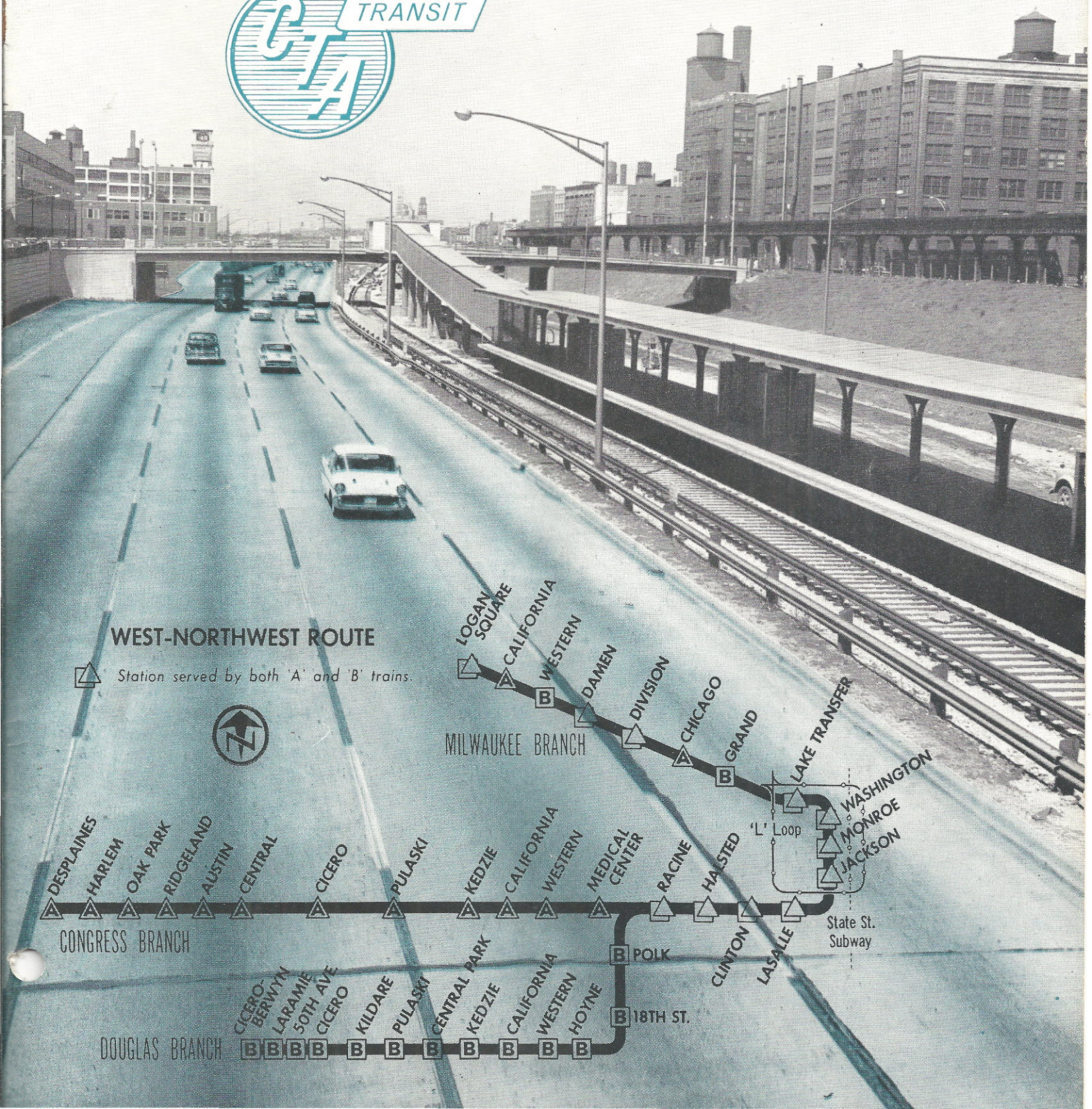
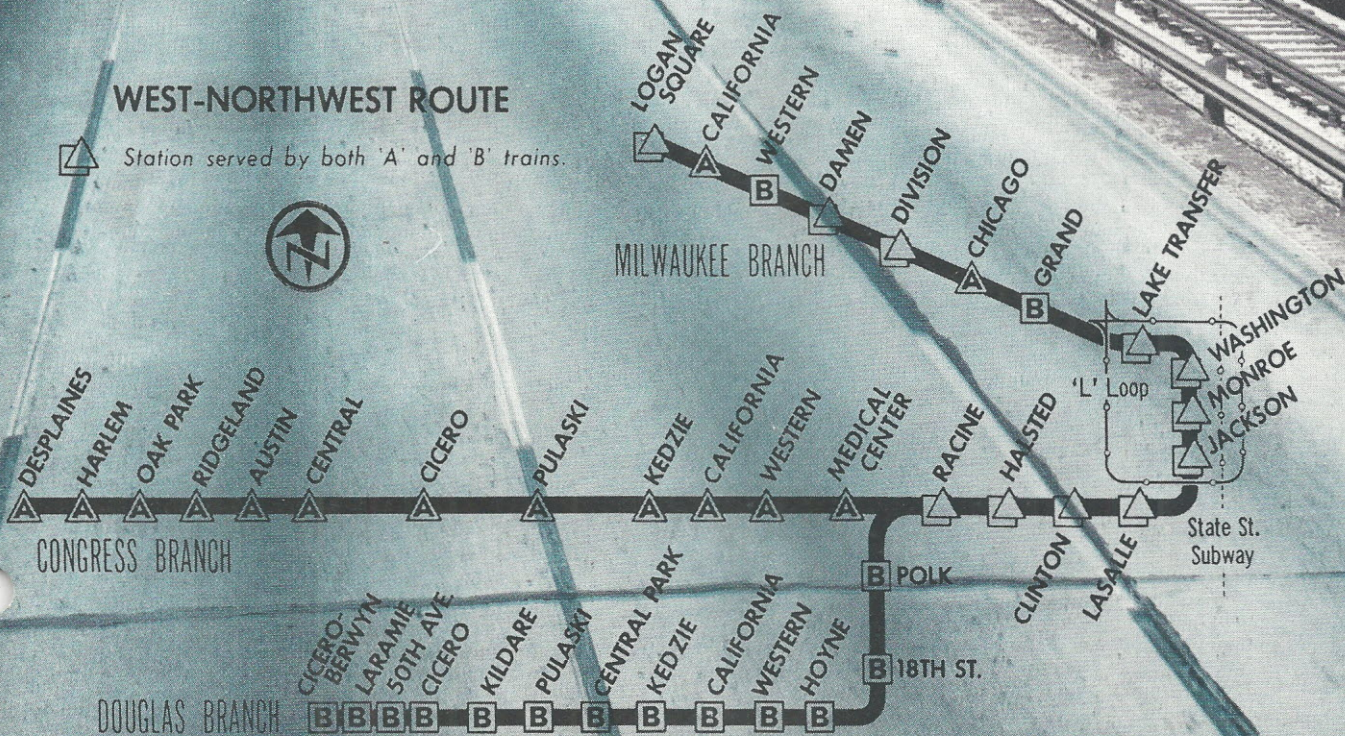


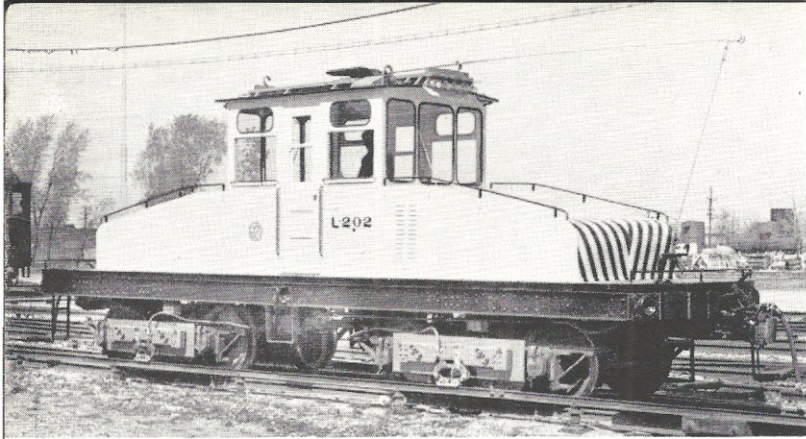
TRANSIT NEWS



WEST-NORTHWEST ROUTE

△ Station served by both 'A' and 'B' trains.





COMPLETELY REBUILT from top to bottom, a switch engine formerly used at 77th station for switching materials and supplies of the surface division has been converted and is now in service in the lower yards at 63rd street of the rapid transit division. All the work of rebuilding was done by employes of Skokie Shops, who used only the subframe of the old car in the reconstruction project. Rapid transit trucks and motor were installed and the cab redesigned. The engine as it stands now weighs approximately 35 tons. The picture shows the "new look" given the old car, which is used in switching railroad cars loaded with materials used in CTA maintenance projects when the cars are delivered to 63rd yards from other railroads.

New Warehouse for Skokie Shops

CONSTRUCTION OF a modern \$267,220 warehouse building is under way at CTA's Skokie Shops to replace 31 wooden elevated cars now used for storage of over \$1 million worth of parts.

Lee Construction Company of Chicago was awarded the general construction contract and work has been proceeding rapidly. The foundation for the 225 feet by 113 feet building is almost complete.

The site is located just west of, and connected to, the south shop unit which is directly behind the unit which fronts on Oakton street. Included in the new unit will be a large storeroom for economical and efficient filing of over 1,200 different categories of spare parts on the latest type of shelving, two ground-level loading docks inside the building to accommodate trucks of all sizes, an office, restrooms, and a men's locker room. Engineering Systems of Chicago is the architect.

Completion date of the new structure is set for the fourth quarter of this year. All parts for repairing all rapid transit equipment and trolley bus motors will be kept at the Skokie

Shops. The new building is expected to provide faster, more economical, and safer storage of parts for these repairs.

Construction will be on a concrete slab with exterior walls of gray, corrugated, protective metal panels. The panels, used for the first time by CTA in this application, are said to have superior weathering qualities and are fire-resistant.

Height of the building will be 12 feet, seven inches, with a monitor in the center section rising to a height of 16 feet, four inches. Sides of the monitor are glass to allow natural lighting during the day. The roof is metal with a bonded tar and gravel cover.

An unusual feature of the construction is the placing of supporting steel H-columns outside the building to relieve the large wall spaces and enhance the appearance of the structure. Supporting columns inside the building and the overall inside height will allow easy operation of moving equipment.

Another unusual feature is the installation of dock levelers at the ground-level loading platforms. The levelers adjust to permit trucks with beds of different heights to load and unload with ease.

In addition to the storage building, a smaller building of similar construction will be erected to house a large air compressor. Necessary roadways to service the new structure also will be built.

Garfield "L" Structure Removal Set

START OF operations in the new West Side subway marked the beginning of the end for the Garfield Park "L" structure.

Removal of the first half-mile section, from just west of Des Plaines street to just east of Aberdeen street, will begin soon under a contract awarded to the Harvey Wrecking Company of Chicago which will pay CTA \$26,900 for an estimated 1,820 long tons of salvaged steel.

Removal of this section of the "L" structure will permit the City of Chicago to proceed with construction of interchange connections between the new Northwest Expressway and the Congress Expressway near Halsted and Congress.

The remainder of the Garfield Park "L" structure, between the east bank of the Chicago River and Des Plaines street, and between Aberdeen street and Laramie avenue, will be removed, section by section, as bids are accepted.

Meanwhile, the City of Chicago will remove the tracks in Van Buren street, between Racine and California avenues, and the ramps at Aberdeen street and Sacramento boulevard that connect the street level tracks with the Garfield Park "L" structure.

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RECENT CTA ADDITIONS TO THE ARMED FORCES

Price J. Phelps—Transportation (Kedzie)
Dan P. Schleiter—Chief Engineer's Department

RECENTLY RETURNED

Luther Harrison—Transportation (69th)
Gene Hunt—Transportation (69th)

NEW WEST SIDE SUBWAY

TYPICAL OF the station buildings erected on the new route is this one at street level on the south side of Keeler avenue. Neat and modern in appearance, it has an agent's booth and serves as an auxiliary entrance-exit facility at Pulaski-Congress station. This is one of the 14 stations located on the route.



Effective June 22, Rapid Transit Trains Operating In Congress Expressway

CHICAGO'S NEW West Side Subway in the Congress Expressway, America's first rail rapid transit facility integrated with a multi-lane automobile highway, went into service Sunday, June 22.

Official inaugural ceremonies, at which Mayor Richard J. Daley was the principal speaker, were held Friday, June 20, at the Morgan street over-pass. On Saturday, trains shuttling between Halsted and Cicero stations provided free "get acquainted" rides from 10:00 a.m. to 5:00 p.m.

This precedent-setting project, including yard facilities at Des Plaines avenue, Forest Park, was financed by the City of Chicago from highway funds and from general obligation bond funds. Highway funds provided the road bed right-of-way, added length of local street over-pass bridges, construction of the short embankment section near Central avenue, and ballast for the rapid transit tracks.

Travel time between Des Plaines avenue, Forest Park, and Congress-LaSalle station downtown has been reduced about 10 minutes, a time-saving of approximately 30 per cent. This time saving will be increased when installation of the block signal and automatic brake trip system is completed.

Three Routes Combined Into a Single Route

In operating the West Side Subway, three long-established separate routes, the Logan Square "L"-subway, the Congress (formerly Garfield Park) and

Douglas "L" routes, have been consolidated into the single new West-Northwest route serving the west and north-west sections of the city and the central business district.

The Logan Square-Des Plaines avenue, Forest Park, leg of the route, the Congress-Milwaukee section, is 15.2 miles long, and the Logan Square-Douglas leg, the Douglas-Milwaukee section, is 13.9 miles long. Douglas-Milwaukee trains enter and leave the new subway extension over a ramp at Loomis street. Congress-Milwaukee trains operate throughout the length of the new subway.

