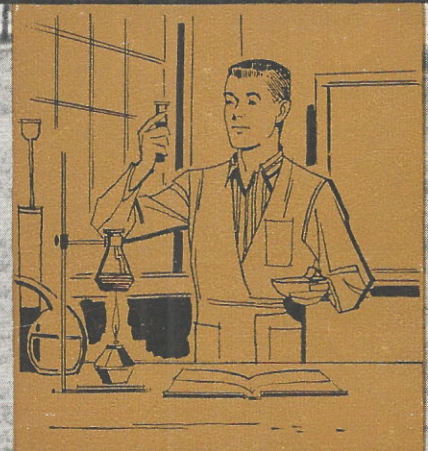




TRANSIT NEWS

JUNE, 1956



FOREST GLEN TRANSPORTATION BUILDING CONTRACT AWARDED

A CONTRACT to construct a new transportation building at CTA's Forest Glen station, located at Elston and Armstrong avenues on the northwest side, was awarded to Lee Construction Company of Chicago by Chicago Transit Board at its meeting on May 3.

Lee's bid of \$356,410 was the lowest submitted. The second lowest bid was \$359,220 by City-Wide Builders, and the third lowest was \$370,000 by Garr Builders, Inc. The latter two are also local contracting firms.

The contract calls for a one-story "L"-shaped building of face brick construction, providing 9,000 square feet of interior working space. It also includes a concrete-surfaced area of 200 square yards at the rear of the building which will be used for bus storage. Located in this area also will be a bus washer, two "king size" vacuum cleaners, a tool house for the Shop Department and an inspection pit.

The transportation building is the second unit of the modern CTA operating station located at this northwest side site. The first unit, a bus terminal and service garage, was placed in operation on December 4 of last year. The cost of the entire program, including the new installation, is estimated at \$2,500,000.

The transportation building, to be built on the south side of Armstrong avenue across from the service facility, will include a superintendent's office, a room for bus operators and other transportation personnel and transfer storage space. It will be completely fireproof, being constructed of steel and face brick. It will have fluorescent lighting throughout, and will have unit heaters. There is also space for the storage of trolley buses adjacent to the new building.

The garage building contains a service and maintenance plant geared to handle 175 trolley buses and 200 motor buses on an efficient "production line" basis. Refueling, lubrication and minor maintenance requirements are performed under shelter at four fueling islands. Interiors of buses also are cleaned and the buses are washed before they move on to inspection lanes and repair bays equipped to facilitate major repairs.

Construction activities on the new transportation building started on May 31 and are expected to be completed in 300 days.



THE NEW, fast, rush-hour, express, shuttle bus service recently inaugurated between Union Station and Grand avenue and St. Clair street via lower level Wacker Drive and lower level Michigan avenue is proving attractive to CTA patrons. First service to operate over lower level streets, the route is known as the Wacker Express, Route No. 158 A, and provides morning and evening rush-hour service, Monday through Friday. The buses also serve the Chicago and North Western station. One of the buses used in the new 10c shuttle service operation is shown entering the lower level eastbound at Wacker Drive and Randolph street.

OUR COVER: Lane Technical high school, the city's largest in the point of enrollment, has long wielded a potent influence on the educational life of Chicago's younger generations. Located on the Addison street bus route, at Western avenue, it had an enrollment of 5,382 male students at the end of March this year. With schools throughout the Chicago area holding commencement exercises this month, the photo is a timely and appropriate salute to June graduates.

VOLUME IX

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RECENT CTA ADDITIONS TO THE ARMED FORCES

Luther Harrison — Transportation (69th)

Clifford G. Hunt—Transportation (69th)

Yaroslav A. Zasadney — Transportation (Limits)

RETURNED FROM SERVICE

Clarence Knox—Transportation (Douglas)



GLAD TO HAVE YOU ABOARD

We want this trip and every trip you make with CTA a comfortable and safe trip.

Please keep the entrance area clear so other passengers may board safely.

When moving to the rear, grasp the stanchions and grab rails for support.



Watch the back of your transfer each day for a "Safe Riding" hint. Thanks for your cooperation.



We have to close the rear door . . . BUT WE WANT YOU TO BE CLEAR

When you step off the bus, promptly move away from the door to assure that your clothing - or packages - will not be caught in the closing door.

Watch the back of your transfer each day for a "Safe Riding" hint. Thanks for your cooperation.



TRANSFERS CARRY PASSENGER SAFETY MESSAGES

A SERIES of "safe riding" hints is being distributed to CTA passengers in the form of messages printed on the backs of transfers as part of the program to reduce passenger accidents and emphasize safe-riding practices.

The messages inform passengers of various ways they can cooperate to help in providing a safe ride and suggest proper procedures to follow in boarding, alighting or using bus service, as well as giving helpful hints on other phases of passenger safety.

Another feature of the campaign to promote safe riding is the use of car cards and a "take one" folder which carry special copy regarding safe practices on moving vehicles.

The effort to win rider cooperation is a follow up on the passenger safety program underway on the surface system which was spearheaded by a series of visits to all Transportation Department operating stations to acquaint employees with the purpose of the campaign to reduce passenger accidents.

The briefing sessions included a special appeal to employees by *General Manager Walter J. McCarter* by a sound film recorded for the passenger safety program.



There's more than one right way to dance . . . BUT ONLY ONE RIGHT WAY TO RIDE A BUS

1. Hold on while standing or walking through the bus.
2. To avoid tripping other passengers, keep packages and feet clear of the aisle.
3. Give yourself plenty of time to be at the exit when the bus arrives at your stop.

It hint. Thanks for your cooperation.



LOOK BEFORE YOU LEAVE

Look to the rear . . . look down . . . watch where you step - and please don't step into trouble. After you've alighted, don't rush in front of or behind the bus . . . oncoming traffic moves mighty fast.

Watch the back of your transfer each day for a "Safe Riding" hint. Thanks for your cooperation.



ALL TOGETHER FOR SAFETY

Help us reduce accident costs by practicing safety when boarding, riding, and leaving CTA vehicles. Injury and damage claims must be paid out of your fares and every dollar spent on accidents is a dollar less to be spent for your comfort and convenience.

Watch the back of your transfer each day for a "Safe Riding" hint. Thanks for your cooperation.



The primary objective of the campaign is to counteract the growing problem of "fall-on-board" accidents which is affecting not only CTA operations but is common to all local transit companies throughout the nation.

GARFIELD PARK TRACKS RELOCATED AGAIN — HERE'S WHY

In order to speed up construction work on the Congress street expressway, the section of CTA tracks on the Garfield Park line of the rapid transit system from east of Central avenue to Austin boulevard that was relocated last year has again been relocated and will be cut into service sometime in June.

This speed-up program will permit the highway building agencies to prepare simultaneously the permanent right-of-way and necessary facilities for CTA and B & O CT and the Chicago Great Western R. R. operations in this area. Originally the highway building agencies had planned to construct these permanent facilities in two stages, one after the other. This would have consumed considerably more time than the revised plan will require, even though this seems to duplicate the temporary work that was done a year ago.

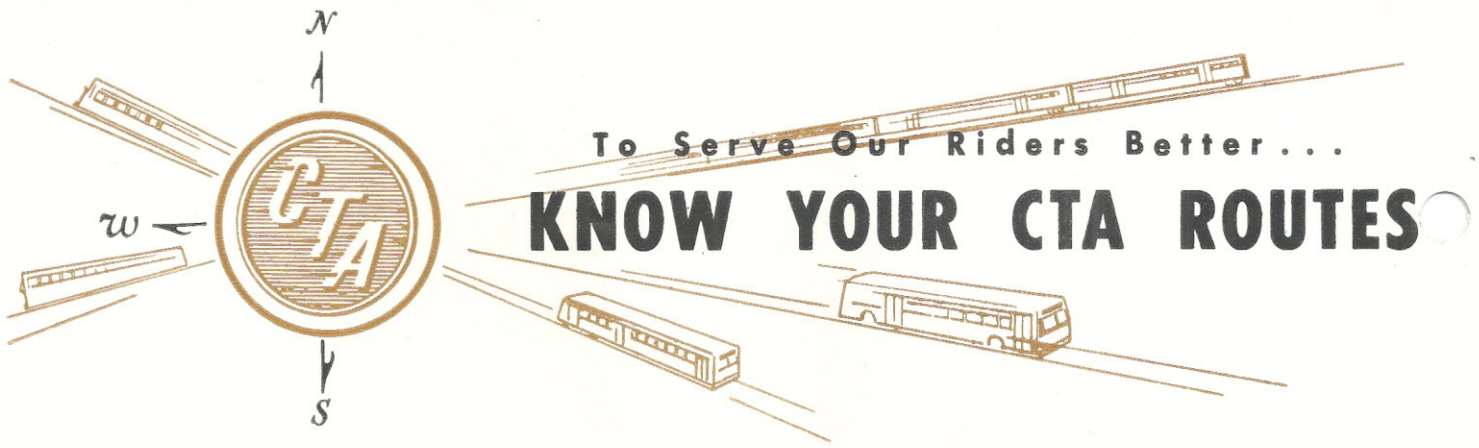
Both of the temporary routings for CTA operations, as

well as CTA permanent right-of-way and station facilities, are being paid for by the public agencies that are constructing the Congress street expressway.

The second relocation project involved the laying of two additional tracks approximately 40 feet to the north between Central avenue and Austin boulevard. It also involved the construction of a new station at Central avenue and alterations to the Austin boulevard station.

Work already has been completed on all operating facilities required for this relocation. The actual cutting in of service is contingent upon completion of new water main facilities through Oak Park and Forest Park.

After CTA service has been diverted to the temporary tracks, the existing CTA tracks will be taken over and used by the other two railroads in accomplishing their temporary relocation.



(This is the 22nd in a series on CTA routes.)

CONTINUOUS through service direct from the downtown Loop to the Forest Preserve district on the far northwest side city limits at Addison (3600 N) and Pueblo (8400 W) is operated on the Addison street—No. 152—route, one of the longest motor bus lines on the surface system.

On the round trip between its starting point at Pueblo, located at the edge of Schiller Woods, to Congress and Michigan avenue, where it loops for the return trip, the route covers a measured 30.80 miles over some of the city's busiest streets and boulevards.

For a portion of the way, between Addison and Walton streets (1000 N), buses operate in Lake Shore drive and through Lincoln Park, providing one of the most scenic rides the city offers. Lake Shore Drive also is one of the most heavily-traveled arteries since it carries a great share of the private automobile traffic between downtown Chicago and the northern suburbs.

THIS HISTORIC Indian totem pole stands in Lincoln Park, just off Lake Shore drive at Addison street. From the Queen Charlotte Islands in Alaska, it is carved from a single yellow cypress, 40 feet high and five feet in diameter, and the figures carved upon it tell the tribal history and legend of one of the oldest civilizations in the world.

FROM LATE spring until early autumn, Oak street beach is a favored place with swimmers and sun bathers. Despite a chill in the air when this photo was taken, there were some beach fans who ventured forth to initiate the season. In the right background of this view, looking southeast from Lake Shore drive, is the Drake Hotel.

THE OUTER terminal of Addison route is at Pueblo avenue, on the edge of the forest preserve district at the far northwest side city limits. Nearby Schiller Woods is a popular recreation and picnic spot for Chicagoans.



FAMILIAR TO all Chicagoans and one of the city's most famous landmarks is the old Chicago Water Tower at Michigan boulevard and Chicago avenue. Built before the 1871 Chicago fire, it withstood the ravages of that great conflagration to serve as a symbol of the new and greater city that rose out of the ashes of the past.

The Addison route provides local service during non-rush hours. Limited schedules are in effect eastbound in the morning and westbound in the afternoon during weekday rush hours, and on Saturday mornings eastbound. Local service is given in the opposite direction during the same hours. The express buses operated during weekday morning rush hours make all stops from their starting point to Cicero avenue and then stop only at transfer points to Sheridan-Addison. From that point, limited and express buses make but one stop, at Roscoe street, to Walton and Michigan.

The only deviations from the regular routing are made during morning rush hours northbound on weekdays and Saturdays, the evening rush hours on weekdays, and all day on Sundays and holidays when buses use the local Lake Shore drive between North avenue and Oak street, making all stops in this section of the route. During certain hours of the day, some westbound short runs terminate at Austin avenue and at Harlem avenue, while some eastbound short runs go only as far as Sheridan road.

From their Pueblo terminal, buses are routed east on Addison to Lake Shore drive, south on Lake Shore to Sheridan-Melrose, south on Sheridan to Diversey, south on Lake Shore road to Fullerton, east on Fullerton to Lake Shore drive, south on Lake Shore drive to Michigan, south on Michigan to Congress, west on Congress to State, north on State to Washington, east on Washington to Michigan, and then over the inbound route.

