

APRIL, 1957

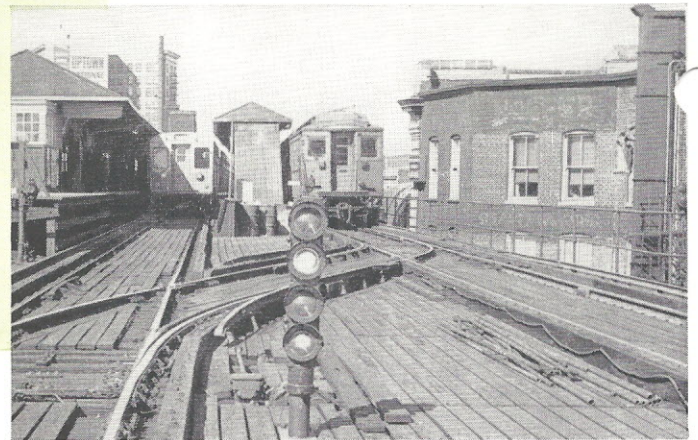
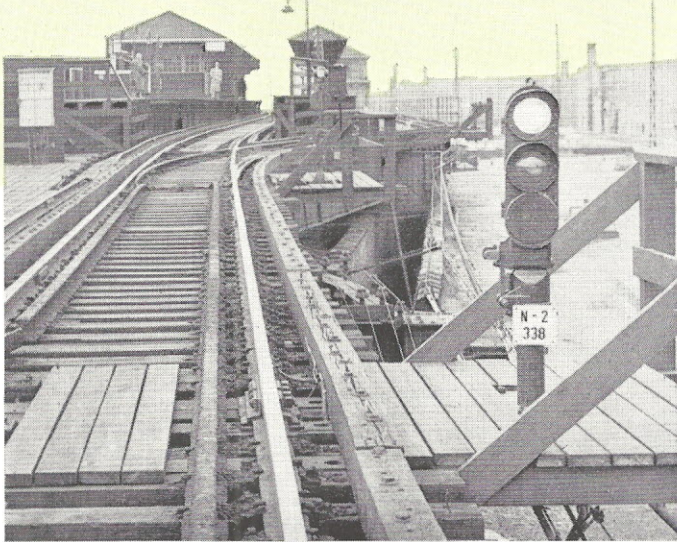


TRANSIT NEWS

OVER 1,000 flowering crab-apple trees form a background for spring in Grant Park, delighting visitors and attracting lunch-time strollers from nearby Michigan avenue.



ADDED SIGNALLING PROTECTION AT WILSON AVENUE



AUTOMATIC WAYSIDE signals now protect trains unloading and loading at the Wilson avenue station of the north-south "L"-subway route. The new installations by CTA's Electrical Department provide an additional safety measure for all trains operating through the station in both north and south directions. The picture at left is a view looking south at the station, showing the new signal device in the right foreground. Above, the colorlight signal installation for the northbound track appears in the center foreground.

AUTOMATIC WAYSIDE signals to protect trains loading and unloading at the Wilson avenue station were installed and placed in operation recently.

The new signal installations provide an additional safety measure for all CTA and North Shore Line trains operating through the station in both north and south directions. By spacing trains a safe distance apart, the signals protect both trains standing in the platform area and following trains approaching the station.

The installation consists of two automatic colorlight signals placed along the main northbound and southbound tracks at approach points to the station. The signal for northbound train movements is located about 65 feet south of the Wilson avenue center platform, and the signal for southbound traffic has been placed about 80 feet north of the platform.

The signals are activated by the train movement over track circuits. If any portion of a train is within the station limits area, the signals display a stop indication to following trains. The stop signal is a red light which holds steady

while a train is in the station. When it clears the station, a yellow light indicates that the waiting train may proceed with caution into the station proper.

The protected area extends for a distance of 525 feet along each track. The cost of the installation was approximately \$7,000.

Operating officials said this installation is one of the safety measures proposed by CTA during the coroner's inquest in connection with the Wilson avenue collision on November 5, 1956.

CTA engineers are now making preliminary studies and surveys concerning the proposed four-track operation through the Wilson avenue station area.

Experimental tests also are presently being made on the installation of flashing tail lights on the rear of four cars in service on the Lake street and Ravenswood branches of CTA's rapid transit system. In the experimental operation, two top lights on the rear of the cars hold a steady red signal when the cars are moving. These two lights flash alternately when brakes are applied.

VOLUME X

CTA TRANSIT NEWS

NUMBER 4

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

David E. Evans, *Editor*

W. M. Runyon, *Assistant Editor*

Ellen Miller, *Editorial Assistant*

W. M. Howlett, *Supervisor of Publications*

John J. Bowen, *Supervisor of Production*

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

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

RECENT CTA ADDITIONS TO THE ARMED FORCES

L. D. Clemons—Transportation
(Limits)

J. E. Eckel—Steno-Duplicating Department
(General Office)

There's a line on the ocean where by crossing you can lose a day. There's one on the highway where you can do even better.

1956 Pension Payments

Pass \$6,000,000

EMPLOYEE AND management contributions to the Retirement Plan for CTA employes totaled \$7,422,159 during the 1956 Plan Year, according to the annual report of the Trustee of the Plan, released recently by *H. B. Storm*, secretary of the Retirement Allowance Committee. This sum represents contributions of \$2,475,350 by employes and \$4,946,809 by CTA.

During the same 12-month period, ending December 31, 1956, payments of \$6,129,967 were made to retired employes, their beneficiaries, or in refunds, the report revealed.

Since June 1, 1949, when the Plan was inaugurated in its present form, payments to employes and their beneficiaries

have totaled \$32,706,579, the report stated. The net assets of the Plan as of the end of the year were \$15,030,756, of which \$14,738,480 was invested in United States Government Securities, according to the trustee's report.

The secretary announces that the annual distribution of individual record cards giving a statement of the exact amount credited to each employe's pension account at the end of 1956, will be distributed by paymasters during April to all participating employes. These cards should be retained for future reference.

The report card shown on this page indicates the earnings of a hypothetical employe, a conductor with 26 years of past service. Applying the information on the front side of the report card to the formula set forth on the reverse side determines that under the employe's past service he has 26 years or 26% of his annual rate which is \$3,700 per year or a total annual past service credit of \$962.

The employe has earned a total of \$32,055.72 since June 1, 1949. Applying the retirement formula for future service the employe receives 1½% of his total earnings on an annual future service credit of \$480.84. By adding his annual past service credit and the annual future service credit together the employe has a total annual retirement credit estimated at \$1,442.84. This estimated credit is as of the end of the Plan Year 1956 and will increase with each yearly earnings up to the employe's 65th birthday.



Your Retirement Benefits Are Valuable!

Do you know that an employe now age 50 with 15 years of service, who is earning approximately \$400 per month will have at the age of 65 an equivalent of \$22,000 in retirement benefits? If he leaves the service of the Chicago Transit Authority at age 50 it would require approximately \$200 more per month for the next 15 years to accumulate a fund to give the same amount of retirement benefits.

THE RETIREMENT PLAN FOR CHICAGO TRANSIT AUTHORITY EMPLOYES

TO ESTIMATE YOUR PENSION AS OF END OF PLAN YEAR 1956 USE ITEMS MARKED 1 2 AND 3 FROM THE OTHER SIDE OF THE CARD.

PAST SERVICE	3,700.00	×	26%	=	962.00
ANNUAL RATE (1)			YEARS (2)		ANNUAL PAST SERVICE CREDIT
FUTURE SERVICE	32,055.72	×	1 1/2%	=	480.84
TOTAL ACCUMULATED EARNINGS TO DATE OR TO AGE 65 (3)					ANNUAL FUTURE SERVICE CREDIT
					ESTIMATED TOTAL ANNUAL PENSION CREDIT
					1,442.84

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

YOUR CREDIT WITH THE PLAN	1,017.72	+	37.59	=	1,055.31
TOTAL ACCUMULATED CONTRIBUTIONS TO DATE (4)			ACCUMULATED INTEREST (5)		TOTAL

THE RETIREMENT PLAN FOR CHICAGO TRANSIT AUTHORITY EMPLOYES REPORT OF EARNINGS AND CONTRIBUTIONS FOR YEAR 1956

THE ABOVE REPORT SHOWS THE AMOUNT OF EARNINGS, CONTRIBUTIONS, AND INTEREST CREDITED UNDER THE PLAN FOR THE YEAR INDICATED ABOVE TOGETHER WITH THE TOTAL ACCUMULATED EARNINGS, INTEREST, AND CONTRIBUTIONS (INCLUDING F.O.A.B. EQUIVALENT FROM OCTOBER 1, 1947 TO JANUARY 1, 1951), FROM THE START OF THE RETIREMENT PLAN ON JUNE 1, 1949. ITEM (1) ON THE REPORT SHOWS YOUR ANNUAL RATE OF EARNINGS CREDITED TO THE PLAN FOR PAST SERVICE. ITEM (2) SHOWS THE NUMBER OF FULL YEARS OF PAST SERVICE CREDITED UNDER THE PLAN.

TO ESTIMATE YOUR RETIREMENT BENEFITS AS OF THE LAST PAYDAY FOR THE YEAR 1956 INSERT ITEMS (1) AND (2) TOGETHER WITH THE TOTAL ACCUMULATED EARNINGS TO DATE ITEM (3) IN THE BLANK SPACES OF THE FORMULA SHOWN ON THE REVERSE SIDE OF THIS CARD.

YOU SHOULD RETAIN THIS REPORT OF EARNINGS AND CONTRIBUTIONS AS A PERMANENT RECORD.

H. B. STORM SECRETARY

FORM 4117110-0

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

EMP. NO. NAME SS-NO. EARNINGS FOR YEAR TOTAL EARNINGS TOTAL CONTRIBUT. TOTAL INTEREST TOTAL PENSION CREDIT

Elston and Clybourn Routes to be Consolidated

CONSOLIDATION of Elston avenue (No. 55) and Clybourn avenue (No. 41) bus routes, effective Sunday, April 28, was authorized on April 4 by Chicago Transit Board in a move to provide more convenient service between the northwest area and the Loop, and to establish a new transfer interchange connection with the North-South "L"-subway at Clybourn and North avenues.

This new operation and related service revisions are as follows:

1. Restoration of all-day through service from 6:30 A.M. to 6:30 P.M., Mondays through Fridays, between Elston and Milwaukee avenues and the Loop via Elston, Belmont, Clybourn, Larrabee, Chicago, Orleans, Franklin and Monroe to State and Monroe. From the Loop, buses will be operated south in State to Adams, then west to Franklin and north over the in-bound route to Elston and Milwaukee.

Between 6:30 P.M. and 6:30 A.M. on week-days, and all day Saturdays and Sundays (and holidays), the consolidated Elston-Clybourn route will not enter the Loop, but will turn back north at the Chicago avenue station of the North-South "L"-subway, the terminal of the present Clybourn service.

2. A supplemental week-day rush hours service that will operate between Elston and Pulaski Road on the north and the Chicago avenue station of the North-South "L"-subway via Elston, Division, Crosby, Larrabee and Chicago avenue.

3. An Elston avenue mid-day service that will operate on week-days only between the off-street terminal at California avenue near Roscoe street and the Chicago avenue station of the Logan Square-Milwaukee Avenue "L"-subway via California, Elston, Fry, May and Milwaukee.

4. Shift of the Taylor-Sedgwick-Sheffield route (No. 37, from Wells street back to Orleans street in the section between Division street and Chicago avenue, where it formerly operated.

It was pointed out that there are many practical advantages for CTA riders in the consolidation of the Elston and Clybourn routes and the related service revisions. The section of Elston north of Belmont will again have all-day through service on week-days to and from downtown, and for the first time will have a transfer interchange connection with the North-South "L"-subway at the Clybourn-North station.

Service between the Montgomery Ward store, 621 W. Chicago avenue, and the northwest section of Chicago will be improved since both the Elston-Clybourn consolidated route and the Elston rush hours service will be operating past the store. Furthermore, east Chicago avenue service, heavily used by Montgomery Ward employes and customers, will be improved by the supplemental Elston rush-hours service operating to and from the Chicago avenue station of the North-South "L"-subway.

The consolidated Elston-Clybourn route will also improve service for the Frances Cabrini housing extension project now being constructed south of Division and east of Larrabee.

Travel time will be reduced by entering and leaving the Loop via Orleans and Franklin instead of Wells street, over which the present Elston rush hours service operates.

Two difficult terminal problems will also be relieved. The present terminal operations of the Clybourn route in Melrose street and Oakley avenue, both residential streets, will be discontinued, and traffic interference caused by the present terminal at May and Chicago will be minimized.

RESUME SERVICE AROUND STOCKYARDS LOOP

NORMAL OPERATION around the elevated loop through the Stockyards at the west end of CTA's Stockyards "L" shuttle branch was resumed April 8.

An emergency operation of trains on this branch had been in effect since August 22, 1956, when a fire in the area of Packers station damaged that station and part of the "L" structure, making it impossible for trains to circle the Stockyards loop and necessitating the temporary closing of Packers station.

During the interim, partial service was provided to Racine and Swift stations on the northernmost east-west leg of the loop by trains doubling back over single track and to Armour station on the easternmost north-south leg of the loop in the same manner.

