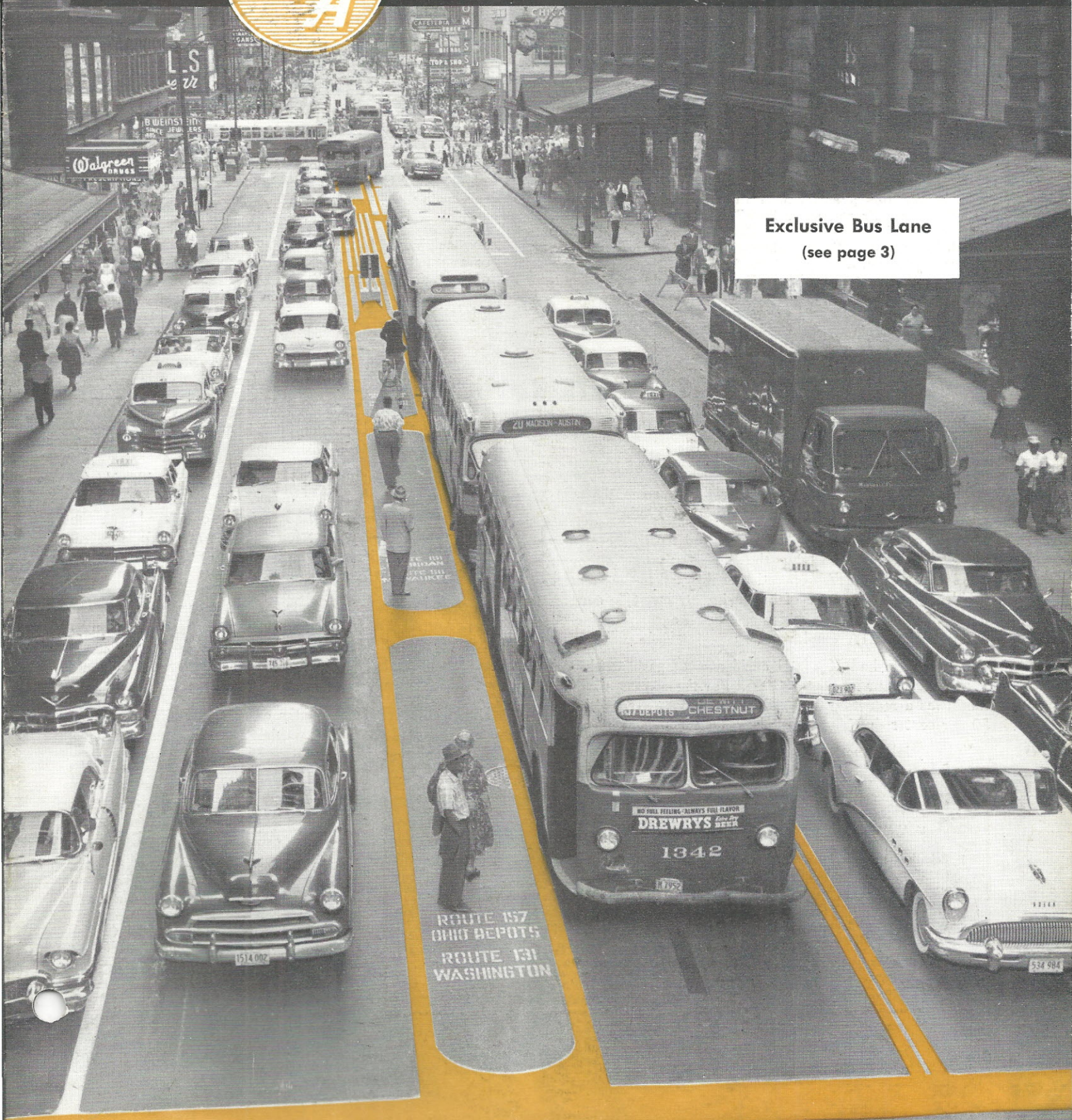


JULY,
1956



TRANSIT NEWS

Exclusive Bus Lane
(see page 3)



ROUTE 157
OHIO DEPOTS
ROUTE 131
WASHINGTON

NO FILL BEETING - ALWAYS FULL FLAVOR
DREWRY'S BEER

1342

534 984



A GROUP presentation of Greater Chicago Safety Council awards was made by **V. E. Gunlock**, Chairman, Chicago Transit Board, to supervisory personnel of the Transportation and Utility Departments at a meeting held May 31 at the Merchandise Mart.

Receiving the plaques, won in the commercial vehicle division, for their respective installations were, left to right, seated: Day Superintendents **J. J. O'Connor**, Archer; **E. C. Tocci**, 69th; **Clinton Sonders**, Lawndale; **G. J. Dorgan**, Devon; **Herman Erickson**, Limits; **Edward Loughran**, Keeler; **William Calderwood**, Forest Glen; **W. B. Hornkohl**, night superintendent, North Avenue; **J. J. Theis**, 77th, and **Joseph Mulree**, superintendent of utility and emergency service. Standing are:

S. J. Bitel, relief night superintendent, south section; **C. W. Zeiher**, night superintendent, 69th; **R. K. Keag**, night superintendent, Lawndale; **John McCarthy**, night relief superintendent, north section; **General Manager W. J. McCarter**, Mr. **Gunlock**, **E. G. Milz**, night superintendent, Forest Glen; **John Cerny**, acting night superintendent, North Avenue, and **J. J. Farris**, night superintendent, 77th

Similar plaques in the industrial injury prevention division were awarded to Carhouses, Electrical Department, Garages (Surface), South Shops, Stores Department (Surface), and West Bus Overhaul. Presentations took place at the respective locations.

FATAL ACCIDENTS REDUCED 50 PER CENT

INTENSIVE accident prevention campaigning reduced CTA's fatal accidents 50 per cent in the first four months of 1956 compared with the corresponding period of 1955.

There were 12 fatal accidents for the four months compared to 24 in the corresponding period of 1955.

For two successive months, March and April, there were no fatal accidents involving the Surface System although this is the part of CTA's operations subjected to the greatest accident hazards because of increasing street traffic congestion. Of the 12 fatal accidents, only two are considered chargeable to CTA employees.

All Chicago had 103 fatal accidents compared with 120 for the first four months of 1955. For the city as a whole, there was a reduction of 14.09 per cent compared with the 50 per cent reduction recorded by CTA.

Substantial reductions in the frequency rates of all public

accidents, both fatal and non-fatal, involving the surface system also were reported.

In traffic accidents, which include collisions with vehicles and bus-and-person or car-and-person incidents, CTA reduced the frequency rate 12.5 per cent compared with the frequency rate for the first four months of 1955. The frequency rate in 1956 was 9.83 per 100,000 vehicle miles. In 1955, it was 11.23.

In passenger type accidents, the frequency rate was cut 11.8 per cent. The frequency rate for the first four months of this year was 5.24; in 1955, it was 5.95. In this category, the frequency rate is determined by the number of incidents per 1,000,000 passengers.

During the first four months of this year, CTA's surface system operated 39,557,051 vehicle miles and carried 296,708,997 passengers.

VOLUME IX

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RECENT CTA ADDITIONS TO THE ARMED FORCES

Robert S. Cavanaugh — Transportation (Beverly)

Donald E. Foulkes — Transportation (77th)

Frank J. Halper—Transportation (69th)

John J. Murrihy—Transportation (69th)

"Some people grow when given responsibility; others merely swell."

CTA TRANSIT NEWS

BUSES USING

Exclusive Lane

IN LOOP EXPERIMENT

CHICAGO'S FIRST exclusive lane for transit buses began operating experimentally on June 25 in eastbound Washington street, between Wacker drive and Michigan avenue in the city's central business district.

Operating officials anticipate, after a reasonable trial and adjustment period, a time saving of at least two minutes per bus, or a total of three vehicle-hours for 90 buses in the peak hour. Travel time per bus for the six block trip is expected to be cut from the former average of 407 seconds to only 275 seconds.

If these expectations are realized during the experimental operation, exclusive transit lanes undoubtedly will be considered for other downtown Chicago streets.

The experimental project is sponsored jointly by the Chicago Street Traffic Commission, the City of Chicago, the Chicago Park District and CTA. It is a united endeavor to speed vehicular traffic flow and generally to improve street traffic conditions in the central business district.

Establishment of the exclusive transit lane in Washington street was suggested more than two years ago. Since that time the proposal has been intensively discussed, studied and surveyed, and records of the surveys analyzed.

Here's how the project is operating during the experimental period:

(1) In a typical block the center lane is reserved exclusively for buses of the five CTA routes now using Washington street, namely: Washington, No. 131; Madison, No. 20; Milwaukee, No. 56; Ohio-Depots, No. 157, and Monroe Parking Lot, No. 148.

(2) All other vehicular traffic, private automobiles and trucks, use the four remaining lanes, two on each side of the transit lane.

(3) Temporary paving markings and signs designate the exclusive transit lane and transit riders' boarding and alighting zones. The latter are at the near side of intersecting streets.

(4) There are three transit riders' boarding and alighting zones near-side at each intersection. In a typical block, Zone No. 1 (nearest the intersection) is assigned to Washington and Ohio-Depot buses; Zone No. 2 to Milwaukee and Monroe Parking Lot buses, and Zone No. 3 to Madison buses.

(5) Madison and Milwaukee buses, which formerly turned south in State street to go west in Madison, continue to Michigan avenue to loop for their westbound trips, making



VIEW LOOKING EAST along Washington street from Wells street "L" Loop structure, showing clearly-marked exclusive bus transit lane in center of street. This picture demonstrates how an exclusive bus lane enables public transit vehicles to speed up schedules by eliminating mid-block traffic jams and delays even during non-rush hours.

direct connections with CTA services operating in Michigan avenue.

(6) Existing concrete safety islands, which are not suitably located for operation of the exclusive transit lane, will be removed.

At State street, north-bound Sheridan Local and Express and Addison Local and Express buses enter the exclusive transit lane, making their normal stops between State street and Michigan avenue.

Washington buses (Route No. 131) turn north from the transit lane at Wabash avenue for their westbound trips, and Monroe Parking Lot buses (Route No. 148) turn south from the transit lane into Wabash avenue.

Madison and Milwaukee buses, whose operation was extended eastward to Michigan avenue, make their last stop in Washington street near-side at Wabash avenue and their first westbound stop in Madison street midway between Michigan avenue and Wabash avenue.

To speed the flow of traffic southbound in Michigan avenue, there are no CTA bus stops along the west side of Michigan avenue between Washington street and Madison street. Walking transfers between Madison and Milwaukee buses, and buses operating north and south in Michigan avenue are permitted at Madison street.

For the permanent installation, engineers of the sponsoring agencies plan permanent pavement markings to designate the exclusive transit lane. Platforms would be installed at the passenger boarding and alighting zones. These platforms would be equipped with guard rails and splash shields. Cost of these facilities for the six-block stretch is estimated at \$25,000.



The illustration at the top of the page features a stylized city skyline with several skyscrapers of varying heights. In the foreground, centered over the skyline, is a large circular logo with a yellow background and black horizontal lines. Inside the circle, the letters 'CTA' are written in a bold, black, sans-serif font. Below the logo, the word 'Reports' is written in a large, black, cursive script, followed by '... for 1955' in the same script.

CTA Reports ... for 1955

EVIDENCE that the downward trend in CTA riding may be coming to an end is contained in the 1955 annual report of the Chicago Transit Authority issued recently.

During the year, CTA's originating revenue passengers on the entire system declined only 2.76 percent below the total for 1954. This is the lowest year-to-year decline in CTA's history. In 1955, CTA carried 623,493,648 originating revenue passengers compared to 641,166,501 in 1954.

On the rapid transit system, originating revenue passengers actually increased 1.49 percent in 1955 over 1954, and reached the highest total since 1949. Furthermore, traffic statistics for the first five months of 1956 indicate that this rate of increase is continuing.

Only once before in CTA history has there been evidence of a reversal of the declining trend in revenue passengers originating on the rapid transit system. That was in 1951 when a 1.99 percent increase over 1950 was recorded.

Revenues Down Slightly

CTA gross revenues for 1955 were \$102,897,185, down only \$242,330, or one-fifth of one percent, from 1954. Operation and maintenance expenses for the year were \$102,488,191 as compared with \$103,411,537 in 1954. This reduction of \$923,346 in operating and maintenance expenses

is the result of economies and efficiencies CTA was able to establish with new equipment and facilities put into service during 1955.

This more than offsets the slight reduction in revenues and an increase in debt service requirements which rose \$406,020 from \$7,500,612 in 1954 to \$7,906,632 in 1955. At the end of 1955, the amount remaining available for the advance retirement of revenue bonds after meeting all fixed requirements was \$830,587, as compared to \$536,205 in 1954, an increase of \$294,382.

Highlights of the year pointed up in the report include improvements and new service facilities which were started or concluded in 1955.

Equipment Modernization Continues

During that year, modernization of operating equipment continued at a steady pace when 94 all-metal new rapid transit cars were placed in service and 80 additional cars were ordered for 1956 delivery. In February of this year this order was increased by another 50 cars. These are all improved models of CTA's standard all-metal rapid transit cars, using certain component parts from PCC cars. To date, CTA has purchased 604 modern, all-metal rapid transit cars.

Seventy-eight modern buses also were delivered during

1955, with another 250 being ordered early in 1956 for delivery later this year. These latter include 100 to be obtained on lease to replace PCC streetcar equipment and replace some of the older buses now in service. CTA bus purchases now total 3,362 units.

The year 1955 also saw completion of the new Forest Glen station which opened December 4 as the operating base for 12 trolley bus and motor bus routes. It consists of a service and maintenance plant and motor bus storage yard and a trolley bus storage yard. A transportation building also is now under construction at this location.

Four experimental, high-speed cars were developed and were subsequently placed in operation in Shoppers' Special trains between Wilmette-Evanston and the downtown Loop. This service, at a premium fare of 40c per ride, was inaugurated November 28.

New Entrance to Loop

A new entrance to the Loop for Garfield Park trains, with track connections, was installed at the Wells street terminal to permit the removal of the "L" structure in Van Buren street, from Wells street to South Wacker drive and in South Wacker drive, and enable the city to complete work on that connection to the Congress street superhighway.

During 1955, CTA's Department of Way and Structures for the account of the City of Chicago, began track installation in the median strip of the Congress street expressway between Damen avenue and Lotus avenue.

