

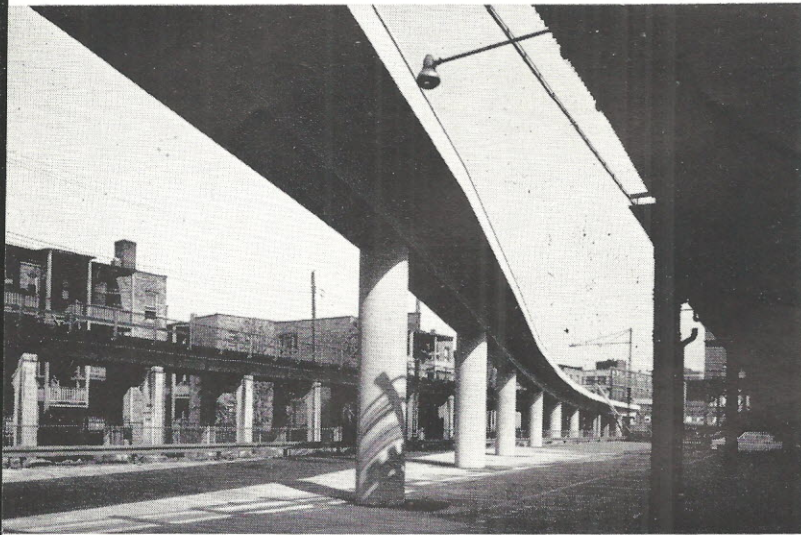
JUNE, 1959

TRANSIT NEWS

METROPOLITAN

TRANSIT





Complete Initial Phase of Wilson Track Project

WORK IS progressing on schedule on the first phase of a \$1,800,000 four-track right-of-way structure project for North-South rapid transit trains at the intersection of Broadway and Wilson avenue. In about three months, the first of the two new through tracks will be ready for service.

A new ballasted deck right-of-way, supported by a single row of concrete columns, has been constructed for a distance of approximately 540 feet in the yards south of the Wilson avenue station. This new section connects the old freight track on the extreme west with the existing outer southbound track and becomes a new southbound track. Ballasting work is now proceeding, ties are being laid and rails will be installed in the near future. At the same time, the loading and unloading platform is being fabricated and will be erected on the east side of the extreme west track. Completion is expected within the year or less.

When the entire project is completed CTA will have a

continuous four-track, elevated right-of-way from a point just north of Chicago avenue to Howard street, eliminating serious time delays and providing for a smoother, safer flow of traffic. The picture at the left shows a view looking northwest from a point just south of Wilson avenue, near Sunnyside avenue.

Cost-of-Living Allowance Increased

THE COST-OF-LIVING allowance being paid to approximately 13,000 CTA employes was increased from 10 cents an hour to 10½ cents an hour effective with the first payroll periods in June.

Basic payroll costs consequently will be increased approximately \$14,000 a month for the next three months. The increase results from a rise in the cost-of-living index for Chicago for April, 1959, as reported on May 22 by the U.S. Department of Labor, Bureau of Labor Statistics.

The cost of living allowance is adjusted quarterly for CTA employes. An adjustment, either up or down but not below the basic wage rate, is determined by the per cent of change in the cost-of-living index for Chicago compared with the index for April, 1957. The per cent of change is then applied to the base wage rate for one-man operators, which currently is \$2.42 per hour, to establish the cents per hour to be paid as a cost-of-living allowance.

The new cost-of-living allowance of 10½ cents per hour for CTA employes will be effective for the months of June, July and August.

OUR COVER: Traditional July 4 celebrations next month will again remind all Americans of the fight for freedom and liberty waged by the armies of the revolution who paved the way for the independence of the nation in a long and bitter struggle against an aggressive foe. The cover illustration is a symbolic portrayal of those historic days when the early patriots, after suffering the gloom and despair of the winter at Valley Forge, arose with unconquerable will to establish a new nation.

VOLUME XII CTA TRANSIT NEWS NUMBER 6

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RECENT CTA ADDITIONS TO THE ARMED FORCES

Gerald Doherty—Transportation (North Park)

Carl W. Foerstner—Transportation (North Park)

RECENTLY RETURNED

Jimmie D. Hill—Transportation (52nd)

David M. Sholl—Transportation (North Park)

TOP SUGGESTION AWARD . . .

\$450⁰⁰

to Carpenter

CONSTRUCTIVE THINKING and action on the part of *John F. Zaraza*, carpenter "A," West Shops, resulted in his receiving \$450, the highest amount ever paid out by the Employees' Suggestion Committee. He was one of three CTA shops employees who recently received a grand total of \$560 in initial and supplemental awards for their ideas, adoption of which has saved CTA over \$6,200.

The other two winners are *Machinist Joseph F. Baro*, Skokie Shops, who was awarded a \$60 supplemental award, and *Blacksmith Mitchell C. Wienski*, West Shops, who received a \$50 initial award.

Mr. Zaraza designed a reinforcement for engine support members of 1600, 1700 and 1800 series gas buses. Formerly, stress caused by the bus engine's weight while the bus was in motion tended to cause cracks and breaks on the support member. In a three-year period, Mr. Zaraza's reinforcement, which prevents such cracks and breaks from occurring, has saved CTA over \$4,500 in costs of buying new support members and having them installed.

In 1957, Mr. Baro showed that outer oil throw rings on rapid transit car axles did not have to be scrapped after they picked up tiny particles of metal during the course of rapid transit car operations. If these minute pieces of metal remained on the rings, they would cause various moving parts of the axle to "lock" together and thus render the whole axle useless.

Mr. Baro placed the throw rings on a lathe and removed the bits of metal with a sharp cutting tool. By salvaging these rings, CTA has saved \$1,200 in material costs during the two years since the adoption of his idea. Mr. Baro's initial award for his recommendation was \$60.

In addition to the \$120 he received for the above idea, Joseph has been awarded \$340 in initial and supplemental awards for five other proposals. One of the five resulted in a \$100 initial award and a \$140 supplemental award.

Mr. Wienski designed a series of so-called jigs which enable one shopman to make, in the same amount of time, nearly twice as many transfer bag rings and ring-holding brackets as two shopmen could make by using other tools. These jigs are small devices with which a shopman can shape out the various parts of the ring and bracket and weld these parts together. These jigs have saved CTA nearly \$500 yearly in labor costs.

AFTER OUTER oil throw ring of rapid transit car axle has been turned on lathe to free it of small metal particles and thus lengthen its service span, *Machinist Joseph F. Baro*, Skokie Shops, shows *L. H. Reichard* (left), superintendent of Skokie Shops, and *William E. Michalik* (right), foreman of the air brake and axle repair section at Skokie Shops, that the ring now may be re-inserted into one of the stationary oil rings piled on bench, and thus be returned to regular service.



JOHN F. ZARAZA (center), carpenter "A," West Shops, shows **Heinz Doering** (right), general foreman of West Shops, a support member for a 1600 series bus which has been strengthened by the reinforcement which he designed. Looking on at left is **Joseph Sargent**, senior foreman of West Shops' body shop.

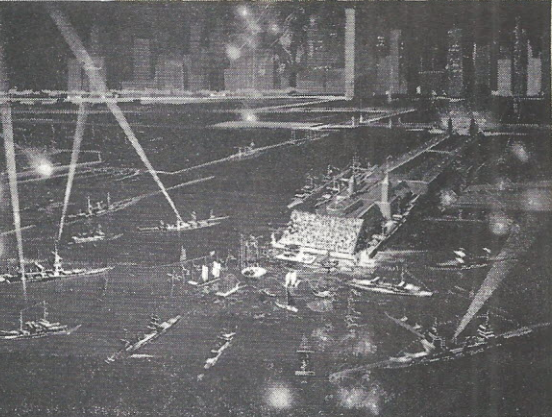
(INSET) IN HIS left hand, **Zaraza** holds the reinforcement piece which he designed. Portion of bus engine support member, to which he points, has been painted white to show how reinforcement fits into support member to give it greater durability.