Fourteen Stations Serve New Subway Route

Along the new subway route there are 14 stations spaced at an average of about .7 of a mile apart. There are 10 stations in Chicago, two in Oak Park, and two in Forest Park, as follows:

Chicago Stations

- Clinton and Congress—One minute to Loop
- *Halsted and Congress—Three minutes to Loop
- *Racine and Congress—Four minutes to Loop
- *Medical Center (Ogden-Paulina-Damen)—Five minutes to Loop
- Western and Congress—Seven minutes to Loop
- California and Congress—Nine minutes to Loop
- *Kedzie and Congress—Ten minutes to Loop
- *Pulaski and Congress—Twelve minutes to Loop

- *Cicero and Congress—Fourteen minutes to Loop
- Central and Congress—Sixteen minutes to Loop

Suburban Stations

- *Austin Boulevard Oak Park—Seventeen minutes to Loop
 - Ridgeland Avenue Oak Park (temporary) Nineteen minutes to Loop
 - *Oak Park Avenue Oak Park—Twenty minutes to Loop
 - *Harlem Avenue Forest Park—Twenty-one minutes to Loop
 - Des Plaines Avenue Forest Park—Twenty-three minutes to Loop
- *Denotes auxiliary entrance-exit facilities.

At eight of the stations, the entrance-exit facilities of the main station are supplemented by auxiliary entrance-exit facilities at adjacent highway over-pass bridges to enhance the ease of transferring to and from local buses—at Morgan street for Halsted station; at Loomis street for Racine station; at Homan avenue for Kedzie station; at Keeler avenue for Pulaski station, and at Lavergne avenue for Cicero station in Chicago, and later at Lombard avenue for the Austin boulevard station; at East avenue for Oak Park avenue station, and at Circle avenue for the Harlem avenue station in the suburban section of the route. The auxiliary stations will serve as exits at all times, and as entrances during morning and/or afternoon rush hours when agents are on duty, and during nights, Sundays and holidays when fares are collected on trains.

New West Side Subway

(Continued from Page 3)

Medical Center Station—At Medical Center station, there are two auxiliary entrance-exit structures, one at Paulina street and the other at Damen avenue to supplement the facilities at Ogden avenue.

Clinton Station—Clinton station is in the subway tube section just west of the Chicago River. Escalators and a stairway connect the mezzanine station with entrance-exit facilities at street level. At Central avenue, where the permanent rapid transit-expressway facilities are to be elevated over the street, the main station controls are to be at platform level with stairway connections to the street below. At Des Plaines avenue terminal, where the rapid transit tracks are to be elevated over Des Plaines avenue, the station and passenger inter-change facilities are to be at street level with stairway connections to the train platform.

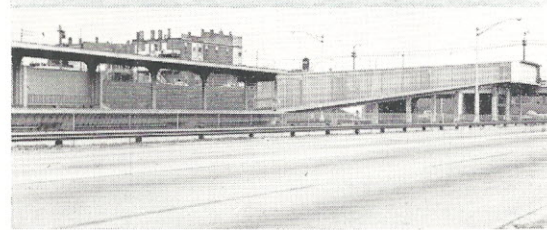
Train Signs—Trains operating between Logan Square and Des Plaines

INTERIOR VIEW of the Keeler avenue station shows the passenger control facilities installed in all the new stations on the West Side subway. When an agent is on duty, patrons enter and leave through the center passageway, directly passing the pay-turnstile or agent's booth. When train fare collections are made, the hinged metal barrier shown at the left is swung into place across the center passageway and passengers by-pass the barred area. During the hours the Keeler entrance is closed, passengers board and leave trains at Pulaski station.

THE ENCLOSED connecting passenger ramp between the Cicero avenue station building and the station platform is shown here. The stations are spaced about .7 miles apart. There are 10 stations in Chicago, two in Oak Park and two in Forest Park.

avenue, Forest Park, are "A" trains, which display red, white and black signs reading as follows: "A-Congress-Milwaukee."

Trains operating between Logan Square and 54th avenue, Cicero, (Douglas) are "B" trains, which display black, white and green signs reading as follows: "B-Douglas-Milwaukee."



Running Time—For "A" trains, the week-day rush period running time between Des Plaines avenue, Forest Park, and La Salle station in the downtown Loop is 22½ to 23 minutes; for "B" trains, the weekday rush period running time between 54th avenue, Cicero, and La Salle station is 21½ to 25½ minutes.

GRADE-LEVEL OPERATION of Garfield Park rapid transit trains in the south half of Van Buren street, between Racine and California avenues, was discontinued with the placing in service of the new West Side subway extension on June 22. Tracks at the right in this picture will be removed following the transfer of operations to the Congress Expressway median strip (left foreground). The view is looking west from Aberdeen street, with the Racine avenue overpass in the center background.



WORKMEN WERE still busy putting finishing touches on the steel structure connecting the Douglas Park branch with the tracks in the median strip when this photo was taken. The curve at Paulina street appears in the foreground and the continuing structure to the left connects with the ramp at Loomis street over which Douglas-Milwaukee trains enter and leave the new subway extension. The two-car rapid transit train in the center background is operating over the temporary grade-level tracks on Van Buren street.



For both "A" and "B" trains, the weekday rush period running time between Logan Square and Lake Transfer (Clark) station is 11 to 13 minutes.

Station Stops—Between the Logan Square terminal and the Loop, there is an alternate stop plan of operation. "A" trains stop at "A" stations; "B" trains stop at "B" stations, and both "A" and "B" trains stop at All-Stop stations. This skip-stop service operates throughout the business day, 6:00 a.m. to 10:00 p.m., Mondays through Fridays, and 7:00 a.m. to 6:00 p.m. Saturdays. At all other times, all trains stop at all stations.

The "A" stations are California and Milwaukee, and Chicago and Ogden.

The "B" stations are Western and Armitage, and Grand and Halsted.

The "All-Stop" stations are Damen and North, Division and Ashland, and Lake Street Transfer; Washington, Monroe, and Jackson stations in Dearborn street in the Loop; and La Salle and Congress station.

On the Congress-Milwaukee branch and the Douglas-Milwaukee branch, between their respective west terminals and the Loop, all trains make all stops. Stations on the Congress-Milwaukee branch are "A" stations, those on the Douglas-Milwaukee branch are "B" stations.

Scheduled Interval Between Trains—Between Logan Square and Racine and Congress station, the week-

day intervals between trains are: a.m. rush, three minutes; midday, three and three-quarter minutes; p.m. rush, three minutes; evening, four and one-quarter minutes; owl, 15 minutes. In this area, at either "A" or "B" stations, the headways are: a.m. rush, six minutes; midday, seven and one-half minutes; p.m. rush, six minutes, evening, eight and one-half minutes; owl, 15 minutes.

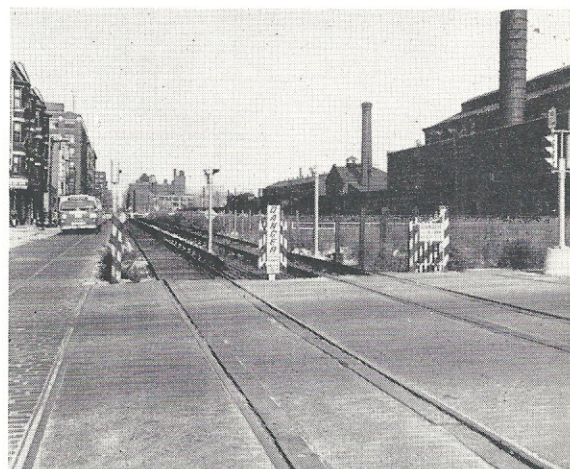
Between Des Plaines avenue, Forest Park, terminal and Racine and Congress station, and between 54th avenue, Cicero, terminal and Racine and Congress station, the intervals between trains are: a.m. rush, six minutes; midday, seven and one-half minutes; p.m. rush, six minutes; evening, eight and one-half minutes; Owl, 30 minutes.

Service and Operating Advantages—For the first time since 1892 when off-street rail rapid transit was introduced in Chicago, there is through service between the suburbs of Forest Park, Oak Park, Cicero, the West Side of Chicago, and the northwest section of the city.

All Metal Equipment—Only all-metal cars, similar to those in use on other CTA rapid transit routes, are being operated in the new subway service. CTA has spent or obligated a total of \$41,700,000 for latest type all-metal cars, including 10 cars to be delivered by early next year. It has removed from passenger service all of its 1,060 wood and wood-steel cars, most of which have been scrapped.

Temporarily some of the pre-CTA 4000 series steel cars will be required to make up rush hour car requirements for the Douglas-Milwaukee "B" service, but the Congress-Milwaukee "A" service will utilize the fast 6000 series cars at all times.

CLOSE-UP OF track facilities and the open-cut construction of the new West Side subway is shown in this view looking east from Pulaski road. This is a section of the permanent right-of-way which extends as far west as Lotus avenue (5432 W).



A TOTAL of 27 hazardous crossings at street grade are being permanently eliminated by locating rapid transit facilities in the grade-separated right-of-way of the expressway. One such is the Loomis street crossing shown here. Seventeen have already been eliminated and the remaining 10 are to be closed as soon as permanent right-of-way in the grade-separated expressway is available for train operation west of Lotus avenue.

Hazardous Grade Crossings Eliminated—A total of 27 hazardous rapid transit crossings at street grade—four in Forest Park, 17 in Oak Park, and six in Chicago—are being permanently eliminated by locating the rapid transit facilities in the grade-separated right-of-way of the expressway.

Seventeen of these crossings have already been eliminated, and the remaining 10 are to be closed as soon as permanent right-of-way in the grade-separated expressway is available for train operations between Lotus avenue (5432 W) and Des Plaines avenue, Forest Park (7600 W).

In addition, an existing railroad crossing, which has been the cause of many delays in service, will be eliminated when the section between Laramie avenue and Forest Park is completed.

Use of Van Buren Street Ended—Time-consuming operation of Garfield Park rapid transit trains at street grade in the south half of Van Buren street, between Racine and California avenue, inclusive, which was established in this area, has been discontinued.

Old Transit Era Ends as New One Begins

LOCAL TRANSIT history was made on two fronts on June 5 by Chicago Transit Board.

First, the Board authorized operation of the new West Side Subway, America's first automobile expressway with integrated rail transit. Then it authorized substitution of buses for streetcars on Chicago's last streetcar route, the Wentworth (No. 22) line.

Sunday, June 22, the starting date established for these two operations, thus marked the passing of the streetcar era in Chicago's local transit, and the beginning of a new era in large city transportation, the integration of rapid transit with motor expressways.

Appropriate ceremonies heralded the new era. On June 20, at the Morgan street over-pass and the Congress Expressway, Mayor Richard J. Daley formally released the new subway, a City of Chicago project, to CTA for operation. On June 21, from 10:00 a.m. to 5:00 p.m., CTA provided free get-acquainted rides for the public on transit shuttling between the Halsted and Cicero stations.

At 4:00 a.m., on Sunday, June 22, the new, fast, convenient, traffic-free subway service, cutting ten minutes from the running time between the Loop and Desplains avenue, Forest Park, got underway.

As the first train of CTA's modern rapid transit cars sped along the new subway, the last streetcar in Chicago, which once was renowned as the possessor of the largest streetcar system in the world under one management, made its way, without fuss or ceremony, to the storage yards at 77th and Vincennes.

In the 1930's, when Chicago's streetcar fleet was at its peak, it totaled 3,742 units. Only 45 streetcars, however, were in service when the Wentworth trolley line was discontinued. Some of the 45 units, those which are suitable, will be rebuilt and will continue to serve Chicago's transit needs as modern rapid transit cars.

The new Wentworth motor bus service operates over essentially the same route as the streetcar line that it replaced. There are two principal south terminals—at 79th and Halsted, and at 80th and Vincennes.

Buses operating to and from the terminal at 79th and Halsted serve the area's shopping center, and provide convenient off-street transfer interchange with the Vincennes-111th and the Halsted bus routes.

A supplemental terminal, at 83rd and Vincennes, is used by some buses in rush hours on weekdays to serve industrial plants in the area.

Service in 81st street, between Vincennes avenue and Halsted street, was discontinued.

The north terminal remains at the Kinzie street-Clark street turnback loop.

Service intervals on the route, north of the junction at 79th street and Vincennes avenue, range from two to two and one-half minutes in rush hours and from five to six minutes in midday and evening hours, with approximately one half the service using each of the two principal south terminals. "Owl" service is operated between 79th and Halsted terminal and Clark and Kinzie at 30 minute intervals.

GETTING INTO SWING

SOME 40 golfers, most of them from General Offices in the Merchandise Mart turned out for the first CTA golf tournament of the season on May 10. The scene was the Midwest Country Club and the weather, perfect. Scores? Well, what can you expect after a long winter of idleness—pars yet? Nevertheless, Roger Justice, Claim Department, came up with

a fairly respectable low gross score of 79 and as a prize received a putter. The low net score of 70½ won Ed O'Rourke, IBM, a new golf bag. Here the golfing group is lined up at the first tee prior to the start. E. L. Coates, Purchasing Department, is measuring his swing to hit the first ball of the tournament.



E. F. Moore Named To Transit Board

APPOINTMENT OF *Edward F. Moore* as a member of Chicago Transit Board was announced on April 27 by Governor *William G. Stratton* to fill the vacancy caused by the death of *Philip W. Collins*.

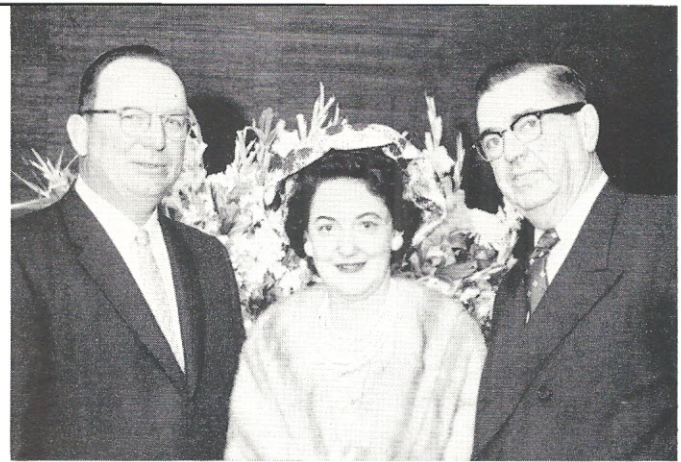
Mr. Moore, formerly chairman of the Cook County Republican Committee, assumed his new post on May 5 when he took his oath of office in ceremonies at the Merchandise Mart offices of CTA.