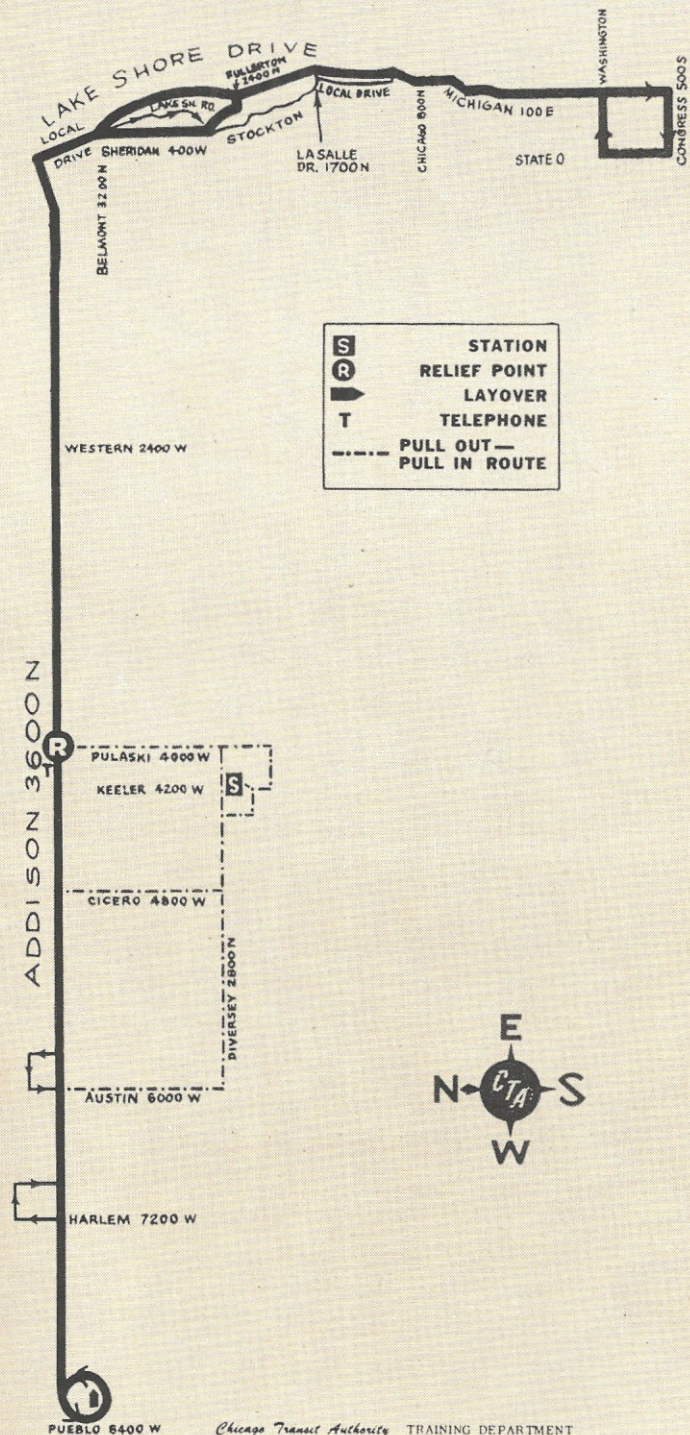
ADDISON

KEELER STATION

152

GAS BUS

NOT DRAWN TO SCALE





A GREAT thrill for all the kiddies is a ride on the miniature railroad near the zoo in Lincoln Park. This is only one of the many attractions in this lake front recreation area conveniently served by the Addison bus and 13 other CTA surface routes.

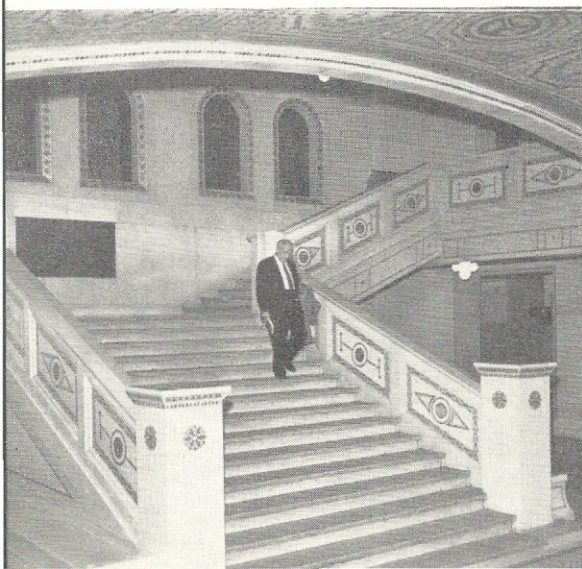
Weekday schedules call for headways of one to two minutes during the morning rush hour period, two-minute headways during the evening rush hours, six minutes midday, and eight to 10 minutes in the evening. Saturdays the following schedule is in effect: Morning rush hours, five minutes; afternoon rush hours and midday, five and one-half minutes; evenings, eight to 10 minutes.

On Sundays and holidays, buses operate through the morning and until noon only between Pueblo and Sheridan road. In the afternoon they make the complete trip to the Loop. Twelve to 15 minute intervals are maintained during the morning, eight-minute headways in the afternoon, and 10-minute intervals in the evening.

Service on the Addison route starts on weekdays and Saturdays with the first bus pulling out of Pueblo terminal at 5:21 a.m. The last bus in the evening leaves the Loop at 11:53 p.m. Sundays and holidays, the first run out of the terminal starts at 8:15 a.m. and the last trip from the Loop also at 11:53 p.m. No "owl" schedule is operated.

Running time between outer terminals for local service varies from 65 to 86 minutes, and for express and limited buses from 77 to 85 minutes depending on traffic conditions and the time of day. The differential in running time be-

MANY SEEKERS after knowledge, entertainment, information or quiet relaxation have climbed this stairway entrance to the Chicago Public Library. Another of the city's places of interest, the library is served directly by Addison buses.



A PLEASANT summer afternoon diversion is boating on the lagoon in Lincoln Park, near the Lake Shore drive section of the Addison route.

tween the two types of service is explained by the fact that while limited and express buses make fewer stops en route, they operate during the hours when street traffic congestion is at its worst and the consequent slow-down affects all surface vehicles, public and private, in the heavily-trafficked areas.

A total of 64 diesel buses are assigned to the Addison street operation and these are based at Keeler station, 4221 W. Diversey avenue.

A network of north-south surface routes intersect the Addison route, providing convenient transfer to lines serving other city areas. Direct connections also may be made with the rapid transit system at two points—Addison stations on the Ravenswood branch and on the north-south "L"-subway route.

Addison route has assumed increasing importance as a public transit facility with the continuing growth of the area it serves. The neighborhoods adjacent to Addison street have developed steadily commercially and have attracted much new building construction activity in recent years.

(The 23rd in this series of articles on CTA routes will appear in a future issue.)

STARTING ON the return trip to the outer terminal at Pueblo avenue, Addison buses turn west off Michigan avenue at Congress street and loop north by way of State street and east over Washington, through the heart of the downtown business district.



INQUIRING REPORTER: Joe Feinendegen

LOCATION: Terminal Inspection Shops

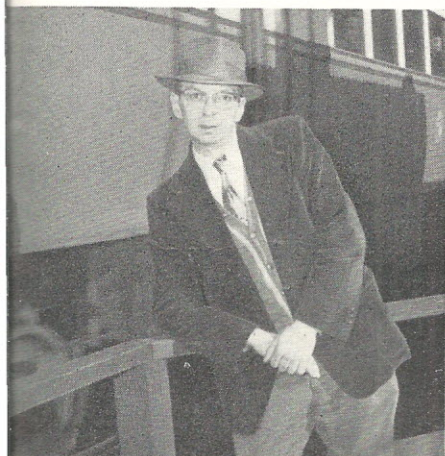
What are you looking forward to this summer?



SANTO J. SALINERO, Clerk, Wilson:

"I am looking forward to our family's first vacation together. Yes, all seven of us; my wife and I, and our three sons and

two daughters, are planning to head West this summer. We expect to visit the Grand Canyon, and a lot of places in California, including, of course, Disneyland."

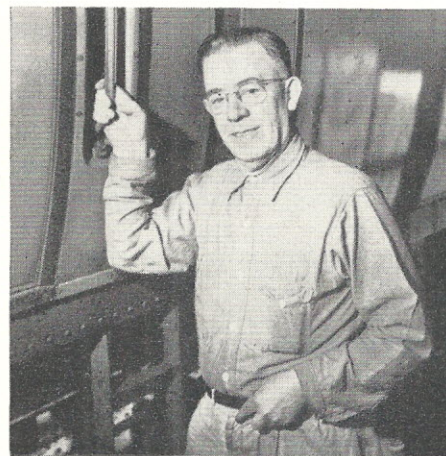


←
WALTER NOWOSIELSKI, Cleaner, Kimball:

"Every summer I race my pigeons over the weekends. I start them out with an 80-mile race and increase the length of the race each week until the final one, which is a 300-mile derby. I'm hoping my birds will give a good account of themselves this year."

→
JOHN FORRESTAL, Cleaner, Wilson:

"Although I was not born in the United States, I think this country's national game, baseball, is the greatest game in the world. I'll spend a lot of my time either at the ballpark or by my television set watching the teams in action."



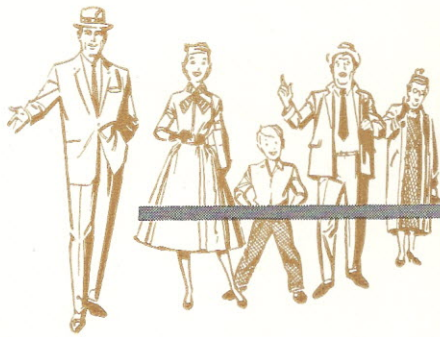
←
EDWARD T. MIZEROCKI, Repairman, Wilson:

"Since I'm a rail fan, I will devote much of my spare time at the Illinois Electrical Railway Museum in North Chicago taking a lot of pictures. Another of my aims will be to help restore and preserve old streetcars and other electric railway equipment."

→
FRANK LITTLE, Repairman, Wilson:

"This year I expect to make my fourth trip into the Canadian wilds, at Minackie, Ontario. Here I'll settle down to do some serious fishing. I hope I can catch that big one this summer."





Our Public

SPEAKS

May 10, 1956

Dear Bus Company,
On Monday, May seventh, our class took a long bus ride to the Field Museum. It was lovely but we needed help to get on and off the buses. You sent some very kind men to keep us safe. Thank you all for making our trip a safe and happy one.

Love,
The Third Graders
Room 208
Schiller School

P.S. We tried to be good on the bus. Teacher says we were.

A LETTER in a child's handwriting conveyed the appreciation of a group of young CTA riders for a "safe and happy" bus trip to visit the Field Museum recently.

The letter, reproduced here, tells its own story. It brought a personal reply from General Manager W. J. McCarter, who complimented the youngsters on their good behavior on the bus and thanked them for their courtesy in writing.

CREATING good will among our patrons depends primarily upon us. According to the letters of commendation received regularly, we know that many CTA'ers are aware of the importance of good public relations and have performed their duties with courtesy, efficiency and consideration.

Reprinted below are a few of the letters recently received.

"The Little Extras"

"It gives me great pleasure in writing about Motorman No. 7040 (Robert Kessler, North Park). I ride with him every morning and due to the fact that I use crutches, the little extra courtesies that he has extended to me fill my heart with gratitude. His kindness, consideration and helpfulness seems unlimited."

"Calm and Smiling Manner"

"I just want to tell you about Operator No. 2572 (Francis Johnston, Keeler), who was driving the bus I was riding the other night. He was the nicest, most pleasant man that I have ever come in contact with.

"Despite the crowds getting on at stops along the way, this driver was courteous and pleasant and maintained his calm and smiling manner throughout the entire ride."

"Mr. 5929"

"I have been a CTA user for many years and I have yet to come in contact with a motorman more courteous, careful, understanding, patient and pleasant than 'Mr. 5929' (Frank Falcone, 77th). As a matter of fact, I think he possesses all of the qualities necessary to work with the public.

"Rush hour transportation can be trying, to say the least, but he seems to try to make the best of the situation and it is a pleasure to ride with him."

HOWEVER, when letters like these are received, "the team" has to work twice as hard to promote the good will that is so necessary in this business of ours:

"I was standing on the corner waiting for a bus the other day. It was in the early afternoon and traffic was light. When I saw the bus approaching, I walked nearer to the curb and began waving my hand.

"The operator of the bus couldn't help but see me, but ignored my waving and passed me right by."

COMMENT: If every operator passed-up patrons, it wouldn't be long before our paymasters would have to pass us by. Service is our product and if we don't make it convenient to use, our patrons will soon find another form of transportation.

"I like to carry tokens not only for my own personal convenience, but I believe it also helps the bus driver, too. However, I have an awful lot of trouble trying to buy them. One driver, especially, does not have any whenever I ask to purchase them. This morning was no exception. I handed him a dollar and asked for tokens, but he took ten dimes out of his changer and told me he didn't have any time to be selling tokens. This was in the late morning."

COMMENT: Regulations require each employe to carry a minimum of 30 tokens for the explicit purpose of selling them for the convenience of patrons and to speed up fare collections. If we do not make an effort to give attractive and convenient service, our riders, who provide our jobs, soon will be traveling by some other means of transportation.

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

	May 1956	April 1956	May 1955
Complaints	882	859	729
Commendations	87	85	93

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Eastern Swing Includes U.S., Canadian Cities

ACCOUNTING—*Stanley F. Mailuck*, payroll accountant, drove east on his vacation and visited Niagara Falls, Rochester and New York City, New York, as well as a few cities in Canada. Traveling over the New York Thruway, and the New Jersey Pennsylvania and Ohio turnpikes, he was able to cover a lot of territory.

Roy Wilson, assistant supervisor, Material and Supplies, spent a week in Iron Mountain, Michigan, visiting his daughter and getting acquainted with his new grandson, *Christopher Roy Allan*, born February 10.