CTA crews undertook the rebuilding of the "L" structure, renovating Packers station, removing rust from rails and other preliminary work required before regular service was resumed. The cost of this project, estimated at \$21,714.00,

was borne by Armour and Company. The Chicago Junction Railroad Company owns the Stockyards branch structure.

Normal service on this route is provided 24 hours a day from 12:04 A.M. Mondays to 12:04 A.M. Sundays. Trains do not operate on Sundays. Headways during weekdays are about six minutes during peak periods and 12 minutes during midday and evening hours. Thirty-minute service is provided in late evening and early morning hours of week-days. On Saturdays, 10-minute headways are in effect throughout the morning and evening peak periods and midday base periods. During late evening hours on Saturdays, 20-minute headways prevail.

On Mondays only, trains operating between 12:04 A.M. and 5:00 A.M. make no service stops west of Halsted station. During these same hours on Tuesdays through Saturdays, trains make service stops at Armour and Swift stations, but do not provide service at Exchange, Racine and Packers stations.



FIVE STATIONS RECEIVE ANNUAL ACHIEVEMENT AWARDS



THE DISTINCTION of being the first rapid transit system station to win an annual special achievement award went to Logan Square station. Two veteran members of the operating personnel were selected to receive the award plaque, presented by *Charles E. Keiser*, second from left, superintendent of transportation. In the picture with him are, left to right, *Conductor Edward McIntosh*, *Walter J. Gillies*, station superintendent, Lake and Logan branches, and *Motorman John Bielat*.

“YOU MADE 1956 the safest year in CTA history.”

With these words, *General Manager Walter J. McCarter* congratulated personnel at five CTA operating stations which were the winners of 1956 annual Station Achievement Awards.

The statement was part of a special message addressed to operators which was distributed to Transportation Department personnel at recent presentations of the awards. Three of the awards went to surface system stations and the other two were won by rapid transit system installations.

Mr. McCarter's letter said, in part: “My sincere thanks to you men. You made 1956 the safest year in CTA's history. It is the second year in a row that you established a new record for the fewest number of public accidents. The very

fact that you are able to make a continual reduction in accidents despite the ever-increasing traffic problems is a definite indication of your skill and attention in operating our vehicles.”

The five stations honored in the SAA presentations were: Surface Division—passenger award to 69th; traffic award to Kedzie; and special achievement award to North Avenue. Rapid Transit Division—traffic passenger award to Laramie, and special achievement award to Logan Square.

Citing the individual records which won the annual awards for the respective stations, a special report distributed at the presentations carried these comments:

“69TH—During 1956, 69th Street station showed that consistently good work in accident reduction pays off in the long haul. Although the reduction in any one quarter was not enough to win a quarterly award, the year-long reduction in passenger accidents put the station on the top for the annual award.

“This Achievement was won the hard way, too, because the rate 69th had to beat was low. The average passenger frequency rate for 1953-54-55 was 5½ passenger accidents for each 1,000,000 passengers carried. During 1956, the rate was cut to 4½, or one passenger accident less for each 1,000,000 passengers carried.”

REPRESENTING THE personnel at 69th street station at the annual Station Achievement Award presentations were four operators with outstanding passenger safety records in 1956. Flanked by *Charles W. Zeiher*, left, night superintendent, and *Ernest C. Tocci*, right, day superintendent, are *Operators Chester Williams, Edward Dion, Charles Haynes, Charles Tiffy*, and *Collector Thomas Coughlin*.



"KEDZIE—During 1956, Kedzie station walked away with three of the four traffic accident quarterly awards. The station won in the first and second quarters, dropped to fourth in the third quarter, and then bounced back to win in the fourth quarter. In the fourth quarter the station also won the passenger accident award. This was the first time that any station won both awards in the same quarter.

"In winning the annual award, Kedzie personnel achieved an outstanding reduction in their traffic accident frequency rate. Comparing their 1956 rate with their average rate for 1953-54-55, the station had almost four fewer traffic accidents for every 100,000 miles operated."

"LARAMIE—Laramie station is the first to score a 'grand slam'! During 1956, Laramie won all four quarterly awards and the annual award. The winning streak started in 1955 with the winning of the third and fourth quarterly awards. Those two awards, coupled with the four in 1956, made it six consecutive quarterly awards."

Final Standings for 1956

SURFACE — TRAFFIC

1. KEDZIE	-3.89
2. LAWDALE	-2.97
3. LIMITS	-2.81
4. 77TH ST.	-2.81
5. 69TH ST.	-2.46
6. NORTH AVE.	-2.38
7. ARCHER	-1.86
8. FOREST GLEN	-1.43
9. BEVERLY	-0.90
10. NORTH PARK	-0.32
11. KEELER	-0.14
12. 52ND ST.	+0.54
13. DEVON	+1.08

SURFACE — PASSENGER

1. 69TH ST.	-0.94
2. KEELER	-0.76
3. NORTH PARK	-0.62
4. NORTH AVE.	-0.57
5. FOREST GLEN	-0.22
6. LAWDALE	-0.19
7. KEDZIE	-0.17
8. 77TH ST.	-0.02
9. ARCHER	+0.07
10. 52ND ST.	+0.42
11. BEVERLY	+0.44
12. LIMITS	+1.09
13. DEVON	+1.45

RAPID TRANSIT — TRAFFIC-PASSENGER

1. LARAMIE	-1.22
2. LAKE STREET	-0.49
3. DOUGLAS PK.	-0.45
4. LOGAN SQ.	-0.15
5. 61ST	-0.03
6. LOOMIS	+0.14
7. HOWARD	+0.42
8. KIMBALL	+2.01



FOR THE highest achievement in reducing the combined traffic-passenger type accident frequency rate during 1956, Laramie station was presented the annual rapid transit system SAA plaque. On hand to receive it from E. A. Imhoff, left, general superintendent of personnel, were O. B. Wright, center, night station superintendent, West Section, rapid transit system, and S. R. Smith, station superintendent, Lake and Logan branches.

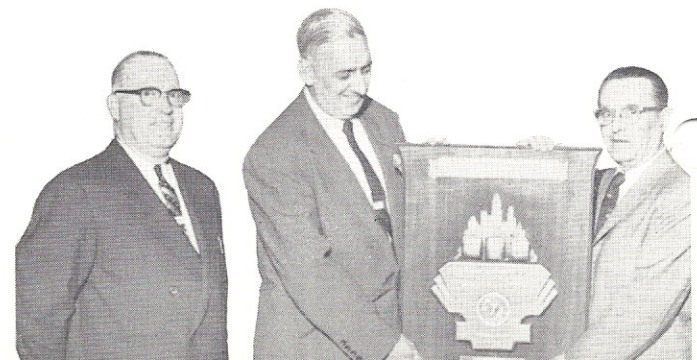
THE 1956 special surface system achievement award for the year was awarded North Avenue station. Standing in front of the plaque are, left to right, Frank J. Buetow, day superintendent; E. A. Imhoff, superintendent of personnel; V. E. Gunlock, chairman Chicago Transit Board, and Operators Harold G. King and James Marren.

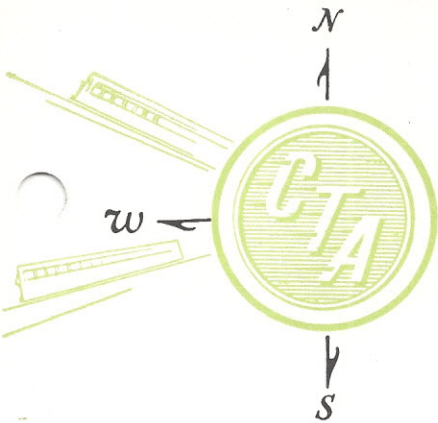


Commenting on the special achievement plaques, the announcement explained that North Avenue station received the surface award with "a splendid overall record in traffic and passenger accident frequency rates, and a low per cent of preventable accidents."

The rapid transit awards went to Logan Square for "an extremely low traffic and passenger accident frequency rate for the past several years and continued improvement of this low rate in 1956." It was pointed out Logan Square had the distinction of being the first rapid transit system station to win an annual special achievement award.

KEDZIE STATION, winner of three of the four traffic quarterly safety plaques, also took the 1956 annual Station Achievement Award for reducing its traffic frequency rate in surface system competition. Presentation was made by Thomas B. O'Connor, center, general superintendent of transportation and shops and equipment, to Miles F. Harrington, left, night superintendent, and H. R. Herbert, day superintendent at Kedzie.





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

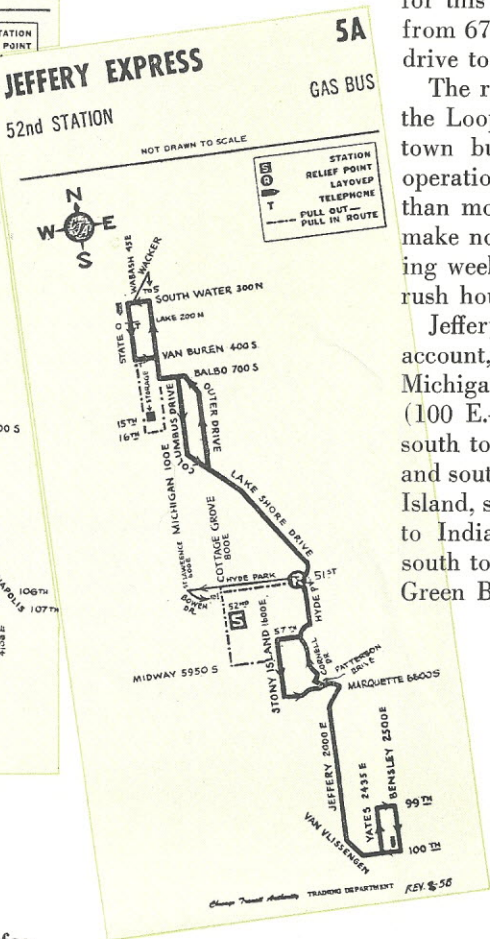
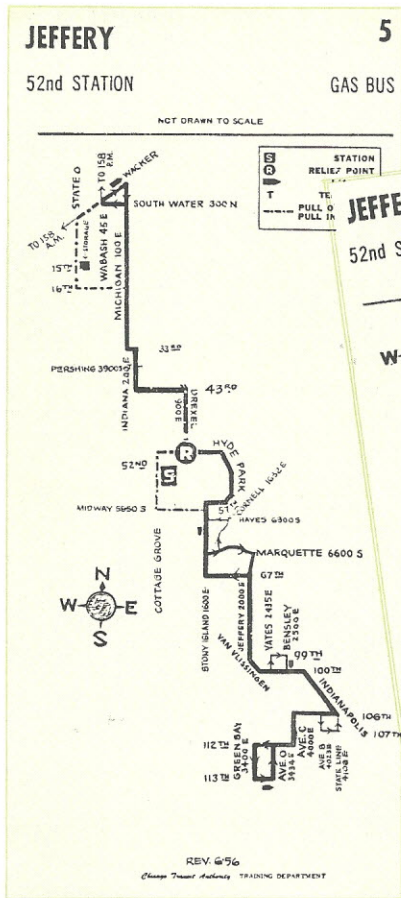
(This is the 28th in a series on CTA routes)

JEFFERY ROUTE—No. 5—has the distinction of being the longest bus line on the CTA system. Its measured round trip of 38.60 miles covers an area that extends from a terminal at Wacker drive and Michigan avenue on the north to 113th street on the south.

The express portion of the route—No. 5A—southbound follows Chicago's lake front boulevard system from Balbo drive (700 S) to 51st street, running along the shore line for this entire distance. Northbound express buses operate from 67th street through Jackson Park and over Lake Shore drive to the Loop terminal.

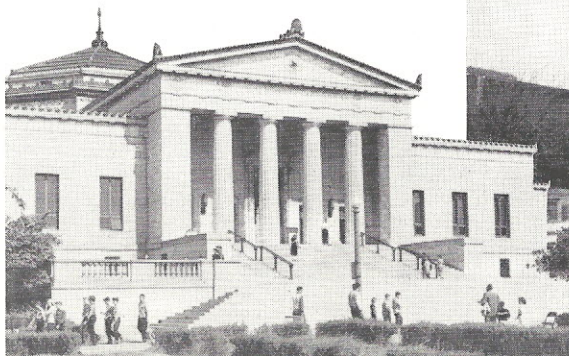
The route gives Chicagoans living south and southeast of the Loop convenient transportation to and from the downtown business district because its routing permits faster operation with fewer stops for intersecting traffic streets than most surface operations. Express buses on this route make no stops between 51st street and Balbo-Michigan during weekday A.M. and P.M. rush hours and Saturday A.M. rush hours.

Jeffery buses, except for variations noted elsewhere in this account, follow this routing: West on South Water from Michigan to Wacker, northeast on Wacker to Michigan (100 E.—340 N.), south to 33rd, east to South Parkway, south to Oakwood, east to Drexel, south to Hyde Park, east and south to Jackson Park and 57th boulevard, west to Stony Island, south to Marquette, east to Jeffery, south to 100th, east to Indianapolis, southeast to 106th, west to Avenue "C", south to 112th, west to Avenue "O", south to 113th, west to Green Bay avenue, north to 112th at 3400 E. The reverse



VISITORS FROM all over the globe have made their headquarters while in Chicago at the Conrad Hilton, 720 S. Michigan, the world's largest hotel. Its location, just across the boulevard from Grant Park, affords an excellent view of the city's front yard and lake shore. Jeffery buses operating to Balbo place give convenient service to the door.