Mr. Moore has been active in city and county politics since 1916, when he became a member of the City Board of Examining Engineers. In 1921 he was named assistant chief engineer in charge of maintenance and operation of the Sanitary District. In 1927 he became deputy commissioner of public works, and in 1931 was appointed a member of the old West Park board.

Upon appointment to the Chicago Transit Board, he resigned as chairman of the Cook County Republican Committee, a post in which he had served from 1936 to 1940 and from 1952 to 1958.

A native of the west side of Chicago where he was born on May 15, 1893, Mr. Moore attended Quigley Preparatory College and De Paul University High School.

From 1915 to 1928, Mr. Moore served as president of the Hoisting, Portable and Shovel Engineers, Local 569, A.F.



NEWLY-APPOINTED as a member of Chicago Transit Board, *Edward F. Moore* took his oath of office on May 5 in ceremonies at the Merchandise Mart. Mr. Moore, formerly chairman of the Cook County Republican Committee was named to the Board by Governor *William J. Stratton* on April 27 to succeed the late *Philip W. Collins*. Mr. Moore (right) is shown here with *Mrs. Moore* and Board Chairman *V. E. Gunlock* at the oath-taking ceremonies.

of L. During these years he served also as a delegate to the Chicago Building Trades Council and the A.F. of L., national convention. He has long been active in civic improvement projects on the west side.

Mr. Moore, who resides at 4945 W. Washington boulevard, is a member of the Knights of Columbus and the Illinois Athletic Club. He has five children and 12 grandchildren.

A GOOD JOB WELL DONE

A MOTORIST in peril had reason to be glad a CTA bus operator was nearby recently.

The operator, *S. F. Vitacco*, Limits, driving a Halsted bus, had just relieved another operator at Halsted and Clark streets and was in a lane behind an automobile waiting for traffic to move. All of a sudden the car ahead broke into flames and passengers in the car seemed not to know what to do.

Seeing their predicament, Vitacco hastily took the chem-

ical extinguisher with which every bus is equipped, went to the car and put out the flames.

The car's occupants—the driver and his mother—thanked Vitacco profusely for coming to their aid, and when he returned to his bus the riders complimented him for his presence of mind and quick action.

And it was all done without causing any noticeable delay in his scheduled running time.

FOR A top safety performance during the first quarter of the year, 52nd station won two of the three Station Achievement Awards given for that period. Station operating personnel registered a decrease in both traffic-type and passenger-type accidents to take the surface system plaques. In the picture at the left, Day Superintendent *William B. Hornkohl* holds one plaque and Night Superintendent *J. S. Farris* the other after receiving the awards from General Manager *Walter*

J. McCarter (center of photo.) The second picture was taken at the presentation of the combined rapid transit award at Douglas station. *Charles E. Keiser* (center) superintendent of transportation, made this presentation. *S. R. Smith*, day superintendent, is looking over Mr. Keiser's shoulder. Standing directly behind the plaque is *O. B. Wright*, night superintendent.



"A GOOD WORD FOR CTA"

THE CHICAGO Tribune recently assigned Reporter *Ray Murphy* to spend two days riding CTA vehicles to background a story based on his experiences and reactions to the service provided for the riding public.

The story appeared in the newspaper a few days after he had completed the assignment and was followed up by an editorial on May 7 commenting on his findings.

Titled "A Good Word for CTA," the editorial is being reprinted below because it expresses a point of view which reflects creditably on the convenience of our service and the generally good overall job performance and efficiency of our operating personnel:

"After a two-day assignment to ride the CTA, our reporter, Ray Murphy, turned in a cheerful story. For his 23 fares he got courtesy and prompt transfers, as well as

transportation. Only one CTA driver was uncooperative with a passenger, and only twice did our man have to wait more than five minutes at a transfer point. What litter there was on vehicles had obviously been left by the public. In short, Mr. Murphy concluded that the CTA is "fast and efficient."

"It is, of course, conventional to be cynical and querulous about public services. Some people feel it the height of naivete to say anything favorable about any government agency, especially a local one. We therefore are doubly pleased with Mr. Murphy's report. We are glad that he found the CTA service commendable, and that he has the courage to say so.

"People will always complain. But the fact is that the CTA will take a passenger within at least half a mile of almost any spot in Chicago—and in a modern vehicle usually manned by a courteous operator. Folklore to the contrary, the service is as fast and efficient as a realist can reasonably expect—given the limited range of CTA rapid transit lines."



HONORED FOR his outstanding work with Junior Achievement of Chicago, *Brian K. Anderson*, 16, was appointed to serve for a day as junior general manager of CTA during the observation of Chicago Youth Week. After being inducted into his temporary position for the day at the City Council Chambers, his first official act was to attend a luncheon at the Morrison Hotel with *General Manager Walter J. McCarter* and city officials and their junior replacements for the day. The photograph shows young Anderson being greeted by Mr. McCarter in his office. Later in the day, the junior general manager received first-hand information about CTA operations in a personally conducted tour of the properties.

Contracts Awarded For "L" Structure Painting

CONTRACTS TOTALING \$274,689 to clean and paint the structural steel at 13 locations on the CTA rapid transit system were awarded recently by Chicago Transit Board to five painting contractors.

Two contracts for brown structure paint and red lead paint for a total of \$46,245 were also awarded by the Board.

These contracts are part of CTA's extensive clean-up and maintenance program for 1958. Cost of the overall program is approximately \$961,000.

Work at the 13 locations was scheduled to start about May 30 and is expected to be completed about November 30.

North Side sections included in the contracts for cleaning and painting run from Larrabee street to Armitage avenue,

from Montana street to Schubert avenue, and from Clark street station south to Belmont avenue.

On the Lake Street branch, the section from Wood street to just east of Talman avenue will be painted.

On the Douglas Park branch, three sections are included. They are the sections from just south of Polk street to between Damen and Hoyne, from Drake avenue to Ridgeway, and from St. Louis to Keeler.

On the South Side, the sections from 36th to 43rd street, from 61st to 63rd street, and on the Englewood Branch, the section from Union to Halsted street will be painted.

The Transit Board also approved an ordinance authorizing a \$35,000 contract to load, remove, and dispose of rubbish from various locations along the elevated system.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Here's Outline Of Ideal Vacation

ACCOUNTING—(General)—Your co-reporter, *Helen A. Lowe*, fulfilled her vacation dreams of making a tour of Europe. She and her sister, *Mary*, sailed on the liner *Queen Elizabeth* for Southhampton, England, which was the first of 11 countries they planned to visit. Also on their itinerary were: London; Amsterdam, Holland; the world's fair at Brussels, Belgium; Lucerne, Switzerland; the Italian Riviera and Rome, Italy; Monaco, and Nice and Paris, France. They planned to make a pilgrimage to the shrine of Our Lady of Lourdes in France, and to return on the *Queen Mary* from Cherbourg, France.

Nancy Pearson and her parents vacationed in Riviera Beach, Florida, where they went swimming, sightseeing and fishing. *Mr. Pearson* caught a 200-pound tuna.

Takes Florida Vacation

(Material and Supplies)—*Margaret Walker* spent two weeks vacationing in Florida . . . For part of her vacation, *Sarah O'Rourke* chose the Ozarks . . . *Roy Wilson* enjoyed his vacation visiting relatives in Cedar Rapids, Iowa.

Lydia Haemker returned to work recently after recuperating from surgery.

Eleanor Brown recently became a grandmother for the first time when her son and daughter-in-law became the parents of a son.

Estelle Kryzan, sister of *Harriett Kryzan*, died after an extended illness.

During their vacations, *Irene Wenke* and *Emma Weber* did their spring house cleaning.

(Voucher)—*Mabel Leiding*, wife of *Oscar Leiding*, passed away May 1 after a short illness . . . *Paul Laskey* is back on the job after an absence due to illness.

(Payroll Distribution) — *Ruth Hughes'* aunt, *Miss Anna Hughes*, who had made her home with *Ruth*, recently passed away at the age of 81.

Agnes Coman is recuperating nicely after major surgery at Columbus hospital, at this writing.



BEFORE AND AFTER

HAIR SO LONG that she could sit on it once was the pride of *Mary Alice Brunod*, 14-year-old daughter of *Dante Brunod*, Engineering. However, at left, she seems pleased with the new, short hairdo she got at the hair dresser's. She decided upon the new style since she was to serve as *May queen* at *St. John De La Salle* grammar school. (Calumet Index photos)

Reported by *Frank M. Black*

(Budget)—*W. S. Comstock* and his assistants moved their offices into the Accounting Department recently.

(Revenue)—*Marie Ferro* has a new sparkle in her eyes as well as on her hand after becoming engaged to *Robert Garrett*. They plan to be married October 4.

Cathryn McNulty joined the ranks of June brides when she and *John O'Brien* exchanged vows on June 7 at *St. Ailbe* church. An open house at the bride's home followed the ceremony . . . Bridal showers recently were given for *Mary Houlihan* and *Deanne Loitz* by their co-workers.

Doris Yost enjoyed the beauty of the Smokies on her vacation . . . *Margaret Cooney* chose Canada for her vacation. She visited Toronto, where she formerly lived.

—HELEN A. LOWE and MABLE I. POTTHAST

Wonder If He's An Elvis Fan

ARCHER—*John J. Musser*, son of *Operator John Musser*, is in the same outfit, in the Army, as *Elvis Presley*.

Clerk Maynard Dahms, who attended a *White Sox* game recently, was seen by his wife on television. Now he wants to attend all the games. *Clerk Eddie Krause* and your reporter finished bowling in our respective leagues and decided that we would have to take some lessons from *Operator Wally Shidlowski*.

Repairman August Wessel and his wife celebrated their silver wedding anniversary May 1.

Supervisor John Clayton, District "B," and his wife enjoyed their recent vacation down in New Orleans. *Clerk Frank Schmitz* enjoyed his vacation, which he spent house cleaning.

Fred A. Tunaitis, son of *Operator Fred Tunaitis, Sr.*, who recent-

ly enlisted in the Navy, is taking his boot training at Great Lakes Naval Training Station.

Operator Tony Uckockis spent much of his vacation trying to improve his golf game.

Operator John Hoffman was reported coming along fine after a recent operation . . . The wife of *Supervisor Bud Hickey*, District "B," presently is very well after a heart attack.

Thomas Andrews, brother of *Operator Vince Andrews*, and the wife of *Herb Johnson*, Loop District, died recently.

Now that the summer is here, drive very carefully, and watch out for the kiddies.

—R. H. FORTIER

Found Article Should Have Stayed Lost

BEVERLY—When *Humberto Montoya* turned in a 15-pound carp which some careless fisherman had left on his bus, the office force immediately decided—unanimously—that *Humberto* be declared sole owner of the fish and that he take it far, far away.

Mr. and Mrs. Joe Balnis, recently were visited by their daughter and son-in-law, *Herb and Doris Kane* of Whitefish Bay, Wisconsin.

Our candidate for Beverly's youngest grandfather is *Operator Edward Smith* who is only 36 years old and whose grandson, *David Oakes*, was born recently . . . *Mr. and Mrs. Alfred Cermak* became grandparents for the fourth time when *Nancy McWilliams* made her debut at Jackson Park hospital.

Kimberly Joy Lane is the third grandchild of *Howard and Evelyn Taluzek*. *John Lane*, 69th, and his wife are the child's other grandparents . . . *Arthur and Mary Pinnelli* recently were presented with their first grandchild, *Nancy Ann Matson*.

When *James Ohse, Jr.*, son of *James Ohse, Sr.*, who was a star catcher while in the Navy, won the catcher's slot in tryouts for the *Ridge-Morgan Little League*, he made his father very proud. Another son, *Rory*, did not make the regular team because of an operation.

Recently celebrating wedding anniversaries were *Carl and Elsie*

Schnoor, their 29th, and *Joe and Irene Balnis*, their 30th, both on June 1; *Art and Mary Pinelli*, their 20th on June 11, and *George and Genevieve Schletz*, their 24th, and *Joe and Martha Schieve*, their 30th, both on June 20 . . . On June 25, *Henry and Vivian Hansen* will mark 22 wedded years, and *Alexander and Frances Brand* will celebrate their 28th anniversary on June 27.

Joe and Mary Gertzen, and *Ray and Ann Walsh* spent a recent weekend visiting in South Bend, Indiana . . . *George Payton* visited a daughter in Bay City, Michigan . . . *Willard and Marguerite Beaman* made a few short trips during a recent vacation.

Lomar and Mildred Arseneau were guests on several popular Sunday night television shows at Radio City, New York . . . *George and Louise Johnson* took a Colorado vacation.

Edwin and Margaret Lagerstrom, plan to visit their daughter in Boston in early July.

Replacing *Joe O'Connor* as chief clerk is *Percy Atkinson*, formerly of 77th. *Joe* was transferred to 52nd.

Nancy Burns, daughter of *Robert Burns*, was an honor graduate of Aquinas high school.

Fritz Joike is back at work after suffering a hand infection.

The Repair Department's bowling team, which took second place in the South Siders' Bowling league, were awarded prizes at a banquet. *Dan Murphy*, team captain, was high man with a 166 average.

Henry Stuewe spent a month in Florida . . . *John McCrea* and *Pat McDonnell* took their vacations recently.

John Curran, who was struck by a car recently, is recovering from his mishap.

Carol Ann Yost, daughter of *Charles* and *LaVerne Yost*, was

TRANSITADS

FOR SALE—Two rapid transit trainmen's coats. Size 40. One summer weight, one reefer style. Both for \$25.00 or will sell separately. Telephone PProspect 6-2219.

FOR SALE—Gas conversion burner for hot water heating system. Perfect condition. Thermostat and all controls. \$35.00. *G. L. Francis*. Telephone BUCKingham 1-1337.

SAFETY AWARD WINNERS



FOUR FLEET awards and two industrial awards for safety recently were presented to CTA representatives by the Greater Chicago Safety council. Holding fleet award plaques are (from left) *W. B. Hornkohl*, superintendent, 52nd Street and *John Frugo*, superintendent, Kedzie, and (third from right) *F. J. Buetow*, superintendent, North Avenue. With them (from left) are *George A. Riley*, superintendent of instruction; *Thomas F. Moore*, superintendent of operating stations, and *Robert E. Buckley*, assistant superintendent of Stores, which was winner of one of the industrial awards. A fleet award also went to Beverly station and another industrial award was won by West Shops. The honors were based upon improvements in these locations' accident rate frequencies during 1957 as compared with those of the previous years.

married to *Phillip McKendrick* at a nuptial mass at St. Mary Star of the Sea church on May 17.