With the object of improving the quality of personal service, a Courtesy Caravan program was inaugurated in May with a series of visits to operating stations. The Caravan

made a complete tour of CTA properties, including CTA offices in the Merchandise Mart.

Looking into the future, the CTA report outlined some of the major projects for 1956.

More of the remaining wood-steel cars will be scrapped as the 130 all-metal cars are delivered, beginning October 1. An additional 150 units must still be acquired to retire the last of the wood-steel cars.

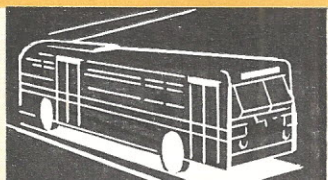
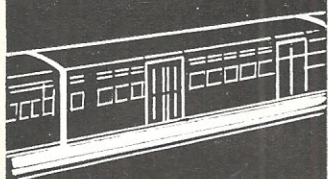
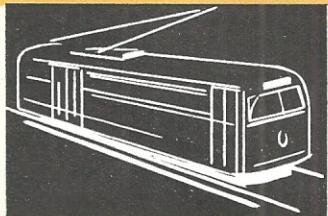
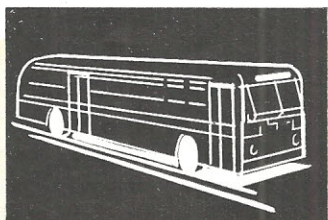
CTA also will continue with the laying of track in the median strip of the Congress street expressway in anticipation of an early opening.

Transportation Study Underway

Field work on Chicago's metropolitan area transportation study started in 1956. City, State and Federal governments are sharing in the \$1,850,000 cost of determining long-term transportation requirements. It will establish a base for continuous maintenance of transportation data essential to traffic planning and so be of value to CTA.

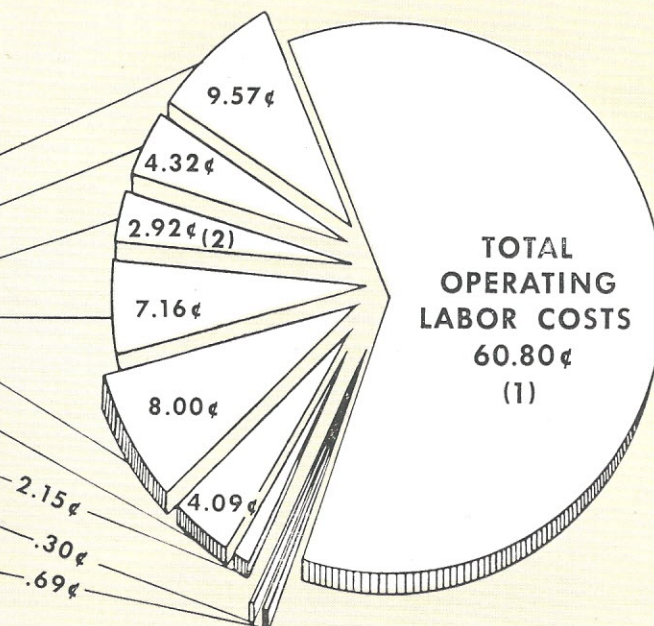
Philip W. Collins, whose term as a member of Chicago Transit Board expired during 1955, was appointed to succeed himself for the term expiring September 1, 1962. The appointment was made by *Governor William G. Stratton* and approved by *Mayor Richard J. Daley*.

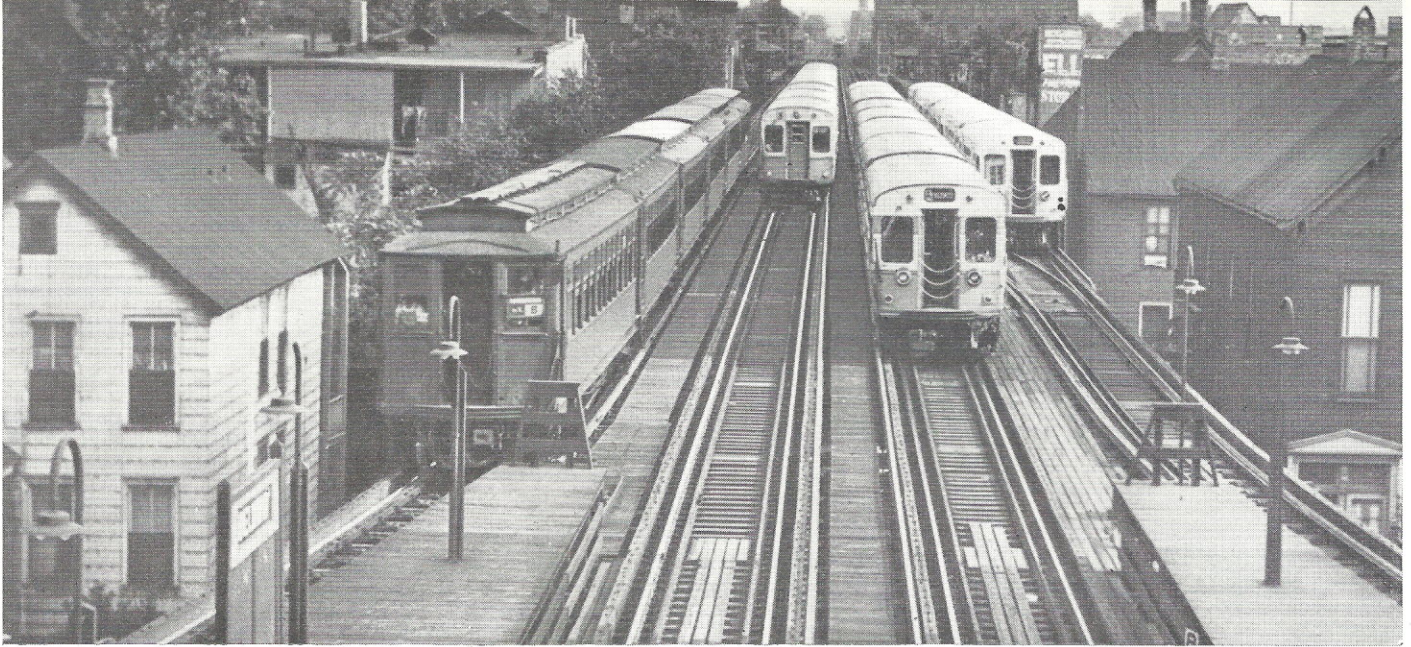
The report disclosed that the number of active CTA employees at the end of the year was 15,086, compared with 16,053 on December 31, 1954, and 22,407 at the end of 1947. It also noted that during 1955 a total of 499 employees retired on pension and the number of persons on pensions as of December 31, 1955, was 5,062.



DISTRIBUTION OF CTA'S 1955 DOLLAR

MATERIAL AND SUPPLIES
POWER
MOTOR FUEL
INJURIES AND DAMAGES
DEPRECIATION
BOND INTEREST
BOND MATURITY
BOND RESERVE
BOND AMORTIZATION





TRAIN AFTER train passes through the Belmont station during peak periods. In this scene, looking directly south

from the end of the platform, two Ravenswood trains occupy outer tracks while, on inner tracks, are two North-South trains.

NO RUST ON THESE RAILS!

A RAPID TRANSIT train every 39 seconds! Sounds like a tight schedule, doesn't it? And it is. But that's what CTA operates in both directions during weekday rush periods along the four-track right-of-way at the Belmont station of the North-South and Ravenswood routes.

In the mile and three-quarters stretch between the control tower immediately north of Belmont and a point just south of Armitage pass trains of both the CTA and the Chicago, North Shore and Milwaukee Railroad at such close intervals as to be almost unbelievable. So numerous are the trains, that, at any given moment and at any given point in this area, an observer is likely to see one or more trains on each of the four tracks of the line. Many of the trains are expresses which are routed expertly around the slower-moving trains in order to maintain their schedules.

For sheer density of traffic, this area knows few equals anywhere in the world. Yet, CTA controls movements of trains of both systems through the section—and all the way north to the Howard street terminal—with a maximum of safety and efficiency.



CTA revenue data show that, during the 24 hours of a typical working day, more than 113,000 passengers begin their trips on trains of the three CTA lines which pass through the Armitage-Belmont area; the North-South trains in the subway, and the Ravenswood and Evanston trains over the "L" loop.

These figures do not include passengers who transfer to the rapid transit lines from surface routes. However, if the number of transferring riders were added to the number of originating passengers, the grand total riding the rapid transit lines would be considerably greater.

To ascertain the traffic volume at three typical loading points, traffic checkers from CTA's Schedule—Traffic Department recently made spot checks at Chicago avenue stops in the subway and on the elevated and at the Belmont "L" station—all during rush hours. They found that more than 101,000 persons were riding trains at these times.

To handle the passengers on its lines, CTA schedules 195 trains during each two-hour rush period between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. Together with the North Shore's 19 trains in each rush-hour period, the total number for each period reaches 214. This averages out to approximately one train every 39 seconds, almost two per minute, counting both north and southbound.

NORTH-SOUTH train gets go-ahead signal at Clark street tower from *Towerman William Lemke*. This tower, immediately above the Belmont station, marks the junction of the Ravenswood line with the North-South line and here, each day, rush hours or not, all Ravenswood trains are moved on and off the branch line without disrupting the schedule of any train.

During the two rush periods, the 428 trains on these four lines are about one-third the 1,253 trains operated during the 24-hour period of a typical work day through this stretch of rapid transit right-of-way.

Making up these 428 rush-hour trains are a grand total of 2,545 car trips, or about 40 per cent of the 5,722 car trips made during the entire day.

On the North-South route alone, 88 eight-car trains with a total length of 704 cars pass over the stretch during a single two-hour rush period. On the Ravenswood line, 70 trains, consisting of from three to six cars each, or a total of 378 car trips are operated in the same interval.

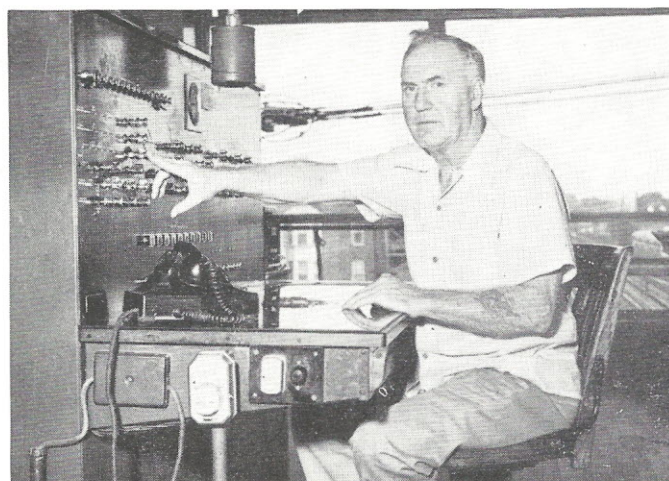
Time intervals reach a minimum of two minutes each on the North-South and Ravenswood lines, and five and one-half minutes on the Evanston line, during rush periods. North Shore trains run on an average of five an hour during peak periods.

Despite the great number of trains, only one man each is needed in the control towers at Armitage and Belmont to regulate train movements. This is because the towerman can set up, ahead of time from data available to him, the route each train will take on its way north or south, and can allot approximately the same number of trains to each of the four tracks.

For instance, a North-South train, which stops at alternate stations, in its northward journey, may immediately precede an Evanston express on the same track. When the faster train reaches one of the many crossovers, it moves over to the other northbound track. Thus it passes the slower train with scarcely any reduction of speed but in perfect safety. Similarly, a southbound Ravenswood train coming onto the main line north of the Belmont station does so with the minimum of delay, even when northbound and southbound trains are in the immediate vicinity.

Such safety and efficiency of operation as typified in the Armitage-Belmont section is made possible by a system of

PASSENGERS BOUND for all parts of the city and suburbs transfer from one train to another at Belmont station. North-South train at left is headed for the Loop and South Side. At center and right, respectively, are a northbound North-South train and a northbound Ravenswood train.



BY PRESSING pushbuttons on panel in Armitage Tower, *Emil Lindenberg*, towerman, moves a series of switches and thus controls the movements of all trains (CTA's North-South, Ravenswood and Evanston lines, as well as North Shore Line trains) on the North-South route through the area. Train motormen determine from signals, which are governed by the positions of switches, whether to proceed or stop, and how fast they may travel.

interlocking signals and widespread use of switches operated by remote control over the entire system.

The towermen govern the settings of the automatic switches. If a switch is to be changed, as would be the case when a Ravenswood train is about to come onto the main line, a towerman throws a lever which enables an electromagnet to open a valve. This valve permits air from a separate source to enter a cylinder and operate a piston. This piston, in turn, controls the movement of the switches from one position to the other.

The interlocking system enables the towerman to maintain close control over train movements. When he moves a lever or pushes a button to change a series of switches, he thereby changes the signals which are governed by the position of switches. Thus, a motorman is advised whether to proceed or stop and how fast he may travel.

Also greatly promoting efficiency and safety is a system of automatic block signals. These signals govern a train's progress even to the extent of stopping it if it follows another one too closely. This is accomplished by track circuits so arranged that an electric current passes through the wheels and axles of the train from one running rail to the other. The current causes the signals behind the train to change to red which indicates "stop." Should the stop signal be disregarded by the motorman of the following train, an automatic "trip" in the track stops his train by cutting off its power and setting its brakes.

The ever-increasing number of people using CTA's rapid transit system is evidence that continued fast and dependable service, which is assured through proficient handling of traffic, will attract more riders.



TRANSIT IN THE NEWS

THE ROLE of transportation in community development was the subject of a panel discussion televised recently over WGN-TV in which leading authorities participated. Among the experts who gave their views on possible solutions to Chicago's traffic and transportation problems was **Werner W. Schroeder**, right, Vice-Chairman of Chicago Transit Board. Shown with him are others who contributed their views. They are, from left: **Franklin M. Kreml**, director of the Transportation Center at Northwestern University, moderator; **Dr. Harold M. Mayer**, associate professor of geography, University of Chicago, and **William J. Mortimer**, Cook County superintendent of highways.



