



MAY, 1957

TRANSIT NEWS



A BIRD'S-EYE view of the Chicago skyline as it looks from the top of the Wrigley building. Way down below is North Michigan avenue over which Wilson avenue buses (see story on pages 6 and 7) are routed.

New "See Chicago" Folder Available

A NEW, revised edition of the "See Chicago" folder—a sightseer's guide to major city attractions — has recently been issued by the CTA and may be obtained free upon request by writing or calling the Public Information Department.

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

Also included in the folder is full in-

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

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

Another Off-Street Terminal Established

CTA's NEWEST off-street terminal on the southeast corner of 59th street and Keating avenue, which serves the 59th-61st (Route No. 59) bus line, was opened Sunday, May 5.

The terminal, arranged with the co-operation of the United Air Lines, cost approximately \$10,000 for improvements to the property, including asphalt paving and a trainmen's building.

Eliminated entirely by use of this new terminal is the necessity of buses turning into and off of heavily-traveled Cicero avenue.

Under the new arrangement, westbound 59th-61st buses will enter the terminal through a driveway east of Keating. Traveling clockwise through the facility, they will operate, on the eastbound trip, north in Keating from the terminal exit to 59th street and thence east in 59th over the regular route.

Formerly, westbound buses traveled west in 59th to Cicero, south in Cicero to 60th street, east in 60th to Keating. On the eastbound journey, buses operated north in Keating to 59th and thence east in 59th street over the regular route.

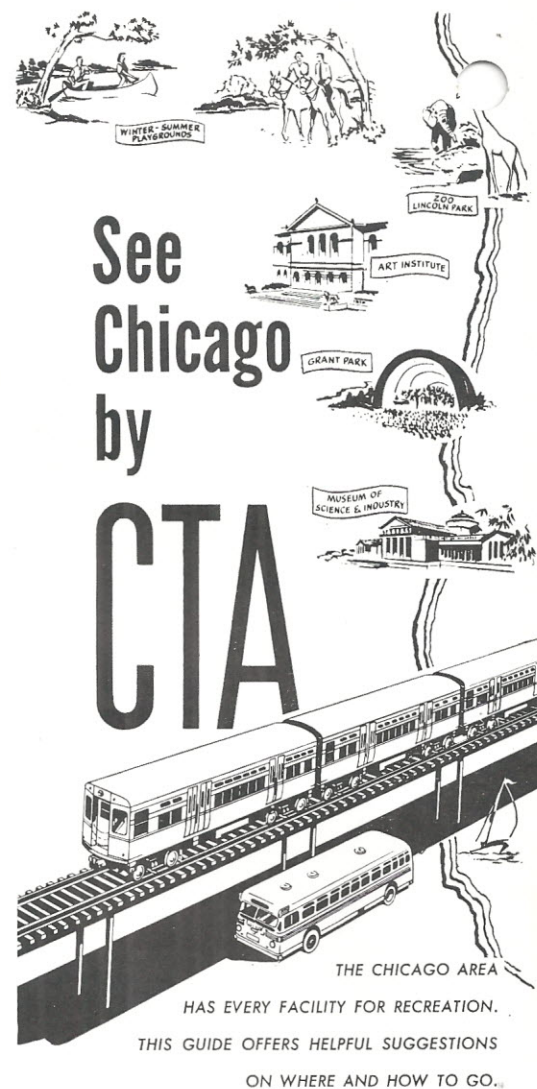
Passengers board vehicles in a loading area on the southeast corner of 59th and Keating. However, for the convenience of passengers transferring to South Cicero (Route No. 54B) buses and for employees of the United Air Lines offices at 59th and Cicero, terminal-bound buses make a stop on the north side of 59th street east of the facility.

This new off-street facility is the third to be put into use during the last nine months.

The last previous installation opened by CTA, in the shopping plaza at Cermak road and Harlem avenue in Berwyn, was put into service January 16, 1957. It serves Douglas Park Extension (Route No. 21B) buses.

Short line buses on the Cottage Grove (Route No. 4) surface line began using a new terminal at Cottage Grove and Burnside avenues on August 22, 1956.

Improved facilities at the off-street terminal on Halsted street between 79th and 80th streets, which serves four southwest side bus routes, were utilized as of September 16, 1956.



RECENT CTA ADDITIONS TO THE ARMED FORCES

Albert E. Carlson—Transportation (Forest Glen)

Jimmie D. Hill—Transportation (52nd)

John E. Quinn—Transportation (Archer)

Martin R. Selva—Claim Department

RETURNED FROM SERVICE

Hubert McGee—Shops and Equipment

Do not resent growing old — many are denied the privilege.

We know a fellow who has a car so old that this year he wrote the state motor vehicle department requesting upper and lower plates.

VOLUME X

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NUMBER 5

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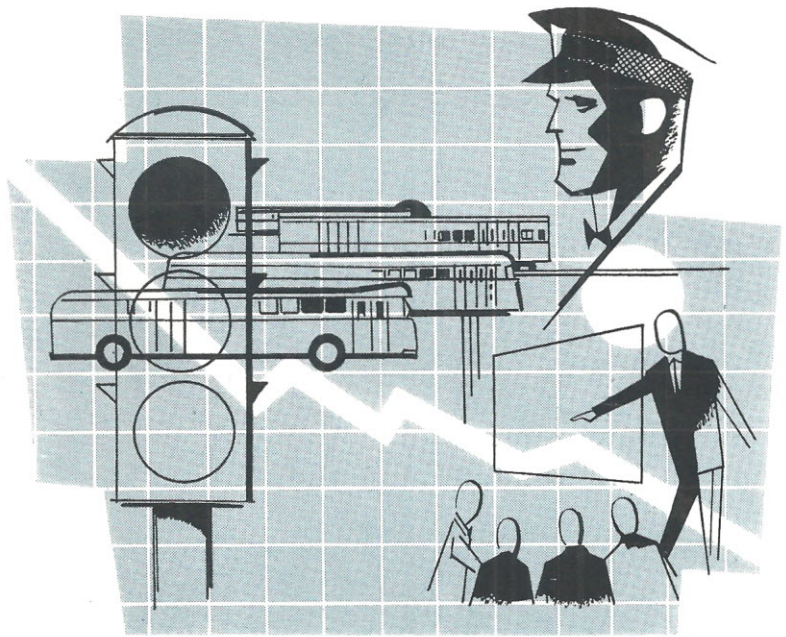
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SET NEW

Safety Record

IN 1956



CTA EMPLOYEES established the best safety record in CTA's history during 1956 with a system-wide decrease of 5.3 per cent in public accidents as compared with 1955. This record is especially noteworthy because 1955 was the best previous year in achievement of safe operation.

This substantial improvement for the second consecutive year was disclosed in the recently-issued annual report of the Training and Accident Prevention Department.

In accomplishing this reduction, surface system traffic accidents declined by 9.2 per cent during the year while the decrease in miles operated in 1956 over the previous year was only nine-tenths of one per cent.

Another factor contributing to the betterment of the overall public safety record was a 5.6 per cent reduction in surface system passenger accidents as compared with a 3.5 per cent decrease in the number of passenger rides.

Rapid transit system traffic accidents decreased by 13.2 per cent while rapid transit miles operated increased 1.5 per cent. A 12.2 per cent rise in rapid transit passenger accidents was in part due to a 2.4 per cent increase in originating passengers on the "L"-subway system.

For the combined operation—surface and rapid transit systems—traffic and passenger accidents were 5.0 per cent less than last year.

Commenting on the report, *General Manager W. J. McCarter* said: "Our training and accident prevention activity has been concentrated almost exclusively on public safety, and the results show what can be accomplished when our employees make such an effort."

The report pointed out that the most important areas of this safety training during 1956 included programs for new operating personnel, refresher programs for present operat-

ing and supervisory personnel, and a new accident retraining program. It also noted that a comprehensive defensive driving program was developed and incorporated into the initial training program for new operators.

During 1956, a new and broader accident retraining program was started at North Avenue station on an experimental basis. The program contains a procedure for helping the station superintendent determine which individuals can be helped by retraining, methods for determining the specific needs of these individuals, and several retraining techniques designed to correct difficulties the operator may have.

Kedzie, 77th, Lake Street Win Station Awards

THREE OPERATING stations came through with improved safety performances during the first three months of the year to win quarterly honors in the continuous competition for Station Achievement Awards.

The three stations were: Kedzie, which recorded a 3.42 reduction in traffic type accidents; 77th, which won with a 1.68 decrease in passenger type accidents, and Lake Street, which achieved a 0.72 cut in the combined passenger-traffic category established for the rapid transit system.

Awards are based on the reduction in accident rates achieved in any one quarter as compared with the same quarter for the previous three years.

Award plaques were presented at Lake Street and Kedzie, May 1, and 77th, May 2.

System-Wide Clean-Up Aids "Cleaner Chicago" Campaign



PAINTING AND cleaning of subway stations is one phase of the extensive "clean-up" campaign being carried on by the CTA in its efforts to keep all its buildings and facilities clean and attractive in appearance. At the Roosevelt-State station of the north-south "L"-subway *Painters Mike Walsh (center), and Pat Clark* are doing a decorating job on the ceilings and columns of the platform, while *Assistant Foreman Edward Friel (left)* looks on.

COORDINATING ITS own "clean-up" efforts with *Mayor Daley's* yearly campaign for a cleaner Chicago, CTA has launched an extensive program of activities designed to emphasize "good housekeeping" principles on all its properties and equipment.

The program includes:

1. Vigorous efforts to keep buses, cars, off-street terminals, stations, station platforms, other buildings and operating areas clean and attractive.
2. On-the-job and off-the-job participation by CTA employees in the city-wide campaign to make Chicago "America's Cleanest City."
3. Display of car and bus cards urging general public participation in the clean-up campaign, and operation of a specially painted bus, carrying copy publicizing the campaign, in regular service on CTA bus routes.

The CTA program entails painting and cleaning of buildings, "L" structure columns and subway stations, landscaping of station grounds and off-street terminals and other projects of a general nature planned to improve and freshen-up the appearance of facilities.

While activities of this type are continuous on the CTA

system as part of the overall maintenance program conducted throughout the year, added emphasis is given them by the interest generated through the community effort to make Chicago a cleaner city.

CTA's total program for cleaning, painting and renovating buildings, structures and other facilities will cost an estimated \$269,000 during 1957. Some of this work has already been completed, some is in progress, and the rest has been budgeted for completion this year.

For example, \$36,500.00 was expended on the surface system for cleaning and painting buildings, structures and bus terminals during the first three months of this year. Another \$69,500.00 had been spent on the rapid transit system in the same period for painting and servicing "L" columns, painting stations and miscellaneous buildings and for scavenger service at rapid transit stations.

Under this program, 2,235 columns on the Douglas Park branch and north and south sections of the rapid transit system will be painted and interiors and exteriors of 136 stations and miscellaneous buildings are scheduled to be painted or washed this year.

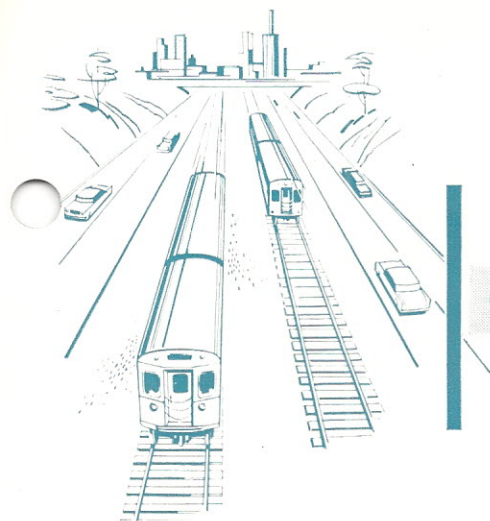
A similarly extensive program also is planned on the surface system. This includes projects at shops, bus terminals and garages, Electrical Department installations and off-street terminal facilities.

CTA also is lending strong promotional support to Mayor Daley's campaign. A series of four car cards, totaling 18,000 in all, will be posted in CTA vehicles during the next 12 months urging public cooperation in the clean-up effort.

In a letter to supervisory personnel, *General Manager W. J. McCarter* urged them to solicit full cooperation of employees with the clean-up campaign and to ask for their active participation at the community level in their home neighborhoods.

LAWNS AND grounds at off-street terminals must be properly cared for and landscaped each spring and through the summer months. *Sam Toia* of the Track Department was busy raking up the winter's debris at Madison-Austin terminal as this picture was taken.





NATIONAL CONFERENCE

Co-ordinating Metropolitan Area Transportation

SPEAKERS OF national prominence in their respective fields of activity will address the nation's first clinic on Co-ordinating Metropolitan Area Transportation to be held at the Bismarck Hotel on May 27 and 28.

The clinic is being organized and arranged by *Walter J. McCarter*, CTA General Manager and a group of volunteer associates who believe that vigorous organized efforts must be made on a national scale to solve metropolitan area transportation problems.

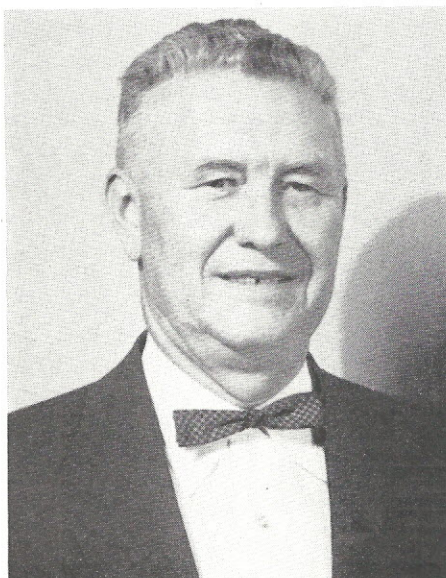
Two of the speakers at the two-day session recently have been in the national news urging a co-ordinated planned approach to the transportation problems of metropolitan areas. They are *Mayor Richardson Dilworth* of Philadelphia and *Congressman William S. Mailliard* of San Francisco. *Mayor Richard J. Daley* of Chicago will welcome the conferees at the opening session.