BLACKSMITH MITCHELL C. WIENSKI, West Shops, removes newly-made transfer bag ring from jig he devised to hold ring in place while lug, which attaches it to transfer bag ring bracket, is welded on. On table at Mitchell's left are devices he designed to shape and fit together the parts of the bracket. At his right are completed ring and bracket.

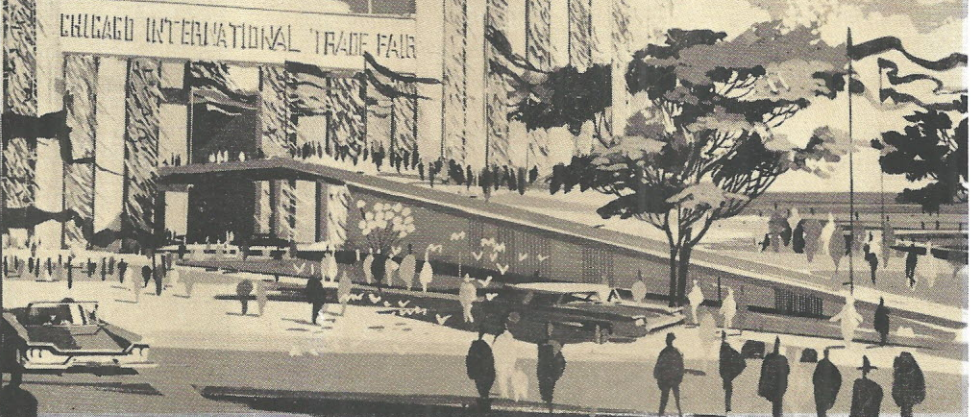


International TRADE FAIR

CHICAGO INTERNATIONAL TRADE FAIR



A FLOTILLA of 28 U. S. Navy warships, making up "Operation Inland Sea," is to be sent to Chicago expressly for the 1959 International Trade Fair, July 3 to 18, at Navy Pier. The vessels will arrive in Chicago starting July 2 by way of the newly opened St. Lawrence Seaway. Ships will be open for public inspection during the flotilla's stay in Chicago.



SOME 50,000 glittering orange and red pennants alternated with panels of yellow cloth will transform the front of Navy Pier into a landmark visible for many miles along the lake front during the International Trade Fair. Visitors attending the Fair will enter along a ramp lined with the flags of all participating nations.

IN A SUMMER filled with a program of outstanding attractions, a star role will be reserved for the Chicago International Trade Fair to be held at Navy Pier from July 3 to 18.

The Fair, sponsored by the Chicago Association of Commerce and Industry, will be the official national celebration for the opening of the St. Lawrence Seaway and will draw visitors from all parts of the world. In addition to exhibits of products from many of the nations of the world, Fair visitors will see one of the most unusual and largest arrays of talent ever to be presented as free entertainment.

Combined with the Pan-American games and festival, plus the many other special events which will take place during June, July and August, Chicago will offer the biggest show on earth to residents and out-of-towners alike.

One of the most spectacular sights of the season will be the arrival of a flotilla of 28 U.S. Navy warships sent to Chicago especially for the Trade Fair. The vessels will start arriving on July 2, will be fully massed at Navy Pier on July 6, and will remain until July 10. Ships will be open for public inspection during the stay in Chicago.

Traditional naval ceremonies will take place on July 4 and in all likelihood will greet the arrival of *Queen Elizabeth* of Great Britain on July 6. These will include full "dress rig," the flying of colored signal flags from stem to stern, and the manning of ship rails with Navy personnel.

Each night during the flotilla's stay the vessels will play searchlights upon the Trade Fair at Navy Pier exhibition hall, illuminating the pier from arc lights aboard the cruisers and signal search lamps aboard destroyers.

In addition to the exhibits of products and merchandise from 65 nations displayed in colorful array, the free entertainment includes many exotic acts from countries the world over. Among these are: Ceylonese Fire Dancers from Ceylon, Maori Aboriginal Dancers from New Zealand, Haitian Voodoo Dancers, African Warrior Dancers, Spanish Flamenco Dancers, and a singing sensation from Hong Kong.

More familiar entertainment includes: the International Water Ski Ballet, International Water Thrill Show, International Travel Films, the International Beauty Queens Pageant, Marching Military Bands, Parades, Nightly Fireworks Spectaculars, The Gold Cup Yacht Regatta, the sensational Air Force Thunderbolts, and visits aboard the units of the U.S. Fleet, including submarines anchored off Navy Pier.

CTA provides the only direct mass public transportation to Navy Pier. Thousands of visitors used the service to the event last year. The Grand avenue route (No. 65) operates right to the gates, and provides easy transfer arrangements from other CTA routes. Special directional signs are being prepared and will be posted along Grand avenue for the guidance of the public.

Safety Council Presentations

... 17 Awards Won by CTA

A TOTAL of 17 plaques for safety in operation were awarded to CTA stations, shops, garages and departments by the Greater Chicago Safety Council at the annual dinner held May 12 in the Sherman Hotel.

The presentations highlighted the new public safety record established last year when CTA vehicles were involved in fewer public accidents than in any previous year of CTA operation.

Eleven of the awards were in the commercial vehicle (fleet) division and the other six in the industrial classification.

In the fleet division 11 of the 12 surface system operating stations took awards, only Beverly failing to be declared among the winners. Awards in the industrial category went to garages, terminals, Skokie Shops, Way and Structures Department of the rapid transit system, Building Department and Electrical Department.

The awards were for outstanding performance based on improvement in safety operations registered in 1958 as compared with the previous year. Several hundred Chicago industries reported to the Council in the contest.

The presentation of Station Achievement Awards for the first quarter of 1959 further emphasized safety of operation. These are the awards set up by CTA to recognize the stations that have achieved the greatest improvement in lowering the frequency rates and traffic and passenger accidents during quarterly periods.

The traffic-type award went to 52nd station, which recorded a 1.40 decrease in street accidents over a comparable first quarter period in the three previous years.

The passenger-type award was won by Limits station with a 1.64 decline in accidents for the period. These two are surface system awards.

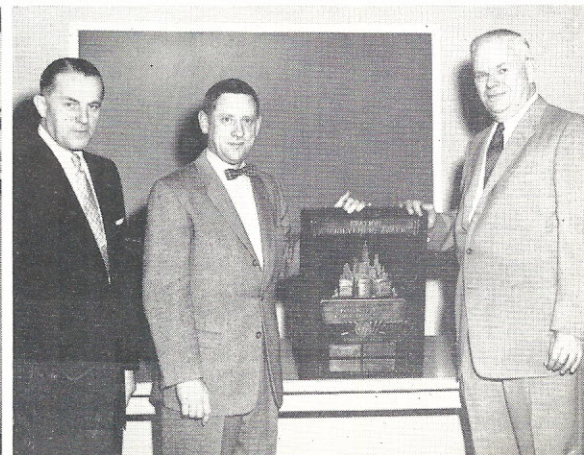
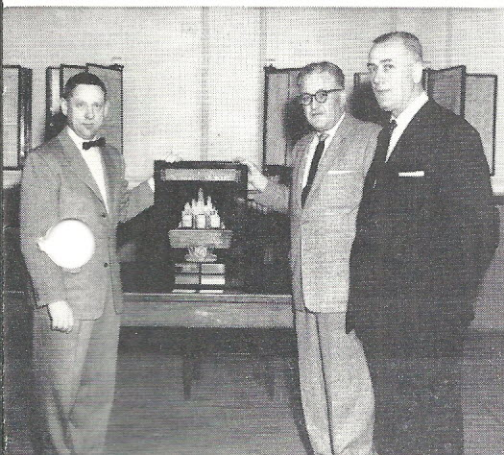
The rapid transit award, which combines both traffic and passenger-type accidents, went to Kimball station for a 0.99 decrease in accidents for the same quarterly period over the past three years.