CHICAGO TRANSIT AUTHORITY

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

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

	Month of May		Five Months Ended May 31,		Twelve Months Ended May 31, 1956
	1956	1955	1956	1955	
Revenues	\$10,291,398	\$10,160,070	\$50,152,311	\$50,346,629	\$120,702,866
Operation and Maintenance Expenses	8,666,904	8,403,332	43,391,116	43,391,139	102,488,168
Available for Debt Service	1,624,494	1,756,738	6,761,195	6,955,490	\$ 18,214,698
Debt Service Requirements:					
Interest Charges	406,279	415,734	2,032,133	2,080,137	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	233,333(1)	200,000	1,166,667	1,000,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	150,000	150,000	
	669,612	645,734	3,348,800	3,230,137	
Balance Available for Depreciation	954,882	1,111,004	3,412,395	3,725,353	
Provision for Depreciation - Current Period	823,312	812,805	4,012,185	4,027,730	
Balance Available for Other Charges or					
Deficit in Depreciation Provision (Note 3)	\$ 131,570	\$ 298,199	\$ 599,790	\$ 302,377	

r- denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	53,735,885	52,788,776	261,591,960	262,081,978	623,003,630
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at May 31, 1956

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

NOTES:

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

WACKER EXPRESS SERVICE DOUBLED

THE WACKER Express bus route (No. 158A) has been established as a permanent service and now provides more than double the amount of trips than when the route was placed in operation as an experiment three months ago. The new schedule went into effect on June 18.

The route, which furnishes rush-hour, express, shuttle bus service between Union station and Grand avenue and St. Clair street, was inaugurated on April 9, with four round-trips each during the morning and evening rush periods.

The favorable reception by riders of these fast buses via lower-level Wacker drive and lower-level North Michigan avenue necessitated adding additional trips almost immediately.

Under the new schedule, nine northbound trips are operated in the morning rush period and 10 southbound trips in the evening rush period, Mondays through Fridays. Northbound buses leave the Canal street entrance of the Union station at approximately six-minute intervals from 8:05 a.m. to 8:55 a.m. Southbound buses leave St. Clair street and Grand avenue at intervals varying from four minutes to eight minutes between 4:25 p.m. and 5:16 p.m.

The route and stops on this line remain the same as when the service was originally established.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

News Of 2 Weddings, Preview Of Another

ACCOUNTING—*Dorothy Klosowski*, Materials and Supplies, and *George Nyczak* exchanged vows at a nuptial mass in St. Hedwig's Church on June 16. A wedding breakfast for the bridal party and family was served at the Fireside Restaurant. The couple honeymooned in Bangor, Michigan. Dorothy received table linen and a check from her associates . . . *Lois Liberty*, Payroll, and *George Laica*, Internal Auditing, were married in St. Bernard's Church on June 9. Dinner at the Hotel Sherry for relatives followed. The couple's wedding trip included Washington, D. C., Florida and the Bahamas. A check and a card table set were gifts of their co-workers . . . *Lois Legner*, Materials and Supplies, is planning a fall wedding, when she will become *Mrs. Pierson J. Anderson*. She has been wearing a diamond engagement ring since June 16.

Tour California

Sylvia Lee Reese, Payroll, and *Rita Deakin*, Revenue, spent their two weeks' vacation together seeing California. They were fascinated by the mountains and enjoyed riding on the cable cars in San Francisco . . . *Alice Novalich*, Payroll, took short trips around Illinois and vicinity during her vacation . . . *Patrick Clifford*, Payroll, tried his hand at farming in Keeler, Michigan, where he visited friends.

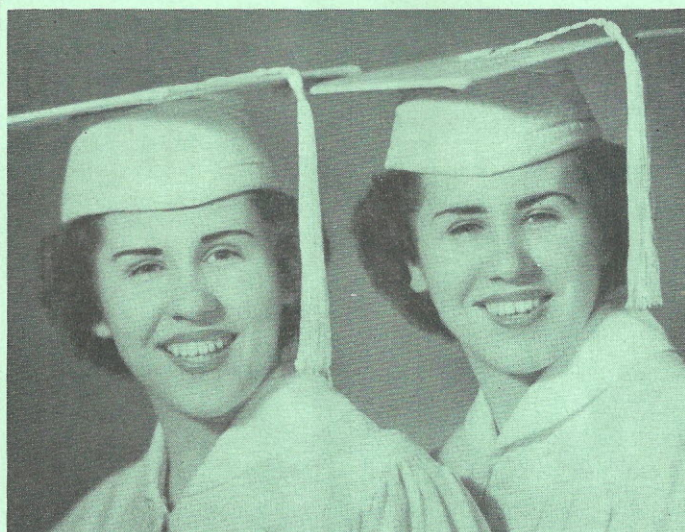
Irma Krown, Revenue, was transferred to the Accounts Payable Department to succeed *Josephine Sweda*, who resigned on June 8 to await the arrival of an heir . . . *Velma Cremieux*, Payroll, left CTA on June 15 to be a full time homemaker.

Marjorie Scheidler, Materials and Supplies, returned to work, after a long siege of illness, on July 1.

Phyllis Cusic, Revenue, has a new grandson, *William Harold Gausselin*, born on May 22.

The mother of *Harriet Kryzan*, Materials and Supplies, passed away on June 16 after a brief illness.

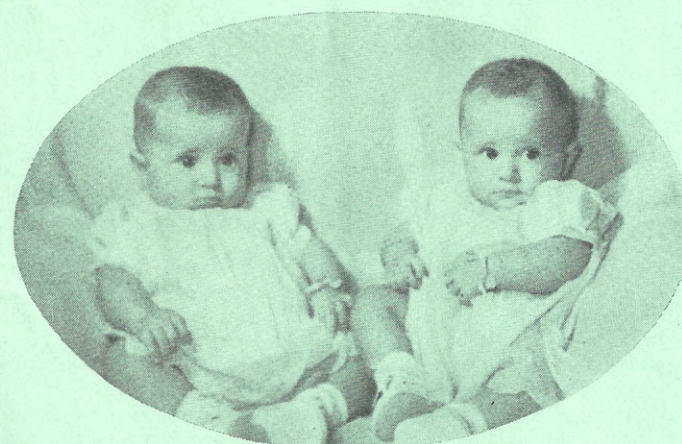
—HELEN A. LOWE



HONOR TWINS

TWIN DAUGHTERS of *Superintendent Frank Buetow*, North Avenue, who were graduated with high honors from Seina High school are *Judith Ann* (left) and *Joyce Ann*. Judith was class president and Joyce was treasurer. Both will enter college in the fall. When the twins were six months old, their picture, shown below, appeared in the January, 1939, issue of *Surface Service*, the employe magazine of the former Chicago Surface Lines.

Reported by *Joe Hiebel*



West Indies Call Operator, Wife

ARCHER—Operator *Jack Metke* and his wife spent their vacation visiting Bermuda, Nassau and Jamaica.

Repairman Robert Caldwell returned home from the hospital after undergoing surgery recently,

and now is getting along fine. He would like the fellows to visit him. . . . Operator *Chester Kropidlowski* is coming along fairly well after undergoing surgery, as we write this.

While driving in their car recently, Operator *Vince Andrews* and his wife were struck in the

rear by a truck. Vince lost time from work, and his wife received serious injuries . . . Operator *Al Colby* is off from work, after an operation, at this writing.

George J. Kreith, formerly of Archer died recently.

We did it again! *Mr. V. E. Gunklock*, chairman of the Chicago Transit Board, presented to *Superintendent J. J. O'Connor* a plaque for outstanding safety performance during 1955. Good work, fellows. Let's keep up the fine record . . . Speaking of awards, *Clerk Francis Schmitz's* daughter, *Judith*, received the 1956 Back of the Yards Neighborhood Council Juvenile Welfare Program Achievement award . . . Operator *Frank Lange's* son, *Richard*, won a music scholarship to De La Salle, for two years. He graduated from St. Gall's school.

Clerk Jim Rittenberg vows he will never move another refrigerator again. For some reason or other the door flew open while he and his wife were moving it, hit Jim on his head, and raised a sizeable lump.

Bull On Loose

Supervisors Joe Klima and *Jim Cain* of district "B" are learning to become cowboys. They were on hand to rope a bull that was on the loose at 47th and Paulina recently.

Night Superintendent Les Keag returned from his vacation looking fine. He spent some of his spare time painting.

Operator *Herb Mathews* and his wife recently celebrated their 21st wedding anniversary.

Repairman Joe Lisanti is back to work, after being off for some time . . . Supervisor *Pat O'Finn*, district "B", is coming along fine, as this is written, and hopes to be back to work soon . . . Operator *Jim Contant's* wife, *Eleanor*, is recuperating from a very bad attack of pneumonia, at this writing.

Conductor Charlie Strohacker, formerly of Archer, and father of Operator *Russell Strohacker*, died suddenly . . . The fathers of Janitor *Steve Cuculich* and Operator *Edward Stupay*, passed away . . . *Night Repairman-Foreman Gus Pavelka* suffered the loss of his mother.

—R. H. FORTIER

PHOTO OF THE MONTH



SAY! HE looks pretty tough with that six-shooter! This youngster is one-year-old **Tommy**, son of **Jack O'Reilly**, chief clerk of the Way and Structures Department. The little fellow recently won a beauty contest sponsored by a local studio in connection with Radio Station WAAF. His mother is the former **Eileen Ryan**, who worked for CTA as a West Side ticket agent and in the Stores Department.

Beverly Men Raise Studious Children

BEVERLY—Among scholarship winners this spring were daughters of local personnel. **Patricia Evans**, daughter of **Superintendent George and Mrs. Evans**, was a winner of a Mayor's Youth Foundation award. **Patricia** will enroll at DePaul University . . . **Frances Pierson**, daughter of **John and Pauline Pierson**, a recipient of the same scholarship, will enroll at West Suburban Hospital.

Marjorie Zacharias, daughter of **Operator Peter and Mrs. Zacharias**, was presented a scholarship from Bethel Lodge No. 11. She will further her education at Illinois Masonic Hospital . . . **Dolores Frank**, daughter of **Mr. and Mrs. Charles Frank** of 77th, was awarded a scholarship from the First District State Nursing Association for a degree in nursing. **Dolores** will attend Loyola University.

Sons of two operators have won Scouting's highest honors, The Order of the Arrow. They are **Bob Wilson** of Troop 684 in Mount

Greenwood, son of **Mr. and Mrs. Sam Wilson**, and **Arthur, Jr.**, of Troop 704 in Harvey, who is the son of **Mr. and Mrs. Arthur Beauchamp**.

Matt and Mary Lafferty took in the town on July 14, their 30th wedding anniversary.

The stork worked overtime for **August and Alice Cooksey** and presented them with their second set of twins. The newcomers are **Vincent and Victor**, who made their debut at Lewis Memorial Hospital on June 4 . . . On June 1, **Robert and Ann Boutcher** were presented with little **Roy Richard** at the Roseland Community Hospital . . . To **Mr. and Mrs. John Fezatte** was born **Sharon Jean**, on June 8 at Englewood Hospital. **Mrs. Fezatte** is the daughter of **Willard and Marguerite Beaman** and the newcomer is their second grandchild. . . . **Mr. and Mrs. John Healys'** daughter, **Josephine**, presented the Healys with their seventh grandchild who was christened **George Edward Truesdale**.

On the sick and recovering list, at present, are **Mrs. Charles Klein** and **Mrs. John Healy**, both who recently were surgery patients . . . **Milt Hansen** has recovered enough to get about pretty well on crutches and he and his wife, **Minnie**, recently spent a week at their summer home on Lake Gilmore in Minong, Wisconsin . . . **Jerry Gleason** suffered a painful leg injury in a fall at home and had to miss his route for over a week.

Attends K.C. Meet

Clerk Charlie Abt spent one week in June attending the Knights of Columbus convention in Springfield.

John and Marie Granville moved into a new home in Oak Lawn.

Night Foreman Henry Stuewe has returned from a Florida vacation . . . **Day Foreman William Magee** and his wife made a week-end trip to South Bend, Indiana, to attend the wedding of a niece. . . . **John McFall** planned to spend July at Round Lake, Illinois, visiting his two sisters and fishing . . . **Thomas Geany** is spending the latter part of July up at Small Bones, Michigan, where he is visiting a daughter and trying for some trout.

Mr. and Mrs. Elmer Klatzbucher spent the first week of July at South Haven, Michigan . . . **Jim Donovan** and his daughter and son-in-law enjoyed three weeks at Sand Lake, Deer River, Minnesota . . . **Albert and Elizabeth Behland** spent a week at St. Paul, Minnesota,

where they attended the wedding of a niece . . . **Art and Lilly Neff** planted berry bushes on their property near Joliet during Art's vacation . . . **Albert and Thelma Cermak** spent a week down in the Ozarks . . . **John and Helen Lane**, and **Howard and Evelyn Taluzek**, who are in-laws, journeyed to Camp Polk in DeRidder, Louisiana, to bring back their daughter's trailer. . . . **Dick and Katherine Japenga** spent two weeks at Lake 26, Danbury, Wisconsin, fishing for muskies . . . **Instructor John and Mrs. Lally** spent a week at East Lansing, Michigan.

In the vacations in the offing department: **Instructor John Volkart** and his wife, **Helen**, will go to South Haven, Michigan; **Sam and Helen Wilson** will spend their time at Grindstone Lake, near Hayward, Wisconsin, and **Mr. and Mrs. Roy Anderson** plan to go to Devil's Lake, Wisconsin, where Roy hopes to catch some big walleyes . . . **Ed Sebaek** planned to spend a week at Hayward, Wisconsin, fishing for muskies . . . **Barney and Francis Zesch** will try fishing in northern Michigan, while **Edward and Lillian Ricker** will spend three weeks at Du Quoin, Illinois, for a visit to **Mrs. Ricker's** old home. Ed will try his luck at bass fishing.

Lomar and Mildred Arseneau will visit New England with special stopovers at Plymouth Rock and also in Washington, D. C. . . . **John and Mary Rosean** will stop at Edwardsville, Illinois, to visit with a son and then will travel to Columbus, Georgia, where they will visit a daughter.

—FRANK M. BLACK

Investigator's Daughter An Honor Graduate

CLAIM AND LAW—**Judy Weingartner**, daughter of **Ed Weingartner**, chief investigator, was voted an outstanding student at Jones Commercial School and graduated with high honors last month.

Terry Kuzius, dictaphone typist, is sporting a gee-orgeous diamond. She says the happy day is June 1, 1957.

Scribe Elvera Potensa motored her way to the Grand Canyon, sunny California, Seattle and Vancouver, British Columbia, for a whole month of vacation daze. The trip also included a visit to Mexico.