Herbert Rohde, supervisor, IBM, and his wife motored through the Ozarks to Eureka Springs, Arkansas, for part of his vacation. He also spent a week showing his brother, *Frank*, from Los Angeles, California, around Chicago.

Eileen Murphy, payroll, reported that she, her dad, and sister had a fine time in St. Petersburg and Miami Beach, Florida, and Havana, Cuba.

Visits Son

Larry Collins, general, spent a week in Minneapolis, Minnesota, visiting his son.

Daniel J. Fidanze, payroll, was married to *Rosemarie Lunetta* in St. Callistus church on April 28. A reception for about 300 friends and relatives was held at the Club Cabana. The newlyweds honeymooned in sunny California.

Alice Dunne, formerly of property accounting, became a mother on April 5, when *Timothy Martin* was born.

John H. Kruty, payroll, returned after serving for three weeks as a juror in the Criminal Court.

Raymond Dimatteo, payroll, was transferred to the Claim Department on May 16.

Mrs. Mary A. Jann, mother of *Albert C. Jann*, general accountant, passed away on May 8 . . . *Felix Palilunas*, assistant payroll accountant, also suffered a loss in his family. His wife's mother died on May 9, after a lingering illness.

Beatrice Franke, Accounts Payable, is convalescing at home following surgery, as this is written.

—HELEN A. LOWE



CTA BOWLING CHAMPS

THEY'RE THE WINNERS! These members of Division 308's winning team in CTA's North Side A.M. Transportation Bowling league beat the South Side A.M. Transportation Bowling league's winning team May 20. From left to right, front row, are *Ed Schlage*, *J. R. Anderson* and *Frank Wagner*. In rear (from left) are *Bob Schlage* and *Lou Herman*.

Honeymooners Visit Dells, Miami Beach

ARCHER—Operator *Walter Stone* and his bride went to the Wisconsin Dells on their honeymoon . . . *Rose Mary Turco*, daughter of Repairman *Jack Turco*, became the wife of *Anthony Camplatorio* on April 21. The couple spent their honeymoon at Miami Beach, Florida.

Clerk *Henry Zych* and his family enjoyed a wonderful vacation in Florida.

Clerk *Francis Schmitz*'s two children, *Francis, Jr.*, and *Barbara*, went on a tour to Washington, D. C., with their classmates, and saw many interesting sights.

Operator *Russell Strohacker* and his wife, *Theresa*, were blessed with another heir, *Donald*.

Recently Receiver *Ernie Potter* was transferred to Beverly, and *William Kelly*, clerk, picked vacation relief.

Carol Wallace, daughter of Operator *Fred Wolff*, had a visit from the stork who brought them a boy on May 7.

Operator *Jim McVea* and his wife celebrated their 20th wedding anniversary recently.

Superintendent *John Kramer*, of district "B", is back on the job after undergoing a very serious operation . . . Upon returning to the hospital recently, Repairman *Joe Lisante* was being taken care by none other than *Nurse Joan Paulov*, daughter of Repairman *Steve Paulov*.

Supervisor *Harry Hooper*, district "B", recently had an operation . . . Supervisor *Walter Story*, after being hospitalized for one week for observation, is back at work, and feeling pretty well . . . *Dan McNamara*, Local 241 president, recently underwent a serious operation.

Repairman *Tony Lombardo* lost his mother, *Mary* . . . Supervisor Instructor *John Logan* also suffered the loss of his mother, and Supervisor *Ralph Alford* lost his mother-in-law.

Operator *Barney Petkus*, past Grand Knight of the Mundelein Knights of Columbus council, and Supervisor *Leo Tamul*, district "A," who is present Grand Knight of the Mundelein council, attended the Knights of Columbus state convention in Springfield on May 19 and 20. Leo experienced his first airplane rides as the two delegates flew to and from the affair.

—R. H. FORTIER

Pail Of Pennies His Entry Fee

BEVERLY—When *Tony Pizzato* asked *John McMullen* if he could join the Credit Union with \$64.00 in pennies, John thought he was kidding and said, "Sure, bring them in." But Tony showed up with a big milk pail full of coppers which had to be counted and taken to the bank.

Operator *Edward* and *Clara Maloney* are grandparents for the 10th time. The little one, christened *Frances Mary*, was born May 8 and is the daughter of *Leo* and *Ester*, the Maloneys' youngest son and daughter-in-law. Incidentally, Edward and his wife are enjoying their first trip to Florida and are touring the state from one end to the other, as we write this . . . Back from a Florida vacation is our night superintendent, *Rudy Miller*, and *Mrs. Miller*. Judging from the cards they sent, they saw a lot of Miami Beach.

Catches Big Fish

Richie and *Lorry Grajek* spent two weeks at Miami Beach, Florida, swimming and deep sea fishing. Lorry caught a big yellowtail fish, but the best Richie could do was to tell about the big one that got away . . . Operator *Mavis Bennett* and his wife, *Thomasine*, enjoyed a belated honeymoon when they journeyed southward. They visited friends and relatives in Tennessee, Alabama, and Mississippi. Much of their time was spent in Gulfport, Mississippi, where Thomasine enjoyed deep sea fishing in the Gulf of Mexico while Mavis looked on.

Leonard and *Mildred Wilson* took a recent trip to Detroit, Michigan. After returning to Chicago, they traveled to Newark, New Jersey, for a few days' visit.

Ernest and *Josephine Kopasz* are the proud parents of a boy, who was born at Woodlawn hospital on May 9.

Bill Moore of repairs, who lived for many years near 74th and Ashland, moved down to Tinley Park. He now finds it hard to get a good night's sleep because of the absence of trucks and buses. Well, *Max Hamilton* of 77th got used to it.

Mrs. Evelyn Taluzek took part in a fund raising project for the P.T.A. of Ryder School. She portrayed a role in a production called "The Farmerettes" and also took part in "The Kitchen Band." Her stage hand husband, Howard, stood by in the wings.

In the anniversary department, orchids are to be given to the following: George and Genevieve Schletz, 22 years on June 20; Henry and Vivian Hanson, 20 years on June 25; Virgil and Evelyn Trimmer, 21 years on June 27, and Milton and Minnie Hansen, 46 years on June 22.

John and Florence McMullen returned from a trip to Peru, Nebraska, where they saw their son, John, receive his diploma from the Nebraska State Teachers College. In addition to being picked All Conference Guard on the football team three years straight, John was an honor student for all four years.

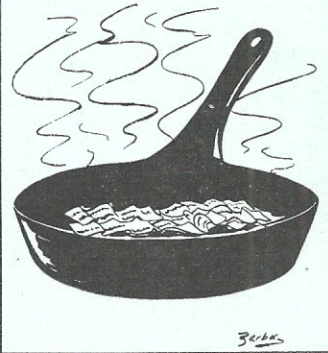
Phil O'Malley is helping Jerry Gleason search for a used steamer trunk to be used when Jerry takes off on his trip to Ireland this fall.

Robert Cavanaugh, one of our new operators, is no relation to Edward Cavanaugh, who also works at this station. Bob, who will work for us until the Army calls him, has a Bachelor or Arts degree from Loyola University.

It was good to see our old friend, Clerk Charlie Derrick, recently when he filled in for Bill McCarthy the other day.

Milt Hansen left Roseland Hospital just as Marinus Dykhuizen entered to undergo surgery for a ruptured appendix. Marinus is fine now. Confined to the Jackson Park Hospital at this time is Hazel, wife of Operator Wallace Petersen.

**PAYROLL SAVINGS
BRINGS HOME
THE BACON!**



**Buy U.S. Savings Bonds
REGULARLY**

Here is the first fish story of the season. Did you ever see fish so thick in the river that you could throw away your rod and reel and just flip them out on the bank with a wire coat hanger? That's the story told by Ralph and Ann Short who recently returned from a Canadian vacation. They made their headquarters in Toronto, but made side trips to Petersburg and down to Niagara Falls where they took in the sights from both the American and Canadian shores.

—FRANK M. BLACK

Retirement For Him Means The Outdoor Life

CLAIM AND LAW—Otto Geiger, adjuster, retired June 1 to take up residence at Paw Paw, Michigan, and from all reports his spare time will be occupied by water skiing, boating and fishing.

On June 2, Virginia (Dina) DeGrazia was married to Dino Petrin at Holy Rosary Church.

Bernadette Bonk and Jessie Reed, of the Law Department recently returned from vacationing in Miami.

Florence Gray has been busy buying furniture for her new apartment. We hope the housewarming isn't the same day Roy Swanson has open house!

John "Jocko" Conlon's basketball quintet is now complete with the arrival on May 1 of the fifth member, Kevin Terrance.

—EL-JE

It's A Trip Well Worth Hearing About

ELECTRICAL—Howard Cordt, operator at Sedgwick substation, recently returned from a trip of a lifetime, a tour around the world on the Swedish-American Line's M. S. Kungsholm. One of his shorter jaunts was a seven-day tour of India by airplane. It would take many pages to give just a brief itinerary of this wonderful trip and many hours of showing pictures to give one an idea of all the interesting places he visited.

At this writing, George Becker, superintendent of electrical substations and equipment, is making a tour of the deep South. Cards received indicate that both he and Mrs. Becker are having a delightful time.

Roy Walsh, chief operator of Lill substation, was married to Lillian Ott on April 21. The couple, who spent their honeymoon in the South, motored through several states.

TALENTED MUSICIAN

THE MEDALS on his band uniform attest to the clarinet playing ability of Bertrand Misk, 14-year-old son of Frank J. Misk, assistant to the operations planning engineer. The youngster, who plays in the South Berwyn elementary school band, has competed 17 times in elementary school state and district clarinet contests where he took medals for first place 15 times. Two of these medals are for winning the first superior award in solo work, and a third, for the same award presented to the winning clarinet quartet.

An avid electric railroad fan, Bertrand is a member of the Chicago Electrical Railfans' association. He and Frank have built a model electric railroad whose cars pick up their mo-



tive power from overhead trolley wires.

The boy also is interested in chemistry and photography.

Reported by Mary E. Clarke

Operator Apprentice William Staunton and Operator Robert O'Brien are recuperating at their homes at this writing after undergoing surgery.

A card received from Frank Corrigan, operator at Franklin substation, postmarked Denver, Colorado, read, "This is a nice place to relax. Warm days, cold nights, and lots of mountains." . . . Arthur Doyle of the maintenance gang traveled via the Burlington Route's Zephyr to Denver where he took many sightseeing trips during an enjoyable vacation.

—GILBERT E. ANDREWS

'Twas A Double Celebration For Pop

GENERAL OFFICE — (Transportation) When a birthday coincides with the return of a son from the Navy, a celebration is in order, and it was a gay occasion at the home of Instructor John Lynch.

Maureen, the 12-year-old daughter of Line Supervisor Tom Hogan, succeeded in reaching the honor roll at Queen of Angels School, and was awarded a gilt-edged certificate with her name inscribed thereon.

When Marge Hansen, operator, planned a week's vacation, little did she realize she would rub elbows with political dignitaries. While visiting her birthplace at Paducah, Kentucky, Senator Barkley suddenly passed away and

Marge found herself sitting next to Adlai Stevenson, with 24 Senators in the background, while attending the funeral service.

Don Burton, with Jerry and Bobby, drove to the home of Jerry's mother at Lake Geneva, and spent two weeks' vacation enjoying the beauty of the countryside in spring.

(Insurance)—Helen Dobbs will well remember her first plane ride. On a week's vacation, Helen flew to Boston to visit her brother. A week later, when it came time to return to Chicago, her scheduled flight was grounded for 10 hours because of motor trouble. Then, at 10:00 p.m. when the plane was finally okayed for service, and the flight took off, it winged its way through two major electrical storms. Helen experienced all the thrills of a Flying Tiger in one single flight.

Ralph Umstot again arranged a week of his vacation to coincide with the spring vacation of his children, and traveled through Michigan enjoying the beauty of spring flowers—then on to Palos Park where Ralph and his two daughters, Marcia and Susan, saddled horses and rode through the flower-laden forest preserve.

Mary Ann Yercich's wedding is just around the corner and next month's "Inside News" will tell the story. Many useful items found their way into her hope chest when a group of friends showered her with household gifts.

(Stenographic) — Following a blanket invitation, the entire personnel of the Stenographic Department, including wives, husbands, boy friends and girl friends, descended upon the home of Dorothy Durr and enjoyed a wonderful get-together evening.

Joan Fitzgerald on a recent weekend traveled to LaSalle, Illinois, to take an active part in the bi-annual convention of the Catholic Daughters of America.

(Electrical Department) — John Uitz has to admit that the Peoria system of handicapping took care of his score, as he won first prize, a caddy cart, in the CTA golf tournament May 12 . . . Chester Rusakiewicz, who has been a bowling enthusiast for a number of years, has taken up golf, but so far, his scoring matches his bowling average . . . John Retzler received a clothesline as a prize in the tournament and said if his game doesn't get better, he will use the line to hang up his clubs.

Frank Spangemacher recently served as a juror.

Margaret Kinsey is now back at her desk and feeling better after a stay at the hospital.

(Public Information) — Bob Keane, service representative, and his wife, Gloria, became the parents of Gregory Martin, who was born May 23. Gloria formerly worked in the payroll section of the Accounting Department.