CTA SCORED with 17 awards for safety in operation in the annual presentation of plaques made by the Greater Chicago Safety Council recently. On hand to receive the 11 fleet (commercial vehicle) awards at the annual dinner of the Council was *Thomas F. Moore* (left photo), superintendent of operating stations, who is shown with *Joseph J. Cavanaugh*, president of the Chicago Motor Club, and vice-president for public safety of the Council, who presented the plaques. Pictured at the right is *Edward R. Hendrickson*, general foreman of rapid transit terminals, who is shaking hands with *John D. Gruener*, past president of the Council, after receiving the six industrial award plaques. In the center is *Mary Frances McCue*, who helped distribute the awards.

(Photos by Greater Chicago Safety Council.)

STATION ACHIEVEMENT Awards were presented to three CTA operating stations by *Charles E. Keiser*, superintendent of transportation, recently. These represented the winners of the first quarterly competition. The picture at the left shows Mr. Keiser, extreme left, as he handed over the plaque to *W. B. Hornkohl*, center, day superintendent, and *John Farris*, night superintendent, of 52nd street station. In the center picture, *Lester J. Hickey* (right) superintendent, north section, rapid transit system, accepts the combined traffic-passenger-type award at Kimball station. In the photo at the right, taken at Limits station, Mr. Keiser is flanked by *S. J. Bitel*, left, night superintendent, and *Herman Erickson*, day superintendent, who received the passenger-type award won by the station's operating personnel.



Contests Of Champions to Feature Pan-Am Games

INTEREST IN the Pan-American Games—the Olympics of the Western Hemisphere—to be held in Chicago August 27 through September 7, is building up as the time for this great all-sport spectacle grows closer.

The weeks ahead will see a gradual stepping up of all activities designed to carry through to completion the plans and the program for the athletic competitions in 28 different branches of sport which will highlight the schedule.

Ticket headquarters have been opened at 310 S. Michigan avenue, with purchasers of Sponsor Certificates being given first opportunity to obtain choice seats for any and all events before they are placed on public sale. These certificates, which sold for \$5.00, carried five detachable coupons worth \$1.00 each when used for the purchase of tickets to any session of track and field competition at Soldier Field other than opening or closing day.

Approximately 2,000 athletes from 27 nations in North, Central and South America and the Islands of the Caribbean will compete in the games. The competing delegations will be housed at the Pan-American village established at the University of Chicago.

The competitions will be held at facilities throughout the Chicago area, taking place in 28 different locations from as far north as Waukegan to the Calumet Sag Channel on the south, and in suburban areas on the west. Most major events, however, will be held at Soldier Field. A new \$750,000 swimming facility at Portage Park, seating 8,000 spec-



tators, will be the scene of swimming events. Yachting races will be decided on a 14-mile course in Burnham Park harbor and on a six-mile course in Jackson Park harbor.

Related attractions, such as the "Festival of the Americas," which will bring together the best in art, culture, education and entertainment of the participating nations, also will add much to the summertime fun program in Chicago.

It's no wonder that thousands of out-of-town visitors will "Go Chicago" this year.

STAR SCHOLAR

EVER-PERSISTENT in her quest for learning is lovely *Mary Raftery*, student ticket agent on the West Section, who has recently been awarded a scholarship to Loyola's Graduate School of Social Work.

This intelligent young lass was graduated from Loyola university with high scholastic honors on June 10.

Mary also scored the highest grade among Loyola students who recently participated in the graduate record (GR) ex-

aminations, which is an extensive test consisting of several hundred questions in sociology and was prepared at Princeton university by board members of several colleges.

Another recently-bestowed honor was an invitation to join the Pi Gamma Mu, the National Social Science Honor Society whose members consist solely of outstanding students in economics, history, political science, psychology and sociology.

Miss Raftery also was one of five finalists for Queen of Loyola's Military Ball last April.

Mary is the daughter of *Edward M. Raftery*, superintendent of maintenance, Way and Structures, Rapid Transit Division, and the former *Julia Durkin*, who worked in the Stores department of the old Chicago Rapid Transit Company.

The talented young lady is a graduate of Oak Park-River Forest high school and attended Rosary college for one year. Later, she transferred to Loyola's Lewis Towers Campus to continue her studies. She has worked as a part-time ticket agent since October, 1957.



Mary
Raftery



Off the Record

A FLASHBACK TO THE HORSE CAR ERA



FROM THE record books of the old Chicago City Railway Company come some interesting footnotes of a long gone era in transit history—when horse-drawn cars trundled over city streets in the slow-moving days of the last century.

Orders and bulletins directed to employees over the signature of *C. B. Holmes*, president and superintendent of the company, reveal that rules and regulations were necessary even in those days, not only for the operating personnel but also for the horses!

The first order in the book is dated February 24, 1876, and deals with what must have been a problem of some significance at the time. It reads: "Stools and boxes cannot be allowed on the platform for seats. Drivers wishing seats will use those which attach to the dash board and can be supplied by applying to the office of the undersigned and leaving a deposit."

A subsequent order, dated May 1, 1876, announced that "On and after this date the rate of wages for drivers and conductors on extra list for Cottage Grove avenue and 39th street will be 21c per trip."

Apparently there were "equipment" failures to contend with even in those days for an order dated May 3, 1876, states: "So many cases of horses falling have occurred of late that the attention of drivers is hereby called to the necessity of keeping a taut line, and every driver who allows a horse to fall will be suspended until the case is investigated."

Reminiscent of the days when hay was placed on the floor of cars to warm the feet of riders is the order issued January 4, 1878. This read: "No hay will be taken from the cars to use on platform by drivers and conductors except through permission of *Inspector Campbell*."

TRAFFIC JAMS in the downtown business district of Chicago were not unknown even as long ago as 1889 as this picture taken that year proves. This is a view looking west on Washington street from Wabash avenue when horse-drawn vehicles instead of automobiles surged through the streets of the city.

Lamps provided illumination for the cars in the early days. This resulted in the following order dated February 25, 1878: "Conductors will be careful to avoid placing lamps at any time, even for a moment, on the seats of the car."

Evidently the old adage "You can lead a horse to water but you can't make him drink" did not hold true with the thirsty quadrupeds pulling the cars. A cautionary order dated June, 1878, emphasized this in this manner: "Great care will be taken to prevent the horses from drinking more than a few swallows of water at Randolph and at 20th street to avoid injuring the stock."

Hats were the subject of another bulletin on June 11, 1880. The matter was treated in this way: "Conductors who prefer a straw hat can be supplied at 50 N. State street, and will wear while on duty either a uniform cap or straw hat." The latter so that cool heads would prevail, no doubt!

Consideration for riders was evidenced in this order issued October 19, 1882: "*Mrs. McCarty*, living at 3530 Cottage Grove avenue, being aged and an invalid, conductors and drivers will please stop to receive her and let her off opposite her residence when signalled to do so."