MANY UNUSUAL and fascinating exhibits of underwater life can be seen at Shedd Aquarium. Home of sea horses, sharks and other inhabitants of the sea, the aquarium, located at Roosevelt road and Lake Shore drive, is one of the popular Grant Park attractions served by Jeffery buses.



routing is the same, except that northbound buses travel on 67th from Jeffery to Stony Island.

Local buses on weekday schedules operate on headways of eight minutes in the morning rush; 10 minutes during the evening rush; 15 minutes through the midday and every 12 minutes during the evenings. Saturdays, the schedules call for 15-minute intervals through the morning rush period and 12-minute headways during the rest of the day. Local service on weekday and Saturday evenings is between 63rd-Stony Island and the south terminal only.

No express service is run on Sundays or holidays, but local buses operate from 9:00 A.M. to 1:00 P.M. and from 6:15 P.M. to midnight between 63rd-Stony Island and the southern terminal on 10 to 12-minute intervals. Service to and from the Loop and the south terminal is available on 15-minute intervals between 1:00 P.M. and 6:15 P.M.

On weekdays, northbound express buses in the morning rush period and southbound during the evening peak are on four-minute intervals. Express service in both directions is maintained until noon, with local buses filling in between the rush periods. Saturdays, expresses are operated northbound daily, these on eight-minute intervals from 7:10 A.M. to 8:20 A.M. All express runs on all days are between 100th street and Bensley avenue and the Loop terminal.

Jeffery bus schedules are coordinated with those of the Drexel—No. 1—route, which operate over the same streets from 67th and Jeffery to the Loop. This provides an integrated service and reduces the intervals between buses on the busier portion of both routes.

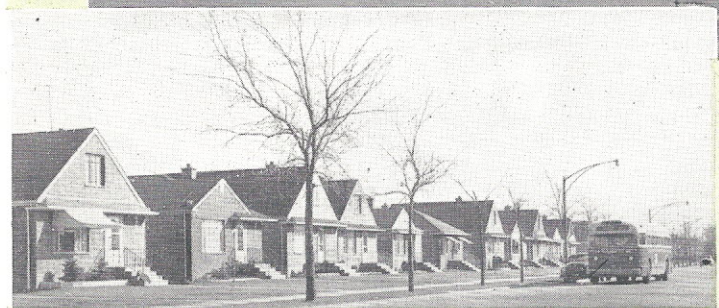
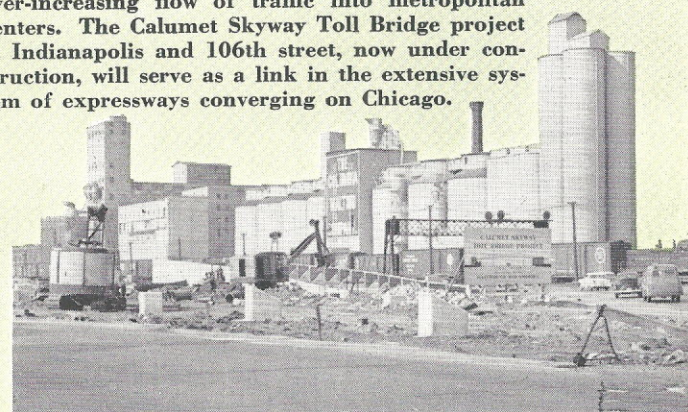
Forty-six diesel buses operating out of 52nd station are assigned to the Jeffery route. The running time of local buses operating between the Loop and the 113th street terminal point varies from 84 to 102 minutes, depending on traffic conditions and the time of day. Expresses make the run from the Loop to 100th-Bensley in from 50 to 65 minutes.

Jeffery buses make direct transfer connections with Jackson Park station of the north-south "L"-subway route, as well as with rapid transit stations in the Loop.



A MOTHER sheep and her newly-born lamb provide an interesting photographic subject at a live exhibit maintained at the Museum of Science and Industry in Jackson Park, another noted city attraction served by the Jeffery route.

A NEW pattern of progress is being established by the building of superhighways to handle the ever-increasing flow of traffic into metropolitan centers. The Calumet Skyway Toll Bridge project at Indianapolis and 106th street, now under construction, will serve as a link in the extensive system of expressways converging on Chicago.



DEVELOPMENT OF the area near the south terminal of the Jeffery route has kept pace with the steady outward expansion of the city in all directions. Trim, neat, small homes line the streets in residential scene taken at 106th and Avenue "C."



THE ROUTE of Jeffery buses takes them through the heart of the South Shore business district, one of the city's important outlying commercial and shopping centers. This picture, looking north along Jeffery, shows a bus loading passengers at 71st street.



MANY CHICAGO-ANS have received their early training in trades and technical skills at the Chicago Vocational high school, located at 87th and Anthony. During World War II, this facility was taken over by the U.S. Navy as a school for training specialized personnel.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Mexican Tour Includes Bullfight, Shrine Visit

ACCOUNTING—*Doris Stahl*, Voucher Department, started her 15-day vacation flying to Mexico City. After watching a bullfight in Xochimilco, she went sightseeing in Mexico City, visited the Pyramids, San Jose Perua, Taxco and Acapulco. After shopping for Mexican craft, she gathered up her souvenirs and flew back to Chicago.

Astrid Platto took a sightseeing tour down the Mississippi river from which she saw boats from all over the world, including one from Israel. She visited post-Civil War homes at Natchez, Mississippi, and also stopped at Vicksburg, Mississippi. High spot of her trip was attending the Mardi Gras ball in New Orleans.

Lawrence J. Francouer, who was appointed general accountant as of March 1 following the death of *Albert C. Jann*, was succeeded as assistant general accountant by *A. J. Fitzsimons*. *William B. Folta*, formerly assistant budget director, returned to the Accounting Department as assistant general accountant.

Joe O'Connor, Payroll, spent a week taking in the sights of New Orleans and enjoying the Mardi Gras.

Leo Hayes, father of *Alice Novalich*, Payroll, passed away March 13 after a short illness.

R. L. Hill, Revenue Accounting, returned to the office after an extended absence because of major surgery.

Your regular reporter, *Helen A. Lowe*, is at present convalescing in Wesley Memorial hospital following surgery. Her co-workers recently surprised her with a portable radio and a basket of fruit.

—MABLE POTTHAST

Let's Get Limbered Up And Play Ball!

ARCHER—Now that the baseball season is here, Archer men are looking for every capable player. So, come on, fellows, sign up as soon as possible. We'd all like to see Archer on top again. See *Frank Bruno*, Repair Department,



1914 BALLPLAYERS

WONDER HOW these fellows, part of the 1914 baseball team from the old Elevated Shops, would do against any of this year's CTA ball clubs. In this picture, submitted by *James J. Flynn*, retired expediter, Purchasing and Stores Department, are, rear row, left to right, the late *Herman Poggendorf*, formerly a master mechanic at Throop street shops, *Flynn*, and *Clerk Jack Dwyer*, Skokie Shops. In front row are (center) *Augie Feinendegen*, foreman, Skokie Shops, and *Clerk J. J. Lucas* of Skokie. Man on right is unidentified.

or *Operator Mike Rovella*, if you're interested in playing ball.

Three men from the Repair Department took their pensions April 1: *Patrick McNichols*, *Con Kurowski*, and *Joseph Jankauskis*.

February 14 called for a double celebration at the home of *Supervisor Dan Coughlin*. Not only was it Valentine's Day; his daughter, *Maureen*, celebrated her 12th birthday.

Operator Ernie Feltz and his family now probably speak French well enough to get around France after entertaining a boy from Paris at their home for a week.

Night Janitor Jim Nolan and *Instructor Joe Brady* had box seats at the corner of 79th and Ada

streets for the big St. Patrick's Day parade.

Stuart Sims, District "B" superintendent, and his wife celebrated their 35th wedding anniversary on March 18 . . . *Supervisor Roy Alford* of District "B" and *Mrs. Alford* marked 31 years of wedded bliss on April 14.

Operator Jim Rudd hurt his back and had to be taken to the hospital recently . . . *Gary Hartig*, two-month-old son of *Operator Frank Hartig*, recently underwent a double hernia operation . . . *Instructor Ray Prior* returned to his job after undergoing surgery.

Operator Ralph Grady suffered the loss of his wife recently.

—R. H. FORTIER

His Grandson Kept Operator Busy

BEVERLY—*Operator George Johnson* raised all his own children without much trouble, but it seems as though his three-year-old grandson, *Mark*, makes up for all the rest. One of *Mark's* latest adventures was to lock himself in the bathroom. *George* had to do some fancy climbing and break a window to get the little fellow out.

Our three ardent fishermen, *Victor Piciski*, *Nick Dop*, and *Lewis Anchor*, returned from the Fox Lake area recently with a string of blue gill which, *Lewis* estimated, cost at least \$8.00 per pound, all things considered.

Operator Robert Reigert returned from a five-week bus trip to Mexico. Among cities he visited were Acapulco and Juarez, but most of his vacation was spent in and around Mexico City. He enjoyed visiting the Floating Gardens and watching bull and cock fights. He also took several rides on two-man buses at a cost of less than two cents per ride, including transfer privileges.

Florida Vacation

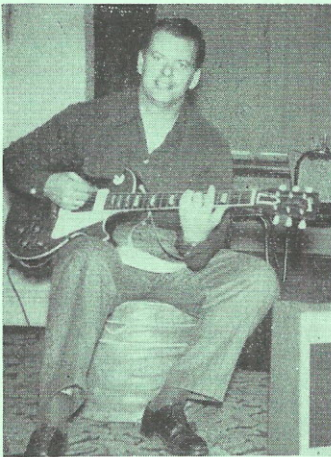
Also on a late winter vacation were *Mr. and Mrs. Charles Yost*, who spent two weeks with *Mrs. Yost's* parents at Pompano Highlands near Ft. Lauderdale, Florida. Watching the dog races at Hollywood, Florida, proved to be an interesting pastime, as did salt water fishing.

A new brother team was added to the three we already have here when *Clifford Howard* came over from 77th to join his brother, *Alfred*.

Willard and *Marguerite Beaman* will observe their 20th wedding anniversary on April 25 . . . *Mr. and Mrs. Marinus Dykhuisen* marked their 21st anniversary April 9, while *Robert* and *Della Burns* celebrated their 23rd on April 16 . . . *Hugo T. Rohlen* and *Mrs. Rohlen* will celebrate 22 years of married life April 27 . . . *Jerry* and *Mazie Gleason* celebrated doubly on March 17—St. Patrick's Day and their silver wedding anniversary.

Phillip O'Malley, *Charles T. Sullivan*, *Vernon Wood*, *Douglas Cron*

MUSICIAN



THIS GUITAR-strummer is James O'Shaughnessy, truck repairman, Skokie Shops, who played and sang "My Last Night in Rome" on Morris B. Sachs' Amateur Hour on St. Patrick's Day. Jim also conducts a four-piece orchestra.

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

and *Frank Clary*, all of whom were on the sick list, are back on the job . . . At this writing *John McCrea* was recovering at home after surgery at Little Company of Mary hospital, as was *Edward Cavanaugh*, after surgery at the same hospital.

Fred G. Riecke, son of *Operator Fred* and *Mrs. Riecke*, married *Lillian Ciofalo* at Calvary Evangelical Lutheran church on March 2 . . . *Operator* and *Mrs. Nick Dop* announced the marriage of their daughter, *Anna Dop Pott*, to *Walter Carl Post* on March 22. *Walter* is employed in the Bus Repair Department at 77th.

—FRANK M. BLACK

Hope You Like Your New Jobs

CLAIM-LAW — When *Ron Delisi* changed his occupation to bus operator and *Jim Holloway* went over to the Steno-Duplicating Department, we were left without two file clerks until *Ernest Gehrke* and *Dennis Kuhn* joined our crew.

Martin Selvage has taken on a new adventure. He's touring the country via Uncle Sam.

Ellen Brygal Cooley is calling Massachusetts her new "Home Sweet Home."

It won't be long before we'll be hearing about the arrival of little "Gino" from *Gina Degrazia Petrin*.

Speaking of arrivals, *Gibson Fagan, Jr.*, has kept his mother, *Arlene*, quite busy since he made his debut on February 17.

James Mahoney, attorney, proudly announced the birth of his first grandson, *Edward Jacobi*, on March 4, while *Val Nessinger's* daughter, *Eva Sehi*, put him into the grandfather category by giving birth to *Susan Sharon* on March 15.

Hank Praiter and his wife, *Marie*, took off for sunny Florida and points south.

We regret to report that *Statenman Ben Tausch* suffered the loss of his mother recently.

—EL-JE

Material Clerk Dies Suddenly

ELECTRICAL — *Edward J. (Pat) Quigley*, material clerk at Grand and Leavitt, died suddenly after an operation on March 15. Beginning his transit career on October 16, 1914, with the former Chicago Surface Lines, he had completed 42½ years of service and had planned to take his pension next January. He was one of the most popular fellows here.

Vacations have started in earnest. *Thomas Callahan*, chief operator at Harding substation, traveled via train to the Deep South. High spot on his itinerary was the Mardi Gras in New Orleans.

A card received from *Mr. and Mrs. John Michnick*, who vacationed in California, read: "Greetings from Romona. We're enjoying touring through mountains, across deserts, sightseeing at spots along the ocean and visiting orange groves." . . . A card received from *Herbert Storey* and his wife, *Lillian*, which was postmarked Miami, Florida, indicated that they had a good time in the "Land of Sunshine."