Shop Foreman Bill Magee extends his thanks to all the men who cooperated in clearing the garage of buses during a recent fire.

—FRANK M. BLACK

Two Proud Pops And One Happy Grandpop

CLAIM-LAW — *Adjuster Howard Symmes* and his wife became the proud parents of a son, *Christopher*, recently . . . *Statementman Dick Mecker* passed out cigars on May 15 to celebrate the arrival of his first child, *Jo Ellen*, while *Adjuster Harold Dillion* was popping his buttons over the birth of his grandson, *William Ronald Bear*, on May 3.

Harold Spitz, legal investigator, suffered the loss of his mother recently.

Barbara Koch, daughter of *Adjuster Joe Koch*, exchanged vows with *Joseph Ross* recently.

Typist Marion Klauer traveled to San Antonio, Texas, to attend the wedding of her son to *Barbara Ann Cathan*.

—CHARLENE O'CONNOR and MARY ANN NYKIEL

Little Boy Evens Score At Three All

ELECTRICAL—*Paul Malone*, operator apprentice, became a daddy again when little *Patrick John* arrived. The Malones now have three boys and three girls . . . *Paul Sauve*, operator apprentice, recently became the father of a little girl, *Jill Ann*, who has a sister and brother.

Clarence Mimmack, chief clerk, line department, returned from a vacation in sunny Florida with a good coat of tan . . . Also down that way was *John Rusnak*, substation operator, who motored to Miami Beach and along the Gulf of Mexico to Key West. He did some sun bathing and fishing, and lots of sight-seeing before return-

ing to Chicago via Florida's east coast.

Linemen Edward Psioda and *Julian Cichon* presently are confined to the hospital because of injuries suffered in a recent accident.

Inspector James Tramutalo suffered the loss of his wife.

The father of *Lineman Helper William Timmermann* died recently.

—GILBERT E. ANDREWS

Second Baseman Keeps Them Posted

GENERAL OFFICE—(*Transportation*) —Attracting as much interest in this department as the activities of the Cubs and White Sox is the progress of the American Legion team of the Rolling Meadows league, on which *Bill Rooney* plays second base.

On his recent vacation, *Jim Tucker* and his 11-year-old daughter, *Dorothy*, motored to Nashville and Lebanon, Tennessee, to visit relatives. All the southern hospitality extended to the visitors couldn't talk *Dorothy* out of establishing residence in a motel.

George and Rose Roesing took a week-end airplane trip to St. Louis to spend Mother's Day with their daughter.

50 GOLDEN YEARS



A QUIET observance with their children and grandchildren marked the golden wedding anniversary of *Dennis Clifford*, former streetcar motorman stationed at Kedzie, and *Mrs. Clifford* on May 11. Mr. Clifford, who retired from the former Chicago Surface Lines in November 1946, emigrated to the United States from Ireland before the turn of the century. He began his transit career in July 1913.

RECENT SUGGESTION AWARD WINNERS

NAME	POSITION	LOCATION	AMOUNT
John C. Cacciato	Material Handler	South Shops	\$15.00
William A. Clifford	Clerk	52nd Street	5.00
Mary Flanagan	Clerk	Insurance	10.00
J. G. Franchi	Mechanic	West Shops	10.00
John Gritis	Reproduction Technician	Stenographic	10.00
James LeMond	Repairman	69th Street	25.00
Charles J. Spears	Extra Conductor	South Section	19.00
Martin Swanson	Repairman	South Shops	10.00
Mario Tricoci	Material Handler	Forest Glen	10.00

SUPPLEMENTAL AWARD-WINNERS

J. W. Bird	Clerk	Skokie Shops	10.00
S. R. Cicero	Machinist	Skokie Shops	15.00
Charles Dreasler and S. J. Plaszczewski	Machinist Shopman	Skokie Shops	5.00
T. J. Coates	Electrician	South Shops	5.00
W. G. Erlandson	Machinist	Skokie Shops	25.00
John Del Medico	Carpenter	South Shops	20.00
Ernest H. Fisk	Machinist	Skokie Shops	15.00
Edward C. Pruemmer	Repairman	69th Street	5.00

A number of interesting letters have been received from *John Higgins*, superintendent of rapid transit operations, and his wife, *Clara*, who currently are enjoying an eight-week vacation in Europe.

(*Stenographic*) — *Jeri Burton*, wife of *Don Burton*, recently returned from the hospital where she was confined with a case of double pneumonia.

The *Umstots*, *Ralph*, *Jane* and their daughters, *Marcia* and *Susan*, spent a vacation at White Pines State Park near Oregon, Illinois.

(*Insurance* — *Marguerite Kuper* arranged her vacation to be home when her husband, *Ray*, who is in the Army, was on furlough from Ft. Leonard Wood, Missouri,

Mary Clarke, scribe for another column, spent her vacation in Detroit and the surrounding area.

—JULIE PRINDERVILLE

These Fellows Need Some Moral Support

GENERAL OFFICE — (*Training and Accident Prevention*)—The 1958 champions (we hope) who make up the Henrici-sponsored baseball team of the Merchandise Mart league are *Frank Johnson*, *Clare Crawley*, *Michael McCarthy*, *Richard Koprowski* and *John Hartnett* of Training and Accident Prevention; *Vincent Donahue* of Traffic Engineering, and *Edward O'Rourke* and *John Bosacki* of the Accounting Department. The team plays every Thursday evening in Grant Park starting at 6:00 p.m. The

boys, who are in a slight slump at present, might be helped by a cheering section.

Ruth Havlik and several members of her family drove up to Holland, Michigan, to see the parade and tulips at the annual Tulip Festival.

John A. Baker recently was named a committeeman of the corporate-alumnus division of the annual alumni fund drive at the Illinois Institute of Technology. He is a 1949 public administration graduate of the school.

The May 20 Capital Airline and Army jet training plane crash tragedy was brought closer to home when we learned that a Navy man, *Thomas Oleferchick*, who lost his life in the crash, was a very dear friend of *Typist Jeri Falcone*.

(*Engineering*)—*Dorothy O'Connor*, Specifications, recently became engaged to *Robert Phelps*.

Rod Daugherty combined a business trip and vacation when he

and his wife, *Bea*, traveled to Los Angeles, California . . . *Jack Jobaris* and his wife, *Ann*, also vacationed in California, visiting at Santa Barbara, Pasadena, Beverly Hills and at Tijuana, Mexico. An unexpected meeting of the two couples took place when they boarded the same plane for the return trip.

The Building and Structures section welcomed *Ron Majiarka* who recently was employed as a draftsman.

(*Traffic Engineering*) — *Harold Rowbottom's* 10-year-old son, *Michael*, was highly praised recently by his pastor when he served as altar boy for the first time and alone as his experienced partner failed to show up. The boy's Latin responses were without error and his timing perfect, according to his pastor.

Joe O'Connor, his wife, *Mary Kathryn*, and their four children visited relatives living on the outskirts of Indianapolis. The main attraction was a pony which the youngsters rode to their hearts' content.

(*Industrial Safety*) — *Charles Smith* vacationed in Panama City, which is about 60 miles east of Pensacola, Florida.

(*Employee Suggestion System*)—*Tom Lyons* was welcomed back on the job after his long siege of illness.

(*Personnel*)—*E. A. Imhoff*, general superintendent of personnel, suffered the loss of his father, *Edward G. Imhoff*, recently.

(*Treasury*)—*Herbert L. Schomer*, token clerk, died May 21 after a short illness. He had over 35 years of transit service.

—MARY E. CLARKE

TRANSITADS

WANTED TO RENT — Two-bedroom, unfurnished, first or second-floor apartment on northwest side. Want to occupy August 1. Telephone PALISADE 5-2384 after 6:00 p.m.

FOR RENT — Five two and three-bedroom cottages at Idle Wild resort on beautiful Butternut lake in Wisconsin. Special rates to CTA employes with proper identification. Electric ranges, oil heat and all cooking utensils furnished. Contact Anthony Varvodick, Box 131-A, Butternut, Wisconsin. Telephone Butternut 3612.

FOR SALE — 21-jewel Hamilton railway special watch. Worn very little. \$50.00. George Eichaker, 1732 Farragut avenue, Chicago 40.

FOR SALE — Three-room unit brick home on corner lot in Lanark Village, Florida. Large bedroom. Living room. Kitchen with new refrigerator. Tile floors. Bath with shower. Sewers and water in and paid for. Lot is 30½ long and 30½ feet wide. Jalousie windows. Rust-proof screens. \$6,300.00 cash. Contact R. J. Seibert at Prospect 6-2015.

FOR SALE — Six-grave area in Lot No. 516, Section No. 17. Real bargain or best offer. Telephone GROvehill 6-5581.

We Hope You Like Your New Station

KEDZIE—Welcome to the new clerks, receivers and operators who came to us June 1 on the latest system pick. We wish good luck to those who transferred to other stations.

As of April 30, we again were on top in the Traffic Accident contest for the quarterly Station Achievement Award, and in second place in the passenger type contest. Good work, fellows!

If you've moved recently, please notify
CTA TRANSIT NEWS

Operator Martin Dzincioloski was presented with a daughter on May 5.

Each year, in August, a large group of CTA employes take part in the annual laymen's retreat at Notre Dame, South Bend, Indiana. The number has increased year by year and we want to have the largest turnout ever. Those who are interested should contact your reporter for information and reservations. The dates are August 14 through 17.

Named outstanding senior at St. Mel high school this year was *Robert Florita*, son of *Shop Foreman Joseph Florita*. The youth plans to attend La Salle institute, Glencoe, Missouri, as the first step toward his goal of becoming a Christian Brother.

During his high school days, Robert was president of the high school's National Honor society group and of the Athletic league. He was senior council secretary and was a member of the Art and Poster and Benildus clubs. The youth also participated actively in football and basketball.

—C. P. STARR

Visits Both Sides Of Iron Curtain

LIMITS—*Operator Andrew K. Grabowski* and his wife recently returned from a four-week trip to Europe where both had reunions with their parents. After spending a few days with his in-laws in Hamburg, Germany, Andrew continued on by plane to Poland to visit his parents, whom he had not seen in 14 years. After Andrew met his father in Warsaw, the two continued on to Sopot, his parents' home. A trip also was made to Przemysle, Poland, to visit Andrew's grandmother who was very ill and who died shortly after their arrival. Leaving Poland shortly afterward, Andrew traveled back to Hamburg via Berlin. Andrew said he was treated courteously by Polish officials during his entire stay.

Operator Charles Hurtienne, his wife, their son, *Jim*, and his mother-in-law, *Mrs. Louise Nadow*, visited the site of the Civil War battle of Shiloh, Granite City, the Smokies and other points of interest during a recent 2,000 mile tour of the south.

—IRVING J. METZGER

RETIRING FOREMAN HONORED



WHEN ANTHONY ANTONUCCI (center), general foreman at Wilson shop, retired June 1, employes who had worked with him during his nearly 49 years of service and who represented all five north side rapid transit shops, wanted to participate in honoring him. After this presentation (above) of a wallet inscribed with his starting and retiring dates and a cash purse by Assistant Foremen Ernest Jones (left) and Arthur Kalvelage, Wilson Shop, Mr. Antonucci was honored similarly at Howard, Kimball and Skokie Shops. Various co-workers at Linden Shop, switchmen at Wilson and Kimball and all members of the terminal inspection shops' supervisory force also feted him.

The foreman began his career with the old North Western Elevated Railroad company on July 12, 1909, as a control inspector at Wilson. During his transit years, he served as night foreman, inspection foreman and master mechanic before assuming, on June 1, 1957, the position he held at the time of his retirement.

Reported by Joe Feinendegen

Make Rewarding Trip To Churchill Downs

LOOP (Agents)—*Irene Cullen* and your reporter had an ideal time at the Kentucky Derby, especially since we picked the winner, *Tim Tam*. We toasted the victory with mint juleps.

A dinner at the Drake restaurant June 5, was held in honor of *Lila Hodges*, who began service on August 30, 1937, and who took her pension June 1. She was presented with a corsage and a check.

Nora Elward enjoyed her vacation in Dearborn, Michigan, where she visited with her son, *Thomas*, and her five grandchildren . . . Several days of *Sylvia Welter's* vacation was spent in Monmouth, Illinois, with four girls with whom she worked in her first job.

Frances Brandl spent part of her vacation doing that annual spring chore—housecleaning . . . *Porter Ira Lee*, his wife, their dog and nine puppies took a trip to St. Louis and Joplin, Missouri, and through the Ozarks to Parsons and Pittsburg, Kansas. Ira and his wife found many streams to stop at and enjoyed their favorite pastime of fishing.

Edna Davies, *Margaret Westrom* and *Mary Molinari* presently are on the sick list . . . Back on the job are *Alice Murphy* and *Mary Walsh*.

Lawrence Byrne, student agent, portrayed the part of *Cassius* in the play *Julius Caesar*, which was presented during the national convention of Theta Alpha Phi in Terre Haute, Indiana.

—EDITH EDBROOKE

Couple Attend Wedding, Celebrate Anniversary

NORTH AVENUE — *Darlene Mary Wood*, daughter of *Operator Warren G. Wood*, and *Robert C. Maginity* exchanged nuptial vows May 24 in the Methodist church of Dundee, Illinois. The bride wore white and carried red and white roses. The reception was held at the American Legion hall in Dundee. Warren and his wife marked their 20th wedding anniversary on June 10.

We hope that you, you and you will make this column longer with news of your vacations and a snapshot or two. All photographs will be returned to you in good shape.

Operator Sam Tamburino recently packed his fishing gear and headed for Butternut, Wisconsin, where fishing was reported good.

Johnny Stich is mighty proud of his daughter, *Mary Anne*, who graduated from St. Mary's high school with a scholarship to Mundelein College, in a state-wide examination. She was named one of the 10 most outstanding Catholic students on the West Side. Johnny and his wife will celebrate their 19th wedding anniversary on July 1.