Mayor Dilworth will address the luncheon session of the conference on May 27. His topic will be "Rapid Transit — A Public Responsibility." Congressman Mailliard, who recently introduced a resolution in Congress for the appointment of a special House committee to study transportation problems in the nation's large cities, will be the luncheon speaker on May 28. His topic will be "A Congressional Approach to the Metropolitan Transportation Problem."

The other speakers will discuss metropolitan area transportation problems from the points of view of public officials, farmers, merchants, real estate dealers, bankers, consulting engineers, transportation engineers and operators, commuter railroad operators, parking lot operators, highway officials, planning and traffic engineers, and manufacturers.

The official program for the two-day clinic follows:

Monday, May 27: *Mr. McCarter*, "Introduction"; *Mayor Daley*, address of welcome; *Dr. J. Douglas Carroll, Jr.*, director of Chicago Area Transportation Study, and *Kenneth M. Hoover*, project director, Mass Transportation Survey, Washington, D.C., "The Urgency of Sound Metropolitan Area Planning"; *Walter S. Douglas*, consulting engineer, Parsons, Brinckerhoff, Hall & MacDonald, New York, and *Frank Simon*, executive director, Metropolitan Rapid Transit Commission of New York-



Walter J. McCarter

New Jersey, "Metropolitan Area-Wide Transportation Planning—A Paramount Need"; *V. E. Gunlock*, chairman of Chicago Transit Board; *George Alpert*, president, New York, New Haven and Hartford railroad; *Pyke Johnson*, past president, Automotive Safety Foundation, Washington, D.C.; *William G. Barr*, executive director, National Parking Association, Washington, D.C.; and *Bruce Dwinell*, vice-president, Rock Island Lines, Chicago, participants in a panel discussion on "Co-ordination of All Rail and Rubber Transportation, and Parking—A Must for Metropolitan Areas."

Walter S. Blucher, president, American Institute of Planners, Chicago, will be the dinner speaker Monday evening, May 27. His topic will be "Planning Problems in Metropolitan Areas."

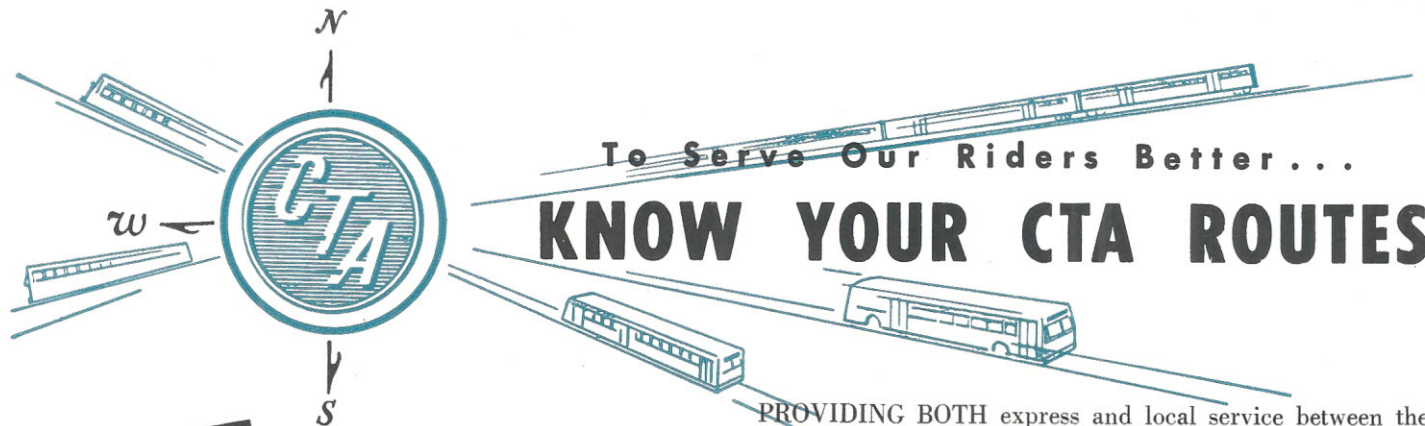
Transit experts, mainly operators, in five of the nation's largest cities will participate in a panel discussion on "Rapid Transit Problems and Progress in Metropolitan Areas," Tuesday morning, May 28. Panel members are *Edward G. Dana*, general manager, Metropolitan Transit Authority, Boston; *Donald C. Hyde*, general manager, Cleveland Transit System; *John A. Bailey*, executive director, Urban Transportation and Traffic Board, Philadelphia; and Mr. McCarter.

Alan K. Browne, vice-president of the Bank of America, and chairman of the San Francisco Bay Area Rapid Transit Commission, will close the Tuesday morning session with a talk on "Financial Problems and Solutions" involved in co-ordinating metropolitan area transportation facilities.

"Farm and Business Views on Metropolitan Area Transportation Problems" will be presented Tuesday afternoon by *Fred Bailey*, executive director, Farm Roads Foundation, Washington, D.C., and *Boyd T. Barnard*, president, Jackson Cross Company of Philadelphia, and past president of the National Association of Real Estate Boards.

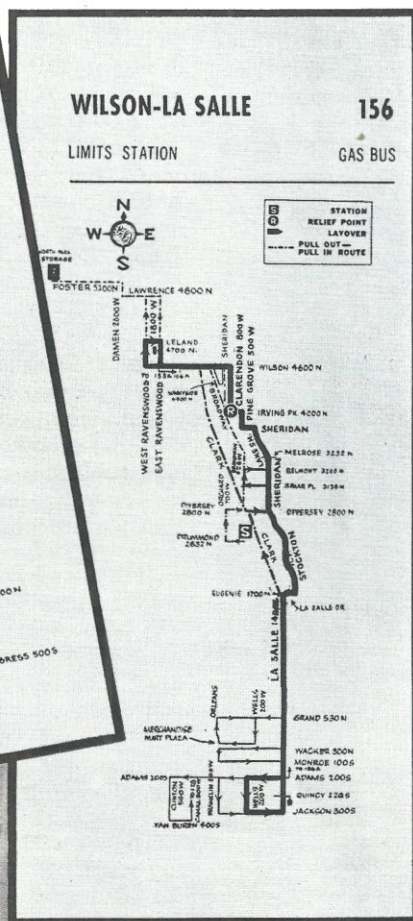
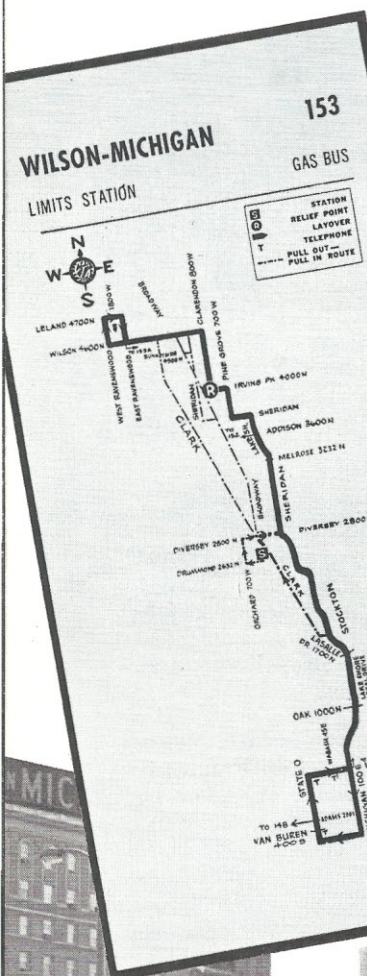
The final talk of the conference will be made by *Dr. Thomas Conway, Jr.*, president of the Conway Corporation of Philadelphia, and past president of the American Transit Association. Dr. Conway will discuss the need for a national organization to work for co-ordination of all metropolitan area transportation facilities—rapid transit, surface transit, automobile transportation, and commuter railroad transportation.

The closing hours of the conference will be used for a general discussion of suggestions for creating a national organization to work vigorously for co-ordinating all forms of metropolitan area transportation.



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

(This is the 29th in a series on CTA routes)



PROVIDING BOTH express and local service between the Ravenswood-Uptown districts on the north side and the downtown business area, the Wilson-Michigan (No. 153) and the Wilson-LaSalle (No. 156) routes operate on integrated schedules keyed to the changing pattern of traffic needs throughout the day.

Local service is augmented during weekday rush hours by express service on both routes, with buses operating through "no stop" zones via Lake Shore Drive, permitting a faster ride than over the local route where traffic moves slower. Coordination of schedules is possible because both lines serve the same area for much of their routes.

Both routes, starting from a north terminal at Wilson avenue (4600 N) and Ravenswood avenue (1800 W) operate east to Clarendon, south to Irving Park road, east to Pine Grove, and south to Sheridan Road. Here, the routings of the two lines diverge when operating on local schedules. The Wilson-LaSalle routing is east and south through Lincoln Park over Sheridan Road, Stockton Drive and LaSalle to Adams, looping west to Wells, south to Jackson, and east to LaSalle for the return trip. This is a weekday and Saturday service only.

Wilson-Michigan buses in local service operate from Sheridan Road, east and south over Sheridan through Lincoln Park to Michigan, south to Congress, west to State, north to Lake, and east to Michigan for the northbound trip.

Wilson-LaSalle expresses, which operate both northbound and southbound over Lake Shore Drive on weekday rush hours, make no stops between Clarendon-Wilson and Eu-



A BRIGHT, sunny Easter Sunday morning brings out the paraders on Michigan avenue along the route of Wilson avenue buses. Pedestrians, coming to see and be seen, crowd the sidewalks for blocks after church services, and street traffic is slowed to a crawl. This view shows a small segment of the passing throng strolling down the avenue at Delaware place.

genie-LaSalle. Wilson-Michigan expresses are operated southbound during the morning rush hours only. On Lake Shore Drive they enter a "no stop" zone from Roscoe to Walton-Michigan. Outer Drive expresses, operated during both morning and evening rush periods on weekdays, have a "no stop" zone between Clarendon-Wilson and Walton-Michigan.

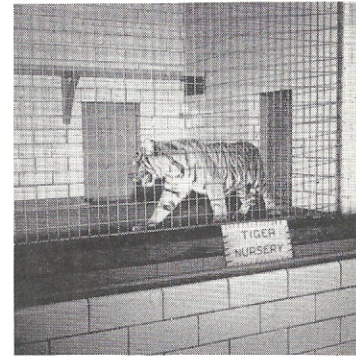
Schedules are set up to provide convenient base service in off-peak hours and combination service on closer headways required by heavier riding during rush periods.

Headways on the Wilson-Michigan local buses in weekday service are 11 minutes during the morning rush, eight minutes through the midday hours, six minutes during the afternoon rush period, and eight to 10 minutes in the evening. On Saturdays, the intervals are six minutes in the a.m. rush period, eight minutes during midday and afternoon, and eight to 10 minutes in the evening. Sundays and holidays the schedules call for headways of 12 minutes during the morning and 10 minutes in the afternoon and evening.

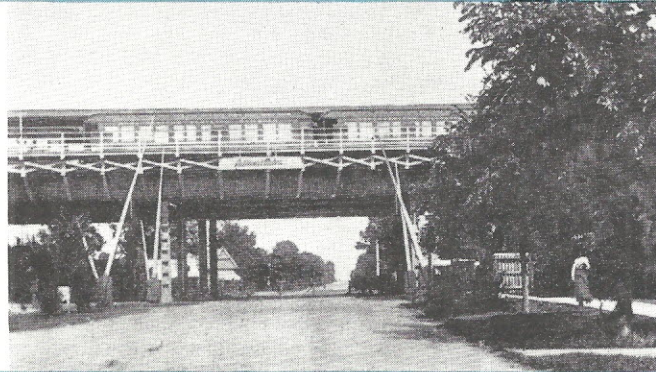


AT LELAND avenue and Marine drive the modern, new Weiss Memorial Hospital overlooks Lincoln Park and the lake front. View is looking southwest from the east side of the hospital, a recent addition to Chicago's growing medical facilities.

CAPTIVITY seems to irk this creature of the jungle at Lincoln Park zoo, where officials obviously believe the only way to "hold that tiger" is to place it behind bars. Located at 2200 North in Lincoln Park, the zoo covers 25 acres and houses a collection of 2,600 mammals, birds and reptiles. Wilson buses operating via Stockton drive give convenient service to this all-year-round attraction.



THE GROWTH of Chicago since the early days of rapid transit is clearly depicted in these contrasting pictures of the same north side intersection taken 57 years apart. At the left is the Wilson avenue "L" station, looking east from Clifton avenue, as it appeared in 1900. At the right the same street as it is today, the heart of the busy Uptown district.



THOUSANDS OF visitors annually are drawn to the Chicago Historical Society in Lincoln Park where one of the finest historical collections in America is on view. Among the exhibits is this replica of a postoffice and general store of the middle 19th century, complete with fully stocked shelves and life-size figures. The Historical Society Museum, at Clark street and North avenue, is easily reached by Wilson local buses.

Express schedules on the Wilson-Michigan route are on nine-minute intervals during the morning rush hour. However, these intervals are shortened by Outer Drive express buses which operate as part of the Wilson-Michigan service during rush hours. These are spaced seven minutes apart in the a.m. and six minutes apart in the p.m.

Wilson-LaSalle service operates local buses on two-minute intervals and express buses on five-minute intervals during the morning rush period, and on two-minute (local) and four-minute (express) intervals through the evening rush hours. These lengthen to eight minutes during midday. Wilson-LaSalle buses do not operate in the evening. Saturdays, local service is provided every eight minutes in the morning and every 10 minutes midday until 2:00 p.m. After that hour and on Sundays and holidays no service is provided by Wilson-LaSalle buses, the Wilson-Michigan buses taking over with their regular schedules.