John B. (Jack) Becker, operator at 44th substation, returned to work after recovering from an arm injury.

—GILBERT E. ANDREWS

If you've moved recently, please notify

CTA TRANSIT NEWS

Did He Have Any Better Luck?

FOREST GLEN — *Operator Harry Kelish* found a new way to catch fish. They weren't biting at Pistakee lake, so he jumped in, boots and all, to see if he could catch any by hand. If that's the only way to catch them, I'll buy all mine at the store.

Operator Jack Dillon and his wife welcomed the arrival of a baby girl on St. Patrick's Day.

Sorry, but that's all the news there is for this month. The more news that is sent my way, the more news you'll have to read about your friends and co-workers.

—GEORGE H. WILLIAMS

Luncheon Fete For Three Birthdays

GENERAL OFFICE—(*Transportation*) — Because of the proximity of birthdays of three people here, a luncheon was held in the telephone department room in honor of *Joe Kirk*, *Wanda Krause* and *George Kelly*. It wasn't known until after the festive board was cleared that the day of the luncheon also was the birthday of *Joe Hemzacek*.

A picture of *George Kelly*, who works in the CTA information center, recently appeared in a daily newspaper together with an article containing interesting questions which confront information operators. *George* was pictured alongside a wall-to-wall map of Chicago and suburbs, which is used in supplying directions to inquiring passengers.

When *Marilyn* and *Joe Neffus* went to Florida, they never expected to take part in a reunion of Douglas Park branch people. However, while strolling in Miami, *Joe*, a conductor, bumped into *Frank Bartusiak* and *Walter Wolanin*, two of his conductor buddies, who shared the same idea about a winter vacation. Then, coming toward them, they saw *Otto Bohuslav*, a former West Section motorman.

Jim Tucker recently spent two weeks on jury duty.

(*Insurance*) — Spring showers were well under way for two of our brides-to-be. *Nancy Del Porto* was guest of honor at a miscellaneous shower sponsored by friends while *Marie McClaughry* was feted at two showers, a personal shower and a miscellaneous shower. One of these was co-hosted by *Marilyn Horan Wright*, formerly of the Accounting Depart-

My Neighbors



"Good morning, Poetry-in-Motion! How come you're wearing your lipstick on your eyebrows?"

ment. *Marilyn*, who left CTA to become a lady-in-waiting, is now the mother of *Jean Marie*. *Marie McClaughrey* is the baby's godmother.

Mary Berry marched in the Loop St. Patrick's Day parade March 16 under the banner "Shamrock American club." In passing the reviewing stand, she nodded to *Jim Carney*, who had the honor of leading the parade with *Mayor Richard J. Daley* as a member of the legion of honor.

—JULIE PRINDERVILLE

BRIDAL COUPLE



RECENTLY WED were the former *Marie Sullivan*, stenographer in Stores, General Office, and *Nicholas Feller, Jr.* After the ceremony at Our Lady Of Grace church, and a reception, the couple took a honeymoon trip through the New England states and Canada.

Reported by *Dagmar McNamara*

If Not Florida Sun, At Least Florida Oranges

GENERAL OFFICE—(Engineering)—*Stanley Forsythe*, general superintendent of engineering, rewarded all the “neat desk” personnel in his office with a box of oranges sent from Pompano, Florida, where he vacationed recently.

Nancy Lapp, stenographer in the Specifications Department, received an engagement ring from one *Jim Gibbons*, a student at Notre Dame. They plan to be wed September 7.

Connie Ippolito sponsored a personal shower in her home for *Jean Chapman*, who will be married on May 18 to *Desmond Neville*. Jean was pleasantly surprised, not only with gifts, but on seeing so many guests, some of whom formerly worked in Specifications. They were *Joanne Spanos* and *Jane Chivatero*.

(Training and Accident Prevention)—*Bernard Ford* was welcomed as new training assistant. Bernard was educated at Notre Dame and Loyola universities. While at Notre Dame, he assisted in script writing for shows presented over their radio station, WSND, and also was a member of one of the school basketball teams.

Co-workers enjoyed receiving a letter from *John McKenna*, who was on sick leave, at this writing.

Don Lemm and *Eliot Hirsch* recently attended an accident prevention training session up in Milwaukee.

Mary Emerson, formerly of Personnel Services, is the proud mother of a little girl, *Patricia Marie*, born March 21.

—MARY E. CLARKE

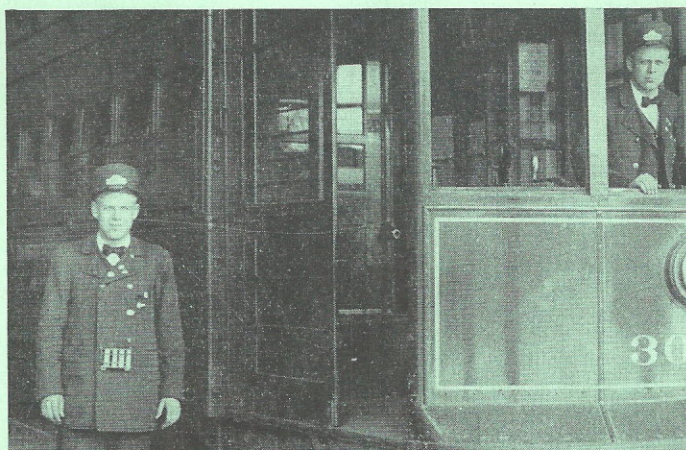
Another Grandchild Added To Their List

LIMITS — *Operator Elmer Hausler, Sr.*, and *Mrs. Hausler* became grandparents for the sixth time when *Mr. and Mrs. Elmer Hausler, Jr.*, became parents of a girl recently . . . *Operator J. C. Ax* also became a grandparent when a fine girl was born to his son and daughter-in-law, *Mr. and Mrs. Ronald Ax*.

Operator and Mrs. Ed Schulstad celebrated their 22nd wedding anniversary with many of their friends at their home.

Operator Charles Koenig has been on the sick list for some time with a sore arm and shoulder, as

DOUBLE DUTY



BACK IN 1916, *Edward Johns*, now a pensioner, was so busy he carried on two jobs at once—motorman and conductor—as this picture of him in front of the 77th depot shows. Actually, of course, the snapshot taken by *Ed Madsen*, a former transit employe, is a double exposure. The old pony truck streetcar ran on the State street line.

Reported by *Frank M. Black*

we wrote this . . . *Operator G. Conolly* recently underwent surgery.

The new system pick brought some new faces to this depot, plus others who previously worked here. We wish each and every one a hearty welcome, and hope that if you have any news of interest for this column you will let us know.

—IRVING J. METZGER

Home Mishap Results In Broken Wrist

LOOP (Agents)—*Mildred LeMeux* suffered a broken wrist in an accident in her home recently.

Geraldine Wallace, who had 14 years' service, left CTA April 1 and moved to Albuquerque, New Mexico, to be near her daughter, *Betty*, and her family.

Theresa Jarvis' husband, *Steve*, was recuperating at home after a stay in Columbus hospital, as we wrote this . . . *Mary Flanagan's* husband, *Patrick*, who is a South Section employe, recently returned from St. Mary's hospital in Rochester, Minnesota, where he underwent major surgery.

Walter Nesser, maintainer, and his wife had a pleasant trip to Florida.

At this writing, *Elizabeth Hill* was recuperating at the home of her son, *Edward*, in Rolling Meadows after being hospitalized.

. . . *Josephine Dillon* and *Paul Grant* also were on the sick list, as this was written.

Katherine Sheehan, after 30 years of service, retired April 1. She left her job to be married and returned in 1927 after the death of her husband. She recently visited her son, *Danny*, and his family in Nova Scotia.

Ann Schneider's son, *Richard*, recently finished his boot training at Camp Pendleton, California, and before traveling to his next assignment, spent some time home on a furlough.

—EDITH EDBROOKE

Visits Son At Jesuit Seminary

NORTH AVENUE — *Operator Sam Carlino* recently had a good visit with his son who is enrolled at a Jesuit seminary at West Baden, Indiana. Sam is looking forward to the day when his son will be ordained to the priesthood.

Day Superintendent Frank Beutow and *Night Superintendent William Hornkohl* were presented the station achievement award recently. They, in turn, presented the plaque to *Harold King* and *James Marren*, who represented the men of this depot. During the ceremony, hams were awarded to *Harry Sikora*, *Arthur Kraft*, *Bert Zody*, *Jos-*

eph Hebda, *Herbert Johnson*, *William Jackson*, *Edward Pluska*, *L. F. Berry* and *D. Heafey*.

The CTA softball season, so popular in the past, is once more upon us. Although we didn't win the title last year, we serve notice to our opponents to watch out for us this season. There has been talk of two teams, which we can well support, so let's go, men. We want that trophy.

Louis Straza of the Repair Department was doing nicely after a recent operation as this report was made . . . *Thomas Brown*, also of Repair, was a patient at St. Ann's hospital.

Pat Clancey celebrated St. Patrick's Day by leading the boys in a parade.

Gus Wessel, *Joe Gamen* and *Joe Macy* purchased homes in Florida. . . *John Cahill* has his eye on a moss-covered house on the old sod. He still has pleasant memories of his trip to Ireland.

Operator Herb Almond told of a vacation which took him to San Francisco, California, where he visited members of his family and friends.

William Echols, switchboard operator, who had been off from work because of a heart ailment, is back on the job.

—JOE HIEBEL

Diaper Changing Much In Evidence

NORTH PARK—February and March were full of new arrivals in operators' homes. Among the parents were *Operator and Mrs. Mel Lindsey*, who welcomed a new boy March 10 to add to a family of five girls and two boys . . . *Operator and Mrs. William Beckenbaugh* became the parents of a daughter, their first, on February 21 . . . And on March 18, a daughter was born to *Operator and Mrs. William Knight*.

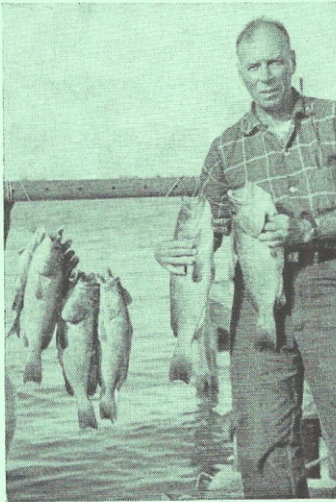
North Park lost a popular operator when *Norman Lovely* passed away suddenly on February 23 . . . The mothers of *Operators Frank Viola* and *R. Stratton*, and the father of *Operator Louis Walker* died recently.

Operators J. W. Kaczar and *Eugene Renfroe* entered military service recently.

Operator Ben Kerpen passed up bowling one night and his team won its first series in weeks.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

THEY WERE BITIN'



WHEN AL BARBER, operator, North Avenue, went fishing off Passagrille, Florida, during a recent vacation, these groupers found his bait too tempting to pass up.

Reported by Joe Hiebel

Witnesses Cousin's Consecration As Bishop

PURCHASING AND STORES—Monday, February 25, was a memorable occasion for *Emil Derma*, West Division, and his family. On this date, his cousin, *The Right Reverend Monsignor Andrew Grutka*, was consecrated as bishop of the New Gary (Indiana) Diocese.

Jim Beegan, General Office, announced the arrival of his first grandson, *Robert Kenneth*, who was born March 18.

A pretty colleen in the St. Patrick's Day parade on State street was *Marie Feller*, General Office.

Robert Edward Pipowski, son of *Clarence Pipowski*, South Division, was promoted to the rank of sergeant in the ROTC at Kelly High school.

Helen Spolec, Purchasing, recently announced her engagement.

Otto Haack, West Division, started his retirement April 1 after 41 years of service.

The many friends of *Phyllis Delaquila* were saddened to hear of her death. She had worked for some time in the Purchasing Department prior to her recent retirement . . . *Joseph Newell*, formerly of West Division, passed away recently.

—DAGMAR McNAMARA

A Long Wait, Then A Happy Moving Day

SCHEDULE-TRAFFIC — *Mike Shanahan* made that long-awaited move into his new house, in the Victory Heights section of Chicago's far southwest side, on April 1 . . . *Walter Thomas* recently often was seen inspecting construction of his new home in Libertyville.

Joe DeGrazia enjoyed a spring cleaning vacation, while *Norman Johnson* made a trip to Memphis, Tennessee.

The schedule clerks plan on at least seven months of baseball facts issued daily by *Bernie Kincahn*.

New traffic checkers are *Frank Groll* and *Louis Hendricks*.

W. S. Comstock, Budget Department, announced the arrival of his eighth grandchild, *Cynthia LeGrande*.

—L. C. DUTTON

Father Gives Bride Away

77TH—Operator *W. J. O'Brien* recently gave his daughter, *Kate*, in marriage in a ceremony performed at St. Cecilia's church.

—JOHN CURRY

69th Boys Go All Out For The Irish

69TH—*John Joyce*, *Jim Geary* and *Superintendent E. C. Tocci* of this depot, and *Harry Barry* of 77th were among those on the committee which planned the St. Patrick's Day parade on 79th street. They were honored when *Mayor Richard J. Daley* gave his personal thanks to each of them for their efforts.