—JULIE PRINDERVILLE

Black Case Means It's Rehearsal Time

GENERAL OFFICE—(Staff Engineer's Office)—Employees working in the Mart may have been speculating whether or not a large black case carried by one planning engineer, contained a machine gun, as gangsters used to carry them in the "twenties." There has been no violation of the law against carrying concealed weapons; the case contains a viola which its owner, Kay Lorentzen, planning engineer in the staff engineer's office, plays in the Chicago Business Men's orchestra. Founded in 1923 by the late George Lytton, State street merchant, the orchestra rehearses every Friday night in the season and plays three concerts, all in Orchestra Hall. The orchestra has openings for additional members. CTA personnel who can qualify are advised that auditions will be held early in September.

Bob Aldworth, engineering assistant, spent his vacation moving into his new home in Wheaton.

Joe O'Connor's oldest daughter, Cathy, made her first communion at Our Lady Gate of Heaven Church. Joe, his wife and four children, shared in the enjoyment of his vacation in and around Chicago.

(Training and Accident Prevention)—Rose Mary Fahey, stenographer in the training section, was married to Richard Henry Perry on May 12 at St. Giles Church, Oak Park. A reception was held at the Billy Caldwell Post 806 American Legion hall following the wedding ceremony. Many CTA guests were present and enjoyed themselves immensely, especially dancing to that grand old Irish music. Rose Mary and Richard slipped away for a trip to Miami Beach, Florida, where they spent their honeymoon.

Henry Boldt recently joined this department as a statistical clerk. Henry was formerly a bus operator at Limits station.

(Employment Department)—Vacation time is here again and Art Stahl, superintendent of employment, took off once again with his family to the Smokies.

—MARY E. CLARKE

CROWNED PRINCESS



GRACE KELLY is now a princess and so is Typist Nancy Naughton, of the Employment Department, who was crowned First Princess during a dance of the Evening Commerce Council of DePaul University held at the LaSalle Hotel on May 5. During the ceremony, Nancy was presented with a pearl necklace.

Reported by Mary E. Clarke

2 Represent Depot At Credit Union Meet

LIMITS — Clarence Buthman and Andy Wendt of the Limits Credit Union attended the Illinois Credit Union convention as delegate and alternate.

Operator Pete Colucci was elected president of the North Shore Aerie of the Eagles.

Larry Stephens is a grandpa again. His daughter, who lives in California, gave birth to a girl, her fourth child.

Operator Ed Plath is in the hospital where he underwent an operation for a double hernia as we write this.

Operator Al Herman, who was in the hospital for an operation recently, is now back at work.

Let's keep the news coming in, men. The more we have, the better.

—IRVING J. METZGER

Sisters Get Together For Chicago Vacation

Loop (Agents)—Frances Brandls, her sister, Kathryn, from Kewanee, Wisconsin, and another sister spent 10 days in Chicago together . . . Mary Lyons returned from a vacation in St. Petersburg, Florida. She said the weather was ideal and that she enjoyed the sunshine . . . Nancy Fogarty, assignment agent, drove to Beaumont, Texas, with her aunt and uncle to visit her cousin. They received Western hospitality in great style. Stopping off at the Shamrock Hotel in Houston, Nancy went swimming every day.

Mary Rooney Duffy, former Loop agent, lost her husband, Terrence, a south side motorman, in April.

Delia and Nora Hayes, and Mary Brown suffered the loss of their brothers . . . Theresa Jarvis lost her sister, Mary Ann, on April 26.

Ann Dunleavy's hand is greatly improved . . . Mable Franz, who is on the sick list at this writing, lost her mother.

—EDITH EDBROOKE

Diapers, Cigars Make Headlines

NORTH AVENUE—Attention, census taker! Take note from the diaper squads! Mary and James Dohoney plus the stork supplied the news of twin girls. This of course was nothing new for the couple as they already had three daughters, making five children all told . . . An-

WEDDING PARTY



IT WAS almost time for Mary Ann and her father, Raymond J. Schramm, accounts payable supervisor, to walk down the aisle to the altar in St. John Bosco church where Mary Ann exchanged vows with Reno J. Nিকেle on April 21. Also in picture, taken just before the group left for the church, are Mrs. Schramm, and (front row, right) Joyce Kay Schramm, bridesmaid, and her sister, Kathleen, who was junior bridesmaid. Kathleen's twin brother, Raymond, Jr., had departed earlier to serve as altar boy for the nuptial mass.

Reported by Helen A. Lowe

other fellow with his chin on the crib is Pat Moore who was presented with a boy, who was promptly named Kevin. This makes two boys for the Moores . . . Clerk Connie "Red" O'Connor joined the cigar passing brigade when he was presented with a baby girl. She was named Margaret Mary . . . S. J. Graziano also became the father of a baby girl, who was named Judith.

Charles Graffeo, Frank Bramman, Tom Frei and Larry Stephens have joined the Grandpappys' Club. All the newcomers were girls.

Warren Wood was a patient at a veterans hospital recently.

Receiving congratulations on their wedding anniversaries this month were James Straka, who has been married 32 years; Harold

Hightower, 28 years; Edwin Benson, 26 years; George McLellan, 25 years; Richard Scholtens and Eddie Kowald, 24 years each; John McLaughlin, 22 years; Warren Wood, 18 years; Walter Wojewoda, 17 years, and Harry Mocarshi, 16 years.

Stenographer Florence Blaa and her husband, Joe, of the dispatcher force reported a pleasant trip to Florida, where they visited with old friends.

Now that the vacation season has started we are expecting to hear from YOU, YOU and YOU. Don't forget to send us snapshots of your vacations. All pictures will be returned to you in good shape.

—JOE HIEBEL

A Big Hello To All You Newcomers

NORTH PARK—We want to welcome the men who have come from Devon Station with the Western through route transfer . . . The recent clerks' and receivers' pick has also brought North Park some new faces in the office. Among them are Clerks T. Cooke, V. Rage, G. Isaac, and Receivers H. Mitchell and G. Neuhaus.

CTA LAWYER DIES

ARTHUR J. DONOVAN, 868 Prairie avenue, Des Plaines, a lawyer with over 55 years of service with CTA and predecessor companies, died May 24 in Augustana hospital. He was 75.

Since 1951, Mr. Donovan had been a member of the CTA Law Department, where he was in charge of appellate cases. He began in 1900 as a law clerk. After he was admitted to practice law in 1902, he handled transit cases on a per diem basis.

Active in Masonic groups, Mr. Donovan was a past master of Logan Square Masonic Lodge 891, a member of Logan Square Royal Arch Masons 238, the Illinois Royal and Select Masters 1255 and Scottish Rite, Columbia Commandery.

Funeral services were held May 26 at the chapel at Lee and Perry, Des Plaines. Burial was at Acacia Park. He is survived by two grandsons and a daughter-in-law, Mrs. Ruth M. Donovan.

ATTEND RETREAT AT NOTRE DAME



THIS GROUP of bus operators from 69th depot gathered for a picture last August at the annual retreat of the Notre Dame Retreat league at Notre Dame University, South Bend, Indiana. Kneeling in front row (left to right) are Frank Koneczal, Matthew O'Callaghan and John Ponseigo. Standing in back row (left to right) are Sal Valloni, Jerry Esposito, John Tiffy, Hugh Gibbons, Anton Dubrick and Joseph Quinn. This year's retreat will be held from August 9 to 12.

Reported by Tom Daniels

Operator Glenn Hopkins portrayed the daily routine of a bus operator in a recent feature in the *Sunday Sun-Times*.

Operator Paul Kolsch left us for military service on May 18.

Operator Mike Ridge was bruised when he was struck by an automobile after leaving the depot April 30 . . . Operator Jerry Zygowicz has been off sick quite some time at this writing.

Operator M. Lindsey lost his mother . . . Operator Leo Hara suffered the loss of his father.

—EARL W. McLAUGHLIN
and EDWARD F. STENZEL

To Ohio And Back For Communion Rites

PURCHASING AND STORES — John O'Connell, West Shops, traveled to Ohio to attend the first holy communion exercises of his grandson, Gerard, and then returned to Glenview, Illinois for the first holy communion of another grandson, Thomas.

Joe Cecala, West Shops, enjoyed a week's vacation in Florida.

Ed Coman and Bob McCarthy were much in evidence at the convention of the Ancient Order of Hibernians. Both Ed and Bob are stock clerks at West Shops . . .

Ed was also on the official reception committee that welcomed the champion Irish boxing team when it visited Chicago to participate in the Golden Gloves matches.

Tony Gorzkiewicz, West Shops, joined the ranks of homeowners by signing the papers on a new home in Norwood Park.

Tom Madigan, West Shops, had a wonderful time visiting friends in Baraboo, Wisconsin, recently.

Leonard Skrine, West Shops, attended the first mass of one of his boyhood friends who is now the Rev. Joseph McGuinty.

Richard Daly, Jr., is the name of Dick Daly's latest arrival. Dick is a stock clerk at Montrose Avenue.

Jean Stocker of the Purchasing Department was given a surprise farewell dinner at Blackie's Restaurant before becoming Mrs. Ron Sullivan on June 2, and taking on the full time position of housewife.

—DAGMAR McNAMARA

Joe Karel Heads CTA Legion Post

SCHEDULE-TRAFFIC — CTA Post 1216, American Legion, recently elected Joe Karel commander, William Worcester vice commander, and Ray Primeau a member of the board of directors.

John Franzen has had a granddaughter to lavish his grandfatherly affection on since May 1.

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

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

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

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

(City) (Zone) (State)

I am employed in the.....

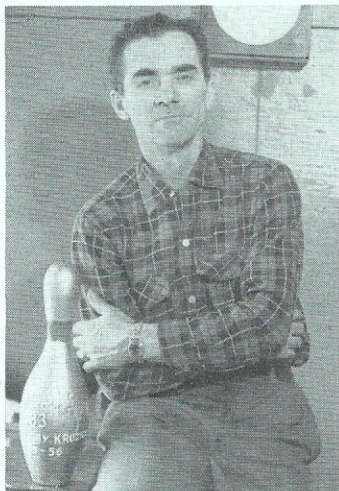
department, located at.....

I have recently moved from:

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

(City) (Zone) (State)

FOR LOW GAME



ALTHOUGH FRANK KRULICH, bus overhaul, South Shops, finished eighth with an average of 167 in a CTA bowling league for the season, he also bowled the lowest game of the season, and his fellow bowlers did not let him forget it. They painted a bowling pin gold and, in grand ceremony, presented it to him, not for his high game of 255, but for a low, low game of 83.

Reported by Evelyn Clark

Harold Andrews, Sol Indes and Ed Feinberg have been on the sick list recently.

Bernadette Kizior, William Devereux, William Worcester and Joe Karel spent their vacations around home, and devoted their time off to moving, making repairs and house cleaning.

(Budget)—Shirley DeStephano has been on the sick list recently. We hope she will be fully recovered in time for her long-anticipated Florida vacation.

—L. C. DUTTON

Reports For Spring Training With Brush

69TH—Bill Cavanaugh, whose main interest is baseball, picked an early vacation so he could report for spring training. However, I hear that Bill was seen with a paint brush in place of a baseball bat!

Boy Scout Troop 676 of Sacred Heart Church recently celebrated its 25th anniversary with a roast beef dinner. Lou Monahan, one of the many fathers who attended, helped to make it a success.

Mike Barris and his family held a reunion at Easter. Thirty guests took part in the festivities and consumed a 35-pound barbecue lamb.

After winning five plaques in succession, 69th failed to win the Station Achievement Award plaque for the first quarter of 1956 by a narrow margin. We feel very badly about it, and urge all our men to renew their efforts in order to regain our supremacy in preventing accidents.

Operator M. A. Adamczyk took a bride unto himself on Saturday, May 19.

—TOM DANIELS

Collie Gets Free Ride The Hard Way

SKOKIE SHOPS—How did a collie dog ever make his way up to the "L" structure on the north-south line between the 35th street and Cermak road stations? That's what Machinist Walter Moench and Motorman Coleman Joyce, South Section, would like to know.

Coleman, while on his early morning run from Loomis street, saw the dog huddled motionless right in the middle of the rails of the northbound track. He felt sure that the collie must have been killed by a train or by the third rail. He stopped the train to investigate, and Walter went along with him. As they approached, the dog rose to greet them, wagging his tail. Although apparently unhurt, the animal had grease marks on his back, indicating that a number of trains had passed right over him!

The two men coaxed the dog to board the train with them, and he had a ride all the way to the Howard street terminal. Upon alighting, the dog ran away and hasn't been seen since.

While on their vacation, John Piscatella, truckman, and Mrs. Piscatella became parents of a girl, on May 16 . . . While on his vacation, Clerk John Lucas sent us a number of postcards from the Sunshine State.

Truckman James O'Shaughnessy, who was sick for two months, and Truckman Joseph Gulliano and Foreman Larry King are all back at their jobs. However, Carpenter George Kimmake is still off sick at this writing.

Machinist Steve Placzewski's father passed away recently.

Walter Leonard, electrical worker, is back at work after an operation.

Robert Binnie, electrical worker, recently became a grandfather for the first time. His grandchild is named Laurie Jean.

Dominick Diorio, shopman, won a total of \$35.00 for two suggestions. One suggestion proposed the use of a sector bar holder on the new type 6000 series rapid transit cars. His other suggestion proposed the use of torque arm liner tools to hold two rapid transit units together instead of the blocks now being used.