Until September 7, 1884, all orders were written in long-hand, but on that date modernization of office equipment took place. A typewriter was added and the first typewritten order was issued. The horse cars are gone but it looks like the typewriter is here to stay.

Three South Side Routes to be Extended

CHICAGO TRANSIT Board on June 4, authorized the extension of three surface lines, S. Cicero (No. 54B), S. Pulaski (No. 53A) and S. Halsted (No. 42B), and the modification of the W. 79th (No. 79A) surface route to accommodate residents in the rapidly-developing areas served by these surface lines. All changes were effective on June 21 with the exception of South Pulaski.

The S. Cicero (No. 54B) surface route was extended from 76th street and Cicero avenue south in Cicero to 79th street and then east in 79th to a new terminal in the Scottsdale shopping center at about Kilpatrick avenue. Northbound buses follow the same routing in reverse.

The S. Pulaski (No. 53A) surface route will be extended from 76th and Pulaski road to a new terminal at 87th and Karlov in the Hometown shopping center or nearby, during weekday rush hours. The buses will operate south in Pulaski to Columbus avenue, southwest in Columbus to 87th and then west in 87th to about Karlov, the location of the shopping center parking lot. Northbound buses will follow the same routing in reverse. During all other hours, buses will terminate at the northwest corner of 79th and Pulaski, a shopping center. Effective date of this change will be decided by Chicago Transit Board.

The W. 79th (No. 79A) surface route was modified to operate on a direct east-west route instead of the former west

loop terminal operation via Cicero, 76th adjacent to the Ford plant, Pulaski and 79th. The new route of the W. 79th surface line is from Western avenue on the east to a west terminal in the Scottsdale shopping center, just south of 79th at about Kilpatrick avenue.

Formerly, all three of these bus lines terminated in the Ford plant area at 76th between Cicero and Pulaski. The plant will cease operations about July 1 and direct service will not be necessary. However, bus service to the Ford plant still will be available on Cicero and Pulaski.

The S. Halsted (No. 42B) surface route was extended from 127th and Halsted streets south in Halsted to Vermont street, northeast in Vermont to Lowe avenue, north in Lowe to 127th, west in 127th to Halsted and then north in Halsted over the normal route.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF APRIL 1959 AND 1958, FOUR MONTHS ENDED APRIL 30, 1959 AND 1958 AND
TWELVE MONTHS ENDED APRIL 30, 1959

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

	Month of April		Four Months Ended		Twelve
	1959	1958	1959	1958	Months Ended Apr. 30, 1959
Revenues	\$10,831,533	\$10,558,768	\$42,923,512	\$41,975,041	\$127,067,200
Operation and Maintenance Expenses	9,083,257	8,950,931	37,992,199	36,507,308	110,089,097
Available for Debt Service	1,748,276	1,607,837	4,931,313	5,467,733	\$ 16,978,103
Debt Service Requirements:					
Interest Charges	376,329	386,778	1,507,701	1,549,331	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	166,667(1)	166,666	666,667	666,667	
Deposit to Series of 1947 Sinking Fund(2)	105,213	95,767	420,853	383,067	
Revenue Bond Reserves (3)	—	7,000	—	28,000	
	648,209	656,211	2,595,221	2,627,065	
Balance Available for Depreciation	1,100,067	951,626	2,336,092	2,840,668	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	—	—	309,577	—	
Balance Available for Depreciation	1,100,067	951,626	2,645,669	2,840,668	
Provision for Depreciation	866,523	844,701	3,433,881	3,358,003	
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	233,544	106,925	788,212r	517,335r	
Accumulated Deficit:					
To end of previous period	1,622,387r	804,950r	600,631r	180,690r	
At close of period	\$ 1,388,843r	\$ 698,025r	\$ 1,388,843r	\$ 698,025r	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	46,078,975	44,999,853	182,442,749	178,951,014	536,785,778
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at April 30, 1959

	Delivered to Date	Remaining to be Delivered	Total
1958-1959 Orders:			
El-Subway Cars	24	76	100
Propane Buses	150	100	250
	174	176	350
Delivered under previous orders		3,464	
Less-P.C.C. Streetcars to be converted to El-Subway Cars		100	3,364
			3,714

NOTES:

- Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1959.
- Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase in the open market or after invitation for tenders.
- Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- Revenues for the month of January 1959 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.

26th-31st Route Change

A PERMANENT change in routing at the east end of CTA's 26th-31st (No. 31) surface route became effective May 18, because of the area development program adjacent to Cottage Grove Avenue being sponsored by the Land Clearance Commission.

On the south leg of the route, which is "U" shaped, eastbound 26th-31st buses now operate east in 31st street to South Park avenue (instead of going to Cottage Grove avenue), north in South Park to Cottage Grove, northwest in Cottage Grove to 25th street and then west in 25th over the normal route.

On the north leg of the route, eastbound buses travel east in 26th street to South Park, south in South Park to 31st and then west in 31st over the normal routing.

The first northbound stop on South Park is made just after making the turn off 31st. Other northbound and southbound stops in South Park are made at points already established and marked. On Cottage Grove, the northwestbound stop is made just after turning off South Park. The remainder of the stops on the route are made as usual.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Former Scribe Says Thanks For Help

BEVERLY—*Frank Black*, who had been your reporter for four and one-half years, wants to say "thanks" to all the boys for helping him to make this an interesting column.

Now that Frank's handed the job over to me, I hope you'll all lend me a hand, too. Please leave any news or pictures with the clerk, or give them to me personally.

Donald and Vermadel Bruce welcomed their first child, *Katrina*, who was born at Michael Reese hospital . . . *Ray and Dorothy Anderson* recently became grandparents for the first time when *Virginia Marie Caprico* was born . . . And, *Emil and Pearl Beck* welcomed their second grandchild, *Lori Lee Beck*.

Barney Novak enjoyed a week of his vacation fishing at Adams, Wisconsin, and spent the remainder of his time working on his home. . . . *Ed Vanek* went up to Fremont, Wisconsin, to do a little fishing during his vacation and reported the weather was cold.

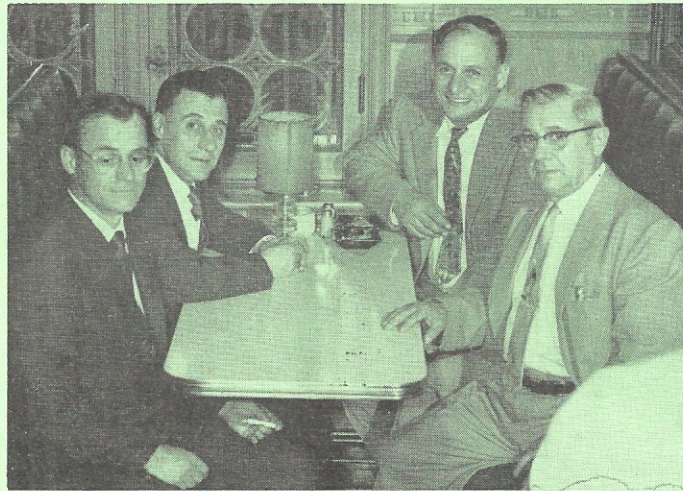
Supervisor Walter Bayer and his wife, *Jane*, enjoyed a June vacation in Oregon and California . . . *Mr. and Mrs. Marinus Dykhuizen* and a few friends enjoyed the tulip festival in Holland, Michigan.

Leon Jones spent his vacation "sprucing-up" his home.