Sam Valloni and his wife celebrated their 28th wedding anniversary recently. He also celebrated the birthday of his son, *Donald*, who is stationed with the armed forces in the Far East. The Vallonis have another son, *Richard*, who is stationed in Germany.

Patrick Walsh died March 2. He had 15 years of transit service . . . *Paul Berndt* suffered the loss of his wife.

All of us here at 69th are proud that this depot won the yearly passenger safety award. Last year, 69th won the traffic award, and is the only depot to win it two years in a row.

—TOM DANIELS

MAKES FINAL RUN



CONDUCTOR BERNARD J. LEWIS, Logan Square (right), receives best wishes from *Motorman E. G. Kurtz* after Bernard completed his final trip. A coffee and cake party was held in his honor and a wallet presented to him when he retired on pension March 1 after 42 years of service. One of those at the party was *Motorman John A. Bielat*, who snapped this picture.

Luckily This Fire Wasn't So Bad

SKOKIE SHOPS—*Walter O'Connell*, "B" electrician, got a call while at work one day that his house was on fire. However, by the time he arrived home, the fire, which was a small one, had been put out.

Robert Buerger, carpenter, is the proud owner of a new home in Wheeling, Illinois.

It's a boy for *Painter* and *Mrs. Mitchell Faczek*. Born March 17, he is named *Brian Allen* . . . *Foreman Ollie Lang*, paint shop, recently became a grandfather for the third time . . . *Joseph Fano*, shopman, is the father of a girl born March 2.

Truckman John Degnan is back at work after an operation . . . Also back at work is *Development Engineer Bob Winther* who was home for a week with a virus.

Electrician Eric Aach recently underwent surgery . . . *Machinist Paul Ehmke* was on the sick list.

Electrical Foreman Lawrence King and *Fred Feinendegen* recently served as jurors.

Alex Patrick, electrician, has recovered from a nose operation.

—DAVE GURWICH and EVERETT E. ENGLAND



Security Is No Pipe Dream When You Buy U. S. Savings Bonds!

His Birthday, And He Treats

SOUTH SECTION—Supervisor *Hugh Kelley* celebrated his birthday March 7 by treating everyone to ice cream and cake.

Agent *James Wivinis* decided that winter was the best time to take his vacation, inasmuch as he could visit the South. A leisurely trip took him through Bradenton, St. Petersburg, Ft. Myers and Miami, Florida.

Night Superintendent *Matt Feaheny* is back on the job after an extended absence caused by illness.

Supervisor *Joseph Nonkovich*, who was acting night superintendent during Matt Feaheny's absence, observed his birthday March 4.

Towerman *Ed Collins* was reported as recuperating nicely from his recent illness, as we wrote this.

Clerk *John Moran* traveled to the far south side to witness the marriage of his son, *John, Jr.* at St. Kilian's church. The younger John formerly worked as a student trainman before going back into the armed forces. A reception for 265 guests was held at the Shoreland hotel.

Motorman *Tom Waller*, who was observed swinging his arms in an unnatural way, was really only practicing his golf swing. He was conditioning himself to accept the challenge of *Bob Thompson*, operator at 69th, to a match.

Porter *Mike Caruso* was recovering nicely from a recent illness and hoped to be back to work in the near future, as we wrote this.

—LEO J. BIEN

TRANSITADS

APARTMENT WANTED — Couple and two children desire 4 or 5-room, 2-bedroom apartment on the northwest side. Call BR 8-3901.

FOR SALE—Two lots at Burlington Beach in Valparaiso, Indiana. Reasonable. Phone RE 7-8506.

FOR SALE—Home-made folding fishing throw line stand with anchor. \$5.00. Phone AB 4-3040.

FOR SALE—Eight-grave lot in choice section of Arlington Park cemetery. Reasonable. Phone CA 7-7856 after 7:00 p.m.

FOR SALE—21-jewel Illinois watch. Accurate timekeeper. \$25.00. Phone Terrace 2-7554, Elmhurst.

FOREMAN HONORED



TAKING HIS pension April 1 was James N. Canavan, foreman, body repair shop, South Shops, after more than 38 years with CTA and the former Chicago Surface Lines. Among those honoring him March 29, when he received a plaque in recognition of his service, were (from left) Ted Wahlberg, senior foreman, body repair shop; Joseph Hecht, general foreman, South Shops; Ralph Martz, South Shops superintendent, and Robert J. Ruppe, superintendent of shops and equipment. Mr. Canavan's co-workers presented him with a cash gift.

When You And I Were Younger, Louie

TERMINAL INSPECTION SHOPS — (*Douglas*)—The boys enjoy listening to *Repairmen Louie Demarco* and *George Speers* during lunch hours. Both are 30-year employees and like to reminisce about the good old days . . . With spring here, the boys also were talking about baseball. However, *Nick Suero* wasn't sure whether the Terminal Shops would have a team this year. It seemed as though not enough fellows were interested in playing.

Repairman Tommie Pertee visited his folks in Miami, Florida, while on vacation.

Cleaner Frank Bananti's son, *Joe*, recently graduated with honors from Weber High school.

Repairman Herman Izzo is back at work after an illness.

(*Wilson*)—The stork paid a call to a *Wilson* man. *Repairman Louis Cortopassi* recently passed out the cigars to mark the arrival

of a baby boy . . . Clerk *Gregory Mont Marquette* became a grandpappy for the second time.

Repairman Tony Drapp suffered the loss of his mother.

(*Laramie*)—*Repairman Sheldon Rita* expects an increase in his family shortly.

Repairman Casimir (Casey) Wichowski was awarded a ham when safety awards were given at this shop.

—JOE FEINENDEGEN

Sunshine State Calls Superintendent

WAY AND STRUCTURES—*Charles R. Potter*, superintendent of the Way and Structures Department, spent his vacation soaking up the sunshine in Miami, Florida.

Art Steers and *Steve Milos*, formerly field clerks in the Track Division, were transferred to the Rapid Transit Division as road clerks.

Mariano Ferraro, switch cleaner, Track Department, retired on April 1.

—MARLENE NEHER

Porter Takes Over Hero's Role

WEST SECTION (Agents) — Porter *Fred Kaiser*, who took charge of the Lake street cleaning crew after the retirement of *Paul Smith* in March, saved a man from death recently. On his way to work early one morning, Fred was waiting for a train at the Pulaski station on the Lake street "L" line. Seeing a man on the tracks, he quickly jumped down and lifted him back up to the platform.

Agent *Veronica Nichols* celebrated her birthday March 21.

Agent *Catherine Dee* celebrated St. Patrick's Day and the birthday of her daughter, *Helen Catherine*, on the same day.

A new extra agent here is *H. Saffrahan*, formerly from North Avenue.

Agent *Ed Durkin*, who underwent surgery last January, is back at his job.

On the sick list, as we wrote this, were Agents *Marcella Hogan*, *Mary Dorian*, *Catherine Rice*, *Rose Janacek* and *Marion Kientzle*.

Porter *Marshall Wilson*, who was sent to the store to buy an eggplant, instead brought back a hen!

Porter *Dennis Warfield* said his next vacation will be spent in Mexico.

Agents *Christine Felten* and *Alice E. Gorman* both went into retirement April 1.

Agent *Catherine O'Brien* suffered the sudden loss of her 15-month-old grandson, *Joseph*, on March 7 . . . Agent *Anna Dowling's* daughter, *Ellen Decorrevent*, died recently.

Lorenzo Monteleone, extra agent, recently earned a degree from DePaul university.

Agent *Joseph Ryan* is off the sick list and back at work.

—GORDON KELLY



"Hold it right there, dear! Channel 4 is coming in strong now!"

50 TRANSIT YEARS



GEORGE P. JOHNSON, assistant chief clerk, Way and Structures Department, retired March 1 after a transit career which spanned nearly 50 years.

Starting out with the old Chicago Railways Company back on July 1, 1907, as a messenger in the track and roadway department of that firm, he advanced to timekeeper on May 1, 1910.

On April 10, 1920, he became head timekeeper at the Clark and Division office of the former Chicago Surface Lines. Effective May 1, 1945, he was promoted to assistant chief clerk.

Upon his retirement, his fellow workers presented him with an appropriate gift.

Reported by *Marlene Neher*

Same Birthday For Boy, Great-Gramp

WEST SHOPS—*Julius E. Gajewski*, machine shop, was awarded another chevron in the West Shops Grandfathers' club when *Matthew Joseph Leger* was born on the 75th birthday of Julius' father.

William Fitzpatrick, bus overhaul, proudly announced the arrival of *Thomas Leslie*.

Eddie Evans and his family moved into their new home.

Nancy Olszewski, former switchboard operator, now has a full-time job being mama to baby *Brian Gerard*.

Eddie Blaskey returned to work after a recent illness.

John Ruh, miscellaneous, enjoyed his Florida vacation, during which he acquired a real suntan.

Henry Cleinmark, bus overhaul, lost his mother . . . *Fred Monn* suffered the loss of his daughter . . . The father of *James O'Brien*, bus overhaul, died recently.

—**JOHN T. BURKE**

RECENTLY RETIRED CTA EMPLOYEES

H. F. Bahnamann, ticket agent, South Section. Employed 3-19-28.

Joe Bedalo, watchman, Track. Employed 5-9-22.

R. Y. Blane, guard-conductor, North Section. Employed 9-21-37.

Max Broglund, gateman, West Section. Employed 1-11-44.

Theodore Buturusis, bus cleaner, 77th. Employed 4-1-20.

Michele Campagne, laborer, Track. Employed 12-16-41.

R. F. Creger, electrical worker, Shops and Equipment. Employed 6-11-17.

Roy Engstrom, motorman, Devon. Employed 9-8-27.

J. J. Flynn, expediter, Purchasing Department. Employed 4-15-12.

M. J. Fogarty, supervisor, District C. Employed 5-13-18.

E. B. Hintze, conductor, Devon. Employed 4-30-18.

Emil Jepsen, flagman, Beverly. Employed 1-7-20.

Ellamae Jesse, ticket agent, South Section. Employed 11-16-33.

G. P. Johnson, assistant chief clerk, Way and Structures. Employed 7-1-07.

J. A. Johnson, motorman, Devon. Employed 3-8-16.

W. A. Johnson, foreman, Way and Structures. Employed 3-8-10.

W. A. Klopke, operator, 69th. Employed 1-25-26.

B. J. Lewis, conductor, West Section. Employed 6-10-16.

A. J. Madden, guard-conductor, South Section. Employed 7-16-25.

M. P. Malone, motorman, 77th. Employed 1-2-20.

Daniel McGrory, gateman, West Section. Employed 1-30-31.

M. F. McVeigh, ticket agent, South Section. Employed 10-11-33.

Dominick Milello, platform man, West Section. Employed 10-14-43.

P. J. Mostyn, guard-conductor, North Section. Employed 6-28-20.

C. J. Neuhaus, car repairman, Devon. Employed 8-10-15.

T. E. Nolan, conductor, 77th. Employed 2-5-21.

David Sax, conductor, Devon. Employed 7-2-18.

J. F. Semelman, operator, Forest Glen. Employed 10-30-22.

P. L. Simons, operator, North Avenue. Employed 11-20-20.

Paul Smith, porter, West Section. Employed 10-13-42.

W. E. Spears, conductor, Devon. Employed 4-16-14.

G. H. Steiger, motorman, Devon. Employed 4-28-27.

I. L. Whitlock, ticket agent, West Section. Employed 4-26-39.

DISABILITY RETIREMENTS

R. J. Cook, adjuster, Claim Department. Employed 12-1-32.

G. F. Frank, flagman, Beverly. Employed 10-27-20.

M. J. Gaughan, guard-conductor, North Section. Employed 1-27-43.

J. E. Jordan, motorman, 77th. Employed 12-10-19.

Giacomo Matturro, trackman, Track. Employed 6-6-29.

IT WASN'T EASY



WITH RED GROUPEr he caught is *Martin West*, formerly of North Avenue, who now lives in Tampa, Florida. The big fellow, who put up quite a battle before being landed, measured fully two and one-half feet and weighed a husky 17 pounds. Marty said the finny specimen nearly broke his fishing pole.

Reported by *Joe Hiebel*

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

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

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

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

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

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

(City) (Zone) (State)

For And About Our Pensioners

ARCHER—Pensioner *Mike Burns* recently suffered the loss of his wife, *Mary*, who also was the sister of Pensioner *Austin O'Grady*.

—R. H. FORTIER

BEVERLY—*Rudy Miller*, former superintendent, and *Mrs. Miller* celebrated their 35th wedding anniversary on April 21 . . . *Bill Williams*, who retired from 38th, is now working for the Chicago Tribune . . . *Hubert F. Brennan*, 502 E. 89th street, Chicago, who retired after 32½ years of service from 38th and Burnside, is now working for the U.S. Steel company.

—FRANK M. BLACK

ELECTRICAL—*Arthur Leland*, former chief operator of 79th substation, mailed a card from Grand Rapids, Michigan, and sent his best regards to all the gang.

—GILBERT E. ANDREWS

CLAIM-LAW—*Mr. and Mrs. Charles Mersch* enjoyed a vacation in California. They especially liked San Francisco where, *Mr. Mersch* wrote us, the cable cars were "out of this world."

—ELJE

GENERAL OFFICE—*Conductor Joe Neffus* and his wife, *Marilyn*, visited with *Mr. and Mrs. Joseph Rabig*, who now live in St. Petersburg, Florida, during a recent va-

cation trip south. *Joe* formerly worked at 77th. The Rabigs are the parents of Switchboard Operator *Menetta Connors*.

