL INSPECTION SHOPS — Pensioner *Michele DeRobertis* died suddenly in Phoenix, Arizona, it was reported recently. At the time of his retirement about a year ago, he had 38 years of service.

*Emil Friedlund* recently visited Douglas Shop to say hello.

—JOE FEINENDEGEN

WEST SECTION—I ran into *Walter Sengstock* recently. He looks well and is keeping himself busy. His last assignment was about two years ago as a short run man at Douglas Park. He lives at 2212 S. Keeler avenue, Chicago . . . I had a long talk with *Edward Rook* who retired last December 1. One of our oldest motormen in point of service before his retirement, he

## CONDUCTOR RETIRES



RETIRING ON pension May 1 after nearly 43 years of service was *Jacob Anderes*, conductor on the Clark-Wentworth street-car line. Anderes, who started his transit career on October 9, 1913, worked out of Devon station as a conductor during his entire term of service.

began his transit career in January, 1913. He is enjoying life and sends his best wishes to all his friends . . . *Frank Kolar*, retired Douglas Park conductor, was in to see the boys not long ago. Time flies, according to Frank. He is looking fine and says he has been on the go most of the time. Berwyn is still his home and he is enjoying it more than ever . . . A recently reported death was that of *William Loderhose*, former motorman at Logan Square. Funeral services were conducted on April 21 with burial at Forest Home.

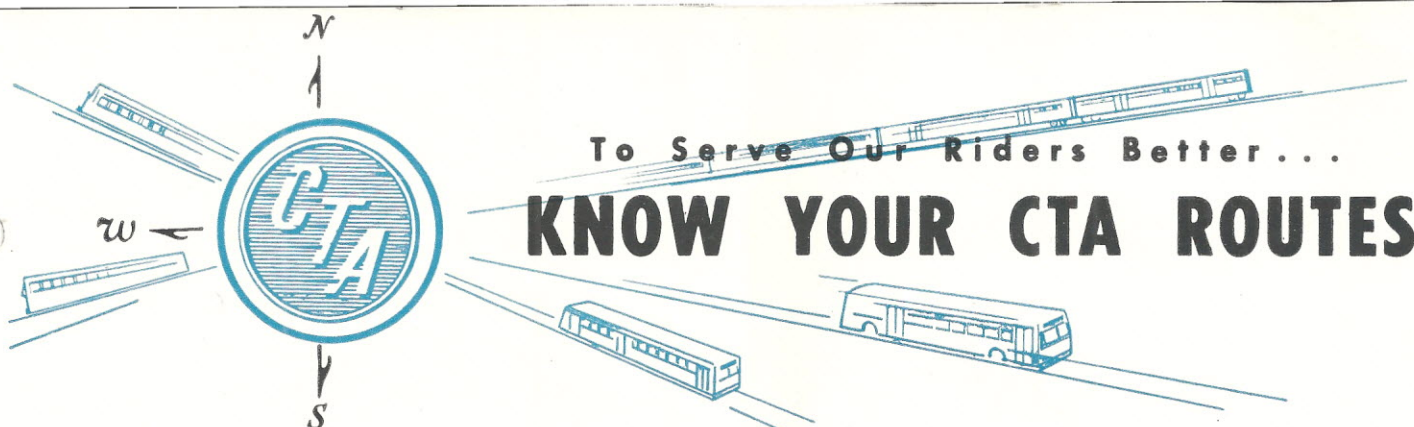
—ARTHUR DICKSON

WEST SHOPS — Pensioner *Morris Mantell* was awarded \$50.00 for his proposal to use a boring bar and cutting tool for installing injector tubes.

—TED SHUMON

WEST SIDE (Agents)—Reported recently was the death of *Mary "Mollie" McGuire*, who had been in a rest home for some time. Mollie was our assignment agent for many years before going on pension and was a very good friend to all of us . . . *Anthony Floriau* suffered the death of his wife . . . *Bess Reilly* has recovered from a bad case of the shingles.