Family Affair

Nick and Rose Dop recently celebrated their 38th wedding anniversary with a visit from their four children and eight grandchildren.

Couples celebrating their wedding anniversaries in June are: *Joe and Irene Balnis*, their 30th on June 1; *Carl and Elsie Schnoor*, their 31st on June 1; *Edwin and Margaret Lagerstrom*, their 25th on June 2; *Howard and Evelyn Taluzek*, their 31st on June 2; *Stephen and Victoria Bagrowski*, their 35th on June 4; *Charles and Ruth Sundblad*, their 21st on June 10; *Ernie and Bernice Potenberg*, their 19th on June 15; *Art and Mary Pinelli*,



FATHER AND SONS

ON THE EVE of his retirement, *Charles Semon*, Electrical Department signal maintainer (right) was feted at a retirement dinner at Klaus restaurant. Helping him to mark the occasion were his three sons (from left), *Charles, Jr.*, who also is a signal maintainer; *Conductor Joseph Semon*, North Section, and *Carpenter Herman Semon*, Way and Structures. Photograph was taken by *Yard Foreman Bill Limanowski*.

their 21st on June 11; *Joe and Martha Schieve*, their 31st on June 20; *George and Genevieve Schletz*, their 25th on June 20; *Fred and Minnie Hagen*, their 34th on June 25, and *Virgil and Evelyn Trimmer* will celebrate their 24th on June 27.

Dante Brunod, formerly an operator, at Beverly, announced the graduation of his daughter, *Diane*, from Longwood academy.

Operator Larry Manter's son, *Larry, Jr.*, placed eighth in a recent Chicago newspaper's spelling bee, which was televised on channel 11.

Rex McCoy's father died in Sweet Home, Oregon . . . *Operator Herman Bryant's* infant son died recently.

Operator Henry Workman was on the sick list for a month . . . *Pete Flaherty* was confined in the hospital, but is now home recuperating, at this writing.

—CLIFFORD HOWARD

Steno Sets Date For Nuptials

ACCOUNTING—(*Property Accounting*)—*Deanne DeSutter*, stenographer, and *James Boring, Jr.*, have set September 12 as the date of their wedding which will take place at St. Benedict's church. *Deanne's* mother, *Lee DeSutter*, is chief clerk in the Specification department and her brother, *Tom*, recently joined CTA as an extra guard on the North Section.

(*Voucher*)—*John Geary's* daughter, *Rosemary*, recently was married to *Charles E. Morris, Jr.*, a lieutenant, junior grade, in the U.S. Navy, at St. Mary of the Lake church. A luncheon and reception followed at the Hotel Belmont.

Oscar Leiding returned to work after his recent illness.

(*Revenue*)—*Doris Yost* spent her vacation in Florida, visiting St. Petersburg, Daytona Beach and other points of interest in the sunny south . . . *Rita Deakin*, along with *Mary Blackmore*, Material and Supplies, vacationed on the east coast, enjoying the Blue Ridge mountains, New York city and Washington, D. C.

Sightseer

(*IBM*)—*Carmella Petrella* enjoyed her vacation at the Riverside Hotel Resort in Gatlinburg, Tennessee. Her week's stay gave ample time for sunning and bathing as well as sightseeing.

(*Material and Supplies*)—*Sarah O'Rourke* recently enjoyed the scenic Ozark Mountains in Missouri.

Patrick Leahy's son, *John*, recently was ordained a priest in Rome. *Mrs. Leahy* and their daughter, *Sheila*, attended the ceremonies and stopped over in Ireland to visit Pat's and Mrs. Leahy's parents.

(*Payroll*)—*Olive Battersby* presently is recuperating at home after undergoing surgery . . . Also, *Rosemary Kenny* has recovered from her recent illness and is back on the job.

—AL BECK

150 WEDDED YEARS



CELEBRATING THEIR golden wedding anniversaries recently were (left to right) Mr. and Mrs. Joseph Lilley, Mr. and Mrs. Frank C. Carlson and Mr. and Mrs. Walter C. Fandorf.

The Lilleys celebrated the occasion with their two children and their families, and their friends at Phil Smidt restaurant. Joseph, a retired car repairman at 77th, took his pension October 1, 1950, after 36 years of service.

The Carlsons, who also marked their 75th birthdays earlier this year, celebrated their anniversary May 9 with their two daughters and their families, and friends at The Pantry in Park Ridge. Frank, a retired motorman on the former Clark-Wentworth streetcar line who worked out of the old Devon station, retired 10 years ago after 39 years of service.

The Fandorfs, who now live in Monrovia, California, were feted May 1 by their three sons and two daughters. Two sons and a daughter traveled to California from their Chicago area homes for the occasion. Walter, a retired streetcar conductor who worked out of 69th, took his pension May 1, 1953, after nearly 44 years of transit service.

(General) — A. J. Fitzsimons, general accountant, and Mrs. Fitzsimons chose the west for their vacation. They stopped at Las Vegas, Nevada, on their way to the coast and then traveled on to Los Angeles, where they enjoyed various points of interest. Continuing on their way, they followed along the blue Pacific Coastline to San Francisco. On their return trip, the Fitzsimons visited relatives in Great Falls, Montana.

—HELEN A. LOWE and MABLE I. POTTHAST

Little Girl Gets Warm Reception

GENERAL OFFICE—(Transportation) —Another "Heatter" was added to the household of Line Supervisor Edward J. and Lois Heatter recently. Lori made her debut in Evergreen Park on May 3. Her admiring brothers and sisters are Wayne, 14; Craig, 10; Lynne, six, and Dean, four.

Robert Quetschke took over the duties, formerly assigned to Jim Blaa, as assistant to George Riley, superintendent of instruction. Incidentally, Mr. Riley returned from a two-week vacation with a beautiful coat of tan which was acquired in his own back yard.

Information Operator George Dean and his wife, Geraldine, visited relatives in Michigan and St. Louis during part of his two-week vacation. George spent the rest of his time off at Wrigley Field watching his favorite Chicago Cubs in action.

Kitty Purrs

(Stenographic) — The Barn restaurant assumed an elegant air when several Stenographic lovelies, attired in their Sunday best, were enjoying a dinner. The occasion: the office "kitty" was overflowing with their payday contributions.

Garfield Francis, photographic, recently became a grandfather for the first time when his daughter and son-in-law, Val and Rick Riccardo, became the parents of Vickie Avis.

(Insurance) — When Northern Illinois college, De Kalb, held its formal dance in Aurora recently, Marilyn Ferraro, daughter of Rocco Ferraro, Way and Structures, was a dancing partner of one of the fraternity boys. Marilyn stayed with friends in Joliet for the week-end.

Rebecca Cousin boarded a plane for Nashville, Tennessee, to pay respects to her mother on Mother's Day.

Ralph and Jane Umstot and their two daughters, Marcia and Susan, motored to Greencastle, Indiana, to look over DePauw university as a possible college to enroll Marcia, who graduates shortly.

After visiting McCormick Creek State Park in Indiana, they drove to Urbana to investigate the prospects of the University of Illinois.

Mary Berry and Doris Sullivan each won a \$10.00 suggestion award recently.

In the May issue of the magazine your scribe reported that Telephone Operator Wanda Krause and Radio Dispatcher Frank Krause sojourned to Florida. This was in error. Jack Krause is the radio dispatcher, while Frank Krause is relief night station superintendent, South Section. However, Jack and Frank are brothers, so it remains in the family.