—JULIE PRINDERVILLE

LOOP (Agents)—*Frank Gallagher* recently returned from visiting his nephew's turkey ranch out in California.

—EDITH EDBROOKE

PURCHASING AND STORES—*Al Linn*, who retired from the Stores Department in 1953, recently purchased a home in Lockhart, Florida. His new address is Box 153, Lockhart, Florida . . . *Patrick Lynch*, former storekeeper at 61st street, Rapid Transit Division, died recently. He was 89.

—DAGMAR McNAMARA

69TH *Mr. and Mrs. Walter Bergmann*, who live at 7801 S. Knox avenue, recently celebrated their golden wedding anniversary by entertaining 50 guests at a reception. The couple have five children, 12 grandchildren and two great-grandchildren. *Walter* retired from 69th four years ago with 45 years of service.

—TOM DANIELS

SKOKIE SHOPS — *Joseph Novello* was a recent visitor at Skokie . . . Pensioner *Gus Hyde*, who now lives in Florida, sent his best wishes to the people here . . . Your reporters recently talked with *August Nintz*, retired clerk.

—DAVE GURWICH and EVERETT E. ENGLAND

SOUTH SECTION—*Agent Ella Jesse*, who went on pension recently, planned to make a trip to California and have a three-month visit with her nephew. She then planned to return to her home in Willow Springs, Illinois, tend her garden and take it easy.

—LEO J. BIEN

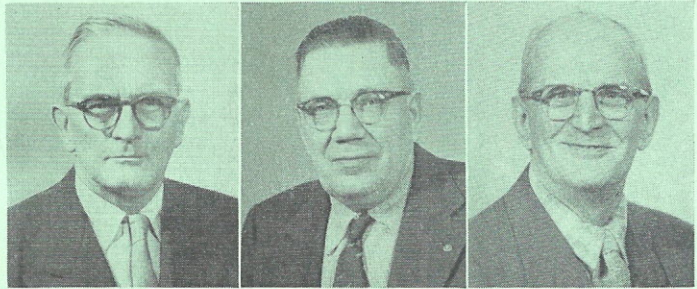
WEST SHOPS—*John Kivlehen*, who retired from bus overhaul in August, 1954, died recently. He was the father of *Bernard Kivlehan*, body shop.

—JOHN T. BURKE

WAY AND STRUCTURES—*Chris VanLennep*, material dispatcher, Rapid Transit Division, who retired last March 1, died only 19 days later, on March 20 in Hines hospital. At the time of his retirement he had chalked up about 35 years of transit service.

—MARLENE NEHER

40-YEAR EMPLOYEES RECENTLY RETIRED



Theodore A. Moratz, conductor, West Section, retired April 1 after 45 years of service.

Martin A. Andersen, operator, 77th, retired April 1 after 40 years of service.

Henry Uhl, ticket agent, North Section, retired April 1 after 41 years of service.

We Need Men

. . . for Surface Transportation Work

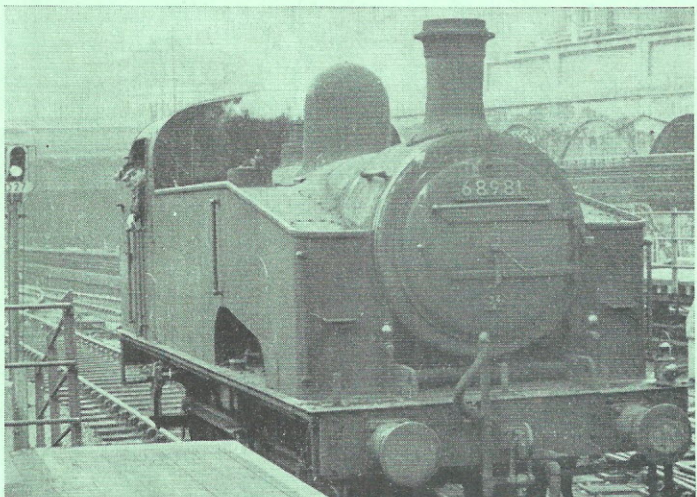
If you know of someone interested in a transportation job as a CTA transit operator, send him to the Employment Department, Room 750, Merchandise Mart.

Hiring Requirements:

Good Physical Condition

Ability to pass reasonable qualifying tests

ENGLISH "STEAMER"



ALTHOUGH THE steam locomotive has all but disappeared from the American railroad scene, in England "steamers" still are fairly common. This tank-type engine (which, instead of a tanker to hold its coal and water, has tanks along its sides for this purpose) was photographed by *Charles E. Keevil*, Engineering Department, in a London railroad yard during a recent European trip. Locomotives of this type, according to Keevil, haul either "goods" (freight) or local passenger trains.

SHOWER US WITH YOUR SUGGESTIONS



through the Suggestion Program



THE FIRST 50 YEARS

WHEN *PLUMBER FOREMAN Michael J. (Mike) Brett* of the Way and Structures Department's building division completed 50 years of transit service, a party held March 31 in the gymnasium of St. Thomas Aquinas church marked the occasion in real style. Present at the affair were 75 members of his family and relatives and 25 of his close associates in the building division. All the members of the foreman's plumber "gang," other building division foremen and members of the office force also attended.

H. W. Busch, superintendent of buildings, presented Mike with a portable power saw and miniature bathtub on behalf of his CTA associates.

Arranging the party was *Mr. and Mrs. Brett's* son, *The Rev. James Brett*, assistant pastor of St. Philip Neri church.

Members of the Brett family provided entertainment for the affair by performing on Irish flutes and dancing some Irish jigs.

Food and refreshments were plentiful and everyone enjoyed an entertaining evening.

These pictures of Mike and his wife (second and third from right top photo) with their children and of the Bretts' grandchildren (bottom photo) were taken by *Plumber Harold O'Brien*.

Mike, who started his career on March 26, 1907, as a plumber, assumed his present position on October 1, 1918.



RECENT DEATHS AMONG EMPLOYEES

- JAMES CASEY, 72**, retired conductor, Kedzie. Died 3-4-57. Employed 5-3-18.
- F. N. PETERS, 66**, retired car cleaner, Devon. Died 2-26-57. Employed 11-17-42.
- SAMUEL CHUCK, 74**, retired laborer, Track. Died 2-13-57. Employed 6-16-24.
- EDWARD J. QUIGLEY, 64**, Electrical Department. Died 3-15-57. Employed 10-16-14.
- H. J. COX, 65**, retired motorman, 69th. Died 2-17-57. Employed 10-28-26.
- W. H. REITMEIER, 86**, retired conductor, North Avenue. Died 2-19-57. Employed 7-7-04.
- D. D. CROWLEY, 75**, retired motorman, Kedzie. Died 3-10-57. Employed 2-6-18.
- SAMUEL RODICH, 74**, retired laborer, Track. Died 2-10-57. Employed 11-26-30.
- SARAH DELANEY, 87**, retired agent, West Section. Died 2-25-57. Employed 9-7-96.
- T. M. STANTON, 66**, retired motorman, North Avenue. Died 1-31-57. Employed 2-28-13.
- J. A. DRISCOLL, 66**, retired motorman, 77th. Died 2-14-57. Employed 7-10-22.
- FRANK STIPATI, 78**, retired laborer, Track. Died 2-17-57. Employed 9-1903.
- A. T. DWYER, 72**, retired conductor, Devon. Died 2-24-57. Employed 4-4-10.
- W. N. TRIPP, 65**, retired agent, West Section. Died 2-21-57. Employed 11-28-08.
- G. F. GROSS, 76**, retired guard, North Avenue. Died 2-2-57. Employed 8-31-06.
- F. P. VAN VAERENBERGH, 80**, retired car repairman, Armitage. Died 2-2-57. Employed 2-18-09.
- G. J. KEIDEL, 74**, retired motorman, Lawndale. Died 2-27-57. Employed 10-19-09.
- EDWARD KOWALSKI, 66**, retired conductor, Devon. Died 3-4-57. Employed 3-19-23.
- J. J. VOJTA, 62**, retired conductor, Devon. Died 2-21-57. Employed 5-22-17.
- GEORGE J. LEY, 54**, collector, North Avenue. Died 3-16-57. Employed 12-27-23.
- JACOB VOS, 80**, retired machinist, South Shops. Died 3-11-57. Employed 2-10-17.
- NORMAN C. LOVELY, 46**, operator, North Park. Died 2-23-57. Employed 6-17-41.
- E. F. WALSH, 68**, retired conductor, North Avenue. Died 2-21-57. Employed 4-4-24.
- MARTEN MARTIN, 66**, retired conductor, Devon. Died 3-2-57. Employed 1-4-12.
- PATRICK WALSH, 54**, Shops and Equipment. Died 3-2-57. Employed 2-24-42.
- M. F. McCARTHY, 80**, retired motorman, West Section. Died 2-15-57. Employed 9-19-95.
- ROBERT WALSH, 71**, retired motorman, North Avenue. Died 2-21-57. Employed 7-31-13.
- TIMOTHY McMAHON, 67**, retired motorman, 77th. Died 2-3-57. Employed 4-23-14.
- W. G. WENTZEL, 73**, retired motorman, Armitage. Died 2-21-57. Employed 5-27-22.
- W. H. NEASKERN, 69**, retired laborer, Track. Died 3-5-57. Employed 11-25-30.
- S. F. ZURANSKI, 76**, retired watchman, Track. Died 2-8-57. Employed 7-10-27.

STILL UNIDENTIFIED

NO IDENTIFYING information was received from readers about the picture published on page 16 of the March issue. We don't know the answers either! Can you help us out?



Our Public

SPEAKS

COURTESY TO customers is an important phase of everyone's job whether he is a store clerk or business executive. This is particularly true of those who are employed in public transportation work.

Reprinted below are a few recently received letters of commendation about employes who have shown courtesy and efficiency in the performance of their duties, thereby making CTA service more attractive to the public:

"Excellent Conduct"

"My husband and I would like to commend the excellent conduct of bus operator No. 3357 (*Joseph F. Guth*, North Park). We boarded his bus for a short ride from Adams to Oak street. In that brief time the driver performed so many kindnesses. He greeted each boarding passenger with a smile, answered all queries very pleasantly, waited for people who were running frantically to catch his bus, called out streets loud and clear, and on one occasion suggested that one lady who boarded the bus with a small child, seat the baby before paying her fare. The behavior, attitude and shining spirit of this bus driver inspired everyone who rode with him."

"A Good Word for Him"

"Recently I boarded a bus on Chicago avenue and the driver was so courteous and pleasant that I felt I should 'put in a good word for him.' During my ride I found him to be helpful to all riders. For instance, one little girl about seven years old was waiting to get off the bus and he reminded her, 'Don't run across the street; cross with the lights.' I have children of my own and know that a gentle reminder like this might save a precious life. The driver's number is 3066 (*Ernest Jones*, North Avenue)."

"Was So Impressed"

"The conductor of the train I was on recently was one of the nicest, most courteous conductors I have seen. I was so impressed that I asked for his number so I could report this courtesy. I happened to be the only person on that particular coach and he brought me a paper to read and was most friendly. His number was 25295 (*Clarence Hearns*, West Section)."

OF COURSE, there are times when situations occur, through some misunderstanding or negligence, and displeased customers write letters like these reprinted below:

"Recently my sister was standing at a regular stop zone and had the unpleasant experience of having four buses pass her up. When the next bus finally stopped, the driver was very rude when she mentioned the other buses passing her up. He told her to use another form of transportation if she didn't like waiting."

COMMENT: Operators are expected to make our service as convenient and attractive as possible. Failure to stop for passengers at authorized stop zones is a direct violation of operating rules. Also, if all customers were to heed the suggestion of the above operator, there would be little use for our service, much less a need for employes to operate our vehicles.

"While boarding a bus I handed the driver a dollar bill. He made change and literally threw it at me, causing a dime to drop to the floor. I explained that I had a bad back and couldn't stoop for it, but he refused to make any effort to pick it up. He said he wouldn't go any further until I recovered the dime, but fortunately, another passenger left his seat and retrieved the coin. If it wasn't for this, the driver would have delayed the bus longer."