—KITTY CONROY and  
RUTH HANSEN

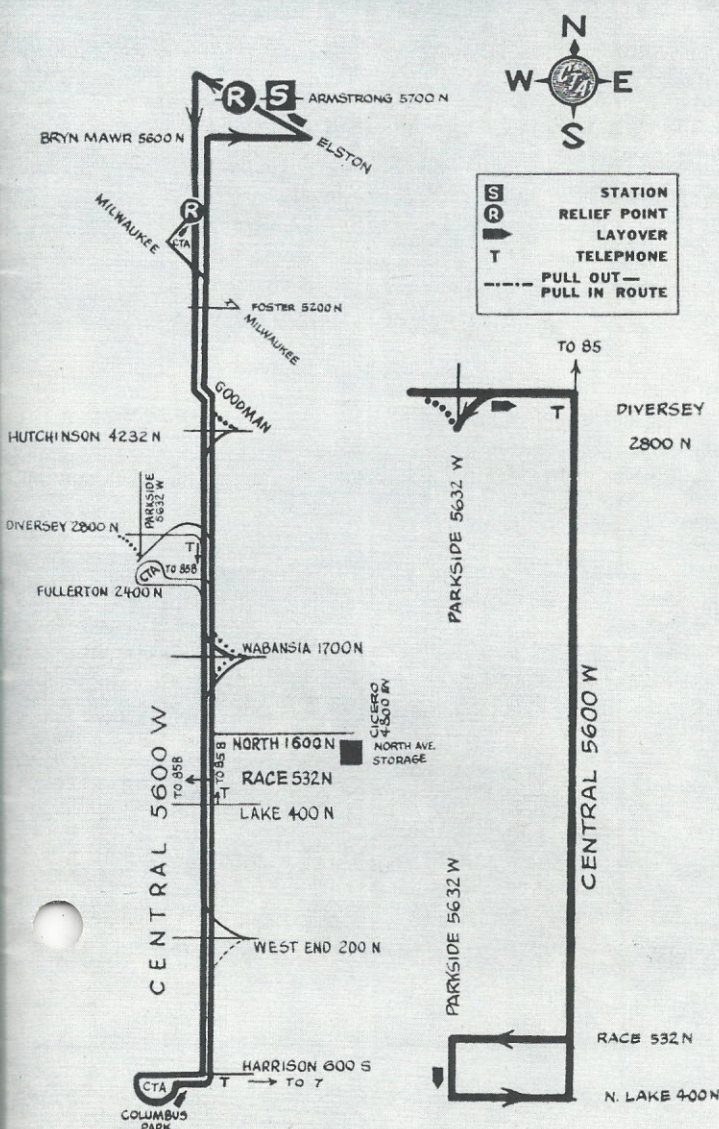


*(This is the 21st in a series of articles on CTA routes)*

CHICAGO'S far west and northwest sides are served by the Central avenue route, which provides both local trolley and limited gas bus service between Harrison street (600 S) and Elston avenue (5800 N), a measured round trip of 15.8 miles.

The trolley bus line (No. 85) operates over the entire

## FOREST GLEN STATION CENTRAL LIMITED



CENTRAL AVENUE trolley buses use the off-street facility in Columbus Park as the south terminal. This view looking east shows the Hellenic Orthodox Church of the Assumption and Loretta hospital in the background.

distance from the southern to the northern terminal, deviating from Central avenue (5600 W) only to make a loop east on Bryn Mawr (5600 N) to Elston, northwest on Elston to Central and thence south over the regular route.

The gas bus line (No. 85B) provides an express service during weekday morning and evening rush periods between Lake street (400 N) and Diversey boulevard (2800 N), supplementing the local schedules of the trolley buses during peak traffic periods.

Schedules on the trolley bus route are on an around-the-clock basis, with two to three-minute intervals being established during the weekday morning and rush period, eight-

IN THE heart of the busy shopping district at Central avenue and Lake street is Austin Town Hall, center of many far west side community activities. The building reflects the architectural pattern of Independence Hall in Philadelphia.





**RATING HIGH** among the city's many fine public school buildings is Austin high school, Fulton and Pine avenue, which has helped shape the educational progress of several generations of Chicagoans.

minute headways through midday hours, and three-minute intervals during the evening rush hours. From the end of the rush period to 1:00 a.m. when "owl" service goes into effect, schedules call for buses to operate on headways of nine minutes.