(Public Information) — Julia Riordan, steno, was feted at a luncheon by the "gals" and received a card table and chair set as a wedding gift from the department. Julia and her husband, Ed Tabbert, were married on June 6 at St. Gregory's church. Following an afternoon reception, the newlyweds planned a motor trip to New Orleans.

—JULIE PRINDERVILLE

Three Desert Chicago For Warmer Climes

ELECTRICAL—Robert Ferguson, "A" foreman, and his wife, Mae, motored to Washington, D. C., where they visited famous buildings and did a great deal of sightseeing . . . Arvin Wilmont, chief operator at Broadway substation, vacationed at Daytona Beach, Florida. He sent word that the water was warm, the sun shone "all the time," and he was "having fun" . . . Joseph Herman, chief operator at Illinois substation, and his wife, Mary, motored down to Tennessee.

John Wiesolek, operator's apprentice, suffered the loss of his mother recently . . . Francis Griffin, operator at Lill substation and his brother, Dennis, a lineman's helper, suffered the loss of their father on May 25.

—GILBERT E. ANDREWS

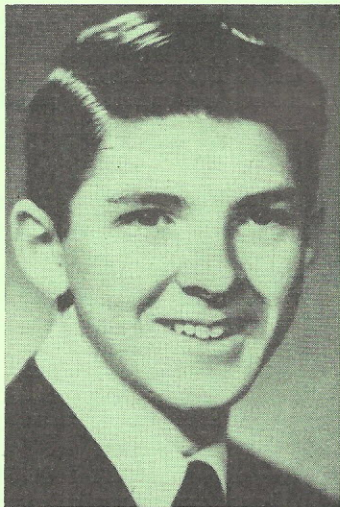
PICTURE OF MONTH



A PAIR of enterprising sparrows, looking for a likely place to raise their family, chose a light fixture on the platform of the Douglas Park branch's California station for their nest. When (above) Electrical Maintainer Edward T. Devlin looked in on the birds' new home, he found two eggs. All went well for about a week and a half. Then, according to Ed, persons tampering with the nest forced the two birds to abandon their new home.

Reported by Gilbert E. Andrews

SEMINARIAN



A RECENT graduate of St. Vincent's seminary, Lemont, Illinois, James C. Lalley, Jr., son of Operator James C. Lalley, Limits, took the next step toward becoming a priest by beginning novitiate studies at St. Mary's seminary, Perryville, Missouri, on May 25.

Reported by Irving J. Metzger

Daughter's Birth Paves Recovery Road

GENERAL OFFICE—(Job Classification)—At this writing, John Boyce expects to return to work shortly after a siege of illness. John's illness was brightened by the birth of a little daughter, Karen Marie, on May 9 at Little Company of Mary hospital. John and his wife, Lucille, carried their little daughter across the threshold of their newly built home on the south side.

(Specifications) — Hank Fullriede and Zeta Gyuricza spent their recent vacations house cleaning . . . Frank Maguire, while on vacation, drove his daughters to and from school during the strike of a suburban bus line . . . Lee De Sutter and her husband, Frank, spent two weeks lolling in the sun at Daytona Beach, Florida.

(Executive) — Willis Helfrich, Scoutmaster for Boy Scout Troop 915, was one of the leaders of his troop who competed in the 18-mile annual canoe marathon on the Des Plaines river between Libertyville and Dam No. 2. The marathon is sponsored by the Indian Boundary District of the Boy Scouts' Chicago

Council. This year 108 canoes, carrying 220 persons, were entered.
—MARY E. CLARKE

Cactus Cushions Paul's Plunge

KEDZIE—Operator Paul Gunther, while vacationing in Hollywood, Florida, fell into a cactus plant and almost developed blood poisoning. Presently, he is recuperating in Miami Beach, Florida.

Receiver Edward O'Keefe and Mrs. O'Keefe vacationed in Ontario, Canada . . . Receiver Frank Fournier spent his vacation renovating his home.

Lillian Goldman, wife of Clerk Herman Goldman, who had been hospitalized for some time, is back home recuperating from a fractured hip.

Clerk Cornelius (Red) O'Connor who was confined to Hines Veterans hospital, recently was transferred to Hinsdale tuberculosis sanitarium. His three-year-old daughter also is confined to that institution.

Bessie Havlicek, wife of Instructor Edward Havlicek, presently is at home convalescing after a stay in the hospital.

Alphonse Maro passed away suddenly on May 14. Al was a former motorman at Kedzie and, at the time of his death, was a clerk at the Lake street rapid transit shops.

We welcome the new janitors who joined us on June 7.

Now that vacation time is here once again, have a good time, drive carefully and remember that your reporter will be looking for some interesting news and snapshots.

—C. P. STARR

New Priest Offers First Solemn Mass

LIMITS—Charles Eugene Monckton, son of Board Member Lewis Monckton, was ordained a Catholic priest on May 23 in the chapel of St. Rose Priory in Dubuque, Iowa. The ordaining prelate was The Most Reverend Leo Binz, Archbishop of Dubuque. Father Monckton, a member of the Dominican Order's Province of St. Albert the Great, offered his first solemn mass in St. Clement's church, Chicago, on May 24. Serving the mass were Father Monckton's brothers, Lewis P. Jr., Henry J. and Daniel W. On that same day, he bestowed his first priestly blessing at a reception at St. Clement's parish hall.

Father Monckton was graduated from St. Clement's grammar school in 1942, and from De Paul Academy in 1946. After serving in the U.S. Army from 1946 to 1948, he enrolled at De Paul university. In 1950 he was recalled into the Army and served at the former Imperial Naval Academy at Eta Jima, Japan. He was again released from the Army in 1951. He enrolled at Loras College, Dubuque, Iowa, in September of that year. In the fall of 1952, he entered the novitiate of the Dominican Order at St. Peter Martyr Priory, Winona, Minnesota, and made profession of simple vows, there one year later. He was then assigned to the Dominican House of Studies, River Forest, to study philosophy under the pontifical faculty of philosophy there. In 1956 he received a Bachelor of Arts degree in philosophy, and, after taking solemn vows, was transferred to St. Rose Priory, Dubuque, for his studies in theology.

—IRVING J. METZGER

Light-Hearted Music Provides A Good Time

LOOP (Agents)—The Rapid Transit Employees' club recently held its annual dance and floor show. The music was furnished by the Morris Ellis band, which contributed largely to everyone's having fun.

The long winter delayed Porter Ira Lee from working on his farm, so he took his vacation as early as possible to do the planting.

Nora Elward vacationed in Monroe, Michigan, along with her son, Thomas, her daughter-in-law and their four children . . . Ann Murphy, Mary Avallone, Katherine Leahy and Nora Hayes all vacationed in and around Chicago.

Porter Luther King's father recently passed away in Peanola, Alabama.

—EDITH EDBROOKE

Two 'Big Brothers' Greet Little Sister

NORTH SECTION—Motorman Frank Wagner's daughter, Dorothy Jenchowski, who worked in the General Office, recently announced the birth of a daughter. The new young lady has two big brothers, ages 10 and 11, to look after her.

Our column is getting shorter and shorter, fellas, so let's hear from more of you—remember, it's vacation time!

—ANGELO BIANCHINI

Many A June Wedding Is Being Remembered

NORTH AVENUE — Operator Pete Madia and his wife celebrated their silver wedding anniversary on June 2. Others celebrating their wedding anniversaries this month were: the Harry Mocarskis, their 19th on June 15; the Wally Wojewodas, their 20th on June 17; the Kenny Mettlers, their 21st on June 18, and Mr. and Mrs. Tom Frei, their 34th on June 20.