Wireman Emet Gaichas was awarded \$10.00 for his suggestion proposing the use of a jig for holding interlock contacts on the 4000 series cars. This is his second award . . . Shopman Martin Hennessey received a \$15.00 award for suggesting the use of a fixture when assembling a truck on the 6000 series rapid transit cars. This is his second award . . . An award of \$15.00 was made to Wireman C. H. Lindquist for his suggestion proposing the design of a wrench for the removal of contactors in the 6000-6200 series rapid transit cars . . . Machinist Arthur J. O'Brien and Nello J. Paolicchi were awarded \$15.00 for their joint suggestion relating to the use of a guard for hydraulic wheel presses.

—DAVE GURWICH and
EVERETT E. ENGLAND

Temperature's High And So Are Prices!

SOUTH SECTION—Work Train Conductor Frank Bonney took a spring vacation and headed for Miami where he got a good coat of tan. Frank was surprised to see women on the police force, and riding three-wheel bikes. He also thinks it is cheaper to live up here as hamburger costs 90 cents a pound in that resort state.

Porter Hezikiah Milligan, who was on the sick list recently, wishes to thank those who remembered him while he was in the hospital and sent get-well cards.

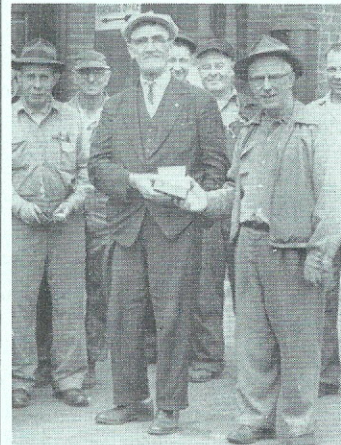
Trainman Frank Pinta headed west on his vacation, spending some time in Las Vegas, Nevada. Frank also visited Tijuana, Mexico; San Francisco and other interesting points, but the happiest part was seeing his son, who at-

If you've moved recently,

please notify

CTA TRANSIT NEWS

BACK TO ERIN



BACK TO the old sod of his native Ireland soon will go James Shea (center), bus cleaner, North Avenue, who retired May 1 after 13 years of service. Presenting him with watch and billfold are Assistant Repair Foreman Pat Clancy (left) and Foreman John Cahill (right).

Reported by Joe Hiebel

tends school out west. While on the trip, he stopped off in the mountains to look over some uranium mines.

Switchman Ed Feil who has been getting his share of fish, really caught a grandpappy perch, one which weighed an even pound.

Towerman Leonard DeGroot who captained the Ideal Tool bowling team saw the season end very successfully, as he and his teammates won the 1956 trophy.

Agent William Barry who tries his hand at fishing, especially at vacation time, thought he would travel to the wide open spaces of Texas. At Corpus Christi, Bill hooked a drumfish. It weighed 35 lbs., and put up quite a battle.

—LEO J. BIEN

TRANSITADS

FOR SALE — Winter weight uniform coat and pants, very good condition. Also size 40 uniform short jacket, like new, and size 7 cap. Telephone Gladstone 3-5592.

WANTED: Boy Scout Troop would like to buy used trailer. Contact W. W. Helfrich at MOhawk 4-7200 or IRving 8-6777.

Five Come Through With Winning Ideas

SOUTH SHOPS—Five of our boys won a total of \$45 in suggestion awards.

Material Handler John C. Cacciato of the Industrial Engineering Department received \$10.00 for suggesting that generators handled at the unit exchange be lifted in or out of a cradle by the use of a web cord belt or strap. This is Cacciato's second award . . . **Welder S. J. Sagen** of the blacksmith shop was awarded \$10.00 for his suggestion that a jig be made to straighten and shape damaged rub rails on the 5500 and 5900 series buses.

Over in the south bus overhaul, **Machinist Donald N. Schaefer** received \$10.00, his sixth award, for proposing that wooden plugs be replaced by a one-inch pipe on engine overhauls . . . **Machinist A. F. Andrulis** suggested that a lathe be equipped with a larger tool bit holder and received \$10.00 for his second suggestion award . . . An award of \$5.00 was made to **Roy T. Bovington**, auto mechanic, for his suggestion relating to a draft screen for the bus overhaul pits.

When the bus overhaul apprentices completed their training at Division and Western on May 15, they didn't expect to get diplomas. But two of the apprentices, **Wally Street** and **Ed Fregeau**, were award-

ed "sheepskins" from the police. When the two parked their cars, they didn't notice a sign which announced that the street was to be closed that day and that no parking would be permitted during that time.

John Golden, woodmill, is our grandfather of the year. John and his wife, **Phoebe**, were presented with their 16th grandchild, a boy, **Timothy Leo**, on April 28. Tim is the 13th grandson. John and Phoebe have seven children and, needless to say, when the family gets together, that old phrase, "Hire a hall" really holds true . . . **Machinist George Mikota** became the father of a little girl, **Catherine**, on May 21. The proud grandfather is **George Mikota**, divisional storekeeper at West Shops. Catherine has a brother, **George**, aged 2.

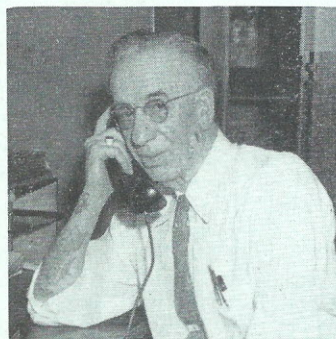
Many CTA employees attended the Tulip Festival at Holland, Michigan. Among them were **John Loris**, upholster; **Joe Sadula**, car body, and **Frances Louward**, office.

Assistant Foreman Bill Hanna, car wiring, and his wife, **Minnie**, celebrated their 36th wedding anniversary on April 28.

Superintendent R. H. Martz spent two weeks of his vacation catching up on repairs and chores around home.

Mike Fabits, carpenter, bus body, who has been on furlough since Feb. 1 took his pension on June 1. With both daughters graduating

REPORTER TAKES PENSION



AFTER SERVING 29½ years as clerk, streetcar motorman and reporter for CTA and predecessor companies, **Clerk Ted Shumon**, West Shops correspondent for the CTA TRANSIT NEWS, retired on pension

June 1. Before starting as a streetcar motorman at the former Armitage depot in December, 1926, Ted worked in the same capacity in Columbus, Ohio. His writing career, which began in 1932, included gathering material for and writing articles concerning early Chicago transit lines for the former Chicago Surface Lines magazine, **SURFACE SERVICE**. In December, 1943, he became Armitage's departmental news correspondent. He was transferred to West Shops in January, 1952, at the same time he became a clerk.

His fellow workers presented him with a portable radio and a cuff link set.

at the same time on the same day, **Ed Skierkiewicz** miscellaneous, and his wife, really had to compromise on who was going to whose graduation. On June 10, **Rosalie Ann** graduated from St. Barbara's High school and **Diana Mae** from St. Mary of Perpetual Help Grammar School.

—EVELYN CLARK

Did You Have A Good Time, Fellows?

TERMINAL AND INSPECTION SHOPS (Wilson) Recent vacationers were **Clerk Jerry Scannell**, **Foreman Ernie Jones**, **Foreman Tony Porcaro** and **Repairman Walter Lowewecke**, and **Foreman Tony Antonucci**.

The Terminal Shops softball team played its first game on Wednesday, May 23, on its home diamond at the Mason School playground, 18th and Keeler avenue.

(Kimball)—**Cleaner Joe Babilus** retired on May 1 after 32 years of service.

Foreman Bill Ford returned from his vacation.

(Logan)—**Harold Rose**, foreman, returned to work after a recent operation.

General Foreman Ed Hendrickson is on vacation at this writing.

—JOE FEINENDEGEN

Acreage Near Ava Is Fine Vacation Spot

WEST SECTION—(Douglas Park)—**Motorman Joe Adcock** reported a pleasant week on his 40 acres near

Ava, Missouri, during a recent vacation . . . **Conductor Joe Terc** reported a lot of work completed around his home during his vacation . . . Also back on the job after their vacations are **Conductors John Neely** and **H. G. Butgareit**, and **Motormen Walter Konopik** and **Ed Rauch** . . . Meanwhile, **Station Superintendent Frank Boland** has been looking over vacation literature. His time off comes in July.

I. J. Sojka, motorman, suffered the loss of his father, **Joseph**, who was buried April 26.

Flagman Frank Higgins is home recovering after a stay in the hospital as we write this.

Gateman Rudolph Suchomel, who died May 9, was laid to rest at Bohemian National cemetery May 12.

Bob Barragalia, clerk, has been looking around for a dog's playpen for some time now. Several of the boys are trying to decide whether to leave orders for puppies or not.

A "brand new" baby girl by the name of **Wanda** arrived at the home of **Motorman N. Martin** recently.

The wife of **Bill Bonaguidis** is quite ill as this is written.

Our farmer friend, **Bob Suta**, motorman, has started raising a few crows in addition to his rabbits. He says the crows are very good talkers.

Two gatemen recently transferred to train service as guards; **Fred Suttles** to the north side, and **J. C. Johnson** to the south side.

Gateman Charles Matey is on the sick list at this writing.

We Need Men

... for Surface Transportation Work

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

Hiring Requirements:

Good Physical Condition

Ability to pass reasonable qualifying tests

(Lake Street)—*Manford Kerr*, night yard foreman, died recently, and was buried in Forest Home cemetery. He began work on the rapid transit system in 1909.

Harry Baker, chief clerk at Lake street and Logan Square, reported a very pleasant vacation.

Motorman George Clark and *Gateman J. J. Cihlar* are back on the job after being on the sick list as is *Clerk Sidney Shapiro* . . . After being on the heavy side during April and early May, the sick list is back to normal . . . *John Gilhooley* is back on the job after being off sick for some time.

—ARTHUR L. DICKSON

New Home Provides Site For Wedding

WEST SHOPS—Now it can be told. For a long time *Electrician Fred Hauser* has been acquiring an attractive home in Downers Grove. Now we know why. On Saturday, May 5, very quietly, almost secretly, this home was the site of Fred's marriage to *Miss Kay Chunko*.

Laborer Tony Sciara is back

MARK ANNIVERSARY



ALL SET to cut cake during celebration of their 50th wedding anniversary on May 12 are *Pensioner William Brieger* and his wife, *Frances*. The former conductor on the Douglas Park "L" branch retired six years ago to close out a transit career spanning 47 years. "Bill," as he was known to all his CTA friends, and his wife now live on an acre of land out in Antioch, Illinois. Their son, *Clarence*, who also works on the Douglas branch, has 30 years of service.

Reported by *Arthur Dickson*

from his belated vacation. He says, "I went no place and had no difficulty finding my way back."

Laborer John Koziol retired June 1, with 12 years' service.

Machinist Bruno Borucik received an award of \$5.00 for his suggestion that CTA make its own cyclometer lenses for Type K fare boxes from plastic . . . *Angelo Falbo* was awarded \$20.00 for two suggestions. One proposed the use of a tool for removing cam shafts on Ford engines. The other suggestion related to the use of a valve spring holder for use on Ford and White engines. Falbo has received a total of nine awards to date.

This is the end of the line for your scribe. After 29 and one-half years I retired on June 1. In writing this last column I want to let you all know it has been swell working with you and I am richer by having known you. So long.

—TED SHUMON

It Was A Great Night For The Irish!

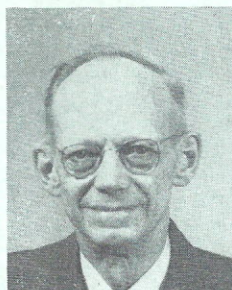
WEST SECTION (Agents) — *Catherine Daly* certainly enjoyed the Golden Glove fights at the stadium. The entertainment before the matches was worth the price of admission without the fights. She and her sister were rooting for the boys of the old sod . . . Her son, *Tommy*, graduated from St. Phillip's High school this month . . . *Margaret Queenan's* grandson graduated from St. Ignatius High school.

Agent Mary Scanlon Winters is a very proud aunt as her niece, *Mary Scanlon*, was commended for winning an essay contest concerning juvenile delinquency over all other public and parochial school students in Du Page County. At a testimonial dinner in Wheaton, Nancy was presented with a \$75.00 Lady Elgin watch. Another honor was bestowed on her when she was selected to crown a statue of the Virgin Mary, at Sacred Heart Academy High School in Lisle where she graduated. Nancy's father, *James*, and an uncle are bus drivers out of Kedzie Avenue depot.

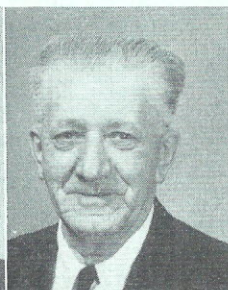
Nonie Coughlin is back on the job after her long sick spell . . . *Catherine McKenna* and *Laura Sullivan* are recuperating at this writing after being hospitalized.

Elizabeth Paysen is back on the job after a wonderful vacation in

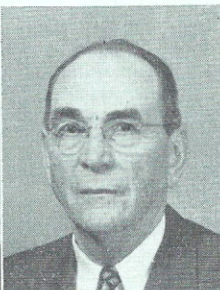
40-YEAR EMPLOYEES RECENTLY RETIRED



Charles E. Ebert,
conductor,
North Section,
retired June 1
after 40 years
of service.



Charles W. Deutinger,
conductor, Devon,
retired June 1 after
43 years of service.