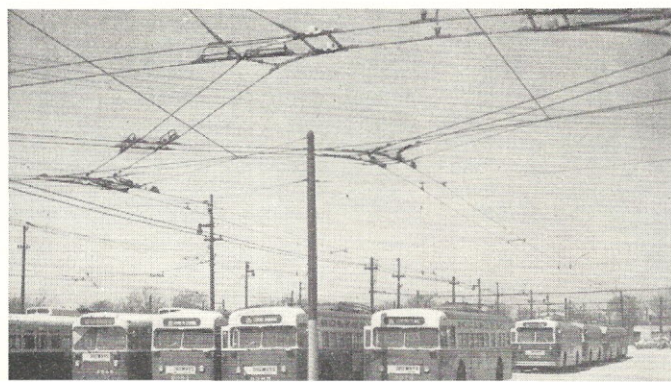
Saturdays, six-minute intervals prevail during morning and evening rush periods, with buses spaced eight minutes apart during the other hours. Sunday and holiday schedules provide for buses every 12 minutes during the morning, and nine minutes apart during midday, afternoons and evenings.

The trolley bus schedules also call for all southbound runs between 7:45 a.m. and 8:45 a.m. to operate from Milwaukee avenue to Harrison street, and northbound between 4:30 p.m. and 5:30 p.m. to start at Harrison street and terminate at Central avenue.

The Central avenue route is one of the few on the CTA system that started as a trolley bus line. Service began between Milwaukee avenue and Lexington street (742 S) in 1930. The line was extended north from Milwaukee to Lehigh (5400 W) and Devon (6400 N) in 1940 by means of gas buses. This extension subsequently became the Foster-Central (No. 85A) route and operates east in Foster (5200 N) from Canfield (7900 W) to Central, north to Caldwell, northwest to Touhy (7200 N-6500 W) east to Lehigh and south to Central.

The Central avenue routes serve a number of places of interest and attraction. Columbus Park with a public golf course is directly adjacent to the southern terminal at Harri-

**VIEW OF** trolley bus storage lot at Forest Glen station, near Central and Elston, showing a line-up of vehicles during non-rush hours. These buses go back in service on regular runs during peak traffic periods.



**PLEASANT** homes in attractive settings characterize the Edgebrook section on the far northwest side. Pictorial proof is supplied by this photo of a residential street scene near the Caldwell-Chicora intersection on the Foster-Central bus route.

**AMONG** the new motels which recently have been built around the fringes of the city, Weller's Motel at Caldwell and Touhy avenues is one of the finest both in appearance and appointments.



son street. On the northern end, Central avenue buses serve both the Billy Caldwell and Edgebrook Forest Preserve golf courses located at the northwestern city limits.

Evidence of the outward growth of the city, the movement of population from the more crowded apartment areas and the trend to small one or two-family dwellings is everywhere apparent in this northwest side area.

The Central avenue territory has been developed largely as a residential area. Many new and attractive homes have been built in recent years, particularly at the north end of the route, and many others are in the course of construction. Improved local transit facilities undoubtedly have been a big influence in this development.

*(The 22nd in this series of articles on CTA routes will appear in a future issue.)*

**THE INTERSECTION** of Belmont and Central avenues has developed steadily as a business and shopping center. This is a photograph looking west along Central across the intersection.





# TRANSIT IN THE NEWS



## KEDZIE, KEELER, LARAMIE NAMED SAA WINNERS

KEDZIE, Keeler and Laramie stations were the winners of the Station Achievement Awards for the first quarter of 1956, according to the latest tabulation compiled by the Training and Accident Prevention Department.

Kedzie recorded a 5.08 reduction from the accident rate of the first quarter during the past three years to win the traffic type award. This amounted to a de-

crease from 17.30 to 12.22 per 100,000 miles operated in traffic type accidents for the period.

Keeler achieved a 1.89 decrease during the quarter to gain the passenger type accident award, cutting from 7.9 to 5.20 the accident rate per million passengers to qualify for the trophy. Both of the above are surface system awards.

The combined traffic and passenger

type award for the rapid transit system went to Laramie station with an achievement rate of a 1.98 reduction, a decided improvement over the 3.56 average Laramie recorded during the same quarter in the previous three years.

Presentation of the awards were made at the three stations early in May and photographs will appear in our next issue.

## TERMINAL ENLARGEMENT PROJECT UNDERWAY

WORK WAS started recently on the enlargement of the CTA off-street bus terminal on the east side of Halsted street, between 79th and 80th streets, in order to reduce traffic congestion at the intersection of 79th and Halsted streets and to improve effectiveness of the present terminal.

The project, undertaken at an estimated cost to CTA of \$23,191, is scheduled for completion within 60 days.