The name of *Operator John Turek* was added to the grandpappy's club when little *Linda* made her appearance recently.

Celebrating wedding anniversaries were the *Harry Mocarshis*, their 18th on June 15, and the *Wally Wojewodas*, their 19th on June 17 . . . *Dick Scholtens* and his wife will mark 26 wedded years, and *George McLellan* and his wife, 27 years, on June 27 . . . Celebrating wedding anniversaries on June 30 will be the *John McLaughlins*, their 24th, and the *Harold Hightowers*, their 30th.

—JOE HIEBEL

Operator, Family Travel East

NORTH PARK—*Operator Sol Graff* and his family visited Sol's son at Ft. Meade, Maryland. They then traveled on to Washington, D. C., New York City and Detroit . . . *Operator A. S. "Tex" Abernathy* motored to upper Michigan recently.

Operator Ed Baden became a grandfather when his daughter, *Pat Festa*, gave birth to a daughter, *Toni*.

Operator John Little presently is on the sick list at Municipal Tuberculosis Sanitarium.

The welcome mat is out for the new operators, clerks and receivers who were transferred to North Park after recent picks.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

Big Family Gets Even Bigger

NORTH SECTION—Latest addition to the family of Clerk John P. Hallahan, Howard street, is a little boy, Tracy, who is the Hallahans' 10th child and their sixth son.

Conductor Bernard Devenny made an extended tour of Ireland and also made a trip to gay Paree. . . . Motorman Jim Brahos vacationed in sunny Florida.

The Rapid Transit club's annual dance was a big success.

Mileage Clerk George Frost, who retired June 1 after 43 years of service, celebrated his birthday May 12 with cake and ice cream . . . C. E. Isaacson, superintendent of agents and porters, also celebrated his birthday recently.

Motorman J. C. Barnes is reported recovering nicely from a recent illness . . . Motorman John Gifford and Conductor J. S. Anderson presently are on the sick list.

—ANGELO BIANCHINI

CLERK RETIRES



AFTER close to 42 years "on the cars" as a conductor and in CTA's Treasury Department, Frank A. Miller, token clerk, retired on pension June 1. Beginning his career June 22, 1916, at Lawndale station, he attained the position he held at the time of his retirement five years ago. His co-workers presented him with a cash purse.

Newlyweds Settled In New Apartment

PURCHASING AND STORES — Joan Johnson, addressograph operator, Stores Department, became the bride of Donald Jahnke on May 17 at St. Angela's Catholic church. After a honeymoon at Turkey Run, Indiana, the couple began fixing up their apartment.

Stock Clerk Dick Daly, Montrose, recently announced the arrival of his third child, John Michael, who joined a brother and a sister.

Stock Clerk Art Harris, Montrose, had a wonderful time vacationing in the eastern states and in Canada.

Stock Clerk John Sheridan, West Division, took a leave of absence to visit his family in Ireland.

Typist Carol Waghner and her husband, George, are the proud possessors of a lovely new home in Rolling Meadows, Illinois . . . Typist Pat Lukes, General Office, and her family recently were busy packing and getting ready to move into their newly-purchased home.

Earl Wilcox, South Division, suffered the loss of his mother recently.

—DAGMAR McNAMARA

Welcome Back, Rudy; Good Luck, Percy

77TH—Rudy Albrecht, who formerly worked here as a receiver for many picks, has returned as chief clerk. Meanwhile, Chief Clerk Percy Atkinson was transferred to Beverly.

Isola Wakefield, the wife of Switchboard Operator Roscoe Wakefield, was hospitalized for about two weeks during the latter part of May.

Ed Lee, vacation relief switchboard operator, is happy to be at work again after spending four months on the sick list.

Repairman Peter Lucas died May 27 of a heart attack while on the job. He had over 38 years of service. His wife, Helen, works in the print shop.

—JOE SMITH

Sun Shines Bright In Budget's New Home

SCHEDULE-TRAFFIC — Personnel in the Budget Department are enjoying the sunny southern exposure at their new quarters in Room 716.

Bernadette Kizior flew to New York and Washington, D. C., for her vacation.

Alvin Kreutzer became a grandfather when his grandson, Mark, arrived recently.

Three traffic checkers reported additions to their families recently. Mr. and Mrs. James Brennan announced the arrival of Mary Beth, who joins four brothers. Mr. and Mrs. Peter Hart became the parents of their third child and second daughter, Margaret Ann . . . Welcomed by Mr. and Mrs. Eugene Jania was Janice who has a brother and a sister.

Robert, son of Traffic Checker George Hanus, was elected by the student council of Farragut high school to act as chief justice of the Municipal Court on Youth Day, which was held May 13.

—GERTRUDE ANDERSON

Skokie Keglers All Set For New Season

SKOKIE SHOPS—The men here recently organized a bowling league of eight teams. President of the league is Robert Binnie, Al Dorociak is vice-president and Howie Jensen is secretary. The league will bowl on Friday nights, starting in September.

Lawrence King, Chester Bujnowski, Al Dorociak, Emmet Nolan, Roy Nubie and Ernie Gaiches gave good accounts of themselves at a recent nation-wide bowling tournament sponsored by the International Brotherhood of Electrical Workers in Detroit.

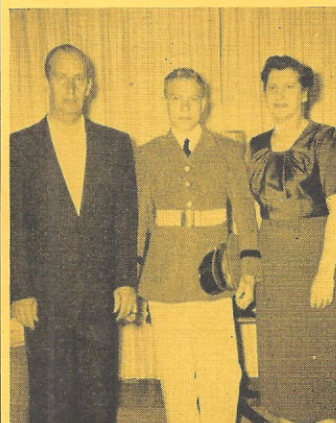
Members of Division 308's bowling team, which was first place winner in the CTA P.M. league, received individual trophies. They were Shopman Walter Onysio and your co-reporter, Everett E. England. Others on the championship team were Motormen Lou Herman and Frank Wagner, both of North Section, and Michael Reith, former streetcar motorman, who worked out of Devon.

Electrician James Welton and his wife became grandparents for the first time recently.

Engineer Walter Serzow vacationed in Houston, Texas . . . Electrician Foreman Henry Altschuler spent his vacation relaxing at home.

Painter Irvin Weismeyer and his wife enjoyed having their son, Herbert, and his family in for a visit recently.

DOUBLE CELEBRATION



OPERATOR EDWIN Lagerstrom and his wife, Margaret, celebrated two important events early this month. On June 2, they marked their 24th wedding anniversary, and, on June 7, their son, 14-year-old Robert, was graduated from the lower school of Morgan Park Military Academy. Above are the proud parents with their son.

Reported by Frank M. Black

At this writing, Electrician Joseph Czaja is home resting after an operation . . . Welders John Franczak and John Reid, and Machinist Ernie Fisk are on the sick list at present.

Your reporters received many nice cards from Clerk John Lucas who vacationed in Florida.

Truckman John Collins exchanged vows with Betty O'Connor in a ceremony held May 3 at Our Lady of Mt. Carmel church. After a reception held at the Somerset hotel, the newlyweds left for a honeymoon in Los Angeles.

—DAVID GURWICH and EVERETT E. ENGLAND

Last Run Was A Family Affair

SOUTH SECTION—The day before Motorman George Semeniuk went on pension, most of his family and relatives surprised him by riding the train on which he made his last trip. There were so many of them that Agent Jeannette Olsen at Loomis street thought a convention was in town.

Conductor Patrick Sherrill, who recently returned to work after being on the sick list for some time,

SCHOLARLY DAUGHTER



OUTSTANDING WORK in preparing for the field of counseling socially maladjusted children is the achievement of *Martha Alice Black*, daughter of *Operator Frank M. Black*, Beverly, who received a bachelor of science degree in education from Illinois State Normal university on June 7, plans to work toward her master's degree in this field at the University of Illinois this fall.

picked an early vacation, and went to Peoria to regain his strength.

Station Superintendent Ralph Wenstrom returned to work after a short absence due to illness.

Clerk Alvin Lipke spent four weeks in Florida soaking up the sunshine and visiting friends. He also looked up *Dan McBride*, former switchman, who is operating a gas station there.

The big whipped cream cake sent to 61st Street by *Motorman Henry Colgan*, who retired May 1 after 40 years of service, was enjoyed by all.

The "welcome back" greeting was extended to *Pharoah Cain*, *Judson Fannin*, *Van Mims* and *Tom Nolan*, who have been transferred back to South Section. Van is a proficient golfer who can give you a pointer or two which should help your game.

Motorman Marvin Kissell flew to Los Angeles where he spent his vacation. While there he shopped around and acquired a beautiful hammered silver cigarette lighter. . . . *Agent Marcella Bitterlin* traveled to Norfolk, Virginia, to visit her daughter and newly-arrived

granddaughter . . . *Night Superintendent Matt Feaheny*, spent his vacation in Los Angeles.

Clerk Jim Martinek, Loomis Street, looks hale and hearty since he's been off the sick list.

—LEO J. BIEN

Two Shopmen Repair To Altar

SOUTH SHOPS—Wedding bells rang for *Edward Fregeau*, bus overhaul, and *Marion Deering*, who were married May 10 at St. Albert's church. A reception was held in Burbank Manor hall . . . Wedding bells also pealed for *Hubert McGee*, bus overhaul, who was married to *Thelma Alspach* in Mt. Greenwood Methodist church on May 17.

Carpenter Bill Flatley joined the grandfathers' ranks recently when his first grandchild, *Patricia Ann*, made her appearance.

Stanley Shimkus, bus overhaul, drove to Rhinelander, Wisconsin, recently to attend the funeral of his father.

Still on the sick list, at this writing, are *Carpenter Jack McVeigh* and *Harry Ott*, bus overhaul.

. . . Also presently away from their jobs because of illness are *Edward Brandon*, machine shop; *Joe Miller*, bus overhaul, and *Carpenter Alex Horvath*.

Foreman Charles Maslauskas, who seemed to be convalescing well at home after an operation, died recently.

—EVELYN CLARK and FRANCES LOUWARD

Plans To Go Where The Shamrocks Grow

TERMINAL INSPECTION SHOPS — (*Logan*)—*Repairman Mike Fahey* plans to leave June 22 for a six-week visit with his folks in Ireland.

Repairman Al Long's daughter, *Edith*, graduated from Kelvyn Park high school this month. For the past year and a half, she was a member of the National Honor Society and was active in library work. She already has filed an application for employment with CTA.

Foreman Harold Rose spent his vacation making short trips.

(*Laramie*)—At this writing, *Repairman Nick Suero* is off sick.

Repairman John Cannella stayed around Chicago during his vacation.

(61st)—*Repairman Marvin Brinson* is off work because of an accident.

Repairman Joe Serritella's father, *Daniel*, a retired gateman on West Section, died recently.

Repairman Elias (Chino) Serrano spent his vacation visiting his family in Laredo, Texas.

(*Wilson*)—*Foreman Ernie Jones* spent his vacation making some repairs on his home.

Night Foreman Jerry Jennings recently suffered the loss of his sister.

General Foreman Ed Hendrickson vacationed around Chicago.

It seems as though your reporter and *Assistant General Foreman Tony Porcaro* are bad luck for the local ball teams. Your reporter spent his vacation helping the White Sox open the season and Tony traveled out to Wrigley Field when the Cubs went into a tail spin . . . *Repairman Walter Loeewecke*, Linden Shops, decorated his flat during his vacation.

—JOE FEINENDEGEN

GAINS HIGH HONORS



HUGH NAUGHTON, son of *Agent Hugh Naughton*, graduated June 3 from De Paul university with high scholastic honors. Active in the school's Reserve Officers' Training Corps unit, he held the rank of cadet lieutenant colonel. During a recent city-wide review of college and high school ROTC units, he was one of a group of 17 selected from 700 candidates to receive a medal of honor. He will be married July 17, and will enter the Army at Ft. Benning, Georgia, on November 3.

Reported by *Gordon Kelly*

Here We Hear About The Heaveys

WAY AND STRUCTURES—At a recent banquet, *Bill Heavey*, brother of *Stenographers Mary Pat*, Building Division, and *Nancy*, Public Information, received a trophy and sweater for being captain of the basketball team at DePaul high school. His brother, *Jim*, also received a trophy and sweater for being named the most valuable player of the year. Their father, *Mechanic Matt Heavey*, North Park, left Chicago June 1 by plane for a visit with his relatives in Ireland, whom he hasn't seen for 31 years.

Martin Tobin, surface track foreman, Rapid Transit Division, and his partner, *Harry Mullins*, an employe of the First National Bank, won the Austin YMCA-sponsored handball championship in which 20 teams competed. The two gained the championship on scores of 17-21, 21-9 and 21-15. Individual trophies also were presented.

Barbara Joeffrey, 13-year-old daughter of *Jim Joeffrey*, graduated June 8 from Immaculate Heart of Mary grammar school. She will attend Alvernia high school in September.

Laborer Hugo Johnson and *Watchman Nick Koprivica*, both of the Track Division, retired June 1 . . . *John O'Keefe*, painter apprentice, went on disability pension May 1.

Jerry Weiler, assistant senior engineer, and his wife, *Dorothy*, reported that they enjoyed New Port Richey, Florida, where they said, the weather was wonderful.

James Sleznick, trackman, rapid transit division, retired June 1 after 17 years of service.

—MARLENE NEHER

Her Trip Was Doubly Enjoyable

WEST SECTION (Agents) — *Agent Henrietta Brown* enjoyed a trip to California and New Mexico. She is very proud of her grandson whom she had the pleasure of seeing for the first time on this trip.

Porter Leon Hegwood at this writing was undecided whether to take a trip back to his home or spend the time seeing the sights around town during his vacation.

Your reporter recently talked with *Joseph Robinson*, a member of the porter staff who formerly worked on the Lake street rapid transit line and is now stationed

in the Loop. He said he wished to be remembered to all his old friends.

Agent Ceil Boland and his parents recently motored through a large part of California and enjoyed all the many interesting sights along the way.

Agents Mary Flemming and Delia Hayes spent a delightful week in Florida together.

Agent Steve Gibbons again is back at work after a long absence due to illness.

Agent John Filipek planned to take his vacation during the latter part of this month.