The measured round trip on the Wilson-Michigan route is 19 miles and on the Wilson-LaSalle route 18.80 miles. The running time between outer terminals of expresses on both lines is 37 minutes. Local runs vary from 39 to 52 minutes according to the time of day and traffic conditions.

TEST

111th Street

Operation

AN EXPERIMENTAL, rush-hour through operation on 111th street between Champlain avenue and Pulaski road, providing a supplementary service to the present Vincennes-111th (No. 111A) route, was inaugurated on May 6.

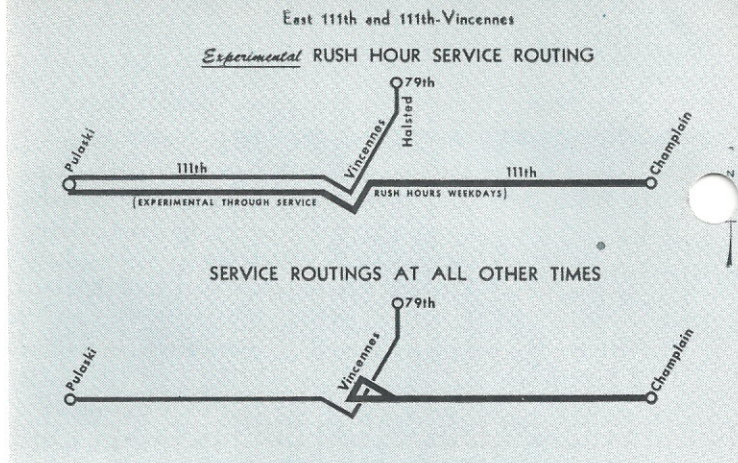
The experimental service, which will be operated for a 30-day trial period during the morning and afternoon rush hours on weekdays only, extends the present routing of the East 111th (No. 111) line westward from Vincennes to Pulaski. It will not disturb the present routing or schedules of the Vincennes-111th line, which has its northern terminal at 79th and Halsted streets.

During the trial period, eastbound buses leave 111th and Pulaski on three to eight-minute intervals from 7:00 A.M. to 10:08 A.M., and on five to nine-minute headways from 3:02 P.M. to 6:16 P.M.

Westbound schedules call for buses to leave 111th and Champlain on three to eight-minute intervals from 6:25 A.M. to 9:33 A.M., and on five to six-minute headways from 2:32 P.M. to 5:34 P.M.

CTA inaugurated this trial through operation on 111th street between Champlain avenue and South Harding avenue for a period of 30 days at the request of interested citizens.

The purpose of this trial operation is to determine whether those persons residing and using local transportation west of Vincennes avenue desire through service on 111th



street or preponderantly desire the present route via 111th street and Vincennes avenue to 79th and Halsted.

During the 30-day trial period of the experimental service during the morning and afternoon rush hours, on weekdays only, extensive counts are being made of passengers utilizing all service on 111th street west of Vincennes avenue to determine the number of passengers daily using each service, the 111th experimental through service, and the 111th-Vincennes service.

A previous check disclosed that 67 percent of the riders on the 111th-Vincennes route were through riders, who do not transfer at the intersection of 111th street and Vincennes avenue. If the information obtained under the experimental arrangement should disclose that the majority of the users of the combined services desire through service on 111th street without transferring, then the present 111th-Vincennes service will be discontinued at Vincennes and 111th, where passengers may transfer to the through route on 111th street. However, if the riding checks indicate that the preference of riders is the routing via 111th and Vincennes, then the experimental through route service on 111th street will be discontinued.

The 30-day experiment will cost CTA approximately \$6,500.

Wood Street Station Discontinued

DISCONTINUANCE OF service at the lightly-patronized Wood street station on the Douglas rapid transit route, which became effective May 18, is being followed by removal of the station building, stairway and platform.

Alterations were made at the Hoyne avenue station to provide an "L" entrance just two blocks west of Wood street for the convenience of the former users of the Wood street stop.

The decision to close the Wood street station was prompted by a study which disclosed that an average of only 12 people per hour used this facility on a typical weekday, not enough to justify its being continued in service.

Under the new arrangement, approximately 35,000 daily riders of Douglas trains benefit from somewhat faster and more regular service made possible by eliminating the Wood street station.

In addition to the nearness of the Hoyne station, the 18th street station on the Douglas route is also within easy walking distance of the Wood station, being only one-eighth of a mile to the north. Six surface lines also provide convenient service in this area. They are Blue Island-26th (No. 26), Western (No. 49), North Damen (No. 50), Ashland (No. 9), 16th-18th (No. 18) and Cermak (No. 21).

The changes at the Hoyne station consist of the installation of an asphalt-concrete walkway extending from the foot of Hoyne avenue stairway to the west side of Damen avenue (between Cullerton and 21st street), removal of the present station building to make way for the walkway, an agent's booth on the first landing of the stairway nearest to Hoyne avenue and illumination of the entire passenger area, including the walkway.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Dinner Precedes Wedding Ceremony

ACCOUNTING—A pre-nuptial dinner for *Margaret Scanlon*, Payroll, was given April 25 by her fellow-employees. Her wedding took place on May 4 at St. Justin Martyr church.

Herbert Rohda, IBM, and his wife left Chicago April 13, driving to Miami, Florida, on their vacation. They enjoyed sightseeing, swimming, sailing and basking in the sun.

The Merchandise Mart Bowling League banquet was held April 27 in Henrici's restaurant. Prize money was awarded.

The mother of *Esther Anderson*, Payroll, who had been seriously ill for some time, was recovering nicely, as this was written.

Lois Koshol, Revenue, left CTA to become a homemaker. She received many gifts of "little" things from her co-workers.

Ann McAndrews, Revenue, was emcee for a Red Cross show given April 26 at the U. S. Public Health hospital. She rendered some monologue in the course of the evening, as part of the entertainment.

Larry Collins, his wife and son drove to Minneapolis, Minnesota, to spend their vacation with Larry's son, *Jack*, and his family.

Roy Wilson, Material and Supplies, drove with friends to Missouri to see the beauties of the Ozarks.

The postman was loaded down with a surprise shower of birthday cards sent to the regular reporter of this column, *Helen Lowe*. *Helen* said that this year's birthday was one of her happiest, despite the fact that she is home recuperating from recent surgery.

—MABLE POTTHAST

Some Get Honors In Bunches Of Threes

ARCHER—Operator *John Musser* and his wife have something to be proud of these days. Their daughter, *Margaret Ann*, was elected president of Delta Zeta sorority at Northern Illinois State Teachers' college, DeKalb. She also was named a member of the queen's



HOBBY: HORSES

PRACTICALLY EVERY weekend, *Receiver Horace Mitchell*, North Park, and *Mrs. Mitchell* head up to their farm in Eagle, Wisconsin, where they indulge in their favorite hobby of horseback riding. Here they show off their entire equestrian roster of two mares and a colt.

Reported by *Edward F. Stenzel* and *Earl W. McLaughlin*

court at the college's winter carnival, and of the school's honor society for maintaining an "A" average.

Operator *Marlin Carithers* and his family enjoyed their stay in Comer, Georgia, while they spent part of Marlin's vacation.

Operator *Gordon McGrath's* daughter, *Patricia*, who recently joined the Marine reserves, was scheduled to take training at Camp Pendleton, California.

Operator *Stanley Krydynski* flew to Hartford, Connecticut, to help his daughter and son-in-law celebrate the christening of Stanley's grandson, *John Neal Schweizer*, who was born March 19.

At this writing, *Clerk Maynard Dahms* is on his vacation and enjoying himself, no doubt, by tinkering with TV sets, taking them apart and seeing if he can make them work. Maybe he'll also take time out to visit the three Oaks: Oak Park, Oak Lawn and Oak Forest.

Operator *Andy Huemmer's* folks, *Mr. and Mrs. Andy Huemmer, Sr.*, were married 50 years May 1 and

celebrated with a wonderful party.

At the time this was written, the wife of Operator *Charlie Drozda* was recuperating after undergoing a serious operation.

Two couples both celebrated their 21st wedding anniversaries. Operator *Frank* and *Mrs. Spitali* marked the occasion on April 18, and Operator *James* and *Mrs. McVea*, on April 28.

Presently on the sick list are Operators *Chester Krajewski*, *Ed-die Stepnicka* and *Jim Rudd*, and Supervisor *Joe Klima*.

Mrs. Constance Hudzinski, mother of Operator *Eddie Hudzinski*, died recently.

With vacation time at hand, many of us will take pictures of our travels. We'd appreciate getting some of these for possible use in CTA TRANSIT NEWS.

—R. H. FORTIER

Little League Keeps Dad Busy Too

BEVERLY—*Joseph R. O'Sullivan*, who is secretary-treasurer of the

Brainerd-Beverly Little League, is a happy man now that the baseball season is underway. His son, *Marty*, plays in this league and *Marty's* older brother, *Jay*, advanced to the Babe Ruth League . . . Operator *Charles Wennerson* also has a son in the Babe Ruth League who plays first base and is a relief pitcher. He also plays first base on a Gary, Indiana, high school team.

Thanks to the efforts of *Virgil Trimmer*, *James Durechanek* and others, there now is a new TV set in the train room.

Mr. and Mrs. John Healy, Sr., plan to travel to St. Mary's college, Winona, Minnesota, on June 2 to attend the graduation of their son, *John, Jr.*

Al and Thelma Cermak became grandparents for the third time on April 11 when little *David Gene McWilliams* checked in at Jackson Park hospital.

Sailor Hurt

Howard Goerner, son of Operator *George Goerner*, suffered an injury to his left hand while on duty with the U.S. Navy aboard the S.S. *Newport News*. At this writing, *Howard*, who worked as a CTA repairman before donning a Navy uniform, is at a naval hospital. . . . *Wayne Vanek*, son of *Edward* and *Helen Vanek*, has been confined to the hospital at Great Lakes Naval Training Station for the last two years. While returning to his base at Rantoul, Illinois, two years ago, he suffered compound fractures on both legs and arms in a head-on auto collision. He expects to be home with his family soon.

Tom and Betty Brownfield and their two children are very happy in their new home down in Steger, Illinois.

Joe and Irene Balnis will celebrate a double anniversary date on June 1; their 28th wedding anniversary and the completion of 28 years on the job for *Joe* . . . Also marking a wedding anniversary—their 25th—on May 23 will be *Bernard and Laura Lazisky*.

A card from *William J. Jones* tells us he had a good time in Washington, D.C. . . . *Emil* and *Pearl Beck* spent two weeks down

on the farm near Logansport, Indiana . . . *Mr. and Mrs. Charles Holley* motored to Georgia, and then traveled up the east coast, making stops in Virginia, Washington, D.C., and in Pennsylvania on the way home . . . *William and Mary Guthrie* visited with relatives in Atlanta, Georgia . . . *George and Louise Johnson* spent the first two weeks of April in Columbus, Nebraska, with a stopover in Omaha where George worked for seven years for a streetcar concern.

Joe and Sophie King journeyed to Sioux Falls, South Dakota, for a visit with Joe's brother. They also traveled to Livingston, Illinois, to visit friends in Joe's home town . . . *Ted and Bess Dexter* spent one week, during April, spring planting on their farm near Vincennes, Indiana . . . *Operator J. De White* traversed Canada from west to east, re-entering the United States at Niagara Falls, New York. On the way home, he stopped at Cleveland and Detroit.

Texas Visitors

Pat and Kathleen Fogarty are spending the month of May in San Antonio, Texas, where they are visiting their two sons, *Eugene and Gerald*, who are studying for the priesthood.

Down in the Repair Department, the famous bowling team, known as the "Pride of Erin," had to settle for second place, since 77th took first.

Pat Burns, who underwent surgery at Little Company of Mary hospital, was recuperating at home, as this was written.

Mr. and Mrs. William Fitzpatrick announced the arrival of a son, *Thomas Leslie*, on March 19. Proud grandfather is *Repairman Leslie Paine*. William works at West Shops.

Two new Repair Department employees are *Edward Meskimen* and *George Tom*.

George Schletz's wife, *Genevieve*, was a recent surgery patient at South Chicago hospital.

—FRANK M. BLACK

WHO KNOWS?

WE'RE STILL waiting for some information from readers concerning the picture published on page 16 of the March issue. Do any of you have the answers? Remember, we're in the dark, too!

READY TO ROLL



IT'S BEEN many a year since this red streetcar of the old Chicago Railways company ran from Roscoe and Western to the railroad station at Dearborn and Polk. Shown ready to leave Lincoln depot for their run back in 1908 are *Conductor Herman F. Plensker* (standing, next to car), who died in 1924, and *Richard P. Barthen*, who now is a towerman at Lake and Wells and who submitted this picture, at the controls. Men at extreme left and right, respectively, *Mr. Barthen* recalls only as a *Mr. Brody* and a *Mr. Espers*.

All About The Irish Home And Abroad

CLAIM-LAW—*Attorney James Mahoney, Mrs. Mahoney and Bill Nott* were seen at the reception given recently by *Mayor Richard J. Daley* at the Sherman hotel for *Lord Mayor Briscoe* of Dublin, Eire. *Mr. Mahoney* met *Mayor Briscoe* last year in Dublin while on a trip to the Emerald Isle, and *Bill* expects to spend some time in Ireland soon.

The *Gerald McSwains* announced the arrival of *John Edward* on April 4 and the *Donald O'Sullivan* (*Mrs. O'Sullivan* is the former *Gerry Poteracki*) proudly gave notice of the birth of *Stephen Richard* February 21.

Two new girls in the clerical section here are *Frances Truhler*, who replaced *Gina Petrin*, and *Kathy O'Shea*, who took over for *Mary Ann Pelka*. *Mary Ann*, incidentally, is now typing letters for *Adjustor J. E. Koch*.

Our new file clerks are *Leroy Felcman* and *Stephen Rigney*.

James O. Dwight was enjoying a Texas vacation, as this column was written.