New file clerks for the summer are **Richard Koprowski**, **Roy DiMatteo**, **Ray DeMartelaere** and **Jim Fitzgerald** . . . **Yvonne Boness**,

daughter of **Inside Adjuster Harry Boness**, has joined the CTA family as ticket agent on the West Side . . . **Ed Karkocki** and **Art Phillips** gained promotions as outside adjusters.

Eleanor Garro, brief writer, has felt quite "punchy" since she rode in the same Mart elevator as did **Rocky Marciano**.

On June 28, a group of **Chief Stenographer Julia Lellinger's** friends and co-workers held a luncheon at **Henrici's**, the occasion being her retirement after 45 years of transit service. Julia was presented with a wrist watch and a portable typewriter. On June 29 a beautifully decorated cake was made and donated by **Jessie Reed**, stenographer. Julia's husband, **Julius**, chief municipal court man, retired last October.

Attorney Fred Kinderman put his garden in shape during his vacation.

Attorney Merritt Kotin and his daughter, **Susie**, took the train to Denver, Colorado, to join in his son's wedding festivities.

—EL JE

BECOMES NURSE



JUNE ERLANDSON, daughter of **Machinist Warren Erlandson**, **Skokie Shops**, and **Mrs. Erlandson**, was graduated from the Presbyterian School for Nurses on May 25. Following commencement exercises, a dinner and reception in her honor was held at the Erlandson home. Attending the affair were members of her family and many of her friends. June received a large number of gifts.

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

Takes To Air For California Vacation

ELECTRICAL—*Walter Banicki*, operator at Lill substation, took to the air and flew to Pasadena, California, for a short vacation. He also visited *Clyde McMakin*, former chief operator at Roby substation, who is now retired.

Frank Wojcik, operator at Lill substation, broke in his new car on his vacation by motoring some 2,400 miles. His itinerary included Wyoming, Rocky Mountain National Park in Colorado and the Black Hills of South Dakota . . . *Bruno Czanstkowski*, "B" foreman, motored down Kentucky way and enjoyed visiting relatives and friends. . . . A card received from *Arthur Leland*, formerly of 79th and Western substation, now retired, reads: "Having a grand time here in Savannah, Missouri."

Operator's Apprentice *Roland P. Dwyer* is a daddy of a baby girl, *Noreen Debbie*, who arrived on June 20. This makes two girls and one boy for Roland and his wife, *Noreen*.

—GILBERT ANDREWS

FOREMAN RETIRES



RETIRING JULY 1 after nearly 38 years of service with CTA and the former Chicago Surface Lines was *Peter Mirkovich* (left), frog shop foreman, 61st Street, whom Station Superintendent *Ralph Wenstrom* wishes luck in this picture. At a party given by his fellow workers, he was presented luggage which he may use on his planned trips to California and then to Europe.

Reported by *Leo J. Bien*

Mark 35 Years Of Wedded Bliss

FOREST GLEN—*Mr. and Mrs. Walter Jensky* recently celebrated their 35th wedding anniversary, while *Mr. and Mrs. Chester Bachara* marked 23 years on May 30.

Forest Glen's baseball team started out fairly well but, somehow—oh, well, we won't go into that. Let's get out there on practice days and toss the ball around.

I've been hoping for some pictures and news items from you folks but, so far, haven't received very many. But now that vacation season is in full swing, maybe more news and pictures will come my way. If you submit pictures, please make sure they are clear ones.

—THOMAS CURCIO

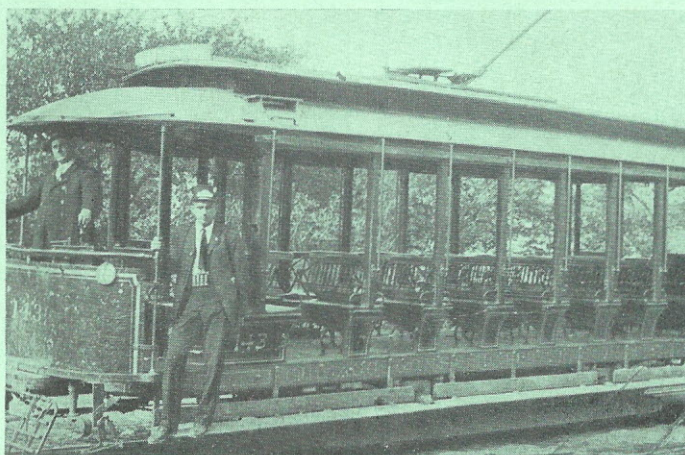
Faraway Places Call June Vacationers

GENERAL OFFICE — (*Transportation*)—Personnel of this office started on their vacations. *Marge Hansen* drove to Fort Worth, Texas . . . *Joe Vodvarka*, his wife, *Marilyn*, and *Gail*, their two-year-old daughter, spent their vacation in and around Chicago, entertaining Joe's young sister, *Mary Pat*, visiting here from Ontario, California . . . *Bob Quetschke* bundled his wife, *June*, and his two sons into his car and took off for Springfield, then on to Davenport, Iowa . . . *Bill Rooney* returned to Pittston, Pennsylvania, to witness the wedding of his brother, *Jerry* . . . *Joe* and *Florence Blaa* have returned from a flying vacation in Florida. Each year they return to St. Petersburg, Pinellas Park and Tampa to renew acquaintances with CTA employees who are basking in the Florida sunshine. This year they visited *John Murphy*, formerly of North avenue, Pinellas Park; *P. Cochran*, formerly of Lawndale, also of Pinellas Park; *S. Evanoff*, formerly of Kedzie, St. Petersburg, and *C. Wilson*, formerly of North avenue, at Tampa, Florida. Just for old times sake, a dinner, complete with champagne, was arranged for the Blaas by John.

Walter Pyper and his wife celebrated their 25th wedding anniversary with a party for friends and relatives . . . *John Cerney* and his wife celebrated their 22nd wedding anniversary.

Jane Bell and her husband, *George*, have been spending each

OUT OF THE PAST



A GOOD WAY to cool off on a hot summer evening was to take a ride on an open air streetcar like this one, which the Chicago Consolidated Traction Company, forerunner of the Chicago Surface Lines, ran on Belmont avenue many years ago. On steps of car is *William Eckmann*, conductor who retired on pension July 1, 1955, after 46 years of service. When this picture was taken back in 1910, he was working out of the old Elston depot. Motorman *Arthur Dudore*, in picture, is deceased.

and every week-end lately at Janesville, Wisconsin, visiting Jane's family.

Marge Kinsey is back working again, after being on the sick list.

(*Insurance*) — New receptionist in the Insurance Department is *Doris W. Sullivan*, formerly of Accounting, who took over the duties of *Mary Ann Yercich*.

Weddings are in the news. *Jerry Olenick* was married to *Wayne Meltzer* at Fox Lake on June 9, the same day *Mary Ann Yercich* was married to *Edward Bohat*. Five girls from the Insurance department, *Carol Fahey*, *Mary Flanagan*, *Mary Berry*, *Carol Kingsland* and *Pat Norum* drove to Fox Lake. After the rice-throwing ceremony was over, back to Chicago drove the Insurance committee to participate in *Mary Ann's* wedding reception, which incidentally proved to be quite a CTA affair. No South Sea Islands for *Mary Ann's* honeymoon; just the old fashioned New York and Niagara Falls.

Cae Fahey Glembin, formerly of Insurance, and whose father is an operator at 77th, drove her dad to the Mart for his medical check-up, and brought with her *Jackie Glembin*, just 20 months old, who stole all the hearts of the Insurance and

Transportation Departments with his cute, impish mannerism. Jackie has a little sister, *Diane Catherine*, who made her debut on March 17.

(*Stenographic*)—With her bridesmaid's dress and picture hat carefully tucked underneath her arm, *Marlene Neher* and her mother, boarded an Eastern Air Lines plane for a week in Florida. She took part in her brother's wedding ceremony.

Adele Ackerman has a new interest, *Gail Beutner*, her first and only niece.

(*Building Engineering*)—*Rodney Rusakiewicz*, son of *Mr. and Mrs. Chester Rusakiewicz*, graduated with honors and was presented with a special certificate award given by the American Legion FDR Post 923 to the most outstanding pupil at graduation exercises of St. Mary of the Angels School . . . *Patricia*, daughter of *Bob Link*, was graduated from North Park College with an Associate of Arts Degree. During her school year she won second and third place awards for essay writing.

Mr. and Mrs. Bill Cameron spent two weeks at Clearwater, Florida. He fishes for sport only. All the fish he hooks he throws back. Bill enjoys eating fish but not cleaning them.

—JULIE PRINDERVILLE

NEWLYWEDS



DONALD ODDO, machinist, Skokie Shops, and his bride, the former **Beverly Colson**, pose for their picture after the wedding ceremony, held June 2 at the Midwest Center Church, Central and Irving Park. A reception was held at the home of the bridegroom.

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

New Technician Is Art School Graduate

GENERAL OFFICE — (Training and Accident Prevention) — **Vincent J. Arcilasi** is this department's new training aids technician. He is a recent graduate of the Art Institute of Chicago and also of the University of Oklahoma. He majored in painting and design.

Tony Cardillo, former typist in Personnel, was guest of honor at a recent smorgasbord dinner at the Drake Hotel. Twenty-one co-workers attended and presented her with a bathinette and bottle sterilizer for you know what—maybe a future CTAer.

William R. Kendall, safety coordinator, traveled to California where he and his wife and daughter plan to make their home.

A post card picturing the colorful Scottish Highland Regiment was received from **Frank Barker, Sr.**, traffic accident analyst, from Vancouver, B. C., Canada, where he and **Mrs. Barker** vacationed recently . . . **Bill Goodall** sent a card from The Basilica, St. Anne De Beaupre, Quebec, Canada. He recently left us to return to the Transportation Department as a district superintendent.

Russell Warnstedt's daughter, **Ruth Ann**, was graduated from Schurz High School on June 21.

(Employee Suggestion Department)—**Thomas P. Lyons**, secretary, and his family drove down to New Orleans where they vacationed this year . . . **James Bitournia, Sr.**, stayed home on his vacation, supervising a housecleaning project . . . **Kay Corcoran**, stenographer, and her pal, **Lillian Skora**, Real Estate, spent a week in New York seeing all the sights. They will never forget the trip to Coney Island in Brooklyn, where they became stranded in the subway because of the sudden wildcat strike.

(Staff Engineer's Office)—Growing up fast and making their folks feel a bit older are these June graduates; **Gregory**, son of **Gregory Coakley**; **Margaret Ellen**, daughter of **Elsie Smith**, and **Bertrand**, son of **Frank Misek**.

George Krambles spent his vacation touring through the western states while **Charlie Lapp** decided to stay in Chicago where he enjoyed golfing.

(Specification Department)—Vacationers here were **Engineer Jim Hrubes**, who visited his son, **Pat**, in Delaware . . . **Jean Chapman** enjoyed ranch life at the Jack and Jill Ranch in Michigan, while **Jo Ann Spanos** traveled to Florida . . . **Floyd Graham** went down to his home in Galesburg, Illinois . . . Those who decided Chicago was a good vacation spot were **Lee DeSutter**, **John Cannady**, **Victoria Lepek**, and **Dick Mackey**.

Harold Otis and **Hank Fulriede** are back on their feet again after recent operations.

—**MARY E. CLARKE**

Slate Notre Dame Retreat For August 9

KEDZIE—Just a reminder: The CTA Notre Dame retreat will begin on August 9 this year. All those interested in attending please contact me, **C. P. Starr**, or **Co-Chairman Ernest Tocci** of 69th Depot. Let's have a big attendance.

Chief Janitor George Wilson spent his week's vacation in Burlington, Iowa, where he attended an alumni get-together of his old school.

Operator John McGrail and his family lost their infant son . . . **Receiver Thomas Collopy** lost his father, **Thomas, Sr.**

Board Member Bob Feldmann is out and around again, at this writing.

—**C. P. STARR**

Takes Vacation, Then His Pension

LIMITS—**Ernie Johnson**, receiver, went on his vacation May 27, and then took his pension. He had 47 years on the job.

Operator John Fergus' son, **James**, was graduated from St. Vincent's College in Missouri. He will now go to St. Mary's Seminary, at Perryville, Missouri, to complete his studies for the priesthood.

Pat Brady of the repair department is back on the job again.

At this writing, **Dan McNamara**, president of Division 241 is recovering from an operation. He is scheduled to be back on the job soon.

Bus Operator Ed Puntl spent a very pleasant week-end on the Wolf river fishing.

Operator Jesse Brodnax and his wife are very proud of their son, **Jesse Jr.**, who was chosen as the youth citizen of the year of the Chicago Junior Association of Commerce. He received a \$500.00 scholarship to the school of his choice. He intends to study for the Episcopal ministry.

Now that vacation season is in full swing, let's have some news

THEY SAID 'I DO'



THE RICHARD Henry Perrys were snapped by **Ruth Havlik**, co-worker of the bride, the former **Rose Mary Fahey** of the Training Department, as they left St. Giles church, Oak Park, following the wedding ceremony on May 12. The newlyweds honeymooned in Miami Beach, Florida.

Reported by *Mary E. Clarke*

as to where you are going or have been.

A Greater Chicago Safety Council Transportation Award was presented to Limits Depot for its outstanding safety performance

—**IRVING J. METZGER**

It's A Good Way To Learn More About City

LOOP—(Agents) — **Pat McGowan** took his family on different excursions and picnics around Chicagoland recently . . . **Dorothy Parker** took short trips around town, including one to Riverview Park where she enjoyed the rides . . . **Ann Schneider**, **Theresa Jarvis**, **Ann Walsh**, **Jean Verbrick**, and **Margie Arnold** all vacationed at home . . . **Lucille Keeley** visited her brother and family in Springfield, Illinois.

Sam Brown, porter, suffered the loss of his wife on June 17.

The wedding of **Marie Anderson's** son, **James**, to **Catherine Mozzetti** took place at 11:00 A.M. June 16 in Our Lady of Pompeii church. The bride wore a gown of imported white lace. She carried a white orchid bouquet. Blue orchid and rose were the colors of three bridesmaids' dresses.

A reception was held at the Mid West Hotel. The couple honeymooned in Miami Beach, Florida.

Kathy Jackson is recuperating at home after a hospital siege, as this is written.