William Thom,
motorman,
77th, retired
June 1 after 42
years of service.

For And About Our Pensioners

ARCHER—*Pensioner Ernest Turgeon*, formerly a conductor, recently underwent an operation in a Michigan hospital. Those wishing to write him should address their letters to Lake Michigan Beach, Coloma, Michigan.

—R. E. FORTIER

BEVERLY—At this time of year pensioners are hard to find. They must be out fishing. The only one who has been around here recently was *Tom Doherty*. It was Tom's first time out since November 16. He is now living at 9133 Essex, Chicago, and sends greetings to all his old friends.

A few addresses of some south side boys: *William Kremske*, 4425 S. 12th avenue, Tucson 9, Arizona; *Eugene Mailloux*, 2338 Laskey road, Toledo 13, Ohio; *George McPheeters*, Box 155, Hartman, Arkansas; *Paul H. Peterson*, 209 S.E. 22nd street, Fort Lauderdale, Florida; *Thomas A. Burke*, 528 N. Garfield avenue, Hinsdale, Illinois;

California . . . *Nancy Fogarty* spent a week in Beaumont, Texas, where she visited about 40 cousins who are in the oil business . . . *Leone Nelson*, *Ann Walsh*, *Elizabeth West*, *M. E. Dillon*, *Minnie Tunn* and *Tom Sullivan* are all back after their vacations.

Mollie McGuire died recently . . . *Porter Austin Young* lost his father.

—KITTY CONROY and
RUTH HANSON

and *John Clarke*, 233 Park boulevard, Glen Ellyn, Illinois.

Come on, boys, drop a card in the mail and let us know where you are.

—FRANK M. BLACK

CLAIM AND LAW—*John Nattinger*, retired chief investigator, returned from a Florida vacation where he visited *Josephine* and *Clarence Kelly*. They report that "Petie" Kelly is back on his feet and recuperating nicely from his automobile accident . . . Letters received from *Barbara* and *Harry Andersen* in San Diego still say that it is the garden spot of the west and that the Andersens are looking forward to visitors from CTA.

—EL-JE

GENERAL OFFICES—*Al Ross* who retired two years ago as conductor on the Garfield Park "L" branch has been entertaining his niece, *Mary Beth Daniels*, a representative of the nursing staff of a Denver hospital, who visited Chicago to deliver a talk at a convention of psychiatrists.

—JULIE PRINDERVILLE

LOOP (Agents) — *Katherine O'Dell*, who works part time at a store along State street, was awarded a portable TV set for selling six times her quota. She attributes her ability to handle people through the training she received while with CTA. . . . *Helen Rogan* drove from Phoenix, Arizona, to the home of

RECENT DEATHS AMONG EMPLOYEES

WALTER AMBLER, 86, retired mason foreman, Way and Structures. Died 5-14-56. Employed 5-15-07.

JOHN BERGIN, 82, retired switch cleaner, Way and Structures. Died 4-12-56. Employed 11-9-07.

W. J. BERRYMAN, 81, retired gateman, West Section. Died 5-1-56. Employed 5-22-30.

THEOPHIL BLATTER, 75, retired wireman, South Section. Died 4-19-56. Employed 5-15-07.

W. F. BOELLARD, 77, retired conductor, Lake Street. Died 5-2-56. Employed 4-23-03.

ANTHONY CAMPEGLEA, 58, operator, Forest Glen. Died 5-8-56. Employed 10-15-43.

S. H. CARLSON, 70, retired motorman, Lincoln. Died 4-16-56. Employed 7-10-09.

E. J. COASH, 73, retired motorman, Lincoln. Died 4-16-56. Employed 5-12-10.

T. J. CONNELLY, 69, retired trainman, West Section. Died 5-9-56. Employed 2-20-20.

F. W. COOKE, 71, retired carpenter, Way and Structures. Died 5-1-56. Employed 11-16-20.

MILE CRNOGORAC, 83, retired laborer, Track. Died 4-27-56. Employed 6-3-19.

JOHN T. CRONIN, 34, motorman, 77th. Died 5-12-56. Employed 8-29-47.

R. M. DUFFUS, 74, retired conductor, 77th. Died 5-12-56. Employed 10-10-11.

TERENCE DUFFY, 60, motorman, South Section. Died 4-25-56. Employed 9-30-22.

E. C. FRANCK, 73, retired laborer, Way and Structures. Died 5-9-56. Employed 4-14-27.

J. A. GOODWIN, 74, retired motorman, 77th. Died 5-6-56. Employed 11-17-09.

W. E. GREEN, 78, retired guard, North Section. Died 4-19-56. Employed 8-2-19.

G. F. HAMLIN, 84, retired conductor, Metropolitan. Died 5-5-56. Employed 9-24-00.

A. A. HAMMOND, 58, retired conductor, South Section. Died 4-21-56. Employed 1-24-37.

EDWARD HAYES, 59, janitor, North Park. Died 4-25-56. Employed 12-28-18.

JACOB HOSKINS, 71, retired motorman, 77th. Died 5-4-56. Employed 2-23-11.

JOHN KIPPES, 59, retired machinist, West Shops. Died 5-14-56. Employed 7-16-24.

FRED KUNDERT, 63, watchman, North Section. Died 5-15-56. Employed 1-24-28.

JOSEPH LOCASHIO, 50, operator, North Park. Died 5-10-56. Employed 9-1-42.

WILLIAM LODERHOSE, 75, retired motorman, Metropolitan. Died 4-18-56. Employed 1-26-16.

JOHN LUKASZEUSKI, 86, retired car cleaner, Kedzie. Died 4-8-56. Employed 8-4-08.

M. A. MADSEN, 67, retired bus cleaner, Shops and Equipment. Died 4-23-56. Employed 1-26-21.

ARTHUR MALMQUIST, 61, retired operator, North Park. Died 4-13-56. Employed 2-5-24.

J. E. MARKS, 67, retired conductor, Devon. Died 5-7-56. Employed 9-13-11.

L. D. MARSICO, 67, retired seat mender, Shops and Equipment. Died 5-1-56. Employed 10-17-19.

M. J. MCGINNIS, 68, retired motorman, Lawndale. Died 4-8-56. Employed 5-29-17.

M. A. MCGUIRE, 70, retired agent, Metropolitan. Died 4-17-56. Employed 3-31-13.

J. D. MILLER, 82, retired trainman, Lake Street. Died 4-19-56. Employed 6-28-95.

D. N. MOORE, 84, retired conductor, Kedzie. Died 4-3-56. Employed 11-13-09.

MICHAEL REYNOLDS, 65, retired motorman, 77th. Died 4-27-56. Employed 1-28-20.

JAMES RHIND, 91, retired motorman, Cottage Grove. Died 5-3-56. Employed 12-8-98.

E. R. SMITH, 64, retired motorman, Armitage. Died 4-29-56. Employed 12-14-22.

G. H. STUHL MILLER, 65, retired conductor, South Section. Died 4-10-56. Employed 4-11-11.

RUDOLPH SUCHOMEL, 62, watchman, West Section. Died 5-9-56. Employed 12-2-42.

A. L. SZAMOCKI, 71, retired motorman, Elston. Died 5-11-56. Employed 6-30-05.

G. D. TEGEN, 78, retired motorman, Limits. Died 5-2-56. Employed 1-18-19.

LOUIS UHER, 60, operator, Lawndale. Died 4-26-56. Employed 3-7-23.

M. H. WOLPERT, 62, retired motorman, Kedzie. Died 4-30-56. Employed 9-29-13.

OPERATOR HONORED



A PIN in appreciation of his service with CTA was presented to *Arthur Leland*, retired chief operator at the substation at 79th and Western, by *Carl Wolf* (right), chief engineer of the Electrical Department. The presentation was made at a dinner held April 26 at *Roy Harrington's* restaurant which was attended by over 40 other retired Electrical Department employees. Also slated to receive pins were *H. M. Essington* and *J. H. Gilroy*, who were unable to attend the dinner.

Reported by *Gilbert E. Andrews*

For And About Our Pensioners (Cont.)

her sister in Wisconsin, where she plans to spend the summer. On the way, Helen stopped off at points in Texas, New Mexico and other states.

—EDITH EDBROOKE

NORTH AVENUE—*Frank Coleman* reported a pleasant trip to Daytona Beach, Florida . . . *William Keadle* also has pleasant memories of his trip to Florida . . . *Ed Walsh* was a pleasant visitor to our station last month. He sends his regards to all his old friends. He still lives in Lisle, Illinois, with his goats, dogs and his trained pony

. . . *Dan Finley* became a double grandpappy when his daughter had twin girls . . . *Frank Doherty*, 609 Baltimore avenue, Monterey Park, California, would like to hear from some of his old buddies . . . Recent deaths among our pensioners were those of *Albert Szamocki*, *Max Dombrowski* and *George Huebner*.

—JOE HIEBEL

SOUTH SECTION—*Lucius Hammond*, who has been taking it easy, dropped in at 61st office to say hello. He also informed us that former *Trainman Alfred Lampel* had moved and would reside at 67 Men-

zinger street, Munchen, 19, West Germany. Why not drop Al a line and tell him how things are on the 'L'? . . . Former *Switchman Adam Strohmenger* was his jovial self and was ready to take on all comers. Adam informed us that his wife was recuperating from a recent illness and that she would be up and around very shortly.

—LEO J. BIEN

SOUTH SHOPS—*John Tuveson*, retired carpenter, and his wife have moved from their home in Michigan City, Indiana, to Tampa, Florida. John promised to send us his address as soon as he is settled.

—EVELYN CLARK

WEST SECTION—Retired Conductor *John Krusina*, formerly of Douglas Park, gets on my train every once in a while. He sends his regards to all the boys. John, who looks very well, still lives in Chicago, in the vicinity of 21st street and Washtenaw . . . Word has been received here of the recent death of *George F. Hamlin*, retired motorman of the Garfield Park line. He was buried in Oak Ridge cemetery on May 8 . . . *Thomas Conley*, retired Garfield conductor, passed away and was buried at Holy Sepulchre cemetery on May 12.

—ARTHUR L. DICKSON

WEST SECTION (Agents) — *Bess Reilly* drove to Washington, D.C., with her sister and family for a week recently . . . *Annie Gillespie* was indeed a proud grandmother when one of her grandsons graduated from St. Philip's High School, and two other grandsons graduated from grammar schools . . . *Anne Keane Fitzgerald* looks fine and is enjoying her pension . . . Let us hear from you, boys and girls.

—KITTY CONROY and RUTH HANSEN

NEW TYPE GOGGLES REDUCE JOB HAZARDS

PERSONALIZED eye protection now more than ever is the order of the day for track workers of CTA's Way and Structures Department with the recent introduction of new, high impact, safety goggles.

They already have been distributed to track men who now work on the rights-of-way of CTA's North-South and Ravenswood "L"-subway and "L" branches, as well as on tracks in the Congress street expressway median strip. Distribution of these goggles will also be made to other personnel in the same department in the near future.

The specially treated lenses of the new type goggles can withstand heavy impacts and exceed by several times the impact force required by Federal specifications. Therefore, they are ideally suited for protection in such jobs as breaking up concrete paving, sledging steel rail spikes and other jobs where flying fragments are hazards.

A side shield of perforated plastic contributes greatly to the wearer's range of vision because it envelops a large eye area not covered by the lenses. The perforations permit air to enter the space between eyes and goggles, and thus prevent fogging of the lenses in humid weather.



FITTING JAMES MICEK, track worker, with new safety goggles is **William Kendall** of the Training and Accident Prevention Department, as **Anthony Bucan**, laborer, (right) looks on. The fitting was made at the Ravenswood "L" branch's Rockwell station.

A special metal case protects the goggles which the wearer carries to and from his job.

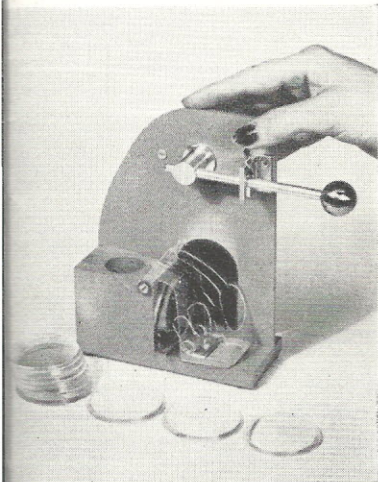
A third feature, assuring comfort as well as safety, is the provision of two full floating rocker nose pads which can be adjusted to fit the bridge of the wearer's nose, assuring him of a proper fit at all times.

The fact that CTA slated these goggles as part of the equipment of workmen in the building, utilities and road branches of the Way and Structures Department clearly demonstrates their usefulness in a variety of jobs.

For instance, in the building section, a bricklayer uses goggles to prevent injury from flying chunks while chipping bricks or from falling pieces of cement while mortaring a wall.

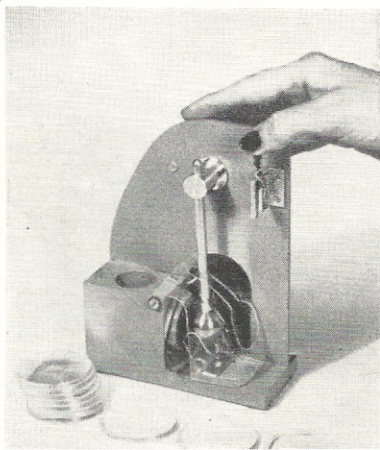
A worker on the utility department's emergency trucks, which service disabled vehicles, sometimes must crawl under a bus or streetcar to make repairs and must beware of flying bolts or other parts hammered loose. Similarly, a road worker's job may call for removing rivets from a portion of an "L" structure. All these men need goggles which provide maximum protection for their eyes.