It's good to see *Elmer Schieble* back after his long illness.

We are sorry to report the passing of *Mrs. John Williams*, wife of the supervisor of adjusters, whose death occurred on April 4. —EL-JE

A Sightseeing, Golfing, Fishing Vacation

ELECTRICAL — *Robert O'Brien* of Western substation motored 3,600 miles on a trip to the Southwest. He spent some time sightseeing in Arkansas and Oklahoma and did some fishing and golfing . . . *Peter Michalewicz*, operator's apprentice, drove to Florida, the Land of Sunshine. He enjoyed basking in the sun at Miami Beach.

At this writing, *Operator Frank McLaughlin* of 42nd substation is in the hospital with a broken hip.

Joseph Wallon, operator's apprentice, suffered the loss of his father on April 12.

—GILBERT E. ANDREWS

This Trip Strictly For The Dogs

GENERAL OFFICE—(*Transportation*) — *Wanda and Jack Krause*, and *Millie Bloom Thurow* and her husband, *John*, a clerk at 77th, recently returned from a motor trip to

Florida. With headquarters at Miami, they spent the days swimming and many of the evenings at the dog tracks. *Jack Krause* especially will not easily forget the dog tracks because, while scanning the grandstand for the rest of his party, he slipped on a step and injured his own "dogs."

Ed Budoff, dispatcher, has reason to be proud. His first grandchild said "Hello, world" in Logan, Utah, where the baby's dad is attending the state university. *Ed* can hardly wait until *Bradley Allen Ellison* will visit his grandfather in Chicago.

Wayne Olson, a former CTA employee and the son of *Power Supervisor Walter Olson*, recently was elected police magistrate in North Riverside.

Delroe Tosh, power supervisor, moved his family into a new ranch house just east of Naperville. He now is a regular commuter on the Burlington. *Delroe*, assisted by his son, *Errol*, has planted aials and antennas on his acre of ground for better reception for his "ham" radio station, located in the basement of his home.

Birthday Cake

A cake large enough to satisfy all the "professors" was delivered to Limits school in honor of the birthday of *Instructor Larry Stephens*.

(Insurance) — Spring showers still are the order of business for *Nancy Dal Prato*, who will be married to *Pat Clifford* of the Payroll Department on May 25.

The roster of Insurance employees now includes the name of *Lucille Altieri*, a cousin of *Marilyn Ferraro*, also of Insurance. *Lucille* is the niece of *Rocco Ferraro*, Building Department.

(Stenographic) — *Dorothy Wilhelm*, formerly of Insurance, transferred to this department.

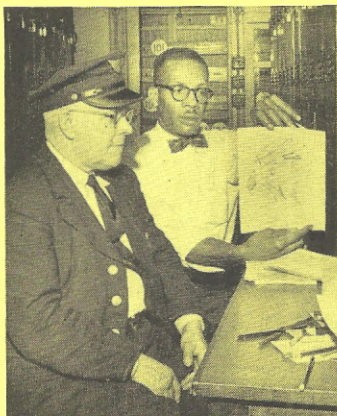
Dorothy Durr plans to travel with her sister and a group of nurses to Europe. Final destination of the group will be Rome where a total of about 5,000 nurses plan to have an audience with the Pope.

Joan Fitzgerald visited relatives during Easter.

(Public Information)—*John Burgeson*, formerly a supervisor, District "A," was transferred to Public Information as service representative . . . *Creamery Turner*, formerly of Stenographic, is now a Clerk II for Charter Service.

—JULIE PRINDERVILLE

ARTIST'S WORK



A POPULAR feature of the recent annual Station Achievement Award presentations were the sketches of men at the stations made by **B. H. Bosan**, training aides technician in the Training and Accident Prevention Department. Bosan, right, is shown here displaying the sketch he has just made to his subject, **Conductor John Sitkiewicz**, at Logan Square.

Now There's An Even Half Dozen

GENERAL OFFICE — (Employment) It's another boy for the **Ed Bole** family. The score now stands at four boys and two girls. The little fellow, who arrived April 20 at Norwegian-American hospital, is named **Philip John**.

Interviewer Stanley Tadevic recently returned from two weeks spent in Circuit Court where, he said, the call for jury service turned out to be "bench" duty.

Robert Christian, transportation instructor, has been assigned to assist in employment interviewing. He also has joined the early morning "Kaffee Klatch" where any and all problems are discussed and "solved" in 15 minutes.

(Staff Engineering) — **Charlie Lapp's** son, **Charles E.**, now serving with the U.S. Army's 4th Infantry Division, recently was appointed as supervisor of the recreation center at Fort Lewis, Washington. Before entering the Army, he was a teacher at Hinsdale Junior high school, Hinsdale, Illinois.

(Specifications Engineering) — **Patricia Larkin**, 14-year-old daughter of **Jack Larkin**, specifications

engineer, described her work with the blind in a five-minute talk during the 26th annual Governor's Conference on Youth and Community Service held at the Sherman Hotel, Chicago, April 25 and 26. Pat, who is compiling books in Braille, in order to work for a certificate to teach this fingertip alphabet of the blind, soon will take another test in Braille proficiency. Passing this test, given by the Catholic Guild of the Blind, will bring her another step closer to her goal.

(Training and Accident Prevention) — With the opening of the baseball season, new recruits from CTA have signed up with the Merchandise Mart League. From this department are **Clarence Crawley**, **Jim Madden**, **Don Lemm** and **Frank Johnson**. Frank has been a regular member of the team for the last five years. Games are played every Thursday evening starting at

5:30 p.m. in Grant Park, in the field located just west of Columbus drive and Balbo. How about a cheering section to spur these fellows on to the championship?

Ruth Havlik and **Rose Perry** recently took driving lessons and intend to enter the sports car races next year. During Ruth's first lesson she became so proficient that she turned to the instructor and said, "Look, no hands."

(Job Classification) — New employees welcomed to this department are **Raymond Gilsdorf** and **Carmen Pacella**.

(Executive Office) — **Jean Herbert** was feted at a dinner at the Merchants' and Manufacturers' Club April 25 and presented with a luggage set and a corsage by her co-workers. Jean left CTA April 26 to accept a position with another firm.

—MARY E. CLARKE

RE-LIVE TRANSIT MEMORIES



REPRESENTING a combined 207 years of transit service with CTA and predecessor companies, these five pensioners, all formerly of South Section, lined up for a picture during a get-together in Los Angeles, California, recently. Left to right, they are **Sam Stockton**, former motorman who chalked up 46 years of service; **Virgil Lanier**, former towerman, 43 years of service; **Wallace (Cy) Perkins**, former conductor, 40 years; **Ed Lewis**, former motorman, 35 years; and **Al Griebel**, former motorman, 43 years. Sam, who celebrated his 89th birthday April 2, retired back in October, 1941. Ed took his pension in April, 1942; Wallace went on pension in August, 1949; Virgil, in March, 1950, and Al, in September, 1953. All five now make their homes in California.

Reported by **Leo J. Bien**

FLORIDA VISIT



ED HANSEN (right), retired radio dispatcher, and his family recently entertained four guests, **Dispatcher Jack Krause** and his wife and **John and Millie Thurow**. Here, at his new home in Sebring, Florida, he is seen with **Jack Krause**. The four callers were on a motor trip to the Sunshine State.

Reported by **Julie Prinderville**

May A Merry Month For Kulis Family

KEDZIE—May is the month of celebrations for **Chester** and **Rose Kulis**. The couple celebrated their 17th wedding anniversary on May 4, and Rose will observe her 43rd birthday on May 25.

John Maguire left CTA to go into business.

To the new men who started working here at Kedzie we extend a hearty welcome and hope you will enjoy working with us.

—C. P. STARR

Back From Vacation, Ready For Next One

LIMITS—**Clerk Joe Di Giovanni** returned from his vacation in Florida after having a fine time. He is now waiting for his next vacation, in 1958 . . . **Station Superintendent Herman Erickson** also returned from a Florida vacation, as did **Haddon Phillips** and **Chief Clerk Roger Ward**.

Operator Harvey Hall was hospitalized for treatment of ulcers, as this was written.

Wedding bells rang for *Operator James Dentley* recently.

Stanley Micek, who was filling in as chief clerk while *Roger Ward* was on vacation, was rushed to the hospital for an emergency operation.

Pensioner Robert Robinson, formerly of Devon, passed away recently.

—IRVING J. METZGER

Receives Knight's Highest Degree

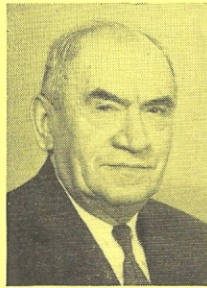
LOOP (*Agents*)—*Joseph Vargo* recently was accorded the highest degree in the Knights of Columbus—the fourth degree.

The mother of *Margie White* and *Mrs. Mary Flanagan* passed away in Boyle Roscommon, Ireland, recently. The two sisters were glad that they had made a trip there three years ago to visit her.

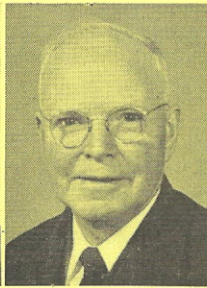
Elizabeth Hill is back at LaSalle and Clark.

Josephine Dillon was off the sick list and was on her vacation, at this writing . . . The deep south was vacationland for *Ira and Elizabeth Lee* and their pet spaniel, *Susie*. Their itinerary included Chattanooga and Lookout Mountain, Tennessee; Shreveport, Louisiana (which is *Elizabeth's* home town); Texarkana, Texas, and then home by way of Little Rock, Arkansas.

40-YEAR EMPLOYES RECENTLY RETIRED



John Muzich, doorman, North Avenue, retired May 1 after 45 years of service.



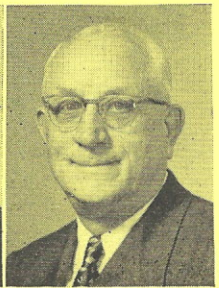
Patrick Curran, bus operator, North Avenue, retired May 1 after 43 years of service.



Louis Brenner, motorman, West Section, retired May 1 after 42 years of service.



Walter P. Smith, conductor, North Section, retired May 1 after 41 years service.



William T. Barth, conductor, 77th, retired May 1 after 40 years of service.

Richard Barthen, after finishing his spring chores around the house, vacationed with his wife and with his two daughters, both of whom are agents on the North Section.

Herbert and Louise Templeman drove to Atlanta, Georgia, to spend Easter with their daughter and her family. On the way back to Chicago, they stopped at their farm in the Ozarks.

On a recent pick, *Steve Dudasek* returned to the Loop.

Now that spring is here, *John Friedman* is anxiously awaiting another try at a prize muskie.

—EDITH EDBROOKE

Softball Trophy Race In Progress

NORTH AVENUE—The sock of the ball could be heard around most stations as the CTA Softball League season got under way. North Avenue's new manager, *Joseph Roeckl*, and *Bill Miedema*, coach, have promised us a winner this year. Tryouts and practice sessions are being held every Wednesday morning from 10:00 a.m. to 11:30 a.m. at Hirsch and LaVergne. Bill and Joe are hoping that some of the new men here will come out and show their talents.

North Avenue was well represented at a novena held April 12 at Our Lady of Sorrows church.

August Schamper retired on pension May 1.

Operator Ray Zielinski and *Mrs. Zielinski* celebrated their 15th wedding anniversary May 2, while *Operator Gerald O'Connor* and his wife marked their 22nd on May 11 . . . Decoration Day is the 18th wedding anniversary of *Operator Eddie* and *Mrs. Schneider*. This is always a joyous occasion at their house.

—JOE HIEBEL

Here's Way To Get Your Name In Column

NORTH PARK—We are again very short of news for this column and request that you assist us in reporting interesting items to make it more interesting for everyone to read.

Operator Roy Johnson suffered the loss of his mother . . . *Al Par-*

adies' wife passed away April 12.

Operator and *Mrs. Thomas O'Connor* are the proud parents of a baby boy, as are *Operator* and *Mrs. Sal Gaitano*. Each little one is the first born for each couple.

Sixteen operators were transferred to Forest Glen with the merger of Clybourn and the Elston surface routes. We wish them luck in their new home.

Supervising Instructor Ed Wehmeyer acted as night superintendent while *Night Superintendent C. A. Kerr* took over as day superintendent when *E. A. Guiles* recently underwent an operation.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

They'll Also Find A Lot To Do

PURCHASING AND STORES — *Ray Gavert*, *Stanley Hall* and *Kay Keller*, all of south division, are finding much to talk about since all recently purchased new homes.

Theresa Barry and her family suffered the loss of her brother, *Charles Mullen*, who formerly worked in the Transportation Department.

For those who missed seeing *Clarence Pipowski* around he explained that he had been "in the County jail" on jury duty.

Natalie Kaczowski, Purchasing, vacationed in Florida.

Marcia Tosh now commutes from Naperville.

Presently on our sick list are *Charles Prather*, south division, and *Mike Griffin* and *Fred Schwartz*, West division.

—DAGMAR McNAMARA

OUTDOOR DINNER



TIME OUT for a plate of beans cooked over an open fire is taken by *Willis W. Helfrich*, assistant secretary of the Chi-

cago Transit Board, during a fossil "safari" near Coal City, Illinois. The outing was made recently by 51 Scouts, parents and friends of a north side Boy Scout troop of which Mr. Helfrich is Scoutmaster. Making a tour of 8,000 acres of "spoil banks" which were made about 50 years ago when the "overburden" was removed in the process of strip-mining coal, they picked up over 1,000 fossils of ferns, twigs and stems. These specimens were from deposits formed between 200,000,000 and 800,000,000 years ago. Three paleontologists from the University of Chicago gave lectures concerning the fossils as the group climbed over the mounds.