—**EDITH EDBROOKE**

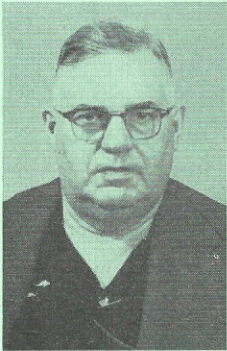
June Wedding For Ticket Agent

NORTH AVENUE—June 9 was "I do" day for **John G. Cahill** as he marched down the center aisle in St. Mary's Church, Evanston, with **Sonya MacIntosh** of Skokie. John, a ticket agent, is the son of **John Cahill** who is shop foreman here.

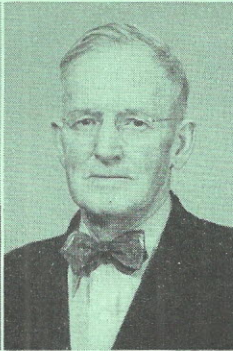
Now that vacations are in full blast we are expecting to hear from you, you and you. Don't forget those snapshots of your trip.

Operators Bill Miedema and **F. Dwiell** did their fishing at Arbor Vitae Lake where the muskies hang out . . . **Operator Sam Carlino** reported fishing good at Hayward, Wisconsin. The walleyes were good eating, Sam said . . . **Instructor Bill Kennedy** has pleasant memories of his trip to Miami, Florida . . . **Dan Clyne** enjoyed his trip to Europe. His journey took

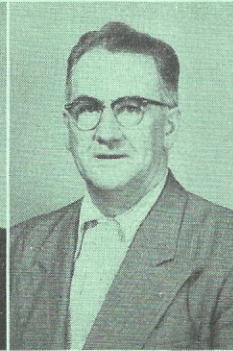
40-YEAR EMPLOYEES RECENTLY RETIRED



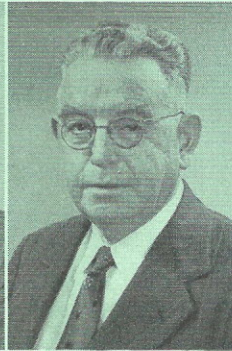
Benjamin F. Geach, operator, North Park, retired July 1 after 42 years' service.



Charles A. Custer, operator, 77th, retired July 1 after 47 years of service.



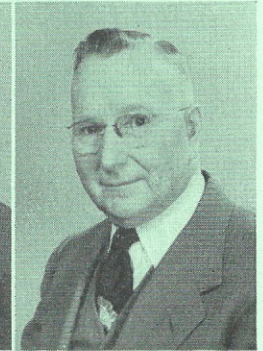
William J. Robinson, conductor, 77th, retired July 1 after 44 years of service.



George Bailey, conductor, Devon, retired July 1 after 41 years of service.



James J. Murphy, conductor, South Section, retired July 1 after 43 years of service.



Ernest L. Johnson, receiver, Limits, retired July 1 after 46 years of service.

him to Italy and Ireland . . . *Chief Clerk Gene Peterson* is now settled in his new home in Barrington. His vacation was spent landscaping.

John and Mary Stich celebrated their 17th wedding anniversary July 1 . . . *James "Red" Corbett* and *Mrs. Corbett* will mark their 33rd wedding anniversary on July 28.

Supervisor Charley Olcik and *Operator Phil Smith* are both elated over the same granddaughter. Mama is Phil's daughter and daddy is Charley's son. The new arrival was named *Mary Pat* . . . *Janitor Eddie Glonke* also became a proud grandpappy last month.

Our softball team, under the able guidance and coaching of *Manager Will Lindsey*, is making a very praiseworthy record to date.

Are you one of our North Avenue Boosters? If not, why not come out and cheer your favorite player? All home games are played at Hirsch and LaVergne.

—JOE HIEBEL

Keep The News Coming In, Men

NORTH PARK—We are a little short on news this month. We would appreciate any interesting news notes you fellows can contribute to keep the column going.

Larry Graff, son of *Operator* and *Mrs. Sol Graff*, graduated from the University of Illinois School of Commerce in January, where he majored in accounting.

Operator Joseph Locashio passed away May 10 . . . *Operator W. F. Constant* lost his mother.

There's a new daughter in the home of the *Leo Paganos*.

Operators Arthur Itter, Sam Smargon and *Ben Geach* have taken their pensions.

—EARL W. McLAUGHLIN
and EDWARD F. STENZEL

Hurry Up! Get Well! It's Vacation Time!

PURCHASING AND STORES — *Helen Spolec*, purchasing, General Office; *Ed Olsberg* and *George Crofoot*, West Shops, and *John Witkus*, South Shops, all are on our sick list at the present time.

Charles Klimcke, West Shops, is entertaining his daughter from California, as we write this.

Rita May, stores, General Office, has left us to take up full time duties as a housewife . . . We also said good-bye and bon voyage to *Joyce Muellner*, stores, General Office, who will study in Germany for four months as an exchange student.

Robert Mix was graduated June 20 from the eighth grade at Falconer School. He is the 14-year-old son of *Al Mix*, West Shops.

Art Eggert, South Shops, was recently promoted to assistant divisional storekeeper at this location . . . *John Gubbins* took over a Stock Clerk II position at South Shops . . . *Edward DeStefano* is now a Stock Clerk I at South Shops.

July 1 was the retirement date for four Stores Department men. *Howard George*, administrative assistant to superintendent of stores, General Office; *Otto Hoyer*, assistant divisional storekeeper, South Shops; *John O'Connell*, stock clerk,

West Shops, and *John Domanovich*, laborer, South Shops. Individual farewells were held for each man. Their fellow workers presented them with small gifts.

—DAGMAR McNAMARA

Keep Up The Good Work

69TH—We have a tradition to uphold at 69th Depot since we have won five safety awards in a row, and with everyone's help in reducing accidents we can continue to hold this honor.

Hello to all the operators who transferred from 77th Depot in the last general pick, and to all other newcomers.

Ed Shields suffered the loss of his daughter . . . *Charles Strehacker*, who was to have retired in a very short time, passed away . . . *George Kreith*, retired man, and *Harold O'Kane* died recently . . . *Columbus Gray* lost his mother . . . The brother of *Instructor John Volkhard* died recently.

—TOM DANIELS

Early Vacationer Visits Old Haunts

SCHEDULE-TRAFFIC—The early part of the vacation season found *George Fisher* enjoying his home state of Pennsylvania . . . Also on the list of June vacationers were *Art Langohr*, *Arvid Brandt*, *William Dentamaro*, *David Jacobs*, *Louis "Bernie" Kincanon*, *Arvin Kreutzer*, *Robert LaVoie*, and *Jacob Sumner* . . . *Ed Hill* planned to spend his vacation getting settled in his new home in Berwyn which he purchased recently.

Joe Karel underwent surgery at

Hines hospital on June 11.

M. B. O'Neill and *George Bryan* lost their mothers . . . *Frank Corbett's* father passed away recently.

—L. C. DUTTON

Skokie's Population Up Four Kittens

SKOKIE SHOPS—A blessed event at Skokie Shops recently was the arrival of four kittens.

Among vacationers at Skokie Shops were *William Michalik*, air-brake foreman, who toured the West with his family, and *Clarence Golz*, carpenter foreman, who spent his vacation with his daughter and son-in-law at Fort Bragg, North Carolina . . . *Ted McMillin*, clerk, spent one week of vacation fishing in Wisconsin with his family. He reported catching four fish . . . *William Jacobson* motored to Oregon to meet his son, who is on leave from service, and his son's wife.

Al Schmitz, upholsterer, was home one week after an operation, but is now back on the job . . . *Electrician John Mayer*, who was off for eight months with a broken hip, is now fully recovered and back at work.

Andrew Gnat, painter, passed away suddenly on May 22.

Electrician Bill Johnson's daughter and her family have recently moved to Chicago from Oklahoma and are being entertained at Bill's home.

Skokie Shops' baseball nine defeated the North Avenue team, 17 - 11; Forest Glen, 19 - 16; and North Park, 16-13, in recent contests with the help of *Gary Olson*, pitcher, and champion home run hitter *Walter Onysio*. The team has a record of three wins and no

losses. We can help the team by attending games.

Painter *Walter Gandor's* father-in-law recently passed away.

Machinist *Jim Corcoran*, who has been off sick for the last three months, came to pay us a visit recently.

George Rateike, divisional engineer, and *Mrs. Rateike* enjoy having their daughter home from college for summer vacation.

—DAVE GURWICH and
EVERETT E. ENGLAND

Grandpa Tells Of Two Stork Visits In A Day

SOUTH SECTION — *John Heffernan*, 61st Street clerk, announced that he became a grandpa twice on the same day. His daughters, one in Peoria, and the other in Washington, D. C., were blessed with duplicate bundles of joy. Each was a baby girl.

A card was sent by *Conductor Michael Sheerin* who stopped off in Windsor, Canada, on his way to the east coast.

Henry Hughes, who has been around for some time, was recently transferred from a porter on the South Section to a car cleaner on the North Section.

Robert Thompson, who took on all comers in golf, transferred from 61st to become an operator working out of 69th depot.

Those who planned a fish-fry hoped that *Charles Southard*, motorman who was in Canada, wouldn't disappoint them.

Porter Wiley Steward is busy making preparations for the marriage of his daughter, *Juanita*, who will wed August 5. The ceremony will take place at the Morning Star Baptist Church. This is the last of his three daughters to say, "I do."

Towerman Elmer Pipkorn took to the airways and when last heard from was in Miami, Florida, and headed for Hendersonville, North Carolina, where his two sisters live.

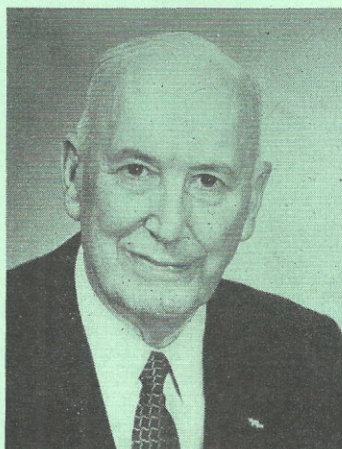
Thanks to *Supervisor Ed Munro*, and *Agents Mary Dunn* and *Susan Black* who cooperated with your reporter in assisting some out of town people in being reunited with their young son who boarded a train minus his parents.

A new yard foreman can be seen around the premises. *Jim Simmons* was promoted effective with the new pick last month.

Robert Owen Huff, son of *Yard Foreman Adolf Huff*, was ordained a Lutheran minister, and assigned to Peace Lutheran Church, Evansville, Indiana.

Clerk Con O'Sullivan proudly

93½ YEARS IN TRANSIT



C. F. Gustason



Theodore Kawol

NEARLY A century of transit service was chalked up by *Clarence F. Gustason*, chief power supervisor, and *Theodore Kawol*, chief clerk, both of CTA's Electrical Department, when they retired on pension June 30.

Beginning his transit career 47 years ago, on June 18, 1909, Mr. Gustason was employed first as a battery man with the former Metropolitan West Side Elevated Railroad Company. Subsequently, he worked as a substation operator and then as an electrical repairman for that firm and for succeeding rapid transit companies in Chicago. He became a power supervisor on November 16, 1914, and on July 31, 1926, he assumed the position of chief power supervisor.

Mr. Kawol, who also began with the Metropolitan West Side Elevated Railroad Company, started his 46 and one-half years of service on January 5, 1910, as a stenographer and clerk. He was transferred to the general office of that firm as chief clerk on October 1, 1911, and held that same position until his retirement.

A dinner in honor of the two men, attended by many of their friends and associates, was held at *Ray Harrington's Restaurant*, 2529 Milwaukee avenue, on Thursday, June 28.

announced that another boy, *Brian Michael*, was delivered to his home.

—LEO J. BIEN

Makes Second Trip Back To Auld Sod

SOUTH SHOPS — *Frank Coonan*, paint shop, made his second trip within six years to Dublin, Ireland, via Pan American Airways on July 2 to visit his mother and five sisters . . . Also boarding the same plane was *John Neylon*, paint shop, who will spend three months in that country visiting his mother, sister and two brothers in County Clare.

Carl Post, bus overhaul, chose United Air Lines as his transportation to Merced, California, where he attended the wedding of his nephew, *Donald Post*. The other stops on his itinerary included the fishing wharf at Monterey, the Orange Belt, Batiste Mission at San Juan, and the Gold Country, near

Yosemite Park and Las Vegas, Nevada . . . *Chief Clerk A. C. Lindquist* and his wife, *Mercedes*, vacationed right here in Chicago where they enjoyed the many beautiful spots that many of us fail to visit . . . *Safety Supervisors Frank Rothman* and *Peter Doot* spent a week in Marinette, Wisconsin, where they were guests of the Ansel Fire Equipment Company.

Virginia Draus, daughter of *Andy Draus*, foreman, paint shop, received her diploma at the Chicago Academy of Fine Arts. She is now working in her chosen field of costume designing.

Irv Krauledis and *Carl Welin*, both of the machine shop, are now eligible to bowl with the expert bowlers of the industrial leagues in a tournament which will be televised. They will probably bowl later in the summer or fall of this year on a Sunday evening.

Ed Roberts, car wiring, and his

wife spent their vacation in Wilmington, Delaware, visiting their son who is a first lieutenant in the Air Force with the 92nd Squadron at Newcastle Field.

The first of our 1956 vacationers to return to work was *Al Kirpach*, bus overhaul. Al, his wife, and son, *Lisle*, motored to New Mexico.

Joan Kruzich, daughter of *Frank Kruzich*, miscellaneous, was married to *Bernard Novak* at St. Agnes Church on May 26. The reception was held at the Palace Ball Room with about 350 guests attending, including many CTAers.

The winner of the trophy in the south bus overhaul Golf Tournament this year was *Edward Coates*, chief clerk, purchasing, who shot 75, scored 60 with a handicap, and set a course record. The tournament was again held at the Maple Crest Country Club on June 16. *Joe Kehoe* of south bus overhaul was chairman of the affair.

Frank Crouse, Jr., who attends Lane Tech High School was chosen by the Chicago Boys Club to be one of a group of students to go on a sight seeing trip to Springfield, Illinois. His father, *Frank Crouse, Sr.*, works in the body repair shop.

Mike Lavin, industrial engineer, was confined to Holy Cross Hospital recently where he underwent minor surgery.

Richard Naecker, blacksmith shop, injured his foot, causing a triple fracture of the left instep.

Machinist Mike Rubey and his wife vacationed in California . . . *Bill Hansen*, car wiring, and his wife toured the coast of California.

LeRoy May, bus overhaul, suffered the loss of his father on June 13.

Ronald A. Nutile, 18-year-old son of *Tony Nutile*, utility foreman, South Shops, recently visited home during a leave after he completed boot training at Great Lakes Naval Training Center. He then reported to the amphibious base at Coronado, California.