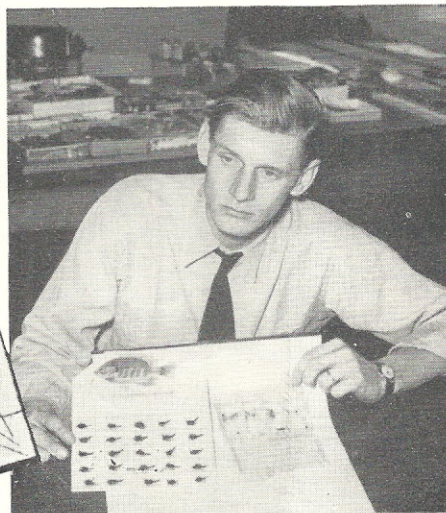
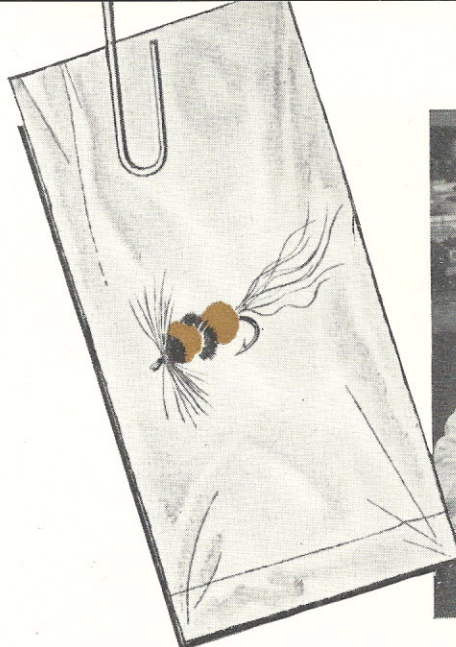
A representative of the Training and Accident Prevention Department and a supervisor from each track gang fitted the first 150 employees to receive the goggles.



DEVICE FOR demonstrating the strength of the lenses is set into position. The steel ball, seven-eighths of an inch in diameter and weighing 44 grams (about one and one-half ounces) will strike the lens, which is fastened at bottom, at a force equivalent to that generated by falling freely from a 50-inch height.

LENS HOLDS FIRM under the impact of the ball. It and others of its type withstand substantially more and heavier impacts than previous types.





Frank Fashions Fishermen's Flies

FRANK GOSSELL DISPLAYS card of 25 flies he has just completed. The lures resemble bumblebees, stone flies, black gnats and squash bugs, all favorite bill of fare of blue gills, crappies and bass. Among the lures is one resembling a March brown fly, which the angler designed himself.

IN SPRING AND summer, an angler's thoughts turn to that "big one" in the lake or stream, and he ventures forth with rod, reel and tackle. If he carries flies in his tacklebox, perhaps they were made by *Bus Operator Frank Gossell*, Forest Glen, a CTA employe for four and one-half years.

Five years ago, Frank, a lifelong fishing enthusiast who lives in Wauconda, Illinois, decided that his flycasting would yield better results if he could rely on a greater variety of flies than he had at that time. So, he joined the thousands of people throughout the nation who indulge in fly tying, a centuries-old pastime which had its origin in England and Scotland.

These flies resemble many different insects that fresh water fish consider good eating. But the fisherman must do more than merely obtain something that looks like an insect. To draw the fish's attention, he must keep the fly in constant motion, as if it were an insect which had just fallen into the water and is struggling to free itself. The fly, therefore, must imitate, as closely as possible, the motions of a floundering insect.

Frank fashions flies, which are lifelike in every detail, from an array of brightly colored materials.

He fastens a fishhook, which will be the fly's backbone, into a vise clamped onto the edge of his working table. Working forward from the back of the fly, he affixes a plume, which is actually a portion of a squirrel's tail, into place with airplane glue and thread.

The fly's body takes form when Frank pushes the fishhook through a brightly-colored piece of chenille. Winding the thread around the various segments of the fly, and cutting the thread off with scissors and tying it, he completes the operation.

Frank concentrates on making "wet" flies, those which travel underwater in their trip back to the flycaster's rod. He also makes a few "dry" flies, which skim the water's surface while being reeled in.

Although Frank makes most of the flies for his own use

for fishing in the lakes and streams near his home, he already has sold about 1,500 this year to fellow anglers, as well as to sporting goods stores and live bait shops.

His wife, *Betty*, (whose father, *Bill Williams*, is a payroll supervisor in CTA's Accounting Department) shares her husband's enthusiasm for fishing. She helped him in his hobby by typing up a notebook of over 1,100 different types of flies. Frank often turns to this handy guide before deciding what type of fly to make next.

Frank hopes that some day he will be joined in his hobby by his son, *David*, now one and one-half. He is sure that their youngster will find the hobby, as he does, satisfying and rewarding.

WITH A piece of yellow chenille, Frank Gossell forms the backbone of a McGinty fly, and ties it onto the fishhook which is fastened to vise. Other tools are scissors, tweezers, razor blade, airplane glue, spool of thread and needle.



FEATHERS AND FURS are materials which make up the topping or plume of a successful fly. Shown framing a group of flies are feathers from golden and silver pheasants and barred Plymouth Rock hen, and fur from a squirrel. Feathers from wild ducks, birds of paradise, and many other birds, as well as fur from almost any animal, can also be used.





TRANSIT IN THE NEWS



RETIRING OPERATOR HONORED BY RIDERS

OPERATOR *Fred W. Neidhold*, (52nd), who will wind up over 32 years of service driving a public transit vehicle when he retires on July 1, was presented with a wristwatch and luggage by a group of his regular riders at the completion of his first trip for the day on May 28.

The gifts were an expression of appreciation by his passengers for the courteous, considerate, personal service he has given them on the Jeffery express route over the past several years. When the riders learned of Fred's impending retirement on a CTA pension, they decided he deserved more than a "good-bye and good luck" farewell. So, a number of them took up a collection and raised enough money to purchase the gifts.

They were presented to him on behalf of his rider friends by *Ambrose J. Krebs*, 2054 E. 69th street, in a brief ceremony at Balbo Drive and Michigan avenue, downtown terminal point of his run.

Neidhold was first employed as a bus operator by the former Chicago Motor Coach Company on March 19, 1924. He continued as an operator when that



CTA Bus Operator *Fred Neidhold* (left center), 52nd, receives luggage and wrist watch from *Ambrose J. Krebs*, (right), 2054 E. 69th street, who presented the gifts on behalf of a group of regular riders on Neidhold's bus in appreciation of his courteous service to them over the years he has driven them to the Loop from the south side on the first Jeffery express run of the day. Standing between the two men is *Mrs. Neidhold*. The group of riders took up a collection when they learned that Neidhold was retiring July 1 after 32 years of service and presented him with the gifts when he pulled in to Balbo and Michigan avenue at the end of his run on May 28.

company was absorbed by the CTA in 1952.

Neidhold terminated his active serv-

ice at the end of May, and is now taking his earned vacation of a month before going on the retirement list.

THE EFFECT of even minor traffic incidents on surface operations over crowded

streets is visually manifested in this picture showing the traffic tie-up created

when two private cars were involved in a collision at Cicero and Fullerton avenues. CTA buses and other vehicles are lined up for two blocks along Cicero avenue, south of the intersection. Operating schedules suffered when buses, caught in the jam, bunched up and caused service delays and inconvenience to CTA riders waiting to board at regular stops en route. The photo offers further proof that even modern public transit vehicles can move only as fast as street traffic conditions permit despite the best efforts to provide adequate, efficiently-operated service.



NEW LIMITED SERVICE ON 63RD STREET

A NEW, limited bus service on 63rd street (Route No. 63), designed to save from five to seven minutes in traveling time, became effective June 18.

On the preceding day, Sunday, June 17, the Western avenue one-man street-car line was converted to bus operation.

Through service on 63rd street operates between Narragansett avenue on the west and Stony Island avenue on the east. Mondays through Fridays, during morning and evening rush periods, limited stops are made between Cicero avenue and Loomis boulevard, a distance

of approximately four and one-quarter miles.

Local service continues to be provided 24 hours a day, seven days a week, throughout the entire route, the same as before.

Limited stops, in both directions, are Cicero avenue, Kenton avenue (Belt Railway stop), Pulaski road, St. Louis avenue, Kedzie avenue, California avenue, Western avenue, Damen avenue, Ashland avenue, and Loomis boulevard (elevated connection). West of Cicero avenue and east of Loomis boulevard Limited buses make all local stops.

Intervals between Limited buses eastbound and westbound in the morning rush period are about five minutes. During the afternoon rush period, in both directions, Limited buses are scheduled at six-minute intervals. Eastbound rush periods are roughly 6:30 a.m. to 7:45 a.m. and 3:30 p.m. to 5:00 p.m. Westbound rush periods are approximately 5:45 a.m. to 7:00 a.m. and 4:40 p.m. to 6:00 p.m.

Limited buses are identified by the word "Limited" printed on the regular destination signs on the front of buses and on the regular side signs.

Faster Service

As a result of the Limited service, time savings will be made up to five and one-half minutes in the prevailing traffic direction and up to seven minutes in the reverse direction. The speed of local service also will be improved somewhat within the express section of the line.

The conversion from streetcars to buses on Western avenue was necessary to clear the way for the City of Chicago to proceed with its program of building vehicular traffic grade separations in heavily used intersections.

The route and schedules on Western avenue remain substantially the same as before. Buses operate between the northern terminal at Berwyn and Western avenues and the southern terminal at 79th street and Western avenue. The major difference under the new arrangement is that passengers will board and alight at the curb where bus stop zones have been established.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF APRIL 1956 AND 1955, FOUR MONTHS ENDED APRIL 30, 1956 AND 1955 AND
TWELVE MONTHS ENDED APRIL 30, 1956

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

	Month of April		Four Months Ended April 30,		Twelve Months Ended Apr. 30, 1956
	1956	1955	1956	1955	
Revenues	\$9,771,339	\$10,142,200	\$39,860,912	\$40,186,560	\$120,571,538
Operation and Maintenance Expenses	8,279,595	8,489,850	34,724,212	34,987,808	102,224,595
Available for Debt Service	1,491,744	1,652,350	5,136,700	5,198,752	\$ 18,346,943
Debt Service Requirements:					
Interest Charges	406,279	415,734	1,625,854	1,664,403	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	233,333(1)	200,000	933,333	800,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	120,000	120,000	
	669,612	645,734	2,679,187	2,584,403	
Balance Available for Depreciation	822,132	1,006,616	2,457,513	2,614,349	
Provision for Depreciation - Current Period	781,707	811,376	3,188,873	3,214,925	
Balance Available for Other Charges or					
Deficit in Depreciation Provision (Note 3)	\$ 40,425	\$ 195,240	\$ 731,360	\$ 600,576	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	50,671,327	52,798,390	207,856,075	209,293,202	622,056,521
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at April 30, 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.



medically speaking

By Dr. George H. Irwin
CTA Medical Director

ULCERS CAN BE CURED

MOST LAY persons consider stomach and duodenal ulcers as one and the same condition. Although they are not the same, "peptic ulcer" is a term that usually covers both the stomach (gastric) and the duodenal ulcer.

An ulcer may be defined as a hole or open sore in the lining of the stomach or duodenum. They usually range from the size of a dime to a quarter. Scientifically speaking, a gastric ulcer means the ulcer is in the stomach proper. When we refer to a duodenal ulcer, it indicates that the ulcer is in the duodenum, which is actually the first few inches of the small bowel just beyond the outlet of the stomach.

There are a few general characteristics of ulcers which are not necessarily considered as symptoms.

First, ulcers flare up or cause trouble more frequently in the spring and fall. Second, ulcers are found much more often, about three to one times as frequently in men as in women. Third, symptoms of ulcers tend to come and go, each spell lasting several weeks.

Gastric ulcers tend to be more serious than duodenal, as they can become malignant or cancerous.

It is difficult to pinpoint any one factor or condition which causes ulcers because they consistently occur mostly in one place—the duodenum. It is probable that some deficiency in the circulation of this area has something to do with it. Also, the excess of hydrochloric acid, which is practically always present in this area, has a great deal to do with the formation of ulcers. Other predisposing factors are heredity, going too long without eating, improper diet, excess use of coffee, tobacco, alcohol and prolonged steady nervous or emotional strain.

Symptoms of ulcers vary greatly. They may be very mild or extremely severe. In the mild cases, the individual may never know he has an ulcer. In the more severe cases the symptoms are fairly typical. So called "hunger pains" in the pit of the stomach may indicate an ulcer. This is especially true if the distress, in the form of gas or feeling of fullness, comes on when the stomach is empty of food, usually about 10:30 a.m. to 11:30 a.m., 3:30 p.m. to 4:30 p.m. or 1:00 a.m. to 2:00 a.m.

Quite often at these times the stomachs of ulcer patients have an excess of acid which causes spasms and pain. Another symptom for suspecting ulcer is the relief which comes from taking food or some antacid such as soda bicarbonate.