Reported by *Mary E. Clarke*

Now A Little Boy Calls Him Gramp, Too

SCHEDULE-TRAFFIC—*Norman Johnson* had the pleasure of announcing the birth of his first grandson, *Robert Jerome*, on April 2. This makes three children addressing Norman as Grandpa . . . Mr. and Mrs. *Dave Jacobs* announced the birth of *Mary Lynette* on March 25. Her three brothers are showering their attention on their new sister.

Joe Sabol was honored by being appointed Red Cross disaster representative for the East Garfield Park area.

The father of *William Doeden* passed away on March 27.

Lt. James McCarthy, who was a student engineer before he went into service, recently stopped by to visit with his co-workers, while on a week's furlough. He is stationed at a Nike base in South Milwaukee, Wisconsin.

—L. C. DUTTON

CTA Men, 600 Strong, Attend Rites

69TH—About 600 CTA men of the St. Joseph branch of the Little Flower society held their annual Easter communion service at St. Clare's church. *The Rev. Paul Hoban, O.C.M.*, delivered a sermon on "The Boys In Blue."

Neal Howe of the Repair Department died recently . . . *Walter Norton* suffered the loss of his mother.

—TOM DANIELS

Enjoys Home Style Holiday

SKOKIE SHOPS—*Clarence Golz*, carpenter-foreman, enjoyed his vacation during which he made some repairs around the house.

Welder Robert Quinnett died of a heart attack April 4 while fishing for smelt at Montrose beach. . . . *Electrician Harry Aach* passed away March 22.

At this writing, *Bill Johnson*, electrician, is back in the hospital.

Walter Onysio, truckman, known around here as the "Ski Kid," recently was presented with a set of skis by members of the "babbitt gang."

How about some more news for this column? Let's know what's going on. Just contact one of us.

—DAVE GURWICH and
EVERETT E. ENGLAND

A Savory Story Of Sumptuous Smelt

SOUTH SECTION — *Motorman Bill Mount* was seen carrying a large pail to work recently. It turned

out that the contents were old silversides, better known as smelt, which were caught the night before. You can be sure that the tasty morsels were enjoyed by all at 61st, especially by *Arthur Anderson*, assistant station superintendent, the champ of smelt eaters. Arthur's son, *Arthur Jr.*, recently dropped in at the 61st office while home for the Easter holidays from Valparaiso university.

It's heartening to report that *Conductor Pat Flanagan* has recuperated to the extent that he is able to walk again under his own power.

Darrell Worker, who used to be a CTA switchman, visited us recently. He now is a fireman . . . Another former CTA employe, *Bill Artus*, now is working in the shoe salon at Marshall Field's.

Switchman Ed Feil went west and then south into Mexico. Although one of our more skilled fishermen, he just had no luck with the finny specimens.

Switchman Tom Schwarz journeyed to the west coast on his vacation. Some of the places he visited were those where he had been stationed while in service. Tom said he thought that the west is the ideal place to live.

—LEO J. BIEN

From Mexican Hills To Illinois' Prairies

SOUTH SHOPS—One of the highlights in the life of *Victoria Jareckas*, print shop, was her recent trip to Mexico City where she enjoyed visiting some of the old churches. She said the interiors of the buildings were beautiful. After a few days of sightseeing, she went to Acapulco where she went swimming in the ocean, took a trip in a glass bottom boat from which she saw all kinds of fish and shells, and attended a bull fight. Quoting Victoria: "The mountains really had me worried and I was glad to get back down to level land."

Dianne Cashin, daughter of *Tom Cashin*, stationary engineer, was the winner of an essay contest participated in by members of the sophomore class at St. Augustine high school and sponsored by the Back of the Yards Council. Subject was "If I Were The Parent of a Teen-ager." For her winning composition, Dianne received a \$25.00 U.S. savings bond and an

HONOR STUDENT



A SCHOLARSHIP to Mundelein college was awarded recently to *Sheila*, daughter of *Frank Sepanchi*. An honor student at Tuley High school, from which she was graduated in February, she plans to enroll in a liberal arts curriculum at Mundelein.

Reported by *Edith Edbrooke*

all-expense-paid trip to Springfield, Illinois.

It was the second grandchild for *Andy Draus*, paintshop foreman, when a little girl, *Richelle*, was born recently.

Judy Pietrus, daughter of *Painter Ted Pietrus*, suffered a broken arm while roller skating at a rink.

Charles Maslauskas was promoted to a foreman's position in the body repair shop . . . *Max Kuchan* succeeded *James Canavan*, who retired April 1, as body repair shop foreman.

Oops, we slipped! We forgot to congratulate *John Cacciato* when he was promoted to production clerk in the Industrial Engineering Department.

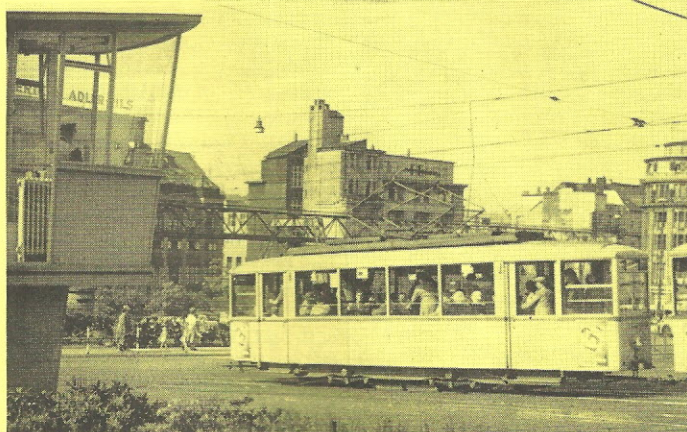
Superintendent R. H. Martz and his wife took off by plane to Phoenix, Arizona, to visit relatives.

Chris Nielsen, Office, is now commuting to and from the far north side where he has moved.

Wayne Dale is the newest edition to the family of *Len Tucek*, bus overhaul.

Art Eggert, assistant division storekeeper resigned from a board post of our Credit Union. Replacing him is *Frank DeWitt*, Office.

GERMAN TRANSIT



HOW TO GET around Wuppertal, Germany, the most efficient way is graphically shown in this picture taken by *Charles E. Keevil*, Engineering, during a recent trip to Europe. In foreground is four-wheel trolley pulling trailer (extreme right), and, at left, traffic officer inside his glassed-in tower regulates movements of vehicles and pedestrians on the street. In background appears the structure of Wuppertal's monorail line.

TAKES PENSION



RETIRING MAY 1 after 29 years with CTA and the former Chicago Surface Lines, **John J. Fitzgerald** (right) Audit clerk II, Internal Auditing Department, received fishing equipment and sports jacket from **E. C. Burke**, internal auditor, on behalf of his co-workers in that department. Employees in Material and Supplies also honored him.

Starting out in 1928 as a timekeeper in the Chicago Surface Lines' Track Department, he was transferred, in the same job capacity, to that firm's Accounting Department in 1931 and later to CSL's Internal Auditing Department. On May 5, 1950, he assumed the position he held at the time of his retirement, and was principally assigned to Material and Supplies inventory work.

Cynthia Bulak was chosen for a part in a ballet, "The Nutcracker," which ran at the Civic Opera House.

Tom Williams, tin shop, who retired April 1, received a cash gift from his co-workers.

On the sick list, at this writing, are **Don Schafer** and **Alex Barclay**, bus overhaul; **Jim Oostman**, foreman, tin shop, **Ray Smith**, miscellaneous, and **Joe Chrostoski**, paint shop.

—EVELYN CLARK

TRANSITAD

FOR SALE — 21-jewel Hamilton watch. Accurate timekeeper. \$25.00 Phone ES 8-1755.

Did The Bunny Get A Bath Too?

TERMINAL INSPECTION SHOPS — (**Douglas**)—**Cleaner Andy Passero** was standing on the washing platform at 54th avenue yard recently when a rabbit jumped onto the platform and stood there looking at him.

Repairman Walter Hovald is all ready to move into his new home in Brookfield.

Repairman Herman Izzo became the proud pappy of a baby girl—and a girl was just what Herman wanted.

Joe Serritella, repairman, who is a rabid Cub fan, says this is the year.

(**Logan**)—**Repairman Tony Odrowski** recently lost his mother-in-law.

Repairman Mike Kristman and his wife, **Ruth**, plan to adopt a baby girl.

(**Wilson**)—When **Foreman Art Kalvelage** returned from his vacation, he said he was about two weeks ahead on his sleep.

Pete Lemperis, acting clerk, who was off because of an injury, is expected to be back at work soon.

Repairman John Poremba, who was a long-time employee of CTA and predecessor firms, recently passed away.

When the new pick went into effect at various terminal shops, quite a number of repairmen and cleaners were transferred to other terminals.

—JOE FEINENDEGEN

A Motor Trip To Nation's Capital

WAY AND STRUCTURES—**John Retzler**, assistant to the superintendent of buildings, **Mrs. Retzler** and their two sons drove to Washington, D. C., recently.

Richard Koch, draftsman, and **Mrs. Koch** flew to sunny Florida for a wonderful vacation . . . **Paul Anderson**, road clerk, rapid transit division, visited his mother in Hot Springs, Arkansas, and had an enjoyable time . . . **Tom McCarthy**, division superintendent, surface division, spent a week of his vacation in beautiful Wisconsin.

Frances Frase, wife of **Sam Frase**, track foreman, rapid transit division, died March 24.

George Rancich, compressor-

mixer operator, track division, retired May 1.

Martin Tobin, surface track foreman, rapid transit division, was rushed to Oak Park hospital April 10 for an appendectomy. He was reported doing well, at this writing.

—MARLENE NEHER

Toll Road Gains Another Patron

WEST SECTION (Agents)—Anyone seeking information concerning the new Indiana toll road is advised to get in touch with **Agent Frank Zima**. He and his wife recently made a trip to South Bend via the new highway, and his enthusiasm for it is nothing short of contagious.

Porter Joseph Robinson, who had made a host of friends not only among the agents but also among his fellow-workers, was transferred to a post in the subway in the Loop during the last pick . . . While on the subject of picks, quite a few agents changed stations.

Agent Cecelia Boland took her vacation during the latter part of April and enjoyed a motor trip to various parts of Florida.

Extra Agent Martin Tezak engaged in wall-washing, painting and doing small jobs around the house during his vacation. He said he is all ready for another vacation.

Agent Catherine Rice again is back on the job after a long siege of illness . . . **Rose Janasek** was recuperating after a stay in the hospital, as we wrote this.

Bereavements reported recently include **Agent Bernadette Hayes** who suffered the loss of her sister, and **Thomas Mullins** whose brother died recently.

—GORDON KELLY

Their Kind Thoughts Were Appreciated

WEST SECTION—**Towerman George Clark**, Lake Street, expressed his thanks to his co-workers for the money they collected for him during his long period of confinement in Hines hospital following a major operation. George went into the hospital November 20, was released December 18, and then was required to return at the end of January. He still is confined to the hospital.

—ARTHUR L. DICKSON

TAKES PENSION



WALTER S. HELMER (second from left), specifications engineer who retired on pension May 1 after a transit career that spanned 40 years, was honored by 27 of his fellow-workers April 29 at a dinner held in the Oak Room of Henri's restaurant. With him in this picture (from left) are **Charles W. Ricker, Jr.**, chief specifications engineer, **Mrs. Helmer**, and (rear) **J. A. Hrubes**, specifications engineer.

Mr. Helmer began with the former Chicago Rapid Transit company in February, 1917, at the 61st street shop. Later, after service in the U.S. Army from September, 1917, to February, 1919, he became an engineer in the Shops and Equipment Department. In April, 1925, he was assigned to the Association of American Railroads as personal representative of **H. A. Johnson**, general manager of the Chicago Rapid Transit Company and director of research for the railroad association. In this capacity, **Mr. Helmer** conducted investigations of automatic freight car brakes and train line connectors at Purdue university and on the Southern Pacific railroad. Returning to his transit post in 1938, he served as safety engineer. In December, 1948, he transferred to CTA's Engineering Department and assumed the position he held at the time of his retirement.

"Be thrifty when you're young, and when you're old you'll be able to afford the things only the young can enjoy!"

RECENTLY RETIRED CTA EMPLOYEES

- Martin A. Anderson, operator, 77th. Employed 3-14-17.
- Arthur Y. Angel, maintainer, Electrical Department. Employed 9-17-21.
- Sam J. Bacciocco, ticket agent, West Section. Employed 3-23-42.
- Edward T. Battey, ticket agent North Section. Employed 1-30-41.
- James N. Canavan, foreman, South Shops. Employed 7-19-18.
- John J. Casey, conductor, Unassigned. Employed 2-9-23.
- Herman J. Dreyer, janitor, 52nd. Employed 3-5-26.
- Charles J. Earnshaw, conductor, South Section. Employed 2-22-24.
- Rueben E. Eklind, motorman, 77th. Employed 10-8-25.
- Carl W. Essen, conductor, Devon. Employed 11-4-19.
- Christine Felten, ticket agent, West Section. Employed 6-16-33.
- Harold E. Fowler, operator, Kedzie. Employed 4-17-28.
- James T. Glover, ticket agent, South Section. Employed 5-13-47.
- Alice E. Gorman, ticket agent, West Section. Employed 6-2-34.
- Otto E. Haack, laborer, Stores Department. Employed 6-15-18.
- Joseph A. Jankauskis, bus cleaner, Archer. Employed 2-18-24.
- Paul Kupper, motorman, Devon. Employed 1-27-20.
- Constantine E. Kuroski, bus cleaner, Archer. Employed 5-20-27.
- Thomas McGuinness, operator, North Park. Employed 12-1-26.
- Patrick J. McNicholas, bus cleaner, Archer. Employed 12-2-24.
- John A. Meyers, bus cleaner, North Park. Employed 3-19-43.
- Theodore A. Moratz, conductor, West Section. Employed 5-22-11.
- Julia O'Brien, ticket agent, North Section. Employed 10-25-43.
- Thomas P. O'Hara, conductor, 77th. Employed 11-19-18.
- James J. O'Neil, motorman, 77th. Employed 1-27-23.
- Jacob L. Ronk, motorman, 77th. Employed 12-27-27.
- Oscar R. Ross, conductor, North Avenue. Employed 11-26-28.
- William H. Sell, blacksmith helper, West Shops. Employed 11-16-27.
- Katherine Sheehan, ticket agent, West Section. Employed 7-20-27.
- Earl D. Snyder, line foreman, Electrical Department. Employed 3-15-20.
- Joseph Spulak, janitor, Lawndale. Employed 6-11-26.
- Martin Suchy, bus repairman, Lawndale. Employed 12-21-23.
- Vincent Szymkowiak, motorman, Devon. Employed 9-28-23.
- Henry H. Uhl, ticket agent, North Section. Employed 2-2-16.
- Patrick J. Ward, gateman, West Section. Employed 3-9-37.
- Albert J. Wilhan, motorman, 77th. Employed 6-26-22.
- Owen T. Williams, tinner, South Shops. Employed 2-27-19.
- George E. Ziegler, operator, Keeler. Employed 5-26-34.