—EVELYN CLARK

Softball Team Off To A Shaky Start

TERMINAL INSPECTION SHOPS—Our softball team has started play but we are sorry to report it lost its first three games. The unfortunate part is that two of the games could have gone our way with just a few breaks. However, the boys are still in there giving their all. How about coming out and giving them some moral support?

NAME SCHOLARSHIP WINNERS

DAUGHTERS OF two CTA operators were recently awarded college scholarships given annually to children of members by Division 241, Amalgamated Street, Electric Railway and Motor Coach Employees.

They are *Angelle Alessi*, 17, daughter of *Operator* and *Mrs. Peter Alessi* (77th), and *Ellen Ann Lindemann*, daughter of

Operator and *Mrs. Charles H. Lindemann* (Beverly).

Miss Alessi, who was class president and valedictorian at Sacred Heart high school, will study at Loyola University, and *Miss Lindemann*, who was valedictorian of her June class at Morgan Park high school, will enroll at De Paul University.

Both girls want to become elementary school teachers.

At this writing, *Tony Salinero*, clerk at Wilson Shop, is in California with his wife and five children on vacation.

Lake Street Shop has been given a general cleaning and painting, with the result that it looks like a different shop. The same is being done at Wilson Shop.

For some reason, maybe because everyone is on vacation, news is scarce. Let's hope there's more to report next month.

—JOE FEINENDEGEN

Five Close Out Transit Careers

WAY AND STRUCTURES—Five men of this department retired during the last four months after many years of service with CTA and predecessor companies. *Charles A. Olsen*, motorman in the utility and emergency service division, took his pension March 1 after 49 years of service . . . Retiring on April 1 were *Austin Gavin*, laborer in the track division, after serving 33 years, and *Leopoldo Salato*, trackman in the track division, after 27 years . . . *Luka Sego*, trackman, completed 33 years of service on June 1 and took his pension . . . Taking his pension on July 1 was *John L. Chuck*, track gang foreman, after serving 44 years.

Jim D. Joeffrey visited California on his vacation recently. Making the trip out by train, he enjoyed the scenic landscapes along the way. While in California, he visited relatives on their ranch and actually made his first attempt at horseback riding.

Robert Gilmore, 20-year-old son of *Robert Gilmore*, material dispatcher in the utility and emergency service division, is attending the Naval Air Training School at Jacksonville, Florida, where he is studying electronics.

—VIOLET CARNES

He's A Son To Be Proud Of

WEST SECTION—(Logan Square)—*Motorman Walter Maschrzak* is rightfully proud of his son, *Robert*, who graduated from St. John's Military Academy, Delafield, Wisconsin, with highest honors. The boy was given the annual award of the Reader's Digest Association, an award made to students who, in their successful school work, show leadership promise.

Enjoyable vacations were reported by *Motormen R. Burrows* and *Clarence Nelson*, *Conductors L. Tabert* and *Ernie Foye*, *Switchmen A. Schneider* and *O. Steichman*, and *Yard Foreman B. Tripahn*. *Ernie* visited Sioux City, Iowa, and *Clarence* spent his vacation in Wisconsin.

(Lake Street) — *Sid Shapiro*, A.M. clerk, reported a very good June vacation.

(Garfield Park)—The mother of *Tom Dooley*, extra trainman, died June 14.

Motorman Fred Gerhardt took his pension July 1.

Conductor Anton Pogozelski, his wife and two grandchildren recently wound up a month's vacation in California and Mexico.

Your reporter took a week of his vacation, starting June 17, and caught 25 large, very nice, perch, crappies and bull heads in the Fox Lake region.

(Douglas Park)—Although *Motorman Joe Tirdik* was busy remodeling, adding two bedrooms and making general repairs around his home in Wheaton, he still managed to take advantage of the opening of bass season on June 15.

Motorman George Rankin is on a month's vacation, as we write this. He, his wife and daughter are making an extended tour of the Southwest . . . *Conductor Art Rossborough* returned after a two-week vacation in Ashland, Wisconsin.

Motorman Clarence Knox is back on the job after two years in the Army.

James Roche is acting West Section superintendent for three months while *S. R. Smith*, *F. T. Boland* and *F. W. Till* take summer vacations.

Laddie Kiery, night clerk, looks great after his vacation . . . *Stella Kokocki*, stenographer at Douglas Terminal, reported a pleasant June vacation.

Conductor William "Bill" Kenny, who has been ill for some time, is reported getting along well, as this is written. He is home now at 314 Norbert road, Hinsdale.

Andy Smith, night motorman, took his month's vacation in June . . . *Motorman Charley Adcock* and his family are in Florida on vacation at this writing . . . *Leroy Skowron* returned from his vacation.

Gateman William Wollenbert's wife is recovering from an operation at this writing . . . *Ray Dunn's* wife is home from McNeil Memorial Hospital . . . *A. Joyce* is on the sick list.

—ARTHUR L. DICKSON

Some Skedaddle, Others Stay Home

WEST SECTION—(Agents) — Vacation days are here again and everyone is going in different directions. *Agent Mildred Leppla* drove to Maryland and Washington, D. C., with her niece and brother . . . *Agent Josephine Eüert* took the train to Portland, Oregon, and to points in California . . . *Joseph Ryan* and his family motored to Twin Lakes, Illinois . . . *Emma Krumsieg* spent her vacation in Pennsylvania.

Spending his vacation in and around Chicago was *Agent Louis Goldberg*, who put in a lot of time working in his garden . . . *John Filepek*, *Helen Kiniry*, *Frank Zidek*, *Wietold Skonipski*, *Harold Mack* and *Peter Lagoonoff* also stayed close to home.

Agent Nellie Jennings lost her sister recently.

Agents Laura Sullivan and *Joseph Vanek* are off the sick list and back to work again . . . *Agent Catherine McKenna* is out of the hospital and recovering at home, at this writing.

—KITTY CONROY and RUTH HANSON

EXCHANGE VOWS



WHEN *DON SCANLON*, bus overhaul, South Shops, and *Mary Ann Sawicky* were married May 19, CTA employees were much in evidence at the wedding ceremony at St. Justin Martyr church and at the reception for 400 guests held at *Wozniak's Casino*. Among those present were *Don's* father, *George, Sr.*, assistant foreman, *Archer*; a brother, *George, Jr.*, who is an instructor in the school at Division and Western, and the bridegroom's two sisters, *Mrs. Mary Emerson*, Typist I, *Personnel*, and *Margaret Scanlon*, comptometer operator, Revenue Accounting.

Reported by *Evelyn Clark*

TRANSITADS

FOR SALE—Cemetery lot in Beverly Cemetery, 119th street and Kedzie avenue. Will sell for original price of \$250.00. Contact *Leo McKeever*, 610 N. 4th Street, Rogers, Arkansas.

FOR SALE—5½-room brick house, full basement, 66 by 145 feet, landscaped corner lot, gas heat, combination storm and screen aluminum awnings, wall to wall carpeting, electric and gas ranges. 87th street and Normal avenue. Telephone STewart 3-1720.

FOR SALE—Corner lake lot, 70 by 150 feet, at Silver Lake, two miles from Cary, Illinois, 35 miles north of Chicago. Hard top road. Near public and Catholic schools, churches and shopping. Telephone STewart 3-1720.

For And About Our Pensioners

ARCHER—*Adam Longhauser* recently paid us a visit. He spends most of his time in St. Petersburg, Florida. Any of you pensioners, who are near there, or are passing by, be sure to stop by and see him. His address is c/o Merritt Hotel, 663 Central avenue, St. Petersburg, Florida . . . *William Heise* recently underwent surgery and is getting along very well, at this writing . . . *Pensioner J. H. Corbett* died recently, as did *Pensioner Herman Miller*, formerly of Archer.

—R. H. FORTIER

BEVERLY—Many 77th men should recall *A. B. C. Dunham*, better known as *Abe*. He was the Clark-Wentworth motorman with the long beard and was noted for his remarkable resemblance to *Abe Lincoln*. Each year on February 12, *Abe* would don a stove pipe hat and tails and the daily papers would come out with photos next day. *Abe* retired in October, 1944, with 43 years of service. He started at the old 39th street Depot then moved to 61st and State, and later to 77th. He will be 77 years young next September. He is minus the beard now but the Lincoln profile is still much in evidence. He gets around well and is still very active in his lodge . . . *Ralph Ryskamp*, who retired in January, 1944, from Burnside is now living in Homewood . . . *David Kenneally*, who retired in 1951, is now living at 11543 Campbell, Chicago. Dave is working at Mercy High School and has three pensioners working with him—*Jim Dolan*, *Bill Lynch* and *Chris Larmon* . . . *Ed Nolan*, who formerly worked on the wreck wagon at 69th, is now living in Santiago, California.

Will Preibe, former supervisor at 69th, has been ill and has been in and out of the hospital. Will is now living at 7249 S. Troy, Chicago, and would enjoy seeing some of the boys . . . *Francis Crafton*, formerly of Cottage Grove, is located at 1966 E. Villa street, Pasadena, California, and *William King* is living at 3536 W. 168th st., Tarrance, California . . . Just learned that *Clerk Charlie Abt*, repairs, is a nephew of *Mossy Abt* who is on disability pension from 77th. *Mossy* is now confined at

Hines Hospital and would appreciate seeing some of the gang.

—FRANK BLACK

SOUTH SECTION — *Motorman Joe Hill*, who went on pension July 1, will reside at 440 N. E. 20th avenue, Royal Palm Village, Boynton Beach, Florida. All who might be out that way while on vacation are welcome to drop in . . . *Switchman Jerry Chlum* is keeping himself busy out in Ventura, California. Latest reports indicate that the weather is what the doctor ordered . . . What say, old buddies and pensioners: Why not send us some news items?

—LEO J. BIEN

TERMINAL INSPECTION SHOPS — *Philip Mascari*, retired cleaner at Logan Square, visited here recently. Although he underwent two operations, he is now in the pink of condition. He says hello to his friends . . . *Lawrence Hopkins*, retired foreman, also says hello. He celebrated his 84th birthday on May 30.

—JOE FEINENDEGEN

WEST SECTION — *Motorman Fred Gerhardt* took his pension July 1 . . . Discussing old times recently were *A. J. Porzel*, former Douglas Park conductor, and *Rudy Benes*, retired agent, at 57th avenue and Cermak road, Cicero, where *Porzel* is a school crossing guard. He says he has many friends among the children. Both he and *Rudy*, who seem to be in the best of spirits and health, have lived in Cicero for years . . . *Nelson Symons* says he has enjoyed the six years since he made his last conductor's run on the Douglas Park line very much. He still lives at 19th and Harvey in Berwyn.

Retired Gateman George Shwery still repairs shoes for his friends, as he did some time ago. He likes to visit his buddies every once in a while. He said many other interests also occupy his time.

—ARTHUR L. DICKSON

WEST SECTION — (*Agents*) — *Agent Mary Tracy* who retired recently, is now making her home in Eureka Springs, Arkansas . . . *Pensioner Mary Rezak* drove down to Florida with her husband and *Antoinette Bunde*. *Antoinette* also is a former agent.

—KITTY CONROY and
RUTH HANSON

RECENT DEATHS AMONG EMPLOYEES

J. K. BATRICH, 73, retired laborer, Track. Died 5-25-56. Employed 3-24-26.

VINCENT CAPONE, 63, laborer, Shops and Equipment. Died 6-13-56. Employed 7-9-29.

MICHAEL COLEMAN, 66, retired conductor, Kedzie. Died 6-2-56. Employed 8-18-20.

HARRY COOK, 78, retired agent, Loop. Died 4-20-56. Employed 2-2-42.

G. E. COPITHORN, 71, retired assistant to medical counsel, Legal Department. Died 5-20-56. Employed 4-27-06.

J. R. CORBETT, 72, retired service truck chauffeur, Utility Department. Died 5-30-56. Employed 9-8-17.

STEPHEN CUCULICH, 78, retired switch repairman, Track. Died 5-28-56. Employed 12-6-20.

THOMAS DENTON, 26, laborer, Shops and Equipment. Died 6-12-56. Employed 2-2-54.

ARTHUR J. DONOVAN, 75, supervising attorney, Law Department. Died 5-24-56. Employed 7-1-51.

TAYLOR FLEWELLING, 87, retired gateman, Lake Street. Died 6-11-56. Employed 5-11-17.

ANDREW GNAT, 55, painter, Shops and Equipment. Died 5-22-56. Employed 4-17-29.

MARGARET GRADY, 78, retired agent, Lake street. Died 5-24-56. Employed 6-9-19.

C. G. HELS, 79, retired conductor, West Section. Died 6-9-56. Employed 5-28-07.

F. S. HINKLE, 84, retired motorman, Lincoln. Died 5-29-56. Employed 5-1-91.

E. L. JAMAR, 74, retired car cleaner, Shops and Equipment. Died 5-9-56. Employed 7-28-44.

C. A. JOHNSON, 72, retired guard, North Section. Died 5-19-56. Employed 7-10-18.

JOHN KELLY, 76, retired motorman, North Avenue. Died 6-3-56. Employed 5-16-14.

F. W. KEMPE, 80, retired conductor, Limits. Died 6-1-56. Employed 4-24-99.

FRED KING, 68, retired motorman, Kedzie. Died 5-26-56. Employed 1-31-17.

RUSSELL McKAY, 67, retired agent, South Section. Died 4-9-56. Employed 1-17-39.

F. G. McKEON, 70, retired conductor, 77th. Died 5-21-56. Employed 4-11-11.

HERMAN MILLER, 71, retired motorman, Cottage Grove. Died 6-5-56. Employed 6-22-18.

J. J. MISEK, 68, retired motorman, Kedzie. Died 5-31-56. Employed 12-8-19.

C. A. MULLEN, 69, retired conductor, Lawndale. Died 5-22-56. Employed 2-26-07.

G. E. NELSON, 68, retired conductor, Devon. Died 6-4-56. Employed 7-9-18.

JOE PERKOVICH, 61, retired laborer, Track. Died 6-6-56. Employed 5-5-36.

L. J. ROCHES, 72, retired car repairman, Shops and Equipment. Died 5-18-56. Employed 11-19-06.

JACK SORICH, 54, laborer, Track. Died 5-19-56. Employed 4-1-29.

CHARLES STROHHACKER, 60, motorman, 77th. Died 6-4-56. Employed 11-4-19.