Agent Con Flannagan suffered the sudden death of his daughter, Margaret E. Ryan, last month.

Agent and Mrs. Frank Zima celebrated their 24th wedding anniversary on May 5 . . . When Agent and Mrs. Martin Tezak marked their 37th wedding anniversary on May 7, their son, Thomas, and his wife traveled all the way from Pacoima, California, to help celebrate.

Let's have some vacation stories—and don't forget good pictures.

—GORDON KELLY

Conductor, Wife Are Proud Grandparents

WEST SECTION—(Carfield) — Conductor William Conley and his wife are the proud grandparents of a boy born recently to their daughter and son-in-law, who live in New Milford, New Jersey.

I'm very happy to be the new scribe for this column and hope all of you will help me to make it an interesting one.

—JOHN HANNING

A Reminder To Credit Union Members

WEST SHOPS—Members of West Shops Credit Union No. 2743, who have not yet had their books taken up for the general ledger check and interest credits, should contact Supervisory Committee Chairman Thomas Griffin on Extension 214, West Shops, or at his home, 4221 West End avenue. His telephone number is KEdzie 3-4640.

General Foreman Heinz Doering suffered the loss of his father, William A. Doering, retired South Shops employe recently.

Stenographer Rosella Czech recently contracted a case of measles.

40-YEAR EMPLOYEES RECENTLY RETIRED



George W. Frost, clerk, North Section, 43 years.

Francis P. Curran, operator, 77th, 45 years.

Ralph S. Harper, motorman, West Section, 47 years.

James E. Brown, conductor, 77th, 42 years.

Machinist George Hayes spent his vacation putting his Diamond lake house in shape, while Chief Clerk Ed Wendt took in the sights along the Gulf of Mexico and played some golf.

Engineer George Zamzow, technical services, was a busy bee during his vacation, working around his home . . . Charlie Greco, Joe Kiselus and Charlie Shreeve, all of technical services, spent their vacations in and around Chicago.

Stenographer Esther O'Brien moved up to her summer home at Twin Lakes, Wisconsin . . . Typist Dorothy Moran took a trip up to Wisconsin on her vacation, while Typist Ella Rall spent her vacation working around the house.

Frank Spolec, tin shop, took a trip to Charleston, South Carolina, to visit his son, who is in a Navy special services school.

George Fiezel, Industrial Engineering, worked on his knotty pine rumpus room during his vacation. . . . Earl Essington, Industrial Engineering, took a trip up to Escanaba, Michigan.

—JOHN T. BURKE

DISABILITY RETIREMENTS

A. W. Buhring, operator, 69th. Employed 1-3-24.

E. G. Maibuecher, conductor, 77th. Employed 12-4-24.

J. J. O'Keefe, painter apprentice, Way and Structures. Employed 6-19-36.

Thomas Onorato, operator, North Avenue. Employed 12-21-26.

D. P. Shrimplin, ticket agent, West Section. Employed 8-28-45.

For And About Our Pensioners

BEVERLY—Ted Shumon, former West Shops reporter, wrote your reporter that he frequently rides a bus driven by a former operator and supervisor at 77th—Ray J. Balcerzak, whose address is 2801 N. Greenfield road, Phoenix, Arizona. Ray would like to hear from his old friends.

James Curtin, who put in 27 years on the South Section, now lives at 9436 S. Throop street, Chicago, and is in the best of health.

Mike Ryan, who retired in January, 1957, after 54 years of service, now lives at 9530 S. Seeley, Chicago. He and his wife spend much of their time at a summer home in Long Beach, Indiana. They have a daughter and a son, Father Thomas Ryan. Starting out as a streetcar conductor at the old 39th and Wabash station, he transferred to the Legal Department.

Thurman Rodey, who spent 34 years at Burnside before doing short hitches at 38th and 77th, is in fine health. Since his retirement, he has worked at the Stockyards and at the Art Institute. He and his wife, Irene, live at 10721 S. Calumet, Chicago.

—FRANK M. BLACK

LOOP (Agents)—Ann Connelly and Joan Murmane flew to County Limerick, Ireland, recently to visit their families. Ann has two sisters and two brothers, and Joan a brother, over there.

—EDITH EDBROOKE

KEDZIE — Mr. and Mrs. Joseph Pochman celebrated their 53rd wedding anniversary on May 3.

—C. P. STARR

SOUTH SECTION—Taking their pensions May 1 were Agent Mary Kelly, Motormen Henry Colgan and George Semeniuk, Conductor Fred Wenzel and Supervisor Charles Spielman.

Joseph Mascolino recently stopped by at 61st street to tell us that he was leaving for the west coast on June 5. Joe, who is secretary of Division 308 pensioners' social club, announced that the next meeting will be held July 17 at 32 W. Randolph street on the 13th floor, at 2:00 p.m.

—LEO J. BIEN

Club Plans Picnic

THE CTA Pensioners' club of St. Petersburg, Florida, will hold a picnic for members and their families at Lake Maggiore on July 9 from 11:00 a.m. to 5:00 p.m. Those attending can take Bus No. 17 to the gate of the picnic grounds. The club's next regular meeting will be held at 2:00 p.m. July 1 at Odd Fellows hall, 105 4th street south, St. Petersburg. All CTA pensioners residing in that vicinity are invited to attend these meetings which are held the first Tuesday of each month at the above address.

NEW PENSIONERS

J. B. Blais, conductor, 77th. Employed 8-28-18.
John Burke, conductor, 77th. Employed 7-21-20.
William Calderwood, superintendent, Forest Glen. Employed 8-23-11.
J. W. Cassidy, operator, 77th. Employed 11-16-21.
Dr. J. B. Cipriani, physician, Medical Department. Employed 1-22-47.
Henry Colgan, motorman, South Section. Employed 7-6-17.
J. J. Dargis, painter and finisher, West Shops. Employed 6-12-11.
H. B. Dopp, motorman, 77th. Employed 5-9-17.
Joseph Ferruzza, laborer, Track. Employed 9-25-29.
John Galich, gang foreman, Track. Employed 4-4-21.
J. P. Hart, superintendent, Keeler and Limits. Employed 1-14-20.
W. J. Hawken, motorman, 77th. Employed 11-17-25.
Frank Hinski, blacksmith helper, Track. Employed 5-25-37.
M. E. Kelly, agent, South Section. Employed 1-16-37.

M. A. Kielholz, agent, North Section. Employed 10-28-25.
Joseph Lopatz, laborer, Track. Employed 5-5-36.
Frank Prezell, bus repairman, Lawndale. Employed 1-23-30.
George Semeniuk, motorman, South Section. Employed 10-23-16.
M. M. Size, conductor, 69th. Employed 4-24-17.
C. A. Spielman, supervisor, North-South Section. Employed 5-6-20.
Ferdinand Wenzel, conductor, South Section. Employed 10-4-17.

For And About Our Pensioners (Cont.)

SOUTH SHOPS—*Bill Hanna*, retired car wiring foreman, and his wife spent some time in Hot Springs, Arkansas, recently, and reported, "Weather fine—having a wonderful time."

Ed Miller, retired carpenter, who dropped in for a visit recently now is living in Augusta, Wisconsin. Though he boasts of reaching his 80th birthday, Ed hasn't retired to the rocking chair. He travels extensively through the States and makes several trips a year to Colorado to visit his son and daughter-in-law.

—EVELYN CLARK and FRANCES LOUWARD

SKOKIE SHOPS — A recent visitor here was *Charles Golz*, who told us he planned to move to Phoenix, Arizona, shortly.

—DAVID GURWICH and EVERETT E. ENGLAND

WAY AND STRUCTURES—*Harry Saford*, who now lives in Ft. Lauderdale, Florida, recently was visited by *Jim Anderson* of the Legal Department and his wife, *Gertrude*, of Schedule-Traffic. Harry is enjoying life and keeping busy by working in his garden which, they said, looks like a park.

Ernie P. Lindner, former track foreman, south side, Rapid Transit Division, recently paid us a visit and wished to be remembered to all his friends. He was looking hale and hearty and said he was enjoying his retirement fully.

—MARLENE NEHER

RECENT DEATHS AMONG EMPLOYEES

MATTHEW A. ADAMCZYK, 34, operator, 69th. Died 5-12-58. Employed 5-28-53.
LOUIS BALAYTI, 87, retired truck repairman, West Shops. Died 4-30-58. Employed 7-3-19.
P. R. BECKER, 63, retired operator, North Park. Died 5-7-58. Employed 6-26-17.
V. J. BORTKIEWICZ, 80, retired car cleaner, 69th. Died 5-1-58. Employed 5-20-14.
PETER BRATENOVIC, 74, retired watchman, Track. Died 4-17-58. Employed 8-21-29.
WILLIAM BULA, 79, retired conductor, Lincoln. Died 4-25-58. Employed 4-16-18.
R. A. B. CANNON, 80, retired motorman, Lincoln. Died 4-13-58. Employed 4-16-10.
CARL CARLSON, 77, retired guard, North Section. Died 5-7-58. Employed 8-5-20.
ROBERT CHAMBERS, 50, cleaner, Shops and Equipment. Died 4-27-58. Employed 8-14-42.
JOHN DEMPSTER, 79, retired car cleaner, 69th. Died 5-6-58. Employed 5-2-24.
W. A. DOERING, 89, retired car repairman, 77th. Died 5-7-58. Employed 5-3-27.
J. J. DUGGAN, 81, retired conductor, Limits. Died 4-26-58. Employed 2-16-03.
EMIL ERB, 82, retired motorman, North Section. Died 5-10-58. Employed 1-10-05.
PATRICK FINNEGAN, 73, retired car repairman, North Avenue. Died 4-24-58. Employed 8-23-21.
F. C. GALLAGHER, 74, retired agent, West Section. Died 4-18-58. Employed 12-1-43.
JOHN GARRITY, 73, retired motorman, Devon. Died 4-26-58. Employed 7-20-18.
RAFFAELLO GIUSTINO, 70, retired watchman, Way and Structures. Died 4-16-58. Employed 4-1-24.
L. R. GRANT, 75, retired conductor, Cottage Grove. Died 5-6-58. Employed 10-18-17.

DAVID GUSTAFSON, 77, retired motorman, Elston. Died 4-15-58. Employed 4-20-06.
FRANK HANN, 76, retired motorman, Lincoln. Died 4-27-58. Employed 11-19-18.
W. H. HARDING, 72, retired motorman, 77th. Died 4-11-58. Employed 2-16-10.
ROBERT E. JOHNSON, 46, agent, North Section. Died 4-26-58. Employed 11-24-36.
J. C. KALAS, 79, retired conductor, Elston. Died 5-8-58. Employed 5-6-04.
CARL E. KALLGREN, 50, operator, Limits. Died 4-22-58. Employed 2-19-29.
J. J. LYNCH, 69, retired conductor, Kedzie. Died 4-23-58. Employed 10-25-13.
CHARLES K. MASLAUSKAS, 64, carpenter foreman, Shops and Equipment. Died 4-29-58. Employed 2-11-25.
W. F. MORGAN, 74, retired operator, 52nd. Died 5-5-58. Employed 8-6-24.
JULIUS NORMANT, 75, retired carpenter "B," South Shops. Died 5-6-58. Employed 1-4-24.
C. C. NORTON, 68, retired signal foreman, Electrical. Died 5-2-58. Employed 7-7-26.
A. J. OLSON, 74, retired motorman, 77th. Died 5-11-58. Employed 1-17-20.
JOHN PECHNIK, 77, retired motorman, Limits. Died 4-24-58. Employed 5-24-13.
CHARLES E. PETERSEN, 40, repairman, Forest Glen. Died 4-20-58. Employed 6-5-46.
DR. L. H. RUTTENBERG, 74, retired physician, Medical. Died 5-11-58. Employed 7-8-24.
J. J. SCAHILL, 72, retired car repairman, 77th. Died 5-5-58. Employed 2-18-35.
L. E. SCHULTZ, 67, retired conductor, Elston. Died 4-28-58. Employed 1-22-20.
JOZO SMOLJO, 63, retired laborer, Track. Died 5-12-58. Employed 8-2-42.
JOHN VOGT, 51, supervisor, District "D." Died 5-7-58. Employed 10-26-36.
HENRY WEIHOFEN, 80, retired conductor, Cottage Grove. Died 5-4-58. Employed 12-3-09.

WEST SECTION (Agents) — *Rudy Benes*, who recently stopped in to say hello to his friends on the West Section, said he has moved from Cicero to Park Forest, Illinois.

—GORDON KELLY

TAKES PENSION



JOHN SCHADE, (center), repairman at Wilson Shop, who retired on pension June 1, receives cash purse and a wallet imprinted with the CTA emblem and his starting date of March 7, 1924, from *Anthony Antonucci*, general foreman at Wilson Shop, on John's last day of work. Looking on are *Foreman Ernie Jones*, who flanks John on the right, and other co-workers. Picture was snapped by *Repairman Eddie Mizerocki*.

Reported by *Joe Feinendegen*

Special Phone For Information Calls

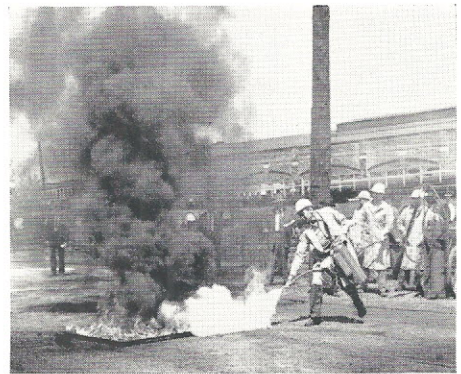
A NEW telephone number—MOhawk 4-7220—has been established for CTA's travel information department to be used exclusively by patrons calling for information about CTA's services, routes and schedules.

People in the Chicago metropolitan area are urged to use this number for prompt, courteous answers to questions about when buses and trains operate, how to get from one point on the system to another, interchange points between CTA's services and suburban systems, changes in service and reroutes.

Trained representatives are on duty 24 hours a day, seven days a week to provide this long-established service.

By using the new MOhawk 4-7220 number for travel information, callers may expect more prompt service as these calls are routed directly to the information office.

CTA's regular telephone number — MOhawk 4-7200—which has been in use for many years, should still be used for all business calls to various individuals and departments of the Chicago Transit Authority.