DISABILITY RETIREMENTS

- Frank S. Collins, porter, West Section. Employed 2-23-43.
- Mariano Ferraro, switch cleaner, Track. Employed 3-7-29.
- Willard J. Frieb, operator, Kedzie. Employed 3-26-46.
- Hugh A. Garry, operator, North Avenue. Employed 10-29-20.
- Clifford F. Gaylord, operator, Kedzie. Employed 12-2-43.

For And About Our Pensioners

BEVERLY — Operator Earl Stalze and his wife, who started on a motor trip to visit Pensioner Frank Claxton out in Pomona, California, got only as far as 95th street and Southwest highway in Oak Lawn when they were involved in an automobile accident.

Juno Anderson, who retired from 77th in 1950 with over 50 years of service, has a lot of memories of the early days. His most vivid one is that of September 5, 1901, the day President William McKinley was assassinated. On that day, Juno was working on the last remaining horse car line which ran from 75th street and South Chicago avenue to Cottage Grove. Juno, still in good health, lives at 7821 S. Green street, Chicago.

Charlie Kamin, former repairman at 77th who retired several years ago, now lives at 334 Paw Paw road, Rural Route 1, Waterliet, Michigan.

Lewis (Red) Ronk celebrated his 65th birthday April 1, retired April 2, and was remarried on April 3. Presently, he and his wife are in California visiting a daughter. Upon their return, they plan to make their home in the Ozarks.

P. A. Fortney, formerly of 77th, came in for a visit from his home in St. Petersburg, Florida . . . John Anderson, retired from 38th, is now living at 29030 Naranga road, Leisure City, Florida. John's brother, Martin, recently retired from 77th.

Back in town after five months in St. Petersburg, Florida, is Joe Vandergraff, formerly of Burnside. . . . Another former Burnside visiting Chicago was Martin Smith.

Clarence Norton, formerly a motorman at 77th, and father of Operator Howard Norton, now makes his home in Muskegon, Michigan. He retired in 1944 with over 40 years of service. Clarence, who is in good health, celebrated his 78th birthday on April 16.

—FRANK M. BLACK

ELECTRICAL—We recently received a card from Theodore Kawol, former chief clerk of the Electrical Department, who is now living in Phoenix, Arizona. His card reads: "Just 'dropping in' to say hello. I'm feeling fine and taking things easy. Best regards to all."

—GILBERT E. ANDREWS

KEDZIE—Harold E. Fowler, who retired April 1, moved to Burbank, California . . . When it comes to deep sea fishing, Louis W. Schroeder is an expert, according to information received from Miami, Florida, where Louie recently spent a vacation.

—C. P. STARR

69TH—Jim Buckley was among CTA members of the St. Joseph branch of the Little Flower society attending the Easter communion at St. Clare's church . . . Andrew Zuurbier, formerly a motorman, died April 3 . . . The wife of Paul Fischer passed away recently.

—TOM DANIELS

SOUTH SECTION — Robert Cullen spent seven weeks in Florida, including some pleasant days at Boynton Beach at the home of Joe Hill. At St. Petersburg, he and Joe enjoyed a reunion with Dan Kidney and Felix Lienau . . . Bill Grossklas, former carpenter, looked hale and hearty for his 72 years when he visited us recently . . . Going on pension on April 1 were Conductor Charles Earnshaw and Agent James Glover.

—LEO J. BIEN

SOUTH SHOPS — Mr. and Mrs. Charles D. Mack and Mr. and Mrs. Joe Hecht, Sr., recently met in North Miami, Florida, where they enjoyed the sunshine, ocean bathing, scenery and trips around the countryside. The Macks now are living in Hartford, Michigan . . . We are glad to report that Harris Hansen, retired tinner who had been quite ill, has recovered . . . A recent visitor to South Shops was Louie Benkowski, retired carpenter . . . Frederick William Meyers, father of Upholsterer Bill Meyers, died recently. The elder Mr. Meyers had worked for CTA and predecessor firms for 50 years. He had been a foreman at 77th for 40 years before his retirement.

—EVELYN CLARK

If you've moved recently,
please notify

CTA TRANSIT NEWS

CTA Pensioners In Florida Form Club

CTA PENSIONERS residing in or near St. Petersburg, Florida, are invited to attend a meeting to be held on June 4 to learn about a club for retired CTA personnel now being organized in that city for social and recreational purposes.

At the first meeting held April 7, some 50 retired CTA'ers attended and formed the club of which Pensioner L. B. Mann, formerly of the Electrical Department, was named president. A letter from H. H. Gauer, secretary-treasurer of the new organization, requested CTA TRANSIT NEWS to help spread the word around to other pensioners who might be interested in joining.

The June 4 meeting will be held at 2:00 p.m. in the Tourist Center, next to the Chamber of Commerce office, 3rd avenue South at 4th street, and retired CTA men or women will receive a warm welcome. The club plans to schedule "get-togethers" and outings where old friends may meet and new friends be established among those who have a mutual background of service with the CTA and predecessor companies.

F. J. SMITH DIES

FILBERT J. SMITH, station superintendent at Devon until his retirement December 1, 1955, died suddenly April 11.

Chalking up a total of 51 years of service, he started out as a motorman in March, 1904, working out of Devon. Serving in the U.S. Army during World War I, he was discharged from the military forces in 1919 and thereafter served continuously in transit work until his retirement. He was named a street supervisor in March of that year. In March, 1924, he became assistant superintendent and in October, 1925, superintendent.

Mr. Smith's long transit career dated back to the days when horsecars still ran in the Loop area. In his first years, he operated diminutive cars that were stopped with hand-brakes, as the air-brakes of today had not yet come into use.

RECENT DEATHS AMONG EMPLOYEES

ADOLF E. AACH, 59, electrical worker, Shops and Equipment. Died 3-22-57. Employed 2-1-43.

G. H. ADAMSON, 78, retired motorman, Noble Street. Died 4-1-57. Employed 11-2-07.

A. C. M. BOLLINGER, 72, retired foreman, Shops and Equipment. Died 3-18-57. Employed 5-5-03.

JAMES BROAD, 86, retired conductor, Cottage Grove. Died 3-22-57. Employed 5-18-05.

WALTER F. CHURCHILL, 58, ticket agent, West Section. Died 4-11-57. Employed 8-11-26.

NICOLA CINQUEPALMI, 69, retired laborer, Track. Died 3-19-57. Employed 5-5-29.

L. A. CUDAHY, 87, retired ticket agent, North Section. Died 3-9-57. Employed 10-15-21.

P. L. DELAQUILLA, 34, retired clerk, Purchasing Department. Died 3-9-57. Employed 7-25-44.

LUIGI DONATIELLO, 66, retired repairman, Shops and Equipment. Died 3-18-57. Employed 9-18-18.

THOMAS DONOVAN, 71, retired motorman, Armitage. Died 4-4-57. Employed 4-4-10.

J. F. DWYER, 81, retired conductor, Division Street. Died 3-21-57. Employed 10-30-13.

A. W. ERNST, 68, retired motorman, West Section. Died 3-31-57. Employed 12-5-06.

DANIEL GILLESPIE, 77, retired car repairman, Kedzie. Died 3-15-57. Employed 2-21-11.

PETER HANSEN, 78, retired motorman, Burnside. Died 3-13-57. Employed 2-1-23.

JAMES HIGGINS, 70, retired motorman, Devon. Died 4-4-57. Employed 9-29-13.

CORNELIUS HOWE, 62, repairman, 69th. Died 4-9-57. Employed 11-5-19.

LEONARD J. JACOBS, 51, conductor, Lawndale. Died 3-24-57. Employed 10-10-28.

HILLE JOHNSON, 57, porter, West Section. Died 4-7-57. Employed 4-30-46.

J. L. KAPUSTKA, 80, retired watchman, South Section. Died 3-31-57. Employed 8-4-16.

K. J. KEIM, 44, retired clerk, Purchasing Department. Died 3-9-57. Employed 7-17-37.

EMILY KERNER, 68, retired ticket agent, West Section. Died 2-25-57. Employed 7-25-38.

JULIUS KOSILKO, 64, repairman, 77th. Died 4-3-57. Employed 5-26-43.

LORETO LOMBARDO, 67, retired laborer, Track. Died 3-15-57. Employed 8-2-27.

P. J. LYNCH, 88, retired storekeeper, Stores Department. Died 3-18-57. Employed 11-1-00.

R. A. McCORMICK, 84, retired car cleaner, Cottage Grove. Died 3-27-57. Employed 12-4-24.

F. W. MEYERS, 84, retired foreman, Shops and Equipment. Died 3-16-57. Employed 5-10-91.

EUGENE MURRAY, 59, conductor, North Section. Died 4-3-57. Employed 6-24-18.

T. J. PARKER, 75, retired motorman, North Avenue. Died 3-20-57. Employed 5-23-16.

ROY PATRICK, 73, retired conductor, Devon. Died 3-6-57. Employed 2-10-06.

JOHN A. POREMBA, 52, brakeman, North Section. Died 4-16-57. Employed 8-27-25.

ROBERT N. QUINNETT, 62, welder, Skokie Shops. Died 4-14-57. Employed 4-9-31.

J. W. RALPH, 64, retired motorman, North Section. Died 3-13-57. Employed 4-29-19.

G. W. REHKOPF, 70, retired guard, South Section. Died 3-23-57. Employed 10-4-17.

O. N. ROSS, 92, retired motorman, Cottage Grove. Died 3-19-57. Employed 1-4-93.

LEO SCHWARTZ, 70, retired motorman, Lawndale. Died 3-13-57. Employed 5-26-20.

R. L. SHERLOCK, 80, retired watchman, West Section. Died 4-3-57. Employed 9-16-43.

R. S. R. SHURLY, 75, retired motorman, Lawndale. Died 3-22-57. Employed 5-4-08.

JAMES SLUKA, 63, conductor, West Section. Died 3-27-57. Employed 6-21-12.

H. R. SOREGHEN, 69, retired motorman, Devon. Died 3-26-57. Employed 8-23-09.

C. F. VAN LENNEP, 64, retired road clerk, Way and Structures. Died 3-20-57. Employed 3-8-22.

WILLIAM WOLLENBERG, 55, gateman, West Section. Died 4-18-57. Employed 9-20-37.

ANTON ZEIDLER, 74, retired conductor, North Avenue. Died 3-10-57. Employed 4-2-04.

DANIEL ZUSCHLAG, 74, retired carpenter, South Shops. Died 3-12-57. Employed 9-21-09.

A. N. ZUURBIER, 74, retired motorman, 69th. Died 4-3-57. Employed 11-29-10.

REACH PRELIMINARY AGREEMENT ON OAK PARK TRACK ELEVATION

INFORMAL AGREEMENT on an annual rental payment of \$168,800 by Chicago Transit Authority for use of 2½ miles of Chicago & North Western right-of-way to elevate the ground-level section of CTA's Lake Street rapid transit route was announced recently by V. E. Gunlock, chairman of Chicago Transit Board, and Ben W. Heineman, chairman of the North Western board.

Terms of the formal contract are now being drafted for submission to Chicago Transit Board, and to the Chicago and North Western.

The informal agreement represents a

compromise, inasmuch as both the CTA and the North Western made substantial concessions in order to reach the agreement. CTA's last offer was a rental payment of \$105,856.

The annual rental payment for use of the right-of-way is in addition to an estimated expenditure of \$4,000,000 to elevate CTA's Lake Street rapid transit route from Laramie avenue, Chicago, west to Harlem avenue, Oak Park.

Five public agencies, the CTA, the City of Chicago, the Village of Oak Park, Cook County and the State of Illinois, have agreed informally to share the construction cost as follows: CTA,

\$600,000; City of Chicago, \$600,000; Oak Park, \$800,000; Cook County, \$1,000,000, and the State of Illinois, \$1,000,000.

On April 2, Oak Park voters approved the issuance of a bond issue to pay Oak Park's share of the construction cost.

Elevation of the ground level section of the Lake Street route will eliminate serious delays to street traffic and hazards to pedestrians, and will substantially speed up the Lake Street rapid transit service.

Twenty grade crossings will be eliminated where currently an estimated 200,000 motorists and pedestrians are delayed on an average week-day by the operation of Lake Street trains at ground level in this section.