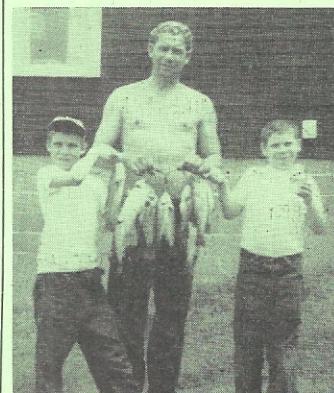
Also marking June wedding anniversaries will be the Ted Swiders, their 20th on June 26; the Dick Schoetens, their 27th and the George McLellans, their 28th, both on June 27; the George Sladeks, their 24th, and the Robert Kelleys, their 19th, both on June 29, and the Harold Hightowers, their 31st and the John McLaughlins, their 25th, both on June 30. . . . John and Mary Stich will celebrate their 20th anniversary on July 1.

Vacation time is here again and we'd like to hear about yours.

At this writing, Clerk Jack Hester was hospitalized . . . Vincent O'Rourke was a patient at Veterans Research hospital where he underwent surgery . . . Paul Gorski and Harry B. Smith were confined to Hines hospital, while Phil Smith was also on the sick list.

—JOE HIEBEL

FISHING FAMILY



THESE "PARTNERS" collaborated to come up with this fine catch of fish during a vacation recently at the Lake of the Ozarks, Missouri. Holding string of fish is Operator Vic Pacaski, Beverly, while his two sons, Billy (left) and Richard proudly look on.

Reported by Clifford Howard

HONOR STUDENT



NINTH IN her graduating class of over 500 students at Chicago Vocational high school was *Shirley Anchor*, daughter of Operator *Louis Anchor*, Beverly. The girl, who graduated this month, plans on a career as a private secretary.

Reported by *Clifford Howard*

Story Of A CTA Wedding

77TH—It seems like only yesterday that your reporter was watching his daughter, *Patricia*, start off to first grade and now she and *John J. Angelo*, a CTA rapid transit motorman, exchanged marriage vows on June 13. *Peter J. Smith*, a rapid transit maintenance man who also was married recently, was one of the ushers at his sister's wedding. *Mary Ann Smith*, a senior at Sienna high school who registered at St. Xavier's college, was *Patricia's* maid of honor.

An afternoon reception was held at Tuscany hall, Elmwood Park. The couple was married at a solemn high nuptial mass at St. Williams church.

Robert Henry Petersen and his wife, *Angie*, made Operator *Henry G. Petersen* a grandfather for the fourth time when *Robert Henry, Jr.* was born in LaPuente, California.

Operator *Bill Lewis* returned to work after a long illness that confined him to the West Side Veterans' hospital.

Relief Clerk *Joe Palmer*, recently returned from his vacation in

North Miami Beach, Florida, where he stayed at the Dunes Motel and visited Silver Springs and Cypress Gardens.

Operator *Joe Martin* returned with a load of fish after a five-day vacation at Rhinelander, Wisconsin.

Vivian Birney, wife of *Andy Birney*, flew to Ottawa, Canada, on May 27 to attend the wedding of their niece, *Mary Moran*, who exchanged vows with *John McDonald*.

—JOE SMITH

Pensioner-To-Be Makes Inspection Trip

NORTH PARK—Instructor *Carleton Maddox* spent his vacation looking things over in Tucson, Arizona, where he expects to settle when he takes his pension in October.

Four of our operators retired during May. We hope *John Mallan*, *William Murtaugh*, *Henry Hoffstadt* and *Frank Cisco* will enjoy long retirements.

Operator *James Cawley*, who presently is confined to the Municipal sanitarium, sends greetings to his friends.

Operator *Dave Rose* has been transferred to the rapid transit division as a ticket agent.

Operators *Ed Baden* and *Bob Arnold* suffered the loss of their fathers recently.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

Part-Time Rancher Testifies At Hearing

SCHEDULE-TRAFFIC — *Ted Cowgill* was called to Vale, Oregon, to testify at a hearing before the U. S. Bureau of Land Management, Department of the Interior, on May 20, in regard to cattle grazing rights. He is majority owner of a cattle ranch at Jordan Valley, Oregon.

Walter Thomas acquired a nice tan when he was out working on the grounds around his home in Libertyville during his vacation.

Edward Kosztowny recovered from an illness which kept him confined for a couple of weeks.

Mr. and Mrs. *Tim O'Rourke* became the parents of *Eileen Therese* on May 25. The O'Rourkes now have three girls and two boys.

Recently welcomed as a new traffic checker was *Robert P. Buckley*.

—GERTRUDE F. ANDERSON

Clan Gathers To Honor Baby Girl

69TH—When your reporter's first granddaughter, *Adele Pearl* (who was born February 28 to your reporter's son, and daughter-in-law, *William E. Jr.*, and *Iris*), was christened June 7, five generations on her father's side of the family and four on her mother's side were present.

A reception was held after the ceremony at your reporter's home.

Repairman *Charles Chapulis* died May 15. He had 39 years of service.

Sam Valloni and his wife recently celebrated their 30th wedding anniversary.

Larry Helinski vacationed in Florida and Cuba . . . Chief Clerk *Art Lippert* took the northern route to Minnesota, while Clerk *Barney Becker* went south to Florida.

Speaking of *Barney Becker*, either he or *Art Luebke* may be consulted by anyone who needs assistance in raising tropical fish. They're experts.

A. J. Hofer is back at work after a siege of illness. However, at this writing, *George Robinson* is still in

the hospital and would enjoy having visitors.

Jim Donaldson returned from a two-week Florida vacation with a nice sun tan.

Fred A. Kulovits' son, *Fred A. Jr.*, recently was ordained a priest.

—WILLIAM E. BIHLMAYER

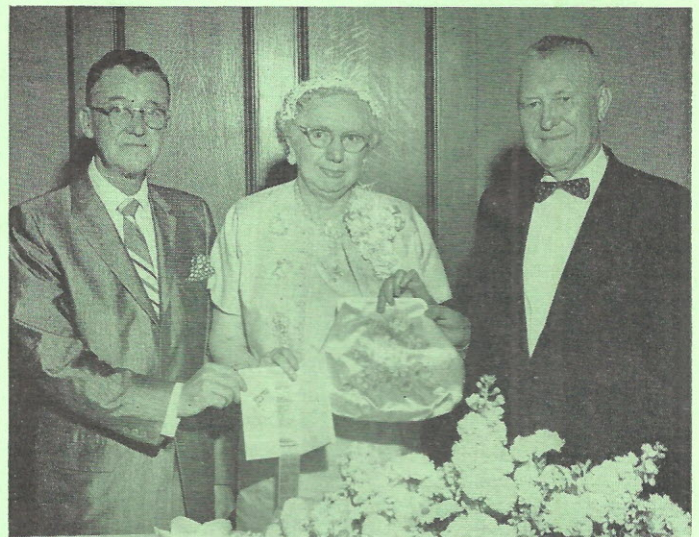
Shopman's Courtesy Is Well Rewarded

SKOKIE SHOPS — While riding to work on the Skokie bus one morning recently, *Sam Glover*, shopman II, found a briefcase that he turned in to the lost and found desk at North Park station. Subsequently, the owner was located and rewarded *Sam* with \$5.00

As we write this, *Machinist Foreman Frank Olzewski* was enjoying a vacation at home . . . Recently returning from their vacations were *Henry Hitterman*, truck shop foreman; *Lawrence King*, motor line foreman, and *Walter Serzow*, engineer.