A FIRE extinguisher demonstration for fire prevention and industrial safety personnel was held May 13 at West Shops to review the various types of extinguishers available for protection of CTA properties. The demonstration, conducted under the direction of the Insurance Department, stressed the elimination of fire causes, education of departmental personnel, good housekeeping and watch service. Here, a member of the West Shops fire prevention unit is demonstrating the use of a dry powder extinguisher to put out a gas-oil spill fire.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF APRIL 1958 AND 1957, FOUR MONTHS ENDED APRIL 30, 1958 AND 1957 AND
TWELVE MONTHS ENDED APRIL 30, 1958

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

	Month of April		Four Months Ended		Twelve
	1958	1957	April 30, 1958	April 30, 1957	Months Ended Apr. 30, 1958
Revenues	\$10,558,768	\$9,927,050	\$41,975,041	\$39,385,477	\$127,062,498
Operation and Maintenance Expenses	8,950,931	8,636,902	36,507,308	35,798,626	107,470,083
Available for Debt Service	1,607,837	1,290,148	5,467,733	3,586,851	\$ 19,592,415
Debt Service Requirements:					
Interest Charges	386,778	398,695	1,549,331	1,594,781	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,666(1)	250,000	666,667	1,000,000	
Deposit to Series of 1947 Sinking Fund(2)	95,767	—	383,067	—	
Revenue Bond Reserves (3)	7,000	30,000	28,000	120,000	
	656,211	678,695	2,627,065	2,714,781	
Balance Available for Depreciation	951,626	611,453	2,840,668	872,070	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	—	—	—	313,588	
Balance Available for Depreciation	951,626	611,453	2,840,668	1,185,658	
Provision for Depreciation - Current Period	844,701	794,164	3,358,003	3,150,838	
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	106,925	182,711	517,335	1,965,180	
Accumulated Deficit:					
To end of previous period	804,950	2,006,080	180,690	223,611	
At close of period	\$ 698,025	\$ 2,188,791	\$ 698,025	\$ 2,188,791	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	44,999,853	51,474,717	178,951,014	203,932,751	557,084,130
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at April 30, 1958

	Delivered to Date	Remaining to be Delivered	Total
1958 Orders:			
El-Subway Cars	—	100	100
Propane Buses	—	150	150
	—	250	250
Delivered under previous orders	3,464	—	3,464
Less - P.C.C. Streetcars to be converted to El-Subway Cars	100	—	100
			3,614

NOTES:

- Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1958.
- Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase after invitation for tenders or in the open market.
- Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amount set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- Revenues for the 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.
- Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first 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 earnings 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 earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

New Transit Color Slide Program Available

THE MOST extensive use of rapid transit facilities in Chicago's history is envisioned in a new, illustrated presentation developed by CTA titled "New Horizons for Chicago Metropolitan Area."

The program is now available for bookings by social, civic, fraternal, church, school, community and other clubs and organizations. Color slides show metropolitan Chicago's "New Horizons" in rapid transit transportation.

A letter and four-page pamphlet is being sent to clubs and organizations in the metropolitan area describing the program.

The length of this free program can be varied from 30 minutes to one hour to suit time available. CTA representatives will speak and show the color slides.

Additional information can be obtained or arrangements made for booking by calling CTA's Public Information Department, MOhawk 4-7200, extensions 801, 802 or 803.

Nine South Side Bus Routes Revised

NINE CTA bus routes were necessarily revised, effective May 18, in anticipation of the City of Chicago and the Chicago Park District making portions of Michigan and Indiana avenues and 60th and 61st streets one-way streets on May 22 coincidentally with the opening of exit-entrance traffic ramps directly connecting the Calumet Skyway with Michigan avenue and Indiana avenue.

Michigan avenue became a one-way southbound street from 16th street to 63rd street, and Indiana avenue a one-way northbound street from 63rd street to Cermak road (2200 S.) and from 16th street to 14th street. Between Cermak road and 16th street, Indiana remains a two-way street.

Sixty-first street was made a one-way eastbound street and 60th street a one-way westbound street between State street and Indiana avenue.

The CTA routes affected are Drexel-Hyde Park (No. 1), Hyde Park (No. 2), South Park (No. 3), Jeffery (No. 5), Garfield (No. 6), Stony Island (No. 28), Indiana (No. 38), Pershing (No. 39) and 59th-61st (No. 59).

Garfield-Indiana Service Integrated

Under the new arrangement, Garfield (No. 6) buses operate south in Michigan avenue and north in Indiana avenue between Cermak road (2200 south) and Garfield boulevard (55th street). The rest of the route remains unchanged with the present terminals being maintained at Wacker-Michigan and Cicero-Archer. There is no change in the hours of service and the headways remain approximately the same.

Indiana (No. 38) buses operate south in Michigan avenue and north in Indiana avenue between Cermak road and 63rd street. During weekday rush hours and "Owl" periods every day, the terminals are at Wacker-Michigan and 63rd-Indiana.

During midday and evening periods on weekdays, from 9:45 a.m. to 2:30 p.m. and from 6:10 p.m. to 11:50 p.m., Indiana buses now terminate northbound at Cermak-State, connecting with the Cermak "L" station of the North-South subway route. The north terminal at Cermak-State is used on Saturdays between 6:15 p.m. and 11:50 p.m. and on Sundays between 10:20 a.m. and 11:50 p.m. During all other periods on Saturdays and Sundays, northbound Indiana buses proceed to the Loop terminal at Wacker-Michigan.

For trips having Cermak as a north destination, the turnaround is via Cermak, Wabash, Cullerton and State.

Other Changes—On the other seven lines involved, the terminals in all cases remain the same, with changes in routing taking place only where the lines traverse Michigan avenue, Indiana avenue, 61st street and 60th street in the areas where these streets carry one-way traffic only.

Hyde Park and Drexel-Hyde Park—routes were revised between 16th street and 33rd street. Buses now travel north in Indiana avenue from 33rd street to 16th street, west

in 16th to Michigan avenue and thence north in Michigan. Southbound buses continue to travel in Michigan avenue to 33rd street and then east in 33rd, as before.

South Park—This line was rerouted between 16th street and 24th street. In the northbound direction, buses travel in Indiana avenue from 24th street to 16th street, west in 16th to Michigan avenue and thence north in Michigan. Southbound buses continue to follow Michigan avenue to 24th street and then east in 24th, as before.

Jeffery—Between 16th street and 43rd street, a change has been made in the routing of this line. Northbound buses follow Indiana from 43rd street to 16th street, west in 16th to Michigan and thence north in Michigan. Southbound buses will operate in Michigan to 43rd street and then east in 43rd.

Pershing—All Pershing road buses at all times will make direct transfer connections at the Indiana "L" station with CTA's North-South rapid transit route.

Eastbound Pershing buses operate south in Michigan from Pershing road to 40th street, east to Indiana avenue, north to Pershing and then east in Pershing. Westbound buses of this line operate south in Prairie avenue from Pershing to 40th, west to Indiana, north to Pershing and then west in Pershing.

Stony Island—A slight change was made in the northern terminal loop of this route. Instead of looping counterclockwise, these buses loop clockwise as follows: north in Indiana avenue from 47th street to 46th street, east in 46th to Prairie avenue, and south in Prairie to 47th.

59th-61st—These buses are affected by 60th and 61st being made one-way thoroughfares. Westbound 59th-61st buses operate north in Indiana from 61st to 60th and west in 60th to State street. Eastbound service is not affected.

SIX UNIFORMED representatives of the transportation industry were on hand at the City Hall to hear Mayor Richard J. Daley proclaim the week of May 11 as National Transportation Week and focus attention on the local aspects of the nation-wide observation program. The group, representing all types of transportation—rail, air, highway, urban and water—consists of (left to right): *Caroline Whyte*, United Air Lines stewardess; *Joseph J. Miller*, Chicago and North Western Railway conductor; *Richard F. Cronkite*, driver for Pacific Intermountain Express truck line; *Woodrow W. Kerley*, driver for Greyhound Lines; *Lewis Monchton*, Limits, CTA operator; *Captain Erik Thoraues*, Swedish-Chicago Lines; *Edwin A. Olson*, chairman of Transportation Week here, and Mayor Daley.





OUR *Public Speaks*

CTA'S PATRONS are the most important assets to our business. They are not dependent on us; we are dependent on them. They are doing us a favor when they ride with us; we are not doing them a favor by serving them. Patrons are part of our business, not outsiders. They are not cold statistics, but flesh and blood human beings with feelings and emotions like our own, and not persons to bicker or match wits with when they ride with us. Patrons deserve the most courteous and attentive treatment we can give them for they make it possible to pay our wages regardless of one's job, be it operator, mechanic or office employe. It is well to remember that riders are our customers—the lifeblood of our business.

When these facts are recognized by our employes, commendatory letters reflect customer reactions. A few such are printed below:

“Warmly Approved”

“Last week I had occasion to use a bus going west on Adams street. The driver's number was 14740 (*Walter Polubinski*, Lawndale). He was tops, and not because he was courteous and helpful to me, but because he gave one and all the same kindly attention and was an expert operator. This man is appreciated and his helpfulness was warmly approved.”

“Purposely Stopped”

Recently, on my way home from night school, I transferred from the Central avenue bus to board the Division street eastbound bus, which already was leaving the corner. However, the courteous

operator, No. 9336 (*Roy Gaess*, North Avenue), motioned to me to wait and he purposely stopped to pick me up. If he had not stopped, I would have had to wait for another bus. Also, he showed further courtesy by calling the stops clearly and said good night to each passenger when they got off the bus. These are gestures that are greatly appreciated by all CTA riders.”

“A Simple Gesture”

“This morning I boarded a bus driven by Operator No. 13548 (*Dale Gilmer*, North Park). There were approximately five people boarding with me and he took the time to bid each of us a good morning and said thank you as we dropped our fares into the box. A simple gesture, yes, but it certainly uplifted the passengers that were riding with him.”

“My Thanks”

“Before leaving the city, I had to write to give my thanks to Agent No. 346, (*Margaret E. Nolan*, South Section), who so graciously helped my daughter who became separated from me while on a shopping tour downtown. She was very kind and instructed my daughter to call my sister, a Chicago resident, and tell her of the situation and suggested she wait at the agent's booth, with the hope that I would also make a call. I did, and within a short time met my daughter.”

JUST AS SURELY can customer reactions become unfavorable when our service and personnel do not measure

up to a good performance rating. To prove the point, examples of the kind of letters we don't like to receive follow:

“Recently, when I entered the station, I inadvertently gave the ticket agent a token and a quarter. Noticing this, I asked the agent to return the token, but she refused, saying I'd have to pay for my mistake.”

COMMENT: Obviously, it didn't occur to the ticket agent that it is through these discourteous actions that patrons seek other forms of transportation. Every discourteous remark or action on the part of our personnel lowers our performance rating, and it is the entire CTA system that has to pay for these mistakes.

“I have been taking numerous trips to my physician and have an appointment at the same time every day. This morning, I boarded a bus, paid my fare and requested a transfer. When I alighted from that bus, I crossed the street and boarded the next one, which arrived in a couple of minutes. I handed the driver my transfer, but he refused it, saying it was past due. I explained that it couldn't possibly have been late since it always takes me the same length of time to get to this corner. He became quite angry with me and said I would either have to pay another fare or get off the bus.”

COMMENT: Good teamwork in any field helps to win a game. The second operator should have “carried the ball” and explained that he would have to request another fare, but suggest that the patron should send the transfer with a letter, explaining the circumstances, to the Service Section of the Public Information Department for proper handling of the situation.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for May, 1958, April, 1958, and May, 1957:

	May 1958	April 1958	May 1957
Complaints	714	803	735
Commendations	102	79	100

INQUIRING REPORTER: *George H. Williams*

LOCATION: *Forest Glen*

When did you ever get something for nothing?

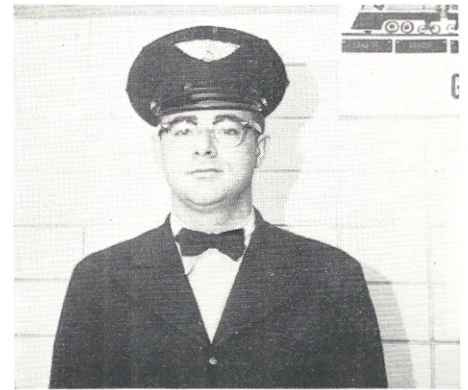
FRANK CARPINO, Relief Clerk: "I don't believe we ever get anything for nothing. My feeling is that we get out of life what we put into it. One should do good deeds and be helpful whenever possible. If there ever is a time when we are in need, there is Someone who watches over all of us, and there are friends upon whom we can depend."



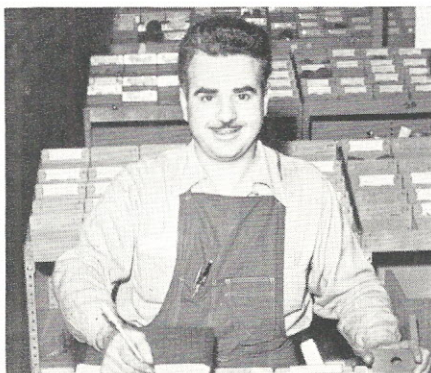
ROBERT LOWE, Operator: "I am superintendent of our church's Sunday school, choir director, an aide to the pastor and assistant chairman of the trustee committee of our church's home for the aged. This year, I will represent our church at a Baptist convention in Omaha, Nebraska. Sounds like I'm kept pretty busy in my spare time, but the pleasure I get, while not exactly 'something for nothing,' is worth much more than the effort I put into it."



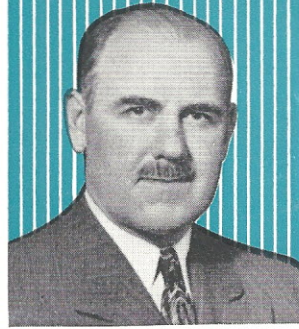
EMMETT P. KANE, Operator: "When a streetcar motorman, who was a good friend of mine, retired on pension about five years ago, he gave me as a present his 21-jewel watch which he had used during all his years of service. I use it to this day. It keeps perfect time."