On a week-day, more than 500 trains operate through these grade crossings. In the peak hour, there are 48 trains, half of them in-bound, and half out-bound, and the gates at some crossings may be down, blocking both street and pedestrian traffic, for a total of 25 minutes in this peak hour.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF MARCH 1957 AND 1956, THREE MONTHS ENDED MARCH 31, 1957 AND 1956 AND
TWELVE MONTHS ENDED MARCH 31, 1957
(Revenues applied in order of precedence required by Trust Agreement)

	Month of March		Three Months Ended March 31,		Twelve Months Ended
	1957	1956	1957	1956	Mar. 31, 1957
Revenues	\$10,039,604	\$10,443,720	\$29,458,428	\$30,089,573	\$119,562,409
Operation and Maintenance Expenses	8,901,638	8,914,467	27,161,724	26,444,616	103,428,415
Available for Debt Service	1,137,966	1,529,253	2,296,704	3,644,957	\$ 16,133,994
Debt Service Requirements:					
Interest Charges	398,695	406,279	1,196,086	1,219,575	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	250,000(1)	233,333	750,000	700,000	
Revenue Bond Reserves (2)	30,000	30,000	90,000	90,000	
	678,695	669,612	2,036,086	2,009,575	
Balance Available for Depreciation	459,271	859,641	260,618	1,635,382	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (3)	-	-	313,588	-	
Balance Available for Depreciation	459,271	859,641	574,206	1,635,382	
Provision for Depreciation - Current Period	803,169	835,498	2,356,675	2,407,166	
Balance Available for Other Charges or					
Deficit in Depreciation Provision (4)	343,898 r	24,143	1,782,469 r	771,784 r	
Accumulated Deficit:					
To end of previous month	1,662,182 r	795,927 r	223,611 r	-	
At close of March	\$ 2,006,080 r	\$ 771,784 r	\$ 2,006,080 r	\$ 771,784 r	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	51,978,617	54,564,343	152,458,034	157,184,748	616,555,852
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at March 31, 1957

	Delivered to Date	Remaining to be Delivered	Total
1955 and 1956 Orders:			
Propane Buses	149	1	150
El-Subway Cars	84	116	200
	233	117	350
Delivered under previous orders		3,314	
Less - P.C.C. Streetcars to be converted to El-Subway Cars		200	
			3,114
			3,464

NOTES:

- (1) Equal monthly installments to retire \$3,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1957.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) Revenues for the month of January 1957 were not sufficient to make the deposits required 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.
- (4) 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.

Eliminate Electrical Hazard at Howard Street

ELECTRICAL WORK to eliminate the potential hazard of changing from third rail to overhead power, or vice versa, at Howard street in the Evanston Express service was completed recently.

The work involved two steps: (1) Tying together the sectionalized overhead trolley and third rail power distribution circuits for each track through Howard station, thus equalizing the voltage between the several sets of power circuits and eliminating arcing possibilities; (2) Tying the overhead trolley and third rail power feed circuits together at the same power panel in each car, eliminating the necessity of trainmen throwing knife switches to change from one power feed circuit to the other.

There are 77 wood-steel cars involved, all in the Evanston service. The new arrangement permits the change-over at Howard station to be made without trainmen throwing switches, inasmuch as power distribution circuits had already been tied together.

MESSAGES from MARS



TESTING THEIR proficiency at operating a "ham" radio station in time of disaster as part of the MARS network, (left to right) CTA employes *Paul Cleaver*, interlocking maintainer, West Section; *Delroe Tosh*, power supervisor, and *Joseph De-Benedetto*, Logan Square yard foreman, demonstrate a MARS unit in action. While Paul receives a message from a field unit, Delroe transcribes it. Reading from the sheet, Joe will relay the message to another control point. *Laddie J. Smach* (standing), whose station, A9CYD, is one of the MARS control stations in the 5th Army area, supervises the operation.

MESSAGES FROM loved ones make anyone's holiday happier, especially if the person happens to be a serviceman stationed overseas, or some other member of the family. Such persons are brought closer together, through greetings relayed back and forth by amateur radio operators like *Laddie J. Smach*, Logan Square towerman.

From his "ham" radio station, Smach, a member of MARS (Military Affiliate Radio System), can communicate with fellow "hams" who also are servicemen and who operate amateur radio stations at U.S. military stations all over the world. He needs only a serviceman's Army Post Office Number to send a message of greeting or notice of family emergency (other than word of death in the family, which is handled by the American Red Cross).

The MARS operator works actively with Army, Civil Defense and other officials during a local emergency such as the 1954 Chicago flood. Maintaining a "security watch" at his station, he helps coordinate communications between rescue and relief units in the field.

Smach also readies other "hams" for this vital work by holding free classes one night a week at his home. Amateurs must know Army communications procedures in order to join MARS. Scores of "hams," who were taught by Smach and who passed the qualifying examination, now, in



MARS STUDENTS help each other to learn Army communications procedures as part of their training. As 15-year-old *Errol Tosh* (right), son of *Delroe Tosh*, sends, (from left) *Tom Kness*, 15; *Bill Colvin*, 14, and *Stephen Makowski*, 14, take down the message. Errol holds a technician's license, and Stephen and Tom each have a general class license. Bill recently took a test for the general class.

their own way, can help out in any future emergency.

A free beginners' class also meets once a week at the towerman's home. Smach utilizes a long table, equipped with sending keys and earphones, to teach students International Morse Code, which is used universally by "ham" operators.

At the end of this basic course, students take a Federal Communications Commission examination at Smach's home. If they pass, they qualify for novice class operators' licenses. Then they can set up and operate their own stations.

However, since novice licenses are good only for one year and are not renewable, novices must move up into the technician class in order to maintain their stations. Smach teaches qualifying courses for this class and also for his more advanced general class.

The CTA employe finds that boys and girls in their teens, or even younger, number among his most enthusiastic and adept pupils. His son, *Bobby*, for instance, passed the novice's examination at the early age of 7½. Now almost 14, he plans to put his radio knowledge to good use by eventually going into the electronics field. Smach's wife, *Ethel*, although not active in "ham" radio, has a working knowledge of Morse code.

Smach, who started teaching radio 23 years ago, first worked with radio while serving with the U.S. Marines from 1919 to 1921. The field so interested him that, after returning to civilian life, he set up his own "ham" station. Ever since, he has engaged in what he finds to be a fascinating hobby.



Our Public

SPEAKS

YOU ARE the most important public relations representative CTA has. Every courteous or efficient task performed by you, who meet the public daily, promotes our service.

Many employes have been so conscientious in the performance of their duties that patrons have written letters of commendation about the service they have received.

Reprinted below are a few such letters:

"Courteous, Efficient Gentlemen"

"I have been in Chicago for about a month and have had occasion to ride buses often. I lived in New York, where traffic is heavy and some drivers not too courteous, but I want to say that I have found your drivers to be efficient, courteous and gentlemen. One man in particular, No. 9996 (*Joseph Lebrecht, Keeler*), was very courteous. He had stopped his bus to allow people to alight but didn't start up again because he saw two elderly women running toward the bus. He waited for them and as they started to board he said, 'Take your time, ladies, and be careful stepping up.'"

"Excellent Service"

"We are writing to express our appreciation for the courtesy and the excellent service extended to us by Bus Driver No. 3488 (*James Fakan, Archer*). After seeing a friend off at the airport, we boarded his bus early in the morning. He gave us clear instructions on routes back to Hyde Park at that early hour, but, despite his best efforts, we missed a connection. However, he promptly helped us to find an alternate route. We deeply appreciate the very real interest he took in our well-being."

"Cheery Good Morning"

"Operator No. 940 (*George King, North Avenue*) is the Armitage avenue driver who greets passengers with a cheery 'good morning.' Recently I boarded his bus and counted six instances when passengers asked for directions and received courteous and detailed instructions.

"All this was done with a smile and, even more important, he is an excellent driver. He has been on this line for a long time and I have often heard other passengers remark about his thoughtfulness."

IN THOSE instances where an employe has performed a disservice to a patron letters like these reprinted below result:

"A group of us were waiting for the oncoming bus at the regular stopping zone. When the bus neared the corner, the operator failed to curb his vehicle and stopped in the center of the street. When asked why he didn't curb the bus, he replied with very rude and sarcastic remarks."

COMMENT: Failing to curb a vehicle is a direct violation to operating regulations. Being rude and sarcastic towards patrons reacts unfavorably not only on our customers, but on CTA as well. Under no circumstances should an operator become inconsiderate or discourteous while operating a CTA vehicle.

"My wife, two children and I recently boarded a bus. I handed the driver a dollar bill for payment of two full and two half fares. He refused to accept the bill and argued with me for a distance of five blocks. He said I should have had the exact change ready before I boarded the bus."

COMMENT: If the patron had given the operator a ten dollar bill, there would have been reason to request a smaller denomination. However, there is no objection to patrons presenting one dollar bills. Arguing with patrons only ruffles tempers and is certainly no way to promote our service.

"Recently I boarded a bus and handed the driver my transfer. He refused to accept it and told me I would have to pay another fare if I wanted to ride further. When I asked why I would have to pay another fare, he simply told me that my transfer was too late."

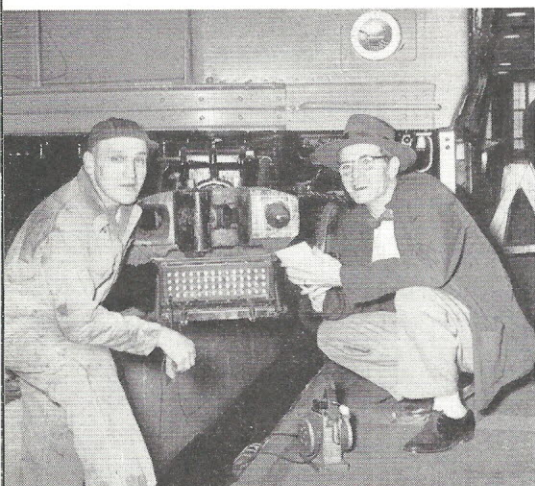
COMMENT: If the operator who originally issued the transfer had punched it correctly, this complaint would have been avoided. The second operator should have explained what had happened and instructed the patron to write to the Public Information Service Section for a refund of the second fare.

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

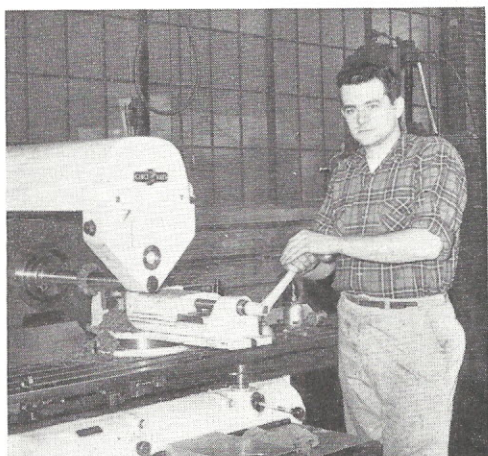
	April 1957	Mar. 1957	April 1956
Complaints	821	739	859
Commendations	91	79	85

INQUIRING REPORTERS: Dave Gurwich
Everett E. England
LOCATION: Skokie Shops

If you could pick any place in the world to visit during your vacation, where would you go?



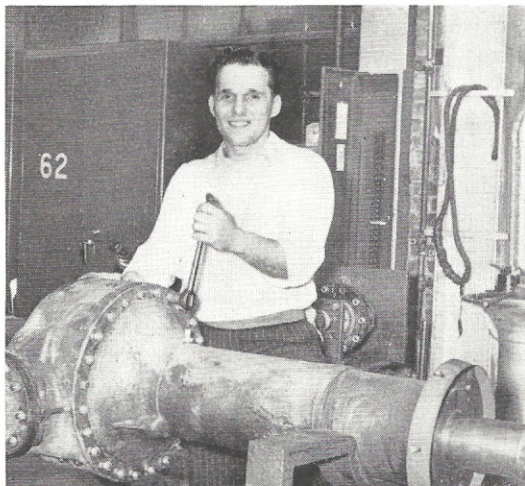
ERNEST GAICHAS, Electrician (with Inquiring Reporter Everett E. England): "I am looking forward to our vacation at Diamond Lake in Michigan, where my family and I enjoy the peace, quiet and contentment of a private lake. That's the spot we would pick any time—over any other place in the world we could think of."



MICHAEL J. FABIAN, Machinist's Apprentice: "My parents both came to this country from neighboring villages in Czechoslovakia way back in 1909, and I've heard a lot about that country all my life. Some day, when conditions over there improve, I'll visit the places where they were born and lived during the early years of their lives."



CARL SCHNEIDER, Armature Winder (with Inquiring Reporter Dave Gurwich): "I would go to Elliott Lake, Canada, northeast of Sault Ste. Marie, Michigan, to visit the uranium mines in that area. I have an invitation to travel up that way whenever I can."



JOE FANO, Machinist's Helper: "If I could travel to any place on the globe I wanted to, I'd go over to Europe in order to compare Europeans' ways of living with those of Americans. I'd especially make it a point to visit Germany and Italy. And on the way back to the United States, I'd stop off in Bermuda."

WALTER ONYSIO, Truckman: "I would enjoy going to Switzerland because I'd like to see again the wonderful scenery of the Alps. I also would appreciate revisiting St. Moritz and Zurich where I participated in sports events while stationed with the Army in that part of Europe."





medically speaking

By Dr. George H. Irwin
CTA Medical Director

CAUSES AND CARE OF CANCER

(Part of the information in this article has been taken from literature issued by the American Cancer Society)

WHAT IS CANCER? Cancer is a disorderly growth of abnormal cells in the tissues of the body. If it involves the skin or external tissues of the body it may be recognized by a chronic sore or by a persistent swelling or tumor. If, on the other hand, it involves the internal organs, it may only be discovered by certain symptoms and tests mentioned later in the article.

Miscellaneous Facts: Cancer is not hereditary and not contagious or infectious. Contrary to general opinion it is one of the most curable of all major causes of death if diagnosed and treated early. Because people are living longer the death rate of cancer is increasing. In this respect it is second only to heart disease as a cause of death.

Sex is not too an important factor because the records show that incidence is only slightly higher in women than in men. About 17 percent of all women's deaths are due to cancer and about 13 percent of men's deaths.

Stomach cancer is at the top of fatality list, with cancer of the intestines a close second. In fact, digestive tract cancer in both sexes account for 41 percent of all cancer deaths. Cancers of the uterus and breasts add up to more than 35 percent of all female cancers, while cancer of the male genito-urinary tract totals about 19 percent of all male cancer deaths.