The enlarged terminal will materially relieve street traffic conditions at 79th and Halsted by eliminating turns of

CTA buses at this busy intersection. It also will permit routing of Halsted street buses directly along Halsted street to and from the enlarged terminal, which is about 300 feet south of 79th street.

This revised routing will greatly reduce the number of bus movements on 79th street, Emerald avenue and 80th street. The expanded facility also will centralize and simplify transferring between lines serving the 79th and Halsted shopping center area.

The terminal is being enlarged on a site, leased from the Board of Education,

located on the west side of Emerald avenue, and initially will be used by three bus lines. These are: Halsted (No. 8), South Halsted (No. 42B) and Vincennes-111th (No. 111A). Present operations of the 79th street route will not be affected.

As a further move to improve traffic conditions the City of Chicago is repaving Halsted street between 79th and 81st street and channelizing the corner of 79th and Halsted to help speed movement of vehicles and prevent accidents at that busy intersection.

## Added Service On Cottage Grove

A SUPPLEMENTAL, evening, rush-hour, bus service for the convenience of rapid transit passengers transferring southbound at the Cottage Grove station of the Jackson Park branch was inaugurated April 19 on the Cottage Grove surface route.

In addition to the regular service provided on Cottage Grove, nine extra southbound trips at about nine-minute intervals operate, Mondays through Fridays, between 5:22 p.m. and 6:34 p.m. With the extra service there is a total of 38 southbound trips during

this interval with headways being slightly less than two minutes between buses.

The supplemental buses follow the regular Cottage Grove route—south in Cottage Grove from 63rd street to the terminal at 115th street.

## OPERATOR IN HERO'S ROLE

**OPERATOR** Paul L. Kimbrew, 77th, played a hero's role in a fire rescue recently when he was credited with saving the lives of three small children

in an apartment building blaze in which nine persons died and eight were injured.

He was driving past the building at



**P. L. Kimbrew**

### CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF MARCH 1956 AND 1955, THREE MONTHS ENDED MARCH 31, 1956 AND 1955 AND  
TWELVE MONTHS ENDED MARCH 31, 1956

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

	Month of March		Three Months Ended March 31,		Twelve Months Ended Mar. 31, 1956
	1956	1955	1956	1955	
Revenues	\$10,443,720	\$10,658,110	\$30,089,573	\$30,044,359	\$120,942,398
Operation and Maintenance Expenses	8,914,467	9,083,610	26,444,616	26,497,958	102,434,849
Available for Debt Service	1,529,253	1,574,500	3,644,957	3,546,401	\$ 18,507,549
Debt Service Requirements:					
Interest Charges	406,279	415,734	1,219,575	1,248,669	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	233,333(1)	200,000	700,000	600,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	90,000	90,000	
	669,612	645,734	2,009,575	1,938,669	
Balance Available for Depreciation	859,641	928,766	1,635,382	1,607,732	
Provision for Depreciation - Current Period	835,498	852,649	2,407,166	2,403,549	
Balance Available for Other Charges or					
Deficit in Depreciation Provision (Note 3)	\$ 24,143	\$ 76,117	\$ 771,784	\$ 795,817	r
r Red Figure					

#### PASSENGER STATISTICS

Originating Revenue Passengers	54,564,343	55,514,571	157,184,748	156,494,812	* 624,183,584
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#### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at March 31, 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.

3960 Drexel boulevard when he saw smoke and stopped. A woman on the second floor was screaming "Save my babies!" as he pulled up. He took a place below the window and the mother dropped three children into his arms safely.

The first two were infants; the third one, about three years old, knocked him to the ground, but neither was hurt. The mother was rescued by a fireman.

Kimbrew then climbed on the shoulders of other spectators in an effort to reach a stuck fire escape, but was unable to budge it. It was subsequently loosened by a tenant of the building who was descending with an armload of clothing.

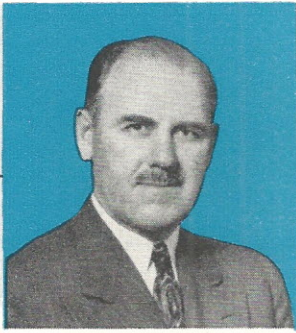
An operator on the Cottage Grove route, Kimbrew's quick action was applauded in newspaper accounts of the fire. He started with CTA on October 3, 1955.