GEORGE SWANSON, 80, retired helper, Utility Department. Died 6-9-56. Employed 2-26-04.

NICHOLAS SWANSON, 67, retired painter, Building Department. Died 5-26-56. Employed 3-10-45.

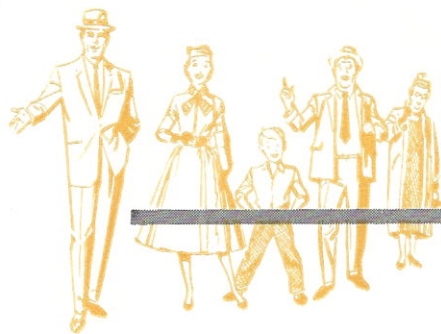
OTTO H. THOMPSON, 57, tinner helper, Road Department. Died 6-17-56. Employed 6-10-37.

E. J. TIERNEY, 79, retired motorman, North Section. Died 6-9-56. Employed 5-11-15.

GIOVANNI TRICOCI, 71, retired watchman, Track. Died 5-10-56. Employed 3-2-26.

JOHN ZAVODNY, 52, motorman, 77th. Died 5-30-56. Employed 4-29-43.

ANTHONY ZURR, 61, conductor, North Section. Died 6-18-56. Employed 6-9-17.



Our Public

SPEAKS



Matthew Regan

A WELL-KNOWN television personality has reason to feel grateful for the honesty of *Conductor Matthew Regan*, north section, rapid transit system, who recently found and returned an envelope containing a sizable amount of cash and signed checks which had been left on an "L"-subway train.

Jim Lounsbury, master of ceremonies of *Bandstand Matinee* on WGN-TV, was the loser of the envelope which held \$500 in cash and about \$5,000 in signed checks. He left a southbound Englewood train at Grand avenue station. As the train reached Washington street Regan noticed the envelope on the floor of the car. He turned it in at the end of the trip at 63rd and Loomis terminal where Lounsbury later claimed the valuable find.

Lounsbury subsequently told of his experience on his TV program and lauded the honesty of Conductor Regan and the courtesy of other Transportation Department employees whom he had met when he went to recover the money.

WHETHER a commendable act is noted on a television program or in a letter written by a patron, it, nonetheless, proves that many of our employees are aware of the importance of good public relations, and make every effort to promote our service.

Reprinted, in part, are a few letters of commendation recently received from passengers:

"Finest Morning Tonic"

"This is exclusively a letter to tell you that the employees of our company sincerely appreciate the kindness, courtesy and friendly helpfulness of *Operator Kelly Gillio*, No. 11648, Kedzie. He drives a morning special which takes 'our gang' directly to work. The folks feel that he is the finest morning tonic for all of us, and a large measure of our cheerfulness is due to him. For example, he patiently overlooks our 'late' habits. Recognizing a tardy passenger galloping down the street, he waits, and receives the latecomer with a friendly welcome. Needless to say, gracious gestures such as these warm everyone's heart."

"Neat and Clean Appearance"

"Bus driver No. 7959 (*John F. Kelly*, 77th) is deserving of commendation for his handling of the bus, which he brought to the curb, making it easier for me to board, and when he started up, he did so gradually and smoothly. His appearance was neat and clean and his mannerisms were attending strictly to business."

OF COURSE, we appreciate the letters of commendation received, but there is another side of the story, too. Here are a few letters in a different vein recently received:

"Today I boarded the same bus I usually ride every morning going to work, paid my fare and requested a transfer. When I arrived at my transfer point, I immediately made connections with the next bus. I handed the operator my transfer, but he refused it, saying it was an hour late. He said I would either have to pay another fare or else get off the bus."

COMMENT: This unpleasant situation could have been avoided if the operator issuing the transfer had been more conscientious in the performance of his duties. Incidents like these not only embarrass our customers, but CTA as well.

"While on my way to work this morning, three buses passed me up until finally the fourth bus stopped. None of the other buses were crowded, but they just didn't bother to pick me up. I was 15 minutes late for work because of this."

COMMENT: Many of our patrons depend upon our service to get them to and from work. We, too, must depend upon our patrons to keep our jobs. Unless we make our service as attractive as possible, patrons will seek other means of travel to their jobs.

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

	June 1956	May 1956	June 1955
Complaints	901	882	816
Commendations	87	87	134

RAISES, RACES

WINGED WINNERS

THE PIGEONS crowd at the bars of their portable cages, trying to gain freedom. Then, one by one, as *Walter Nowosielski*, 5934 W. Wilson avenue, Chicago, clerk at the Kimball terminal office, releases them, the feathered creatures streak skyward and pass quickly out of sight as they head back toward their loft.

Thus begins the first stage of training pigeons to race distances of from 80 to nearly 600 miles in various competitions held by Chicago racing pigeon groups. And Walter hopes to come through with some winning birds this year, as he often has in the four years since he began his hobby.

Walter, a nine-year CTA employe, devotes much time in conditioning his birds. As they fly each distance (which is measured carefully on a car speedometer) home in a qualifying time, the distance is progressively increased. No bird is allowed to fly a longer distance until that bird arrives back at the loft ahead of the owner. Those who fail to do this fly the same distance repeatedly until they beat Walter, traveling home in his car, or until the pigeon racer feels that they simply cannot qualify.

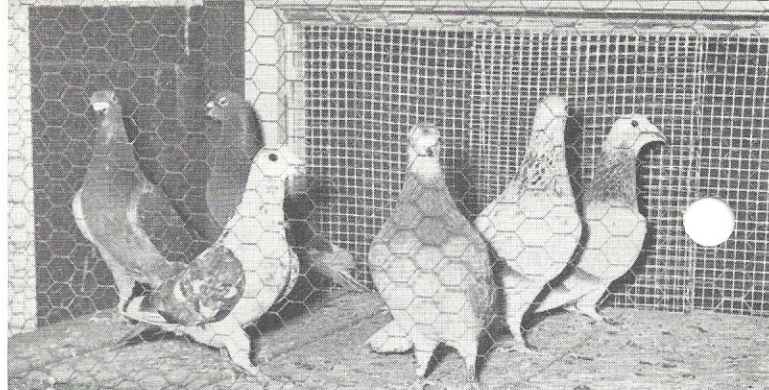
Before the actual training period begins in early summer, the birds are prepared for competition by feeding them specially prepared mixtures. One is a "breeder" feed, that keeps them in good condition and helps produce squabs which may some day become champions. At the start of the training period, the birds are put on a "racer" diet.

The pigeon enthusiast's unceasing efforts have paid off in awards and cash. Among Walter's flock of 82 are birds which have been awarded 12 certificates for placing high in local and city-wide meets. One winner netted a \$60 prize.

"The actual racing is the most exciting part of the sport," Walter stated. "My entries are shipped to the city where the sponsoring club will release them. Then I await a telephone call to the effect that my 15-bird team is off and flying."



WALTER, HIS wife, Helen, and his son, Gene, look over array of certificates which prove that among his birds are those which took one first, three second, and three sixth places in local and citywide contests. In each race from about 80 to several hundred birds were entered. Another certificate on the table states that one of Walter's birds placed 18th out of 2,789 entries in a 100-mile race from Sterling, Illinois.



THEY'RE WINNERS! These six birds all have placed high in races sponsored by the North End Concourse and the Chicago Greater Concourse, both affiliates of the American Racing Pigeon Union. *Walter Nowosielski*, who belongs to these groups, has entered his pigeons in races which range from the 80-mile event starting at Ashton, Illinois, to the 593-mile match beginning way out in Kearney, Nebraska.

Immediately Walter sets the starting time on a special clock mechanism. Then begins an anxious waiting period which lasts until the first bird arrives home at the loft. Although pigeons have that uncanny instinct which causes them to choose unerringly the shortest distance to the loft where they know food and shelter await them, strong headwinds or other factors may delay or prevent their arrival. Sometimes only a small fraction of a racing team makes it home.

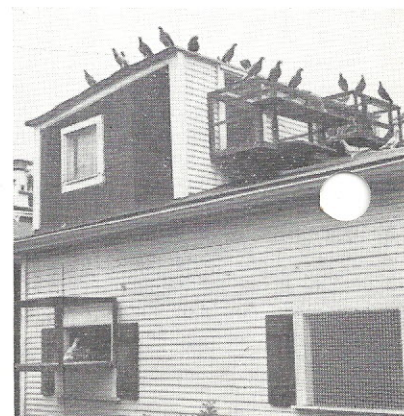
A fleet pigeon can cover about 1,000 yards per minute, and may even attain speeds in excess of 65 miles per hour. One of Walter's hen birds was clocked at a swift 1,274 yards per minute.

How can a pigeon's speed be measured? Like his fellow pigeon racers, Walter has a surveyor measure an exact "air-line" from each of the various cities where races originate to his loft.

When the first bird arrives at the loft, Walter moves into action. Catching the bird as quickly as he can—every second counts—he removes a metal band from its leg and inserts it in the timing machine. The finishing time is immediately stamped on a piece of paper inside the device. Then the entire timer is delivered to the local headquarters where the time is noted and compared with those of other entrants' birds.

In this year's competition, which will run throughout the summer, Walter probably will not be disappointed in his birds. For pigeon racers such as he, who truly enjoy their pastime and are willing to work long and hard at it, seldom find that their efforts go unrewarded.

THIS LOFT is home for Walter's 82 birds. Divided into four sections, it has two for male birds, one for females and a fourth for young birds. Pigeons on roof and in cage wait patiently for their evening meal which consists of wheat, millet, vetch, hemp, corn and other ingredients.



SCHOLARSHIPS THEIR SPECIALTY

WINNING college scholarships has become a tradition in the family of *Carl W. Wolf*, chief electrical engineer for the CTA.

For the third time in the past four years, one of his sons was selected to receive one of the annual \$500.00 scholarships awarded by the Newspaper Distributors Association of Chicago to newspaper delivery boys of the city.

The most recent son to be honored is 17-year old *Lloyd A. Wolf*, a 1956 graduate of Proviso Township High School, who made a 98.0 average in the qualifying examinations for the scholarship. This not only was the best mark recorded in this year's examinations but also was one of the highest grades ever made in the scholarship competition.

Lloyd's brother, *James*, now 21, triumphed in the 1953 competition and is a premedical student at Grinnell College, Iowa.

Another brother, *John*, 19, was a 1954 winner and used the scholarship to enter the University of Illinois School of Engineering.

Their father started the family tradition of earning pocket money by delivering newspapers when he was a boy. Some 13 years ago the oldest boy, *Charles*, now 25, took a route in the vicinity of the family home. Since that time there has always been one of the Wolf boys on the route.

There was no scholarship competition when *Charles* was



CONGRATULATIONS were in order in the household of *Carl W. Wolf*, CTA electrical engineer, when a third member of his family was named winner of a college scholarship awarded annually to newspaper carrier boys by the Newspaper Distributors Association of Chicago. The family group pictured here includes: (left to right) *Philip*, 15; *Mrs. Wolf*, *Lura Lee*, 23, *Lloyd*, 17, this year's winner; *James*, 21, 1953 winner; *Mr. Wolf*, *John*, 19, 1954 winner, and *Faith*, 12. The Wolfs' other son, *Charles*, 25, is an electrical engineer in St. Louis.

ready for college. He went to the University of Illinois School of Engineering on his own and is an electrical engineer in St. Louis.

The "baby" of the family, *Philip*, 15, now is taking care of the route. He's a freshman at Proviso. When he becomes a senior, he'll make his bid for a college scholarship.

It was the second time in the history of the newsboy scholarship that three boys in one family have won awards. On the record of the Wolf family, *Philip* should be a cinch to make it four when he graduates in 1959.

AWARD \$780.00 FOR EMPLOYE SUGGESTIONS

A TOTAL of \$780.00 in awards for 14 suggestions relating to operational improvements were approved at a recent meeting of the CTA Employees Suggestion Plan committee.

Eight of the adopted suggestions were submitted by employees of Skokie Shops, two came from South Shops workers, two from Shops and Equipment Department personnel at Archer station, and one each from Transportation Department employees at Keeler and Limits stations.

Two were supplementary awards, based on a recently established policy which provides for a review of all adopted suggestions one year after they have been placed in use. If the review determines savings resulting from the suggestion are greater than originally estimated, a supplementary award is approved.

The other 12 were first time awards for ideas never before submitted which the committee judged worthy of adoption.

Winners of the supplementary awards were *Clarence Golz*, Carpenter Shop, Skokie Shops, who received an additional \$300.00 for an idea submitted in July, 1954. At that time, he received an original award of \$150.00 for suggesting the replacement of brass sashes on 4000 series rapid transit cars with aluminum sashes that could be made on the premises at Skokie Shops.

The second supplementary award of \$80.00 was made to *Oliver M. Lang*, Paint Shop, Skokie Shops, for a suggestion originally adopted in June, 1953. This recommended the use of a chemical compound and a steam jenny for washing cars preparatory to repainting. He was awarded \$75.00 at the time his original idea was adopted. The committee also voted Lang \$25.00 in addition to his supplementary award for still another suggestion submitted in February of this year.

Others who shared in the recent awards and the amounts received by each were *Harry Mingee*, Paint Shop, Skokie—\$25.00; *H. A. Hitterman*, Air Brake Department, Skokie—\$15.00; *Joseph Neboska*, Machine Shop, Skokie—\$75.00; *Leo Kozlowski*, Bus Overhaul, South Shops—\$120.00; *Louis Kariolich*, Wiring, Skokie Shops—\$25.00; *O. A. Link*, Machine Shop, Skokie—\$25.00; *Edward Adams* and *Bruno J. Feret*, Bus Repair, Archer, who collaborated on a suggestion and were awarded \$20.00 and \$30.00, respectively; *Joseph Kehoe*, Bus Overhaul, South Shops—\$10.00; *Ward H. Chamberlain*, Transportation Department, Limits—\$10.00, and *Joseph Czarnecki*, Transportation Department, Keeler—\$10.00.

INQUIRING REPORTER:

Irving J. Metzger

LOCATION: Limits

How does weather influence your disposition?

WILLIAM H. FOESTNER, bus operator: "It seems as though a sudden change of weather such as Chicago had recently—a drop of 50 degrees from 93 to 43 in a short interval—makes me susceptible to colds. I also require more sleep and have a general sluggish feeling, but normal changes don't bother me."