Age is an important statistical factor. While cancer does occur in young people the death rate from this disease rises very rapidly after the age of 40. The cancer death rate has increased from 64 per 100,000 in 1900 to 132.4 per 100,000 in 1948. This rise is largely due to the aging of the population.

What Causes Cancer? The exact cause is unknown. Many factors are involved but the most common is some form of chronic or prolonged irritation. This irritation may be of several kinds, such as chemical, thermal (heat) or mechanical friction.

Symptoms or signs of cancer vary according to its locations. As an elementary screening test it is well to remember the following seven danger signs:

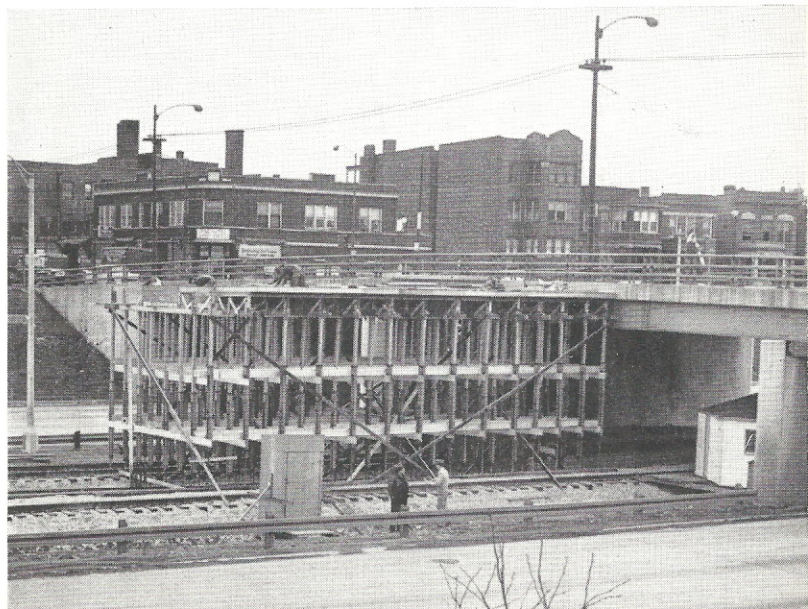
1. Any sore which does not heal.
2. A lump or thickening in the breast or elsewhere.
3. Unusual mouth bleeding or discharge coming from the mouth, vagina, rectum or bladder.
4. Any change in a wart or mole.
5. Persistent indigestion or difficulty in swallowing or unexplained loss of weight.
6. Persistent hoarseness or cough.
7. Any persistent change in normal bowel habits.

Pain is not an early symptom of cancer. If any of the above symptoms are noted go at once to your doctor.

What should you do if you or any of your friends suspect cancer? See your doctor immediately. Tell him of your symptoms. If there is a lack of money, go to your local cancer society. Direct action is all important. Don't just think or talk about it. Do something about it. There is no disgrace in having cancer. Discuss it openly with your family. Remember, early diagnosis and treatment offers the only method and satisfactory cure of cancer. There are only three accepted methods for treatment, surgery, x-ray, and radium. It is only through continued research by scientists and cooperation by the public that proper understanding of the cancer problem can be reached.

This is the month of the cancer crusade. Do your part in helping this cause. It would be well for you to institute a regular annual physical examination and cancer check-up on your birthday.

CONSTRUCTION WORK has started on two of the eight new rapid transit stations to be built along the median strip of the Congress Expressway. Forms for the pouring of concrete have been placed at Western avenue and at Pulaski road. The eight stations will be located between Laverne avenue on the west and Halsted street on the east. The picture shows preliminary work on the structure for the Keeler-Pulaski station.



Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



THE MONTH of May is a highlight of the garden season. Late varieties of tulips and other flowering bulbs are still in bloom in the Chicago area. Lilacs and Mock Orange and other flowering shrubs are blooming or getting ready to bloom soon. Perennials like Bleeding Heart, Iris and Columbine are beautifying the garden. It is the time when gardeners truly enjoy the care they give their plants.

Don't let your enthusiasm run away with you this month. It is a temptation on mild sunny days in May to set out tender plants in the outdoor garden. In the Chicago area there is always a chance, although a slight one, that light frost may occur late in May. This will not hurt the hardy plants like pansies, snap-dragon, candytuft, etc. But it can injure petunias, geraniums, dahlias, and even zinnias. Tender vegetables, like peppers and tomatoes, are also in danger of injury if they are set out in the garden before the end of May.

The foregoing paragraph is intended to apply to plants that have been started indoors or in a greenhouse or purchased from a grower. You can, of course, plant the seed of these plants later in the month, say about the 15th or 20th, because by that time the soil is beginning to warm up and when the seed sprouts it will be the end of May and the weather will be warm enough so the young plants will not be injured.

There is another reason why it is best to wait until the end of May to set out tender plants. Even if there happens to be no frost these need very warm soil to grow roots and get larger. During the early part of May our soil in Chicago is still too cool for this, and the plant practically stands still until Decoration Day anyway. In fact, if not planted outdoors until Decoration Day, these tender plants will grow all the faster in June and July because they have formed stronger roots.

If you grow Dahlias, and have stored some of the roots

over winter, now is the time they need attention. A Dahlia root is made up of a main stem from which the narrow necks grow at the ends of which there are tubers. These tubers resemble small sweet potatoes in shape. Some of them are apt to deteriorate during the winter. You can test them by pressing with your fingers. If they are soft and mushy it means they have rotted and are worthless. If they are firm, however, treat them carefully so that the stem or neck is not bent or broken. You'll notice just above where the neck joins the main stem there is a slight protusion which we call an "eye." This is where the new sprout will start for this year's plant. The best way to grow Dahlias is to cut the eye along with the neck and tuber all in one piece. To do this you have to cut down vertically through the stem being careful not to cut the neck nor injure the eye. When you have separated your tubers like this you can plant them in any sort of container and ordinary garden soil and keep them indoors until Decoration Day. They will grow tall sprouts and get leaves even though they are not in the light. After Decoration Day it is safe to plant them in the garden placing Rhizome about six inches deep in the soil.

If you grow Iris and want tall, beautiful stalks of flowers, this is the time to give them good care. After cleaning off the old leaves and other waste that may be covering the base of the plant, the whole bed of Iris should be sprayed with a solution of wettable DDT. Mix this in the proportion stated on the package. Spray the whole plant thoroughly and the ground around it.

If you are growing lilies in your garden like the Regal Lily, or the Resurrection Lily or Rubrum Lily, now is the time when they should have plant food. Use a complete fertilizer and spread about a heaping tablespoon full of this in a circle around the base of the plant, keeping it several inches away from the stem. Stir this lightly into the top surface of soil.

If you grow Oriental Poppies in your garden you must be sure that there is no low spot in the soil around the plant. They will not grow where water stands. It causes rotting of the crown of the plant. Sometimes during the winter there may be a sinking of the soil at the base of the plant. Be sure to fill this up level with the rest of the soil.

SOME 2,000 CTA employees and members of their families attended a novena for members of Div. 241, A.A. of S.E.R. and M.C. Employees of America at the Basilica of Our Lady of Sorrows, 3121 W. Jackson boulevard on Friday evening, April 12. Employees from all over the system participated, including groups from seven operating stations who chartered eight CTA buses to carry them to the service. The groups were from North Avenue, 69th, 77th, Devon, Archer, North Park and Forest Glen. Before the service, the entire CTA group lined up on the sidewalk and proceeded to the Basilica in a body. This picture was taken as the forefront of the procession entered the historic edifice.



to the ladies from Ellen

SEWING A SUMMER WARDROBE?

Check these tips for buying fabrics



WHEN BUYING printed or striped cotton, search for the fabric which has the pattern woven into the material.

NOW IS the time for women who sew to choose fabrics for their summer wardrobes.

To be practical as well as chic, textile experts caution that seamstresses should be just as careful in the selection of the fabric as they are in choosing a pattern and turning a fine seam. Hasty and unwise purchases can too easily result in shrunken, faded or discolored garments.

Because warm-weather wearing apparel will be laundered more frequently, washability standards should serve as a guiding factor in purchasing materials. It is advisable to check the label on the bolt before making a purchase. These labels often carry the same information concerning shrinkage, colorfastness and laundering precautions which is available on hangtags of ready-made garments.

However, certain terms, such as the word, "preshrunk," can be misleading.

Unless the manufacturer's specifications of maximum percent of shrinkage are listed, then "preshrunk" is not an absolute guarantee of non-shrinkage. One to two percent shrinkage is ordinary and acceptable. But, if the percentage is not given, any amount of shrinkage may be expected.

When buying printed or striped cotton, search for the fabric which has the pattern woven into the material. If buying an ordinary printed fabric, check the back side to see whether the dye has penetrated through. Such fabrics are generally more colorfast.

White cotton fabrics sometimes have excess starch sizing, which is a filler that gives body to loosely woven material. However, after laundering, when the sizing is washed out, the material becomes limp. To check for sizing, rub the material between the fingers. If a white powder appears, the material has too much sizing.

Certain white fabrics labeled, "crease resistant," should not be treated with chlorine bleaches. The factory finish on these fabrics will hold the chlorine. Because of this, damage may occur when the fabrics are pressed.

Though cotton still remains the all-around summer favorite, synthetics are becoming more popular. Buyers of Nylon, Orlon, Dacron, Dynel, Acrilan or Vicara should remember that these fabrics may require special care. For example, crystal acetate is often brittle. It may split or crack during sewing and the seams may pull apart easily during laundering. Many of the synthetics are susceptible to damage when they come in contact with high temperatures. They should be pressed at a low temperature.

Other materials which may require special handling are the embossed fabrics and novelty materials such as the type on which the pattern is flocked. Shoppers should not gamble when in



MAKING THE most of bright colors is the desire of every seamstress, but selecting colorfast fabrics is the solution for keeping them bright after many washings.

doubt about the washability of a certain fabric. A wise selection will result in a more practical and pleasing garment.

PLANNING A SHOWER?

IF YOU'RE planning to "shower" your favorite bride-to-be, we have obtained a delicious cake recipe that will set the shower motif with its decorations. Two layers tall and crowned with fluffy frosting, this white cake is a delight to the eye as well as to the palate. Guests will probably want the recipe for this very appropriate shower refreshment.

Write Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois, for a free Shower Cake recipe.

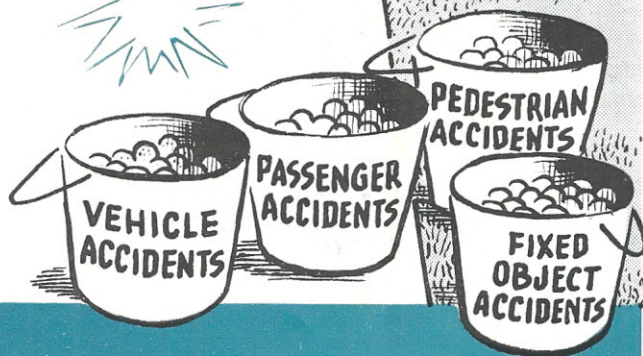
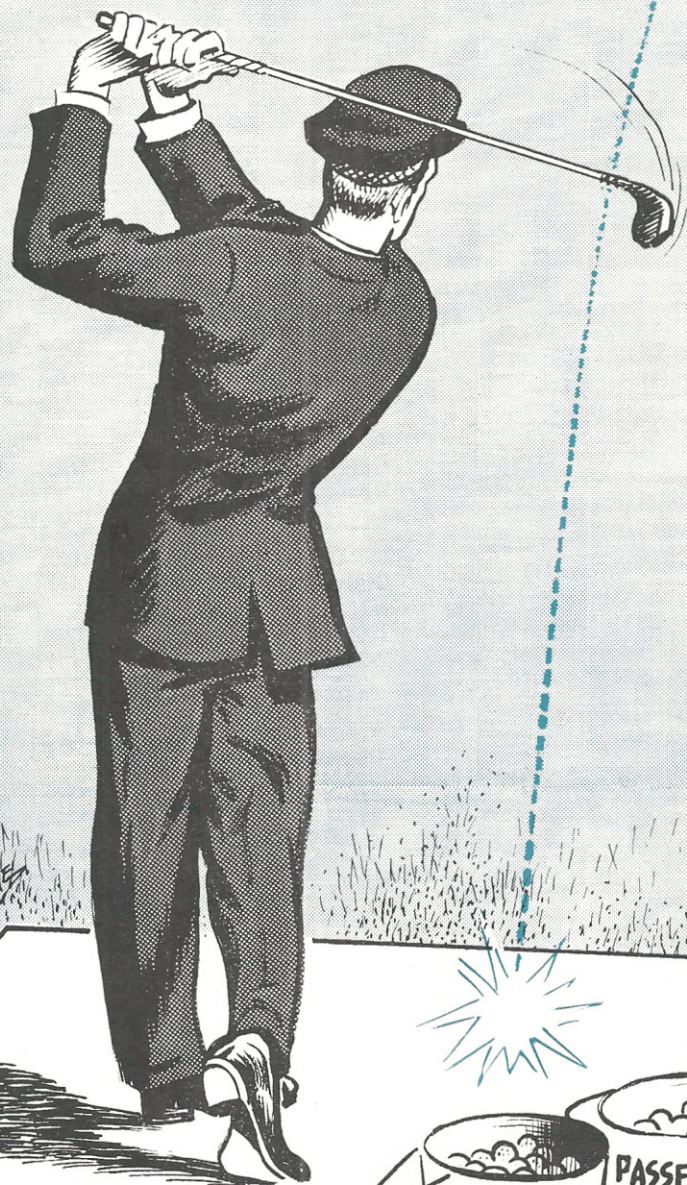
SET THE shower motif of your refreshment table by displaying this delicious white Shower Cake.



THE CHICAGO TRANSIT AUTHORITY
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