### Safety Awards To CTA

SIXTEEN CTA stations, carhouses, garages and departments will be awarded plaques for safety in operation at the annual award dinner of the Greater Chicago Safety Council to be held May 23 at the Sherman Hotel.

Winners in the commercial vehicle division are: Archer, Devon, Limits, North Avenue, 77th, 69th and Lawndale stations; Keeler and North Park garages, and the Utility Department.

Named to receive plaques in the Industrial Injury Prevention contest are: Carhouses, Electrical Department, Garages (Surface), South Shops, Stores Department (Surface), and West Bus Overhaul.



# medically speaking

By Dr. George H. Irwin  
CTA Medical Director

## DON'T SPOIL YOUR VACATION FUN

SINCE THE time for vacations is approaching, it might be timely to consider this subject in a medical article. It is generally believed that annual vacations make for better health and thereby increase the span of life. The work efficiency of employees is also improved. Though this is true in most cases, one may shorten life through illness or accident if good care and judgment are not used on vacations.

### Home Vacations

Some people plan vacations at home, while others like to go away. Many people who stay at home plan to do work in their garden or lawn, build a new home, paint or repair their old one, put in screens and generally catch up on neglected chores. It should be remembered that some of the more common accidents or injuries occur at home. Falls from roofs or from stepladders in the house; infections of the hands and feet from flowers, weeds, insect bites and sprays, and cuts, blisters and bruises from handling rakes and grass cutters are frequently reported. Sunburn from over-exposure and puncture wounds from nails and other common household articles occur often.

A few suggestions to reduce illness and accidents at home may be helpful: (1) Wear gloves to protect your hands from ivy, sharp thorns, flowers or any irritating material. (2) Use strong ladders and place them so they will not break or skid. Attention to this may prevent broken bones and a long disability. (3) Be careful in the use of lawn mowers, rakes, shovels, hedge cutters and similar items. It is easy to cut your hands or feet with sharp garden tools. (4) Avoid strenuous outdoor exercise. Too many men un-

accustomed to labor get severe sunburns or develop heart attacks from overdoing when relaxing. (5) See your doctor for the care of any significant wounds, especially nail puncture wounds.

### Vacations Away From Home

Rated among the common accidents or ailments occurring away from home are highway accidents, drownings when swimming or fishing, sunburns, food or water poisoning, skin infections from ivy and weeds, heart attacks due to overexertion on the golf course or tennis courts.

The following rules will help make your vacation safe and enjoyable: (1) If you drive, be careful as the highways are always crowded, and, on long trips, often unfamiliar. (2) Do the things you enjoy the most, but let good judgment prevail at all times. (3) Eat sensibly, do not overeat or overdrink. When in doubt about ordering food in strange places, "ham and eggs," the old American favorite, is always a pretty good compromise. (4) Drink only pasteurized milk and water that you know is safe. (5) Exercise moderately out of doors, especially when in the sunshine. (6) Get your suntan gradually and avoid severe sunburn. (7) Sleep eight hours every night. (8) Swim only at approved beaches. Do not swim alone, or in the dark or in extremely cold water. Do not dive in water of unknown depths. (9) Be moderate in all things. Don't worry and don't argue. Take it easy and have fun. (10) Finally, let me urge you again to be cautious on your return journey. Don't spoil a wonderful vacation by a reckless trip which might result in a serious accident on your way home.

## SNOW-FIGHTING COSTS TOP \$5½ MILLION

FIGHTING SNOW, sleet and ice to maintain bus and street-car service in the winter months has cost CTA approximately \$5,525,000 in the eight years and six months that CTA has been in existence.

This past winter, the cost of fighting snow, sleet and ice went over \$720,000, although there had not been any very heavy snowfalls. Icing conditions, however, were worse than normal because weather bureau records show that the past winter had been one of the coldest in recent years.

Both local transit riders and motorists benefitted from these very substantial expenditures to keep traffic moving on local transit streets during winter storms.

The expenditures cover the cost of man-power, rental of

equipment, and materials (sand and salt) but do not include the cost of fuel or power used by CTA in operating its own snow-fighting equipment.

The heaviest charge to CTA for snow-fighting activities occurred during the winters of 1950-51 and 1951-52, when the costs were \$841,000 and \$914,000, respectively. In both winters there were exceptionally heavy snowfalls, and snow remained on the ground for weeks.