PHILIP HUBER, bus operator: "Chicago really has a climate with a lot of variety and with a lot of sudden changes. Sometimes these changes make it hard to keep in a good humor. I've learned that the only way to tide it out is to adopt the policy of an old Irish friend of mine—that is, grin and bear it."



PHILIP WINNICK, bus operator: "A nice, sunshiny day with a temperature of around 75 degrees—that's my ideal. It makes my outlook on life much more cheerful. Of course, one has to put up with extreme cold and heat, as well as a lot of wet weather, but that doesn't mean one has to like it or feel better because of it."

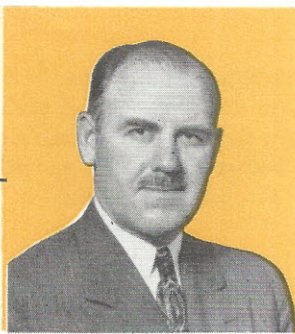


VINCENT P. SHAYER, bus operator: "Cold weather is the only kind I don't like. When that old mercury starts making the plunge down toward the zero mark, my feet get cold and I feel as though I've been through the mill. Give me the warm, shirt sleeve, weather every time."



CHARLES T. PRINZ, bus operator: "I've always felt that the weather is a very important factor in influencing a person's disposition. Take me, for instance. During hot weather, the high temperature during the hottest part of the day usually bothers me."





medically speaking

By Dr. George H. Irwin

CTA Medical Director

CHECK UP ON YOUR HEALTH

PERIODIC health examinations are very important because they often reveal some illness or defect in its early stages when it can, in many cases, be corrected or cured if prompt treatment is started. People who have been helped this way feel better, work more efficiently and live longer.

Repeated absenteeism from work can often be eliminated by periodic examinations, especially if some unhealthy condition is discovered. Normal health can often be restored. Just to cite an example: When an employee takes frequent days off because he does not feel up to par, it often follows that even when on the job he is not able to carry out his work efficiently. Noticing this, his fellow workers feel that he may be "goldbricking."

When, finally, he goes for a medical examination he is very much surprised to learn that he has some ailment that he never suspected. After treatment is started the employee feels better, works more regularly. When his coworkers understand that there was a reason why he was losing so much time, their resentment ceases and there is a better feeling all around. In this case, while the employee is primarily the one who is helped, his employer also benefits by the worker's more regular attendance on the job.

There is only one purpose of these examinations and that is to discover if some disease exists, take the proper measures to correct it and restore normal health. A few have the wrong idea that such an examination is only to find a defect which might result in the loss of their job. As a matter of fact, it works just the opposite. When a chronic

disease is found and treated by the family doctor it will enable the employee to stay on the job longer than he would otherwise.

The type of periodic examination varies. It may be an ordinary physical examination given in the Industrial Medical Department, in the family doctor's office, or in a clinic or hospital. Then, if anything unusual is found, further investigation by x-rays and other laboratory tests can be completed at the hospital.

The frequency of the examination is important. Experience has taught us that it is a wise plan to have a complete medical examinations at least once a year even though feeling well. Many people select a time, such as their vacation or birthday, to make an appointment for their annual check-up. The average car owner does not wait for his car to break down before he takes it in for service. Yet, many neglect the same attention to their personal health. Get the habit of regular medical surveys. These regular annual visits will most certainly improve your health in the long run.

The value of periodic physical check-ups is unlimited. A recent study of health information revealed that one out of every four persons interviewed had signs of health impairment and one out of eight had conditions not previously known to them. The greatest benefit of an annual check-up is the personal satisfaction one gets from knowing if a defect is found and corrected one will have the peace of mind which goes with good health.

"GUARANTEED INCOME" SERVICE INAUGURATED

CTA's first "guaranteed income" service, an extension of 87th street bus service northward to serve the Scottsdale shopping center, was inaugurated on June 18 on an experimental basis.

The extension is northward in Cicero avenue from 87th to a terminal at the Ford Plant on 76th street, near Cicero, marking the first time that a civic or business organization has guaranteed CTA against loss in extending its service.

The extension was installed at the request of the Scottsdale Merchants Association, 7905 S. Cicero avenue.

The new service, one and one-quarter miles in length, is operated at 30-minute intervals between the hours of 9:00 a.m. and 3:00 p.m. and between approximately 6:30 p.m. and 9:50 p.m. Mondays through Fridays, and between 9:00 a.m., and 6:00 p.m. on Saturdays for a 60 day trial period.

No service is scheduled on Sundays and holidays.

The cost of operating this service on the above basis is \$200 per week. The Scottsdale Merchants Association has agreed to pay that amount to CTA on each Monday during the test period. A close check of "new business" fares collected is being made and proper refund made to the merchants, group up to the \$200 figure each week.

In addition to providing bus service direct to the Scottsdale Shopping Center and the Ford Plant, the extension provides a means of connecting the 87th street line with the South Cicero line and the 87th street line with the 79th street line. It also makes it more convenient for riders on all these lines to make connections instead of using the Kedzie avenue service which is the nearest north-south route and located two miles east of Cicero avenue.

Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



JULY IS a critical month in every garden. It either shows care and attention or the weeds have taken over. The early flowering perennials have finished their flowering and have gone to seed, and here and there the insects have been busy at injuring or destroying the plants.

Much of this was discussed in previous issues and need not be repeated here. But a few reminders might be in order.

Take a little time some cool pleasant evening, put some anti-mosquito "dope" on your exposed skin, and hoe out or yank all weeds. Then mix combination spray or buy an all-purpose dust or spray to destroy insects and diseases. Apply it freely on top and underside of the foliage and on every plant in the garden. All the time you spend in spraying, spading, cultivating and planting is ineffective without the follow-through in July and August, too.

Watering the garden in July is highly important if properly done. It matters not what time of day or night you apply water so long as you don't water after spraying with insecticides. Nor is it good practice to apply water that will remain on the foliage of the plants through the early morning or late evening when fungus growths will be encouraged by the moisture.

The best way to water a garden is to place the hose on a piece of plank laid on a part of the vacant soil and let the

water run at low pressure until the whole area is flooded. Too strong a stream will splash off the wood and wash away the soil. Another way to water the garden is to use a canvas "soaker" laid on the ground between the plants and attached to the hose. Water seeps through the canvas in gentle streams and floods the area.

Short of that you cannot apply too much water at one time. You can, however, injure your plants by watering them too frequently. It is absolutely necessary to permit the soil to become dry after each watering before applying any more. As the water sinks through the soil it draws air after it which is essential for root growth. If more water is applied before the last watering has drained away, the roots will suffer for lack of air.

July is a good month to get busy if you want beautiful iris in your garden. It is one of the easiest plants to grow. Iris like a sunny location in a soil that is not too heavily clay so water drains through it readily. Soon after iris has bloomed and when the leaves start showing yellow tips is an excellent time to divide or move the plants. It's the time to plant new iris, too.

In July the chances are your garden needs food. One of the best ways to apply this is by spraying the plants and surrounding soil with a complete fertilizer that totally dissolves in water. Just be sure the fertilizer includes nitrogen, phosphorous and potash, along with trace elements.

When you apply a soluble plant food, cover the leaves as well as the ground because the plant has pores that will draw in the food. You will be surprised how this type of treatment will keep pansies blooming much better during hot weather. It will benefit tuberous begonias and other plants as well.

THIS "HAPPY HOLIDAY" WAS THE McCOY

WHEN DORIS McCOY, wife of Bus Operator Patrick E. McCoy, 69th Depot, sent a 25-word "screed" to the "Your Happy Holiday" radio show, which originates from Disneyland, telling why she would like to be on a "happy holiday" touring Disneyland, she never thought her composition would win for her and her family an all-expense-paid trip to Hollywood. However, on May 18, only 11 days after she sent in the screed, the couple and their three children, Anthony, 15; Timothy, 11, and Pamela, 10, were being met at the Los Angeles airport by the producer of the show.

In the next few days, the family toured the Warner Brothers' and the Walt Disney studios. They had their picture taken with Henry Fonda at the Warner studio.

Newsreel cameras ground as the McCoy's toured Disneyland (where they were introduced to John Caradine, a character actor). Films of their tour were shown on Walt Disney's television program June 11.

Having dinner at famous entertainment spots also figured on the agenda of the CTA bus operator and his family. At the Beverly Hilton hotel, their guest was ex-King Michael of Rumania, who confided to Pat that he couldn't get used to American food. He said he was used to meals of all sweet or all sour foods.

While eating with Clarence Nash, who is the voice of Donald Duck, and Cliff Edwards, the mouthpiece of Jiminy Cricket, the family also met the famous duck himself.

Other places the five visited included the Brown Derby and the Moulin Rouge where they also enjoyed a show. The McCoy's rounded off their tour by visiting the home of Thomas Duggan and appearing on the Lawrence Welk show.

A recording of the Don McNeil radio show, on which Mrs. McCoy learned she had won the trip and the prizes, was aired on the May 29 "Your Happy Holiday" show.

SOME OF the prizes won by the McCoy's are shown by members of the family in their home. Behind new stove are (left to right) Pat, his wife, Doris, and Anthony, who stands behind movable dishwasher which holds boxes of games presented to the McCoy children. Pamela and Timothy (bottom) display character drawings autographed by their creator, Walt Disney. Other prizes, not shown, included a 15 cubic foot freezer and a rug.



To the Ladies

FROM ELLEN

SMORGASBORD IS SERVED

SUMMER ENTERTAINING can be a pleasure and much easier than you think when you offer your guests a smorgasbord supper. It needn't be an elaborate buffet like those you find in Scandinavian restaurants. It's easy to borrow the basic idea and make it a simplified American version, planned according to your personal preferences and the number of guests.

We have obtained a new cook-booklet just off the press which tells you exactly how to proceed. Entitled "Smorgasbord Is Served," it's packed with helpful information. There's a basic menu pattern, suggestions for appropriate menu additions, tips on serving customs and table decorations, and some of the distinctive recipes which are not found in standard cook books.

In planning a smorgasbord, the book-

let explains, provide food for each of these categories: (1) appetizers, (2) salads and sliced cold foods, (3) hot dishes, (4) cheese and crackers. Although all the food goes on the table at once, it usually is eaten in these courses.

Fish appetizers are a first requisite and, to simplify the preparation, the booklet suggests opened tins of sardines, anchovies and other seafood assembled on a tray. These snackish bits are to be enjoyed with any of several kinds of bread—crisp rye wafers, bread sticks, pumpernickel or soft rye.

Among the suggestions for salads and sliced cold foods are cabbage slaw, chicken and celery salad, sliced cucumbers vinaigrette, cold cuts and whole sliced ham.

Swedish meatballs and brown beans are featured as the hot dishes. If you

A NEW cook-booklet, "Smorgasbord Is Served," is packed with helpful information about Scandinavian buffet suppers, simplified American style.

want authentic meatballs, you'll have to make your own and there's a recipe for them in the booklet. For the brown beans use the Boston type flavored with molasses which are available in cans or jars. When reheating them, add whatever touch you like—a bit of mustard, some crumbled bacon or sauteed onion rings.

Cheese and crackers are highlighted as the proper wind-up for a smorgasbord meal but for those who insist on a sweet dessert, the booklet includes recipes for Swedish Pancakes and Swedish Sunday Cake.

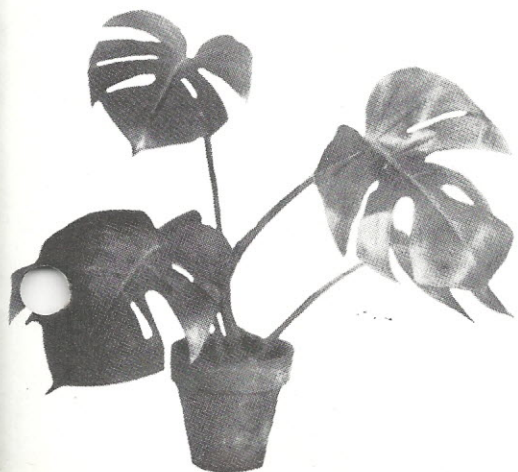
For your free "Smorgasbord Is Served" cook-booklet write Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois.



HOUSE PLANTS IN SUMMERTIME

MOST HOUSE plants are prized because of their foliage patterns or attractive form and not for the inconspicuous flowers they bear. Since most of them originate in the tropics, we are apt to think they only need special care during the cold winter months.

Below: *Philadendron pertusum*



This is a fallacy. If you want healthy attractive house plants in winter, you must give them some special care in summer. Wash the broad leaved plants, including both upper and lower surface of the leaves, with a damp cloth in order to remove dust and grime which will give them better opportunity to "breathe." Give them fresh air occasionally, possibly moving them to an open porch, but not exposing them to drafts.

Every few weeks turn the plant on its side and play a strong stream of water from the faucet or with a syringe on upper and lower side of leaves to drive off red spider or other insect pests.

Do not expose the foliage plants to strong sunlight because this may injure them by "burning." Don't water the

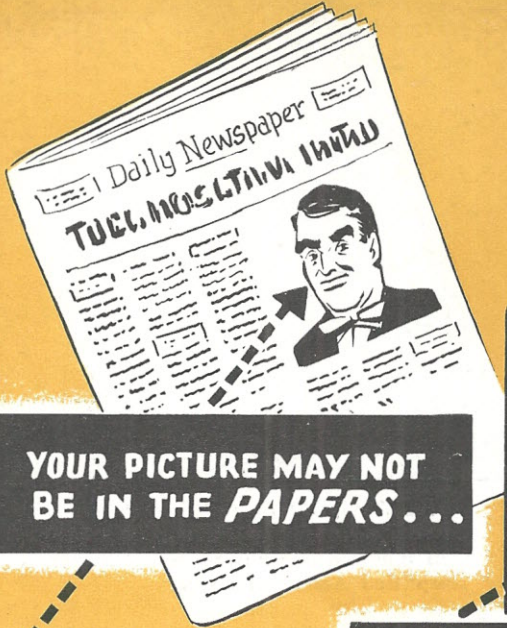
plant until the soil in the pot is dry and then submerge the pot in a bucket or vessel of water, leaving it till no more bubbles arise. Then remove it and permit all excess water to drain out. If the container has no hole in the bottom, lay on its side to drain.

Feed the plant about once a month with a complete plant food that is soluble in water. Be careful, however, to follow directions on the package and not make a stronger solution than that recommended.

Finally, if you have a suitable place in the shade outdoors, place your house plants there until September, submerging the whole pot up to its rim in the garden and placing a few stones or gravel underneath to provide drainage.

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

Form 3547 Requested



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