Upholsterer Gene Jankowski is back on the job after recovering from surgery . . . *Machinist Ernest Fisk*, who was away from his job because of illness, also is back.

RECEIVES CASH GIFT



HONORING *Ruth Soutter*, Transportation Department stenographer who retired June 1 after more than 38 years of transit service, are (left) *Thomas F. Moore*, superintendent of operating stations, and *Walter J. McCarter*, CTA general manager. On behalf of her fellow-workers, they presented her with a purse containing a \$100 cash gift during a dinner held in her honor at *Henrici's* on May 27. *Ruth* began her transit career with the former Chicago Surface Lines on April 4, 1921. She plans to make her home in South Pasadena, California, after her retirement.

Electrical Foreman Fred Feinendegen, who recently underwent surgery, presently is convalescing at home.

Machinist Joseph Neboska recently suffered the loss of his wife.

—DAVID GURWICH and
EVERETT E. ENGLAND

Family Now Totals A Lucky Seven

SOUTH SECTION — *Motorman Earl Jones* became a proud dad for the fifth time when *Phillip Gale* was born recently. The Joneses have three other sons and one daughter.

Conductor James Moss deserted the bachelors club when he recently was married. He and his bride, *Breda*, honeymooned in the Ozarks.

Trainman Lauren Gunn recently received a \$25 award for an idea he submitted to the Employees' Suggestion Committee.

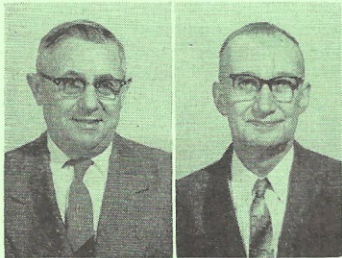
Conductor Neil Sullivan was commended and rewarded by a passenger for having turned in a lost purse to the Lost and Found department.

Joseph Nonkovich, superintendent of agents and porters, became a proud grandfather for the fourth time, when his daughter gave birth to a son.

Conductor William Rowe took a few days of his vacation . . . *Motorman Fred Gronemeyer* is planning to take a long trip in his new car.

—LEO J. BIEN

CORRECTION



THE PHOTOS of the above men, both of whom retired May 1, were incorrectly identified in the May issue of CTA TRANSIT NEWS. Actually, left to right, they are *Charles Semon*, signal maintainer who had 45 years of service, and *Nicholas W. Schaefer*, bus cleaner who had 40 transit years.

Grandpappy Reports Two More Additions

SOUTH SHOPS—*Andy Draus*, paint shop foreman, recently increased the number of his grandchildren by two. His son, *Thomas*, who is a meteorologist with the Department of Commerce at International airport in Anchorage, Alaska, proudly sent word that *Thomas, Jr.* was born recently . . . *Andy's* other son, *Pete*, also announced the arrival of *Laurie Ann*, who was born on May 18.

Ed Skierkiewicz, miscellaneous, and his wife, *Celia*, recently celebrated their silver wedding anniversary by holding an "open house" for relatives and friends.

Painter Aaron Austin won \$20 when his social security number appeared in a Chicago newspaper recently.

Bill Donnelly, miscellaneous, and *Mary Reid* recently were married at Our Lady of Lourdes church.

Superintendent R. H. Martz, Foremen *Tony Nutile* and *Leo Kozlowski* all spent leisure vacations at home, while *Bill Donaldson*, print shop foreman, vacationed in Florida . . . *Walter Jastrembski* spent his vacation doing some chores around his home.

Supervisor Frank Rothman, shop services, recently suffered the loss of his brother, who lived in Wood, Wisconsin.

—EVELYN CLARK and
FRANCES LOUWARD

Sam's Appetite Includes Books

WEST SECTION (Agents) — While *Louise Drews*, agent, was on vacation, she enjoyed showing her mother, who lives in Seattle, Washington, the many points of interest in our city. However, they weren't the only ones interested in culture — *Louise's* little dog, *Sam*, was happily chewing away on her many cherished books when he was left alone for the first time.

Agent Mary Fleming enjoyed her vacation by seeing the sights of the city.

Agent George Bohakel celebrated his birthday on May 7.

Agent and Mrs. Frank Zima moved into their new home in Berwyn during the first part of May.

Agent Alice Rockett was still on the sick list and *Porter LeRoy Warr* was in the hospital, at this writing.

Agent Tom O'Shaughnessey's brother-in-law recently passed away.

—GORDON KELLY

PRE-NUPTIAL LUNCHEON



THE GIRLS in the Public Information Department played host to *Julia Riordan*, their office associate, at a luncheon held in the Merchants and Manufacturers club on June 3. *Julia* was married to *Ed Tabbert* on June 6 in St. Gregory's church. The couple honeymooned in New Orleans. Seated, from left to right, are: *Ellen Miller*, *Nancy Starks*, *Carol Fahey*, *Julia*, *Marlene Wargin*, *Patricia Freitag*, *Mary Stomner* and *Kay Killeen*.

Takes Pension After 32 Years' Service

WAY AND STRUCTURES — *Michael Vuletic*, loader grinder operator, track division, retired on June 1 after 32 years of service.

Ed Hess's father-in-law, *John Surma*, died May 19.

Carpenter Edward Grzesiakowski, rapid transit division, retired on disability pension June 1. He had 18 years in transit.

Ted Wade, ironworker foreman, won two more ribbons for his prize dogs, "Leader" and "Gadabout." Each won a best of breed award at two separate shows.

—MARLENE NEHER

A Big Hello To All Newcomers

WEST SECTION—Recently welcomed as new extra guards were *J. C. Andrews* and *Robert Cano, Jr.*, both of whom have been assigned to the Logan Square branch; *Donald Gage*, *Charles Cross*, *Paul C. Henriksen* and *Robert Armstrong*, to the Douglas branch; *David Wright* and *William G. Haase*, to the Congress branch, and *Ralph M. Carpinelli* and *Patrick Cummins*, to the Lake branch. Presently in training to become extra guards are *George C. Cramer* and *James L. McCurtis*.

(*Douglas*) — *Motorman Edward Beranek*, who retired May 1 after more than 46 years of service, was honored at a party held at 54th avenue terminal recently. Acting as hosts were *Conductors Roy Weissmiller* and *Ernest Maenner*.

The wives of employes attending helped make the affair a big success by baking some delicious cakes and cookies.

(*Congress*) — *Conductor Frank Fortunato* became a proud grandfather recently when his daughter gave birth to a baby girl, *Laurie Ann*, at Mother Cabrini hospital.

(*Lake*)—*Clerk Sidney Shapiro's* son, *Timothy*, was graduated from St. Isaac Joques grammar school, Hinsdale, on June 1. His daughter, *Jacqueline*, received a diploma from Hinsdale high school in June.

—JOHN HANNING

My Neighbors



"Greetings — Oh lovely spouse. Wouldst care to burn me some orange juice—pour me some toast and carve me some coffee?"

For And About Our Pensioners

BEVERLY—As your new reporter, I would like you to send any news to *Clifford Howard*, c/o Beverly Garage, 103rd and Vincennes avenue, Chicago.

I'll try to make this an interesting column.

—CLIFFORD HOWARD

Loop (Agents)—*Mary Dye* and a few friends drove from Davenport, Iowa, to Hot Springs, Arkansas, to enjoy the baths and sunshine. Then they continued their motor tour to Memphis, Tennessee, and St. Petersburg, Florida, where Mary's sister lives.

George Pittman recently was in the hospital because of burns he received when a celluloid eyeshade caught fire while he was watching TV.

Towerman Herbert Templeman and *