Expenditures for each winter, beginning with October 1, 1947, when CTA began operations, follow: 1947-48, \$418,724; 1948-49, \$284,227; 1949-50, \$491,469; 1950-51, \$841,203; 1951-52, \$914,623; 1952-53, \$475,064; 1953-54, \$622,023; 1954-55, \$757,538; 1955-56, \$721,156.

# Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



IN THE Chicago area, May is the balmy season when many plants put on their greatest growth and spring flowering trees and shrubs display their blossoms. Although most plants may safely be set out in the garden, there are quite a few that do not make full growth until the soil has become quite warm.

If you plant zinnias from seed in the flower garden or peppers or tomatoes from seed in the vegetable garden the seed will not begin to sprout until the soil has warmed to 70 degrees. In fact, if the seeds lie in the ground very long at cool temperatures they are apt to rot or not grow at all.

If you buy plants from a dealer who grows them under protection or if you grow them yourself in a cold frame or hotbed, zinnia, pepper or tomato plants should not be set out in the open ground until Decoration Day or later. Earlier planting simply leaves the young plants at a standstill and they will remain stunted after warm weather prevails.

By the time May is over the weeds have started in earnest. If you neglect them even for a few weeks, they will grow so large they will have to be pulled by hand. In May, a hand cultivator or hoe will uproot the tiny weed seedlings or decapitate them at the root line. That will be the end of the weeds for some time.

The permanent and best way to control weeds in the

flower or vegetable garden is by spreading suitable material to cover the whole surface of the soil between the plants you want to keep. Such a cover is called a summer mulch. It may be grass clippings (but they should be dried before spreading in the garden); it may be material that you purchase, such as peat moss or buckwheat hulls or straw.

In the lawn the dandelions and plantain and possibly chickweed and other weeds will be showing their heads. A solution of 2-4-D dissolved in water in the proportions stated on the package and sprinkled evenly over the lawn will shrink the dandelion and plantain and other broad-leaved weeds and finally destroy them. If the first application doesn't complete the task, make a second application about two weeks later. This should be done when the lawn is dry and the lawn should not be watered for 24 hours after the application.

Chickweed and the other fine leaved weeds are best destroyed by potassium cyanate. The package explains how to do this. Use care because potassium cyanate may cause considerable browning of your grass if you apply too much.

May is the time for setting out plants of annuals and many of the vegetables that have been grown under protection. In order that there is a minimum of shock to the plant it is wise to use a starter solution made by dissolving some complete fertilizer in water. You can buy a completely soluble plant food for such purpose or you can use the complete plant foods bought for the lawn. Soak this latter in water until the soluble part has been extracted. After preparing the hole for the plant fill with this solution, then place plant in hole and fill up with soil before the solution drains away.

## RETIREMENT RUN RE-UNION

THREE GENERATIONS of the Sulla clan were on hand to greet *Salvatore Sulla*, conductor on the Garfield Park Branch of the rapid transit system, when he completed his last run at Laramie avenue on March 30 and joined the ranks of CTA pensioners.

Sulla started to work as an extra guard on the Logan Square branch of the "L" Lines on August 15, 1912, and served as a motorman, towerman and conductor during the 43 years that elapsed before his retirement.

Rounding up as many members of the immediate family as they could, nine Sullas, including his wife, made a surprise appearance at the terminal and held a re-union right in the car on which he had made his last trip from the Loop as an active employee.

The picture, taken by his son, *Michael Eduardo Sulla*, shows the happy family group that assembled for the occasion. They are, left to right, front row: *Salvatore 3rd*, *Marlene*, and *Michael Sulla, Jr.*, grandchildren. Rear row: granddaughter *Denise*, *Mrs. Salvatore Sulla, Sr.*, *Salvatore Sulla, Jr.*, son, *Conductor Sulla*, *Carmela* and *Mary Sulla*,

daughters-in-law, the latter holding *Salvatore Sulla 4th*. Another son, *Anthony Mario*, and his wife, *Joann*, and their month-old son, who were not present for the photo, round out the Sulla family group.

Grandfather Sulla says his grandsons already have shown an interest in electric cars, and he believes there eventually may be another motorman or conductor in the family.