When any of the above symptoms occur, it is always wise to consult your family doctor. He will make the necessary examination and prescribe the proper diet and medication. Possibly he will advise an x-ray. The majority of ulcer patients get along well under this management. In the remaining small percentage of cases which do not progress satisfactorily, complications may be present.

The three most common complications are persistent bleeding, obstruction at the outlet of the stomach, and perforation or rupture of the ulcer. These usually require surgical attention.

Ulcers can be cured if the medical management prescribed by the doctor is continued. However, the patient must stick with it. Often a person can help himself by controlling or avoiding any aggravation such as chronic worry, grief, anger, nervous tension or emotional upset.

ONE OF three operating stations to receive quarterly Station Achievement Awards at presentations made recently was Keeler, winner of the passenger type trophy on the surface system. Surrounding E. A. Guiles, (left), day superintendent, who received the plaque from General Manager W. J. McCarter, are members of the operating personnel who helped establish the station's winning record.

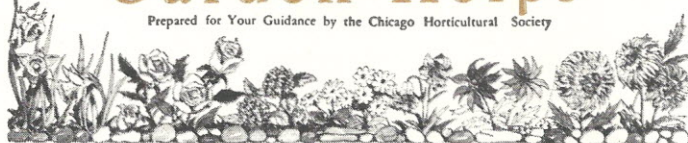
KEDZIE STATION recorded a 5.08% reduction from the accident rate of the first quarter during the past three years to win the traffic type Station Achievement Award for the surface system. Presentation of the plaque was made by Mr. McCarter to M. F. Harrington, (left), night superintendent, and W. P. Herbert, (right), day superintendent, who received the trophy on behalf of the station's operating employees.

THE COMBINED traffic and passenger type award for the rapid transit system went to Laramie station. T. B. O'Connor, (left), general superintendent of transportation and shops and equipment, was present to hand the plaque to F. T. Bolland, (center), and F. W. Till, (right), day and night superintendents respectively, while train employees look on.



Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



JUNE IS the high point in the gardening season. The leaves are at their "greenest," trees and shrubs show masses of fresh young foliage and perennials and early annuals are loaded with flowers, and even some of the early vegetables look beautiful and provide tender juicy crops for the table.

Wouldn't you like to keep the garden throughout the summer and fall as beautiful as it is in June? How well you succeed in this depends upon three things — protection against plant diseases and pests, destruction of weeds and proper feeding.

Practically all diseases and pests that threaten our gardens can be licked if we're smart in using the right methods and materials, and put them to use before there are any signs of trouble. Nowadays science provides "all-purpose sprays" and dusts that kill the insects before we can see them, and prevent the diseases before they get started. The only need is that we buy such products as are made by long established and highly reputable manufacturers and use the utmost care to apply them exactly the way the instructions read on the package.

Many good gardeners mix their own sprays to prevent aphids (plant lice) and other insects that suck the plant juices; leaf hoppers and other pests that chew the plant leaves; and tiny pests we can hardly see. They include in their mixtures other materials that stop the development of diseases mostly caused by fungus or mold.

In "Garden Talks," the monthly magazine of the Chicago Horticultural Society for June, 1954, there was an article clearly explaining how these gardeners mix their own

sprays. If you will send five cents in stamps or coin to the Society at 116 South Michigan avenue, they will send you a copy, as long as the supply lasts.

When you see a garden in July or August literally filled with flowers and with healthy green foliage, you can be sure that that gardener sprays regularly about every two or three weeks.

Having taken care of diseases and pests, the next need for a good garden is to prevent weeds from developing. It is very simple to "cultivate"—that is to stir up the top half inch of soil or thereabouts, especially after a rain and as soon as the soil is no longer muddy. Even without the rain this should be done at least every two weeks through June and July.

This uproots the tiny weed seedlings, leaving them on the surface where they soon dry and disappear. When done after a rainfall this cultivating process keeps the soil moist for a longer time and keeps it cool on hot, sunny days.

If you fail to rid the garden of weeds before they multiply and grow large, they will cut off sunlight from your garden, rob the soil of plant food and moisture besides ruining the appearance of the flower and shrubbery beds.

Of course, weeds in the lawn are a special problem yet not too much of a nuisance if you attack them the right way. To get rid of dandelions, plantain, and other lawn weeds that have broad leaves, science provides for us the chemical called 2 4-D. For small lawns this can be applied, if care is taken to follow instructions, by mixing with water and spread with an ordinary sprinkling can. For larger lawns a more convenient sprayer is advisable.

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

NEW VACUUM CLEANER UNITS IN SERVICE

SEVEN "KING SIZE" vacuum cleaners which literally suck dirt and litter out of a bus's interior now speed bus servicing in four of CTA's 12 bus depots.

Three additional units are expected to be in service during June at the 69th street depot and three others are expected to be ready for use at Kedzie depot within a few more months. Within a year, all 12 depots are scheduled to be equipped with the units.

Now in service are three of the huge vacuum cleaners at Forest Glen, two at Limits, and one each at Beverly and North avenue. The unit at North avenue services both motor and trolley buses.

At the service islands where cleaners are located, one man can refuel the buses, check the oil and water, and render other services as needed. He then puts the cleaner into

action. Formerly, these duties required the assignment of three men.

When the cleaning operation is started, an accordion-pleated duct moves forward to cover completely the open front door of the bus. The workman enters the bus through the rear door, opens a rear window, and with an air hose blows dirt, dust, paper and other debris loose from lodging places. The suction of the big vacuum cleaner completes the job by pulling it all out through the front door. The whole operation takes about two minutes.

When the interior of a bus is cleaned thoroughly, the workman drives it over to the automatic washer area where a spray of detergent, revolving brushes, and a water rinse quickly make the vehicle glisten. When the bus's exterior is washed, the vehicle is moved to the parking lot where it remains until it goes back into service.



LOOSE-fitting overblouses and short shorts like this combination above are ideal playmates for the outdoor vacation daze.



SUMMER PLAYCLOTHES FASHIONS

THE MOST treasured days in the year — vacation days — put stars in your eyes and keep you in a delightful tizzy. It's wonderful to get away from it all at least a little while. No matter how far your destination, you feel refreshed by the new places you see and the people you meet, and you can't help coming back to your job or home with a new slant on things.

Speaking of new things, here are the latest reports on summer playclothes fashions:

The Cool Look — the Cotton Look — in summer sportswear from evening separates and playclothes to swimsuits. Woven plaids, stripes, dobby dots, jacquard patterns and checked gingham are popular cotton sportswear fabrics.

Colors of the sea, sand, and sky stand out—pink, mauve, blue, green and yellow in addition to white.

Pants fashions are the gayest and giddiest varying in length from very brief to ankle length coverage.

Overblouses are everywhere and are especially smart over new pants fashions. There are loose-fitting overblouses with bateau necklines to wear with very short shorts and hip-gathered overblouses to wear with Bermuda shorts or ankle-length tapered pants.

T-shirts are staging a comeback. Long-line unfitted shirts in bright Italian or tonal stripes look well with both pants fashions and slim skirts. New is the T-shirt with the look of a blouse or sweater.

Three-piece play outfits are versatile separates. They consist of skirt, shirt, and shorts and give a one-piece appearance. One-piece playsuits covered up with skirts are also very popular this season.

For mermaids of all ages, the prettiest swimsuits this season include sleek-fitting sheaths in half skirts or slim shorts silhouette, longer torsos with ruffles or

skirts, lots of cotton and a sprinkling of knits and two-piecers.

The variety of beach ensembles to wear on or off the beach is unlimited. Swimsuits are combined with wraps and skirts, jackets (long or short) and skirts, or slim full-length beachdresses.

If you're one of the many millions of smart women who sew, you know how wonderfully economical it is to make a vacation wardrobe and the latest patterns for this season's sportswear can be purchased at your nearest sewing center.

P.S. Don't forget to take along with you: a good pair of dark glasses; sun-tan cream or lotion that really does the trick; a depilatory and deodorant, and fresh-scented cologne or perfume to splash on—all to make you the sweetest, alivest gal from morn 'till night on that wonderful vacation.

GREEN AND GOLD SALAD FOR A SUMMER PARTY

A SHIMMERING gelatin salad is one of the coolest, most delightful summertime party foods. A Green and Gold molded gelatin salad which combines the favorite lime and pineapple flavors is ideal for luncheon serving. The salad has a golden pineapple base, chock full of crushed pineapple, tanged with celery seed and crowned with lime gelatin with a built-in sour cream dressing. This tempting combination of lime and pine-

apple-flavored Vitamin C gelatin is as good for you as it is good to eat. As you probably know, "fresh fruit" vitamin C is not stored by the body and therefore should be taken daily. A colorful salad made with vitamin C gelatin is an enjoyable way to obtain this important vitamin.

For a taste-tempting hot-weather menu, serve this Green and Gold Salad with flaky cheese straws or tiny hot buttermilk biscuits or muffins and lots of iced coffee. The salad stars at porch suppers, also, in combination with a platter of

sliced ham, turkey, cold meats or cheese. A hot creamed casserole dish and assorted breads makes this a tempting and easy supper. Both the casserole and the salad can be prepared in advance, to make this an easy party menu.

Iced coffee is a summertime refresher which is gaining in popularity. Full-bodied instant coffee is ideal for iced service because it may be made extra strong to compensate for the dilution of the ice. It's always made fresh, with no mess or fuss.

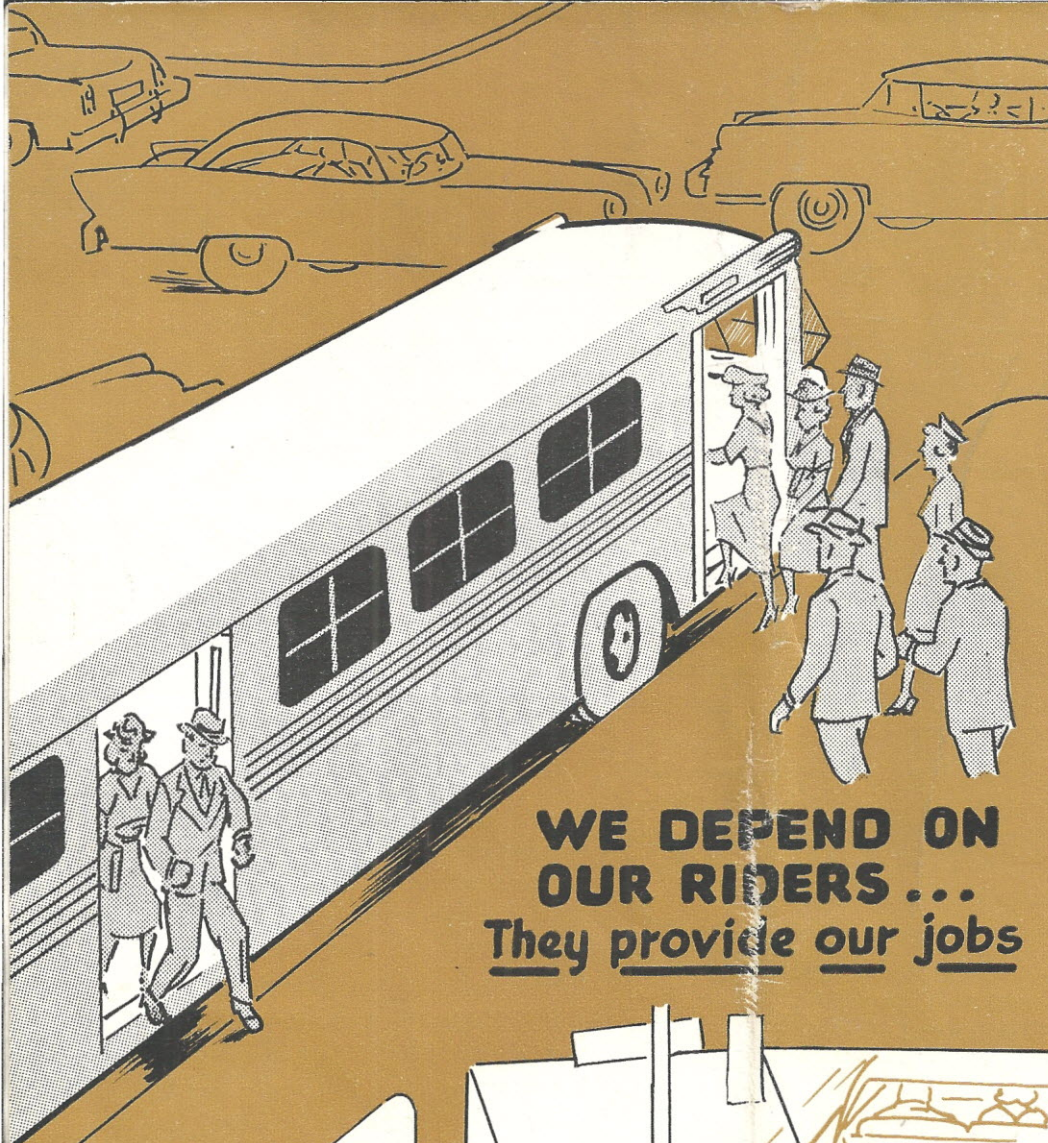
For an added smart touch, serve it as Ice Coffee Viennese with whipped cream to be spooned on the top of the frosted dark brew in the tall glasses. It's delicious.

WRITE Women's Page Editor, CTA Transit News, P.O. Box 3555, Chicago 54, Illinois, for this taste-tempting hot weather gelatin salad.




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


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