DONALD V. SCHAFFER, Operator: "For a long time I wanted a toolbox. Shortly after my wife gave me one as a gift, I acquired another toolbox which I won at a carnival. It was a very good one, too. That's the only time I ever won anything."



MARIO TRICOCI, Material Handler: "On September 18, 1941, Uncle Sam sent me a draft notice and, for nothing, I had four good years of military service. While I was in the European theater, I was lucky enough to be able to visit my relatives in my native Italy. During my stay with them, we had a New Year's Eve party that lasted three days."



By Dr. George H. Irwin
CTA Medical Director

MAINTAINING NORMAL WEIGHT

THE WEIGHT problem is a universal one so a few remarks about this subject may be of interest to most of you. From here on, whenever the terms obesity and overweight are mentioned, they can be considered to have the same meaning. In simple terms, obesity is a physical state in which the amount of fat stored in our body is excessive.

The causes of overweight are many and complex. A few of the more common factors are: hereditary tendencies, constitutional build or internal glandular or endocrine deficiencies, emotional instability, physiological and psychological, environment, occupation, physical factors and, most important, the habit of excessive eating. As a matter of fact, most authorities now agree that simple, unadulterated overeating is the basic cause in 90 per cent of the cases.

The urge to eat is a powerful and primitive instinct associated with the will to survive. In some people it is stronger than in others. People under emotional stress frequently are victims of overeating. For example, a person under stress will often eat too much to attain relaxation, just as the heavy smoker or alcoholic smokes or drinks excessively to calm down. Some individuals eat to counteract loneliness, anger, boredom, insecurity or family differences.

Normal weight is essential for good health. In other words, persistent and prolonged overweight is associated

with diabetes, high blood pressure, heart trouble, gall-bladder disease, kidney disease, certain types of arthritis and many other border line diseases. No one wants to have any of these disorders and this fact alone is a most important reason for maintaining normal weight.

An entire article could be devoted to statistics about the weight problem. Briefly, however, a summation of statistics will tell us that persons who are consistently 10 to 20 per cent above the ideal weight as shown in the chart are much more prone to develop the diseases mentioned previously. The facts about overweight cannot be denied. It is well to remember that it has been shown conclusively by a study of millions of cases that obesity decreases life expectancy.

The management of the overweight person is very important and in many cases disappointing. Most doctors feel this way about it. The physician can cure a patient with pneumonia or appendicitis without much cooperation on the part of the patient, but the picture is reversed in the treatment of obesity. The cooperation of the patient is the most important requisite, though there are some failures which may be charged to the doctor because he is not thorough or sympathetic.

Successful weight reduction should be started with a careful physical examination by your doctor. After that he will give you a proper diet and instructions. From here on, it is up to the patient. It can be the toughest and most difficult problem in your life to succeed in this fight. Don't expect too much of drugs or exercise in accomplishing weight reduction. Many people who count calories become nervous, irritable and neurotic. This should be avoided. It is better to make a long range plan and not to try to reduce too rapidly. Above all keep the weight down after reaching a normal range. Some younger folks go to a lot of trouble and even harm themselves by following an inadequate diet when it is not at all necessary.

The best advice is to use common sense about your eating habits. Though it may be hard to stick it out over a long period, always say no to a second helping and push yourself away from the table before you are completely satisfied. It is a big sacrifice but you will win by losing weight.

WAGE RATE ADJUSTMENT IN EFFECT

CONTINUING AN upward spiral, the April cost-of-living index for Chicago released on May 22 resulted in an increase of one and a half cents per hour in the cost-of-living allowance for approximately 13,500 CTA employes, effective with the first payroll periods in June.

With the first payroll periods in June, the cost-of-living allowance to CTA employes will total nine and a half cents per hour. In March, the cost-of-living allowance was advanced three cents, making a total of eight cents per hour.

Cost of this new one and a half cents per hour increase in the cost-of-living allowance approximated \$42,450 per month, and advanced the wage rate for one-man operators to \$2.46 per hour.

Under the terms of CTA wage contracts, the cost-of-living allowance is computed quarterly, and is based upon the percentage of change in the cost-of-living index for Chicago, as determined by the U. S. Department of Labor, Bureau of Labor Statistics, since April, 1957. The percentage of increase (or decrease) is then applied to the current base wage rate of one-man operators to determine the cents per hour change in the cost-of-living allowance.

In addition to the one and one-half cent per hour cost-of-living increase, a five and one-half cents per hour raise in the contract wage went into effect June 1 for operating and office personnel.



DISPLAYING WINNING smiles, members of CTA's Traffic Engineering bowling team, which took first place in the Bureau of Engineering league, accept *Virgil E. Gunlock* trophy presented to them by Chicago's deputy mayor, *John Duba*

(third from left), during a banquet held May 16 at the Como Inn, 546 Milwaukee avenue.

Receiving award is *Vincent Donahue* (third from right), traffic engineering assistant, captain of the team. Others on the team (from left) are *Frank E. Barker*, assistant to the traffic engineer; *Specifications Engineers Rodman Daugherty* and *Frank Maguire*; *Draftsman James Toolis*, Traffic Engineering, and *Accident Analyst Frank J. Barker*. In addition to first place honors, the bowlers chalked up a 2,469, which was the league's highest score for a three-game team series, and an 879, which tied for the league's highest team game. *Donahue* took third place in the league with a 586 series.

The CTA bowling team also took first place in 1952-1953, during its first season in the league.

Garden Helps



JUNE IS the month of many flowers. Roses, late iris, late peonies, poppies, geraniums, columbine, bleeding heart, early phlox, shasta daisies, pansies and a host of other flowering plants make this a month of delight in the garden.

It is time to set house plants outdoors. Choose a place partially shaded where they will be protected from full sunlight and be kept cool in the hot weather. Do not remove the house plants from their pot. Otherwise they will spread so much in root growth that you will have difficulty in returning them to the pot when you want to take them indoors in the fall. If a plant has begun to outgrow its pot, this is a good time to re-pot it, in a larger pot.

When placing plants outdoors for the summer, submerge the pot until its rim is an inch or two above the surface of the soil. Add some large gravel or broken flower pots or other material that will permit water to drain through your flower pot when it rains or when you apply water.

House plants may be attacked by insects while they are outdoors. So it is a good plan to spray the plants from time to time with an all purpose spray, the same as you use around the garden for other plants.

It is good to add plant food to your house plants as you set them outdoors. About a half teaspoonful of a complete balanced chemical fertilizer can be stirred into the top quarter of an inch of the soil in the pot, except for a very large plant when the amount used may be increased.

The lawn may show the start of plantain or dandelions at this time. Don't wait until they go to seed. For plantain, dandelions or other weeds with broad leaves, use 2-4-D as directed on the package. On a small lawn you can apply this with a sprinkling can. Be certain that you do not get too much in any one spot, but keep moving the can to distribute the solution evenly over the area. Watch for crab grass and other narrow leaf lawn pests, too. The sooner

you notice them and spray them with Sodar or some other crab grass killer, the better. Do not spray when the temperature is too high because that will encourage burning. Repeat your applications for either 2-4-D or Sodar about two weeks after the first application. In bad infestations it may require a number of applications before you have thoroughly destroyed the weeds.

When you use 2-4-D or other weed killers bear in mind that if any of the solution falls on your plants in the flower beds or vegetable beds or on trees or shrubs, the plant will be injured and possibly killed. For this reason you should not apply these weed killers when it is breezy because even the vapor that is blown over on a plant may effect it seriously.

When you pick iris for a bouquet be careful not to remove too many of the leaves with the flower stems. One or two leaves would be the maximum. The remaining leaves should remain on the plant to feed the rhizome for next year. It is well to permit the leaves to remain in place until they become brown.

You will be picking roses from time to time for bouquets in the house. Do not remove the entire stem of the flower. Always leave a few leaves on the plant to help feed it for next year and for later bloom. Often you can leave enough of the stem that a new bud will form and you will get a blossom on the same stem before fall.

Late June and early July are good times to sow seeds of biennials. These include foxglove, sweet William, hollyhocks, Canterbury bells, and Iceland poppies among others. Sow the seed in rows in an open part of the flower bed where the soil is porous and well drained. Do not plant the seeds deeper than about four times the narrowest diameter of the seed. After the tiny plants have come up and have at least two first leaves transplant them in a new location two to four inches apart where they can remain for the balance of the summer. Be sure to give them water when rain is lacking. After the ground is frozen in fall, place leaves or hay around the plants to protect them against alternate thawing and freezing, but do not place so heavy a layer over them that they will be smothered. Plants with a crownlike green top that remains even after frost should be covered very lightly and preferably by placing leaves or straw under the foliage instead of covering it.



HOOK, LINE AND SINKER

THE SEASON'S open for your "rod and reel" man again, and plenty of fresh fish will soon be occupying the refrigerator, waiting for you to "fix'em up."

The secret of success in cooking fish is not to overcook it, and to season it properly. Fish is bland, and takes well to simple sauces, such as these two tabasco recipes given below. They're sure to catch the family's taste "hook, line and sinker."

Tabasco Butter Sauce—4 tablespoons butter or margarine, 4½ teaspoons lime juice, ¼ teaspoon Tabasco and 1 tablespoon minced parsley. Melt butter in saucepan. Add

LOOK OUT! The lures have been cast and the catch will soon be on its way home for you to prepare. No matter how you may want to cook the fish, remember that a tasty sauce always makes the fish taste just a little bit better.



lime juice and Tabasco; heat. Add parsley. **YIELD:** Approximately ⅓ cup.

Tabasco Fish Sauce—1 cup mayonnaise, ½ teaspoon dry mustard, ¼ teaspoon garlic salt, ¼ cup chili sauce, 1 teaspoon Tabasco, 2 tablespoons tarragon vinegar, 3 tablespoons chopped stuffed olives, ¼ cup chopped sweet gherkins and 1 teaspoon minced onion. Blend first four ingredients together in a mixing bowl. Stir in Tabasco and vinegar. Add remaining ingredients and mix well. **YIELD:** 1¾ cups.



LUSCIOUS LOOKING sundaes, the easiest and most tempting kind of dessert, can be served every day of the week with just a simple change of sauce.

A MONTH OF SUNDAES

ONE THING both the calendar and the weatherman agree on—it's ice cream time again. Never completely omitted from menu-planning even in coldest weather, ice cream really comes into its own in late spring and summer. Just as is—it's delicious, good for everybody, no trouble to serve and makes a wonderful, luscious dessert. Topped with a sauce, it takes on party manners and becomes the all-time favorite, the ice cream sundae.

There's no limit to the kinds of sundaes you can serve. Vary the sauce or the topping or the ice cream and you can have a different sundae every day. The makings keep on hand very well—ice cream in the freezer, marshmallow cream, canned nuts, sauce makings on the pantry shelf.

Turning instant puddings into delicious sundae sauces is a snap. They require no cooking—a nice thing to remember when the weather is balmy.

Serve a butterscotch-flavored sundae sauce on vanilla, chocolate, coffee, butter pecan, maple, or banana ice cream. For added goodness, scoop the ice cream out in ball shapes and roll each quickly in coarsely chopped pecans. This can be done ahead of time if you return the ice cream balls to the freezer and keep them there until time to serve.

Here are a few suggestions for making different kinds of sauce:

Praline Sauce—1 cup light corn syrup, 2 tablespoons molasses, 1 package instant butterscotch pudding, ⅔ cup chopped pecans and 2 tablespoons water.

Combine corn syrup and molasses. Stir the instant pudding into the corn syrup mixture. Stir in nuts and water. Makes about 2 cups.

Butter Rum Sauce—1 package instant butterscotch pudding, 1 cup light corn syrup, 1 tablespoon water and 1 tablespoon rum extract flavoring.

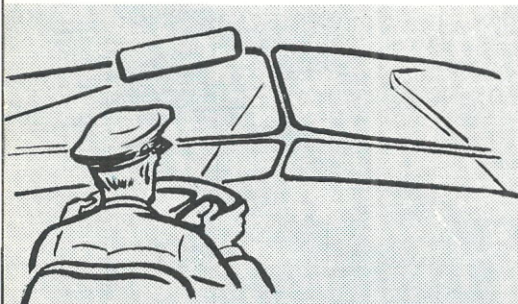
Stir pudding into corn syrup; stir in water and rum flavoring. Makes about 1¼ cups.

Coffee-Scotch Sauce—Stir 1 package of instant butterscotch pudding into 1 cup light corn syrup. Stir in 1 teaspoon of instant coffee dissolved in 2 tablespoons water. Makes about 1¼ cups.

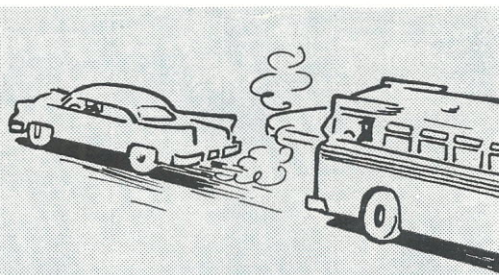
A *Fast* START IS ESSENTIAL FOR A TRACK STAR....



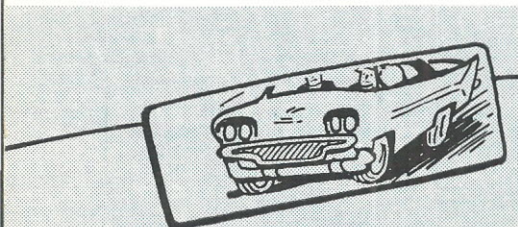
BUT A *Bus* OPERATOR MUST MAKE A *Safe* START WHEN LEAVING A LOADING ZONE..



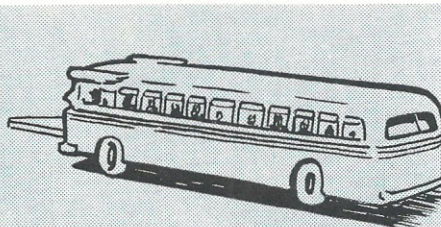
1..BE SURE THE STREET IS CLEAR
BEFORE STARTING...



3.. ALLOW VEHICLE AHEAD TO
MOVE AWAY BEFORE STARTING...



2..OBSERVE REAR VIEW MIRROR
BEFORE STARTING...



4..START SMOOTHLY !

LET'S HELP *avoid accidents* AT ALL TIMES !

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