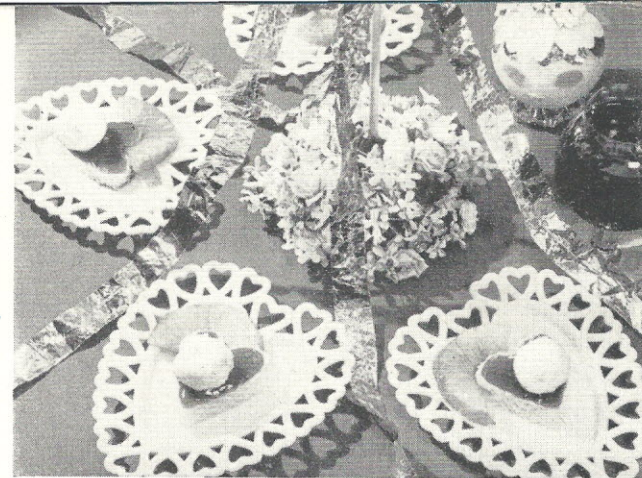




# To the Ladies

FROM ELLEN

## HERE COMES THE BRIDE



THE PLEASANT custom of giving showers started way, way back when friends individually "showered" gifts on the young girl who had announced her wedding date.

Today, showers have become more elaborate affairs. Friends and relatives gather together, prepare festive refreshments and present the future bride with gifts ranging from pot holders to unmentionables.

If you and your friends are planning a shower and don't know what you'll be serving, we have a recipe leaflet for Mock Melba, which is so simple to prepare the hostess will be able to be with her guests all evening without having to fuss and bother about her refreshments. The most famous is Peach Melba. It's as popular today as it was in the early

1900s when it made its debut. Mock Melba is refreshing whether served at a bridge luncheon shower, a dessert party, an afternoon party, or as the gastronomical climax of a dinner party.

To add to its decorative appeal tiny hearts cut from cake and iced with pure raspberry jam form the base for the traditional ice cream, fruit and sauce combination. The sauce is raspberry jam, straight from your grocer's shelf. Serve it warm from your very best crystal, in honor of sweet springtime and the bride herself. Mock Melba is inexpensive to serve, too, and adds that "different" touch to the usual shower refreshments.

Springtime, of course, is the ideal time for this gay affair, especially with so many June brides in the offing, and

**HEARTS, flowers and sweet refreshments supply the perfect beginning for a story book shower and wedding.**

flower-fresh table fashions will add the extra sweetness for the occasion. Decorations are easily made by the hostess herself. Fresh flowers can form a nosegay to hold a slender pole from which aluminum foil streamers will glitter to each individual place setting, or to form a centerpiece of a buffet table. A second nosegay tops the decoration. Not only the bride, but the guests as well will be impressed with this simple, but festive table and the "different" refreshment.

Write Women's Page Editor, CTA Transit News, P. O. Box 3555, Chicago 54, Illinois, for your free Mock Melba recipe leaflet.

## SMALL FRY SPECIALS

IF YOU'RE tired of sewing for yourself these days give someone else a treat and use your skill on a favorite youngster for a change.

Spring and summer always call for the more than usual number of changes in togs, especially when the small frys are apt to be out playing in the backyard. Additions to their wardrobes would certainly be welcome, and what's more, they're fun to make.

For your favorite little boy make boxer shorts and shirt with side slits. Your imagination can go all out when it comes to picking bright fabrics for contrasting cuffs and collar trim. Denim or sailcloth are always good fabric choices for lively boys.

In the toddler category you might whip up overalls, hat and lightweight jacket. It's a little more ambitious project, but very practical for spring and summer weather. Sturdy and colorful corduroy makes a good fabric choice. Whatever you select keep washability in mind.

It's a special treat for lots of us to sew for dainty little girls, too. Little Peter Pan collars, scalloped yokes and little puff sleeves are fun to sew and look so good on the tiny miss.

Whatever you decide to sew, remem-

ber to consult the back of the pattern envelope for important suggestions on fabric, thread, fasteners or ribbon and trimmings before you pick your fabric. Patterns are available at your favorite department store.

**ADDITIONS to the small fry wardrobe are always a welcome sight, especially with warm weather coming up. These little togs are simple to sew and cost only a few cents to make.**



● when riding our vehicles  
**set a good safety example  
for everyone**

BE CAREFUL in boarding . . .  
hold on to the grab rails . . .  
please don't crowd or rush.



MOVE TO the rear . . . hold  
on to the stanchions or grab  
rails when walking or standing.



BE AT the exit in plenty of  
time . . . don't rush . . . and  
watch where you step.



● everyone can help promote  
passenger safety!

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