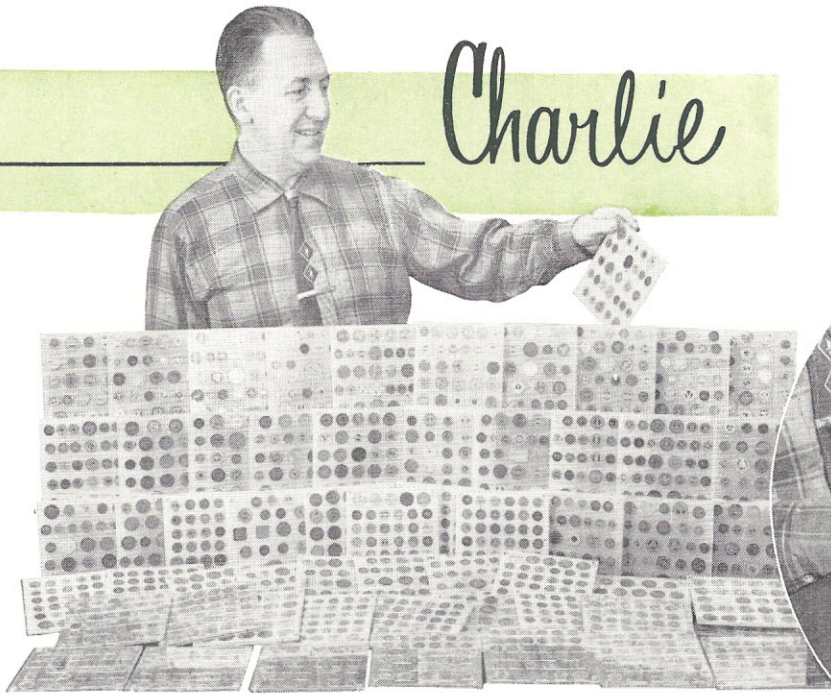
COMMENT: Efforts are constantly being made to make our service as attractive and convenient as possible. We must all work together to keep the patrons we have and make more of an effort to promote our service to future riders. Incidents like the above have a very poor reflection on our entire operating personnel and do not compliment our service.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for March, 1957, February, 1957, and March, 1956:

	Mar. 1957	Feb. 1957	Mar. 1956
Complaints	739	792	1055
Commendations	79	75	110

Charlie

collects tokens



THE COLLECTOR adds another mounting board of tokens, which he has just filled with recently-received items, to his impressive collection. There's hardly a city whose transit system token isn't represented here. However, Charlie still is looking for a half-fare token issued by the former Chicago Surface Lines in the 1940s.

HIGHLY PRIZED in the home of *Operator Charles Koenig, Limits*, is a blue disc the size of a silver dollar. But the disc is not a coin; it's a token once issued by a transit firm serving Minot, North Dakota, and is the largest in Charlie's collection of over 2,000 tokens that he has built up over a period of four years.

Almost all of Charlie's tokens, which come from every state in the Union, and from 12 foreign countries, are approximately the size of dimes and quarters. The resemblance ends at this point, however. While many are perforated discs, such as those used by CTA patrons, others are diamond-shaped, still others are oval-shaped, and several have flanged surfaces.

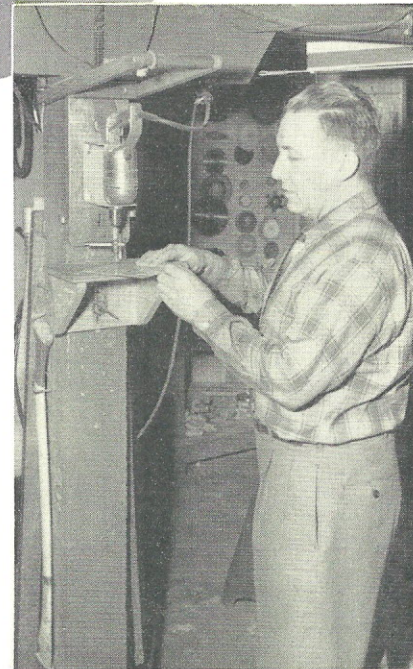
The collector numbers among his most unusual items "male" and "female" passenger discs which once were issued by a Rockaway, New York, transit firm. From Sioux City, Iowa, and Missoula, Montana, come eight-sided tokens. One of his oldest items is a token put out in 1869 by an Iowa company which ran a ferry service across the Cedar River.

Perforations, an integral part of most tokens, take many forms, as a look at Charlie's collection proves. Some are only simple holes, scarcely large enough to push through a piece of string while on many others, portions have been cut out in such a manner that a letter, symbol or emblem stands in outline. On a CTA token, for instance, three perforations in the form of short, curved lines, surround the CTA emblem in the center and give it greater prominence than if the metal removed had been left in.

Tokens also differ widely as to the materials of which they are made. In Charlie's group, one finds, intermingled with brass, nickel, copper and zinc transit pieces, plastic, celluloid, and even fiber tokens.

CHARLIE FILLS UP mounting board with the loose tokens on the table. Already recorded in his file are the pieces on the table. When the board is filled, he will put it away with the others inside the wooden box. Small plastic box (right) contains items to be mounted.

IN HIS completely-equipped basement workshop, *Charles Koenig* gets set to bore a hole in plastic board with electric power drill. A complete set of bits that go with the drill means that he can fashion holes to fit almost any transit disc. Earlier, Charlie cut out board to desired size on his bandsaw and, with a buffer machine, eliminated the board's sharp edges.



A file system, always kept up to date, insures that Charlie can "put his finger" on any desired token instantly. He records each one by city and state (or city and country) and exactly where it may be found in his collection.

The operator used to save, from the fare box of his bus, any unusual tokens with which various customers inadvertently paid their fares. As the number of his tokens grew, Charlie joined the American Vecturist Association, a nationwide organization of token collectors, and now obtains most of his items by exchanging back and forth with members.

As the tokens keep coming in and filling up additional mounting boards, the 15-year CTA employee's collection becomes more and more complete. He hopes to make it one of the best of its kind anywhere.

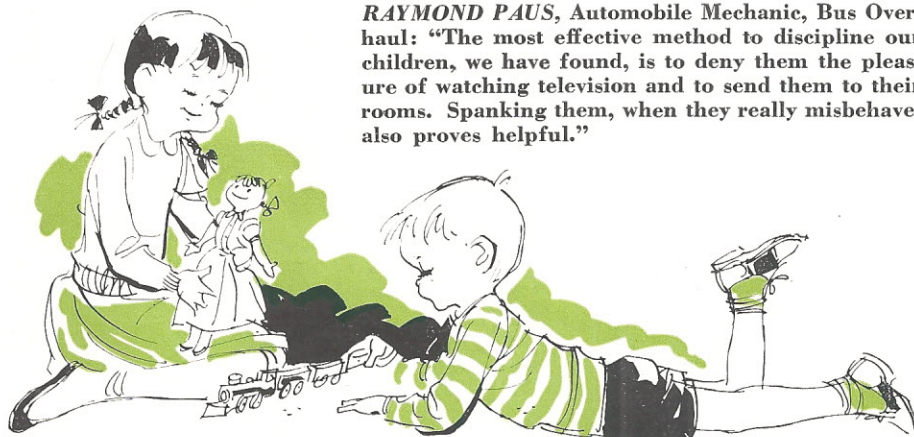
INQUIRING REPORTER: John T. Burke

LOCATION: West Shops.

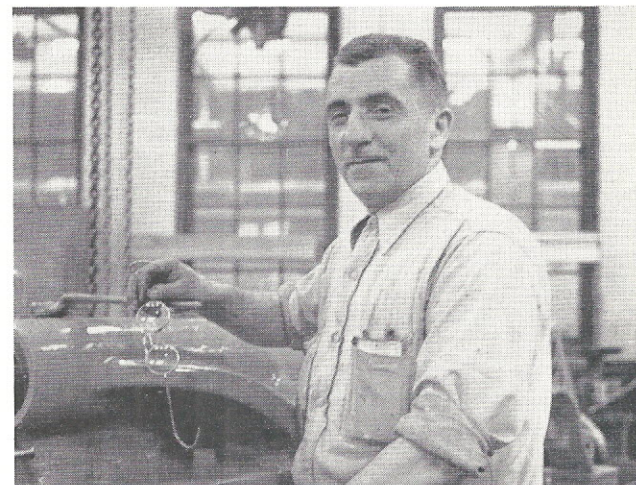
What Is Your Method of Handling Or Disciplining Your Children?



RAYMOND PAUS, Automobile Mechanic, Bus Overhaul: "The most effective method to discipline our children, we have found, is to deny them the pleasure of watching television and to send them to their rooms. Spanking them, when they really misbehave, also proves helpful."



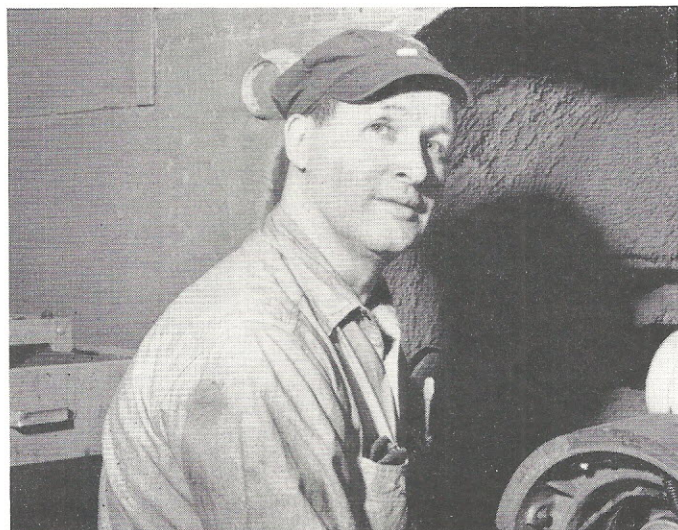
STANLEY KRASULA, Machinist: "A high percentage of delinquent children in the Chicago area come from broken homes. Since parents are responsible for their children, they should pay attention to them and see that they are constructively occupied in their spare time."



◀ **PHILIP BOYLE**, Machinist, Brake Department: "Being the parents of a son and three daughters, all of whom are now grown up, my wife and I have always believed that discipline should begin at the age a child learns to realize he must obey. We raised our children in much the same way as we were raised ourselves. We saw to it that they attended good schools and practiced their religion."



EDWARD REYNOLDS, Welder: "My wife and I find that by explaining right and wrong to our three small daughters they usually behave pretty well. As an extreme measure, I will give them a few whacks on their backsides with my slipper and thus restore order. I seldom resort to this method, however, for I hate to punish them this way."



ALFRED K. HAAS, Body Shop Inspector: "Different children require different kinds of discipline and training. When one of our youngsters (who are six, four and 1½ years old respectively) begins to misbehave, I try to find out why he's acting as he is. Then I try to reason with him. If nothing else works, I find that the old woodshed idea has its merits."



New Express Service on Washington Route

PATRONS OF CTA's Washington (No. 131) and Madison (No. 20) surface lines, which are a short distance apart, now have a choice of all-day express service or local service between west side points and the Loop area.

Beginning April 1 all buses on the Washington line started operating in express service. Under the new arrangement, running time of Washington buses to and from the Loop area was reduced about three minutes in rush hours and about five minutes in base periods.

Express stops, which are approximate-

ly every quarter-mile between Kilbourn and California avenues, and about every half-mile between California and Halsted street, remain the same. These stops are: Kildare avenue, Pulaski road, Hamlin, Central Park, Homan and Kedzie avenues; Sacramento boulevard, California, Western and Damen avenues, Ashland boulevard, Racine avenue and Halsted street.

Washington buses also continue to make all stops between Austin and Kilbourn and between Halsted and Wabash.

With the changeover to all-day ex-

press service on the Washington line, the length of the service period was altered slightly. Eastbound buses, Monday through Friday, leave the west terminal at Madison and Austin between 6:19 A.M. and 10:16 P.M., instead of between 6:15 A.M. and 10:13 P.M. On Saturdays, eastbound buses, formerly leaving this terminal between 6:53 A.M. and 10:16 P.M., leave the terminal between 6:55 A.M. and 10:16 P.M.

During weekdays, headways of Washington buses in both directions remain at three minutes in morning rush periods, six minutes during midday base periods, three and one-half minutes during evening rush periods, 12 minutes from the end of the evening peak period to about 8:00 P.M. and 15 minutes from 8:00 P.M. to the end of service at about 10:45 P.M.

On Saturdays, in both directions, prevailing headways remain at approximately six minutes until about 7:00 P.M. After 7:00 P.M., headways range from 12 to 15 minutes until service ceases at about 10:45 P.M.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF FEBRUARY 1957 AND 1956, TWO MONTHS ENDED FEBRUARY 28, 1957 AND 1956 AND
TWELVE MONTHS ENDED FEBRUARY 28, 1957

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

	Month of February		Two Months Ended		Twelve
	1957	1956	February 28, 1957	February 28, 1956	Months Ended Feb. 28, 1957
Revenues	\$9,341,416	\$9,704,032	\$19,418,824	\$19,645,853	\$119,966,525
Operation and Maintenance Expenses	8,547,786	8,684,828	18,260,087	17,530,149	103,441,245
Available for Debt Service	793,630	1,019,204	1,158,737	2,115,704	\$ 16,525,280
Debt Service Requirements:					
Interest Charges	398,695	406,279	797,390	813,296	
Deposit to Series of 1947 Serial Bond Maturity Fund	250,000(1)	233,333	500,000	466,667	
Revenue Bond Reserves (2)	30,000	30,000	60,000	60,000	
	678,695	669,612	1,357,390	1,339,963	
Balance Available for Depreciation or Deficit in Meeting Debt Service Requirements	114,935	349,592	198,653 r	775,741	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (3)	-	-	313,588	-	
Balance Available for Depreciation	114,935	349,592	114,935	775,741	
Provision for Depreciation - Current Period	747,313	776,322	1,553,506	1,571,668	
Balance Available for Other Charges or Deficit in Depreciation Provision (4)	632,378 r	426,730 r	1,438,571 r	795,927 r	
Accumulated Deficit:					
To end of previous month	1,029,804 r	369,197 r	223,611 r	-	
At close of February	\$1,662,182 r	\$ 795,927 r	\$ 1,662,182 r	\$ 795,927 r	

r - Denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	48,269,200	50,738,335	100,479,417	102,620,405	619,141,578
--------------------------------	------------	------------	-------------	-------------	-------------

STATUS OF EQUIPMENT MODERNIZATION PROGRAM

as at February 28, 1957

	Delivered to Date	Remaining to be Delivered	Total
1955 and 1956 Orders:			
Propane Buses	116	34	150
E1-Subway Cars	64	136	200
	180	170	350
Delivered under previous orders		3,314	
Less - P.C.C. Streetcars to be converted to E1-Subway Cars		200	
			3,114
			3,464

NOTES:

- Equal monthly installments to retire \$3,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1957.
- 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.
- Revenues for the two month period ended February 28, 1957, were not sufficient to make the deposits required for that period in the Debt Service Funds. In accordance with the terms of the Revenue Bond Trust Agreement, such deficiency in Revenues to meet the debt service requirements was made up by a transfer from the Operating Expense Reserve Fund.
- Deposits may be made in the Depreciation Reserve Fund only to the extent that moneys 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 moneys 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 moneys remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

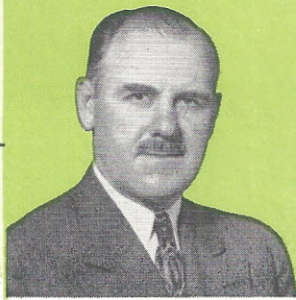
CTA Issues

School Brochure

A 28-PAGE illustrated brochure on the Chicago Transit Authority, primarily for use of elementary students who have classes in social studies, has been prepared by the Public Information Department and is available in limited quantities to qualified school groups.

The brochure covers the organization and duties of CTA, the accomplishments of CTA, and the historical background of mass transit in Chicago. It provides a well-coordinated story of the modernization of CTA properties and facilities and the urgency of the need for more rapid transit facilities to meet the growth of Chicago and the metropolitan area.

Although the brochure has been released only recently, principals and teachers in Chicago schools have already directed many requests for copies to the Public Information Department.



medically speaking

By Dr. George H. Irwin
CTA Medical Director

Importance of Eye Check-ups

GOOD EYESIGHT is the most precious bodily gift we have. Practically all our actions and knowledge are dependent upon or come to us through our eyes. Normally, our daily work, happiness and good health are possible only when our eyes function properly.

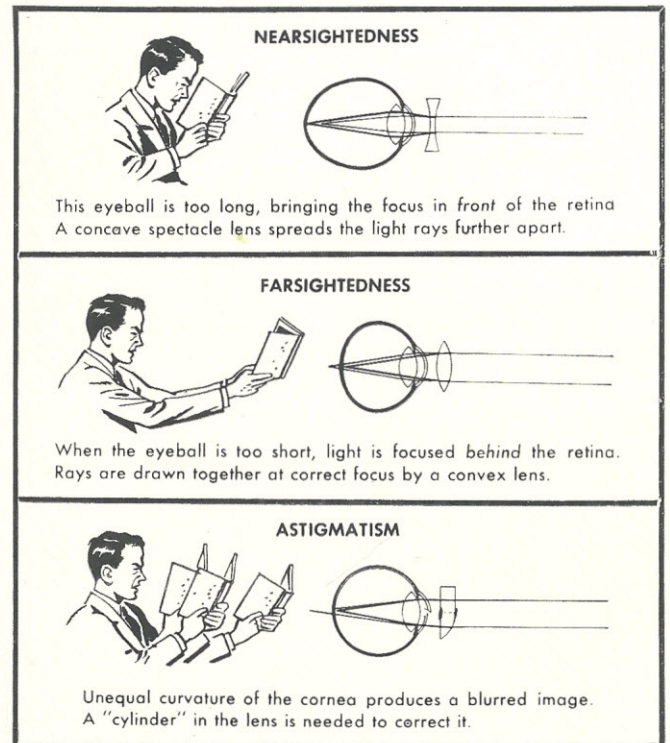
What a wonderful job nature has done in the construction of the eyes! These two small globular organs set in two bony cavities in the front part of the skull are tremendously important to us. Their only protection is the eyelids and eyelashes. We do not have to cover or protect them in stormy weather, such as we do when we put on heavy clothing to keep other parts of the body warm. The eyes are ready to serve in darkness or daytime. It's just good sense to do everything possible to keep one's eyes at top efficiency.

How can good vision be maintained? The CTA is striving to accomplish this by the following methods: 1. Pre-employment eye examinations; 2. Periodic annual eye examination; 3. Eye check after illness disability of 30 days even though the illness has not involved the eyes; 4. Regular eye surveys at stated intervals of all employes over the entire system; 5. Special examinations at any time when there are any signs of failing vision.

It is a recommended procedure that employes have eye tests included any time they have physical examinations by their family doctors.

The importance of an eye check-up is apparent when one realizes that such an examination often gives the physician information which cannot be obtained in any other way. Quite frequently it is the earliest possible means of discovering certain constitutional diseases such as high blood pressure, hardening of the arteries, diabetes, brain tumors and eye disease, including cataracts. Typical changes in the eye findings can be noted in arteriosclerosis even before the blood pressure is elevated or headaches occur. When these changes are found and proper treatment instituted, the disease can often be cured or controlled.

The three most common defects of the natural eye which are most usually discovered are near sightedness (myopia), far sightedness (hyperopia), and astigmatism. The first-named defect means that the eye can see nearby objects fairly clearly, but finds objects at a distance difficult to distinguish. In the far-sighted person the reverse is true. Sometimes one may think he has perfect vision when in reality the vision in one eye may be very poor. This is because he uses the good eye entirely.



Fortunately, the eye doctor has methods of correcting the above defects by fitting the patient with the proper glasses. One should see an eye specialist, usually referred to as an oculist, for this service. A regular physician specializing in eyes is best qualified because he understands the inter-relationship of the eyes to various parts of the body.

Periodic eye examinations are recommended for the following reasons:

1. Early detection of chronic systematic disease, arteriosclerosis. In a manner of speaking, such examinations may be compared to vaccination for prevention of small pox.
2. From the safety viewpoint, corrected vision may prevent accidents and thus eliminate human suffering and much loss of time.
3. Good vision increases work efficiency and productivity and adds to the comfort of living.

A final word of caution: If you notice failing vision or suffer severe headaches, report to your eye doctor promptly. Better yet, don't wait for failing vision to occur. Arrange for periodic eye examinations regularly.

Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



APRIL IS the most important month of the year for gardeners. It is the time when planning and preparing for action are finally translated into action itself.

The first thing to think about is the appearance of the garden and what may still be left from last year. Old dried leaves and props and plants of perennials should be removed. If there are still annual plants remaining in their dried and dead condition pull them out.

In April, too, the soil becomes drained and dry enough for us to work it. The test is to take up a handful of soil and compress it into a ball in your fist. Then open your fingers and gently jar the ball. If it falls apart readily or crumbles readily the soil is ready to work. If it remains sticky don't try to work it because it will form lumps that cause you trouble later on.

Now is the time to improve the soil, too. If you have a compost heap be sure to spread it over the flower beds and mix them into the top a few inches. If you have covering over last winter's perennials it is time to take that off and place it in the compost heap for use next fall.

If you have no compost and if your soil is a very heavy clay or a very lean sand, now is the time to purchase peat. It is an excellent form of organic matter and helps to hold moisture in the soil, prevents it from compacting or forming lumps and will more readily permit rainwater and applied water with the hose to drain through the soil instead of standing on the surface. It is good to spread at least a one-inch thick layer of peat over all of the surface of the garden beds and under the trees or shrubs where there is no lawn. Spade this into the top five or six inches of soil.

Next, think about adding plant food. This applies to your lawn as well as to your flower beds, although you may wish to use a different sort of fertilizer in each of these cases. The lawn wants an application of a complete fertilizer such as Vigoro, especially Golden Vigoro, or Vertigreen. Be

sure the package shows that the material contains nitrogen, potash and phosphorus. Spread your plant food evenly over the surface of the ground in the amount stated on the package. Then rake the fertilizer lightly into the top surface of the soil all over the lawn.

On the flower beds and under the shrubbery you should also apply food. Here the quantity may be even more than that used on the lawn, but it should be carefully raked into the top inch or two of soil, being careful not to disturb the roots of plants.

Do not apply plant food to peonies if the material has a large amount of nitrogen in it. Nitrogen causes the plant to have lots of fine leaves and foliage but very few flowers. Peony growers usually use bone meal for their peonies. While on the subject of peonies, this is the time to spray the young shoots, and all of the ground around your peony plants, with bordeaux mixture. Apply this according to the instructions on the package, and repeat about every two weeks, if you want good peony plants and healthy, beautiful flowers.

Now is the time you should think about planting roses, too. (If you want a very useful circular on the planting and care of roses, and of other perennials too, send 5c in coin or stamps to the Chicago Horticultural Society, 116 S. Michigan avenue, and they will send you one).

If you have any special questions about your gardens send them to the Horticultural Society and if possible we will publish the answers in this column.



Increased A.M. Rush Hour Service on Madison

SUBSTANTIALLY INCREASED westbound weekday morning rush hour service in the Loop section of the Madison (No. 20) bus line became effective April 1, when CTA added nine runs to the present schedule.

The added runs supplement present westbound service provided in Madison street by Madison buses and Milwaukee (No. 56) buses, all of which travel west in Madison from Michigan to Canal. The extra buses operate north in Canal from Madison to Randolph, the same route used by Milwaukee buses.

During the period from 8:15 A.M. to 8:45 A.M., service was increased 40% with six extra buses being added to the

nine Madison and six Milwaukee buses scheduled during that half hour. From 8:45 A.M. to 9:50 A.M., three extra runs are made in addition to the 20 Madison and 18 Milwaukee buses presently being operated.

Thus, patrons going from the Loop area to the C&NW station area are assured of more frequent and more regular service.

The nine buses used in Madison service are being diverted from the Washington line and carry "Washington-Kedzie" destination signs. They run east in Washington to Michigan, south to Madison, west to Canal, north to Randolph and then west over the regular Washington route.

to the ladies — from Ellen

Springtime DELIGHT...

Blackberry Angel Food Cake



BLACKBERRY ANGEL Food Cake requires no last-minute preparations. Simply whisk it from the refrigerator onto the table and let the family's compliments come your way.

PRETTY as springtime and just as delicious is a heavenly Blackberry Angel Food Cake. It's such a handsome dessert you can plan to use it as a centerpiece until it's time to cut into the luscious layers.

Handsome as this dessert is, you'll find it couldn't be easier to prepare. Best of all, it can be made early, with no last-minute preparation. Simply whisk it from the refrigerator to the table and let the family's compliments come your way.

To make Blackberry Angel Food Cake,

purchase an 8 or 9-inch angel food cake from your favorite bakery. Split the cake into four layers and spread each layer with blackberry jam. Cover the reassembled cake with a delicate frothy coating of whipped blackberry gelatin and chill it in the refrigerator. The new blackberry flavor in gelatin just now appearing on grocers' shelves combines perfectly with fruits, also.

Here are the ingredients you'll need for your blackberry angel food cake: 1 angel food cake, 8 or 9-inch; 1 12-ounce glass blackberry jam; 1 package vitamin C gelatin, blackberry flavor; 1

cup boiling water; 3 eggs, separated; $\frac{1}{8}$ teaspoon salt; 1 tablespoon lemon juice and $\frac{1}{4}$ cup sugar. Split cake in four layers. Spread middle layers with blackberry jam and reassemble cake. Dissolve blackberry gelatin in boiling water. Beat egg yolks until light. Slowly add hot dissolved gelatin, stirring constantly. Add salt and lemon juice. Chill until slightly thickened. Meanwhile, beat egg whites until foamy; gradually add sugar and beat until stiff. Fold into thickened gelatin. Chill until mixture holds a soft peak. Frost cake. Chill about 3 hours before serving.

COFFEE, cocoa, chocolate, and tea stains are the most common on household linens. Our stain removal guide booklet will help solve these problems.



Some Like It Hot, Some Like It Cold

HOW MANY times have you or a member of your family spilled coffee or fruit juices on a new dress or pair of trousers? Or, what about those awful ink stains on a fresh white shirt?

Most of us, at one time or another, have had to take a newly-purchased article of clothing, intended for "dress," and change it into something for "everyday" just because we didn't know how to remove a particular stain.

We have compiled a handy booklet that can save your budget and your clothing a lot of "wear and tear" by guiding you in the removal of more than 30 different types of stains.

Most household stains likely to occur in the course of ordinary living involve washable fabrics and can be removed

with soap or detergent suds and water—if they are not allowed to "set" into the fabric. So it pays to have a few basic rules at the tip of your fingers, so to speak, to give quick first-aid to damaged fabrics and speed up your laundering.

A reliable rule of thumb in treating stained fabrics made of synthetic fibers plus wool, cotton, or rayon, is to treat the blended fabrics as if they were made entirely of wool, cotton, or rayon. In other words, cottons and linens can stand up under hot water first-aid, while some other fabrics require cooler temperatures.

Write to Women's Page Editor, CTA Transit News, P.O. Box 3555, Chicago 54, Illinois, for a free stain removal guide booklet.

APRIL SHOWERS

BRING MAY FLOWERS...

.... BUT SHOWERS ALSO
BRING ADDED PROBLEMS!



THE *Defensive* DRIVER
AVOIDS ACCIDENTS
BY BEING *Extra Cautious* IN RAIN

THE CHICAGO TRANSIT AUTHORITY

P. O. Box 3555, Chicago 54, Illinois

Form 3547 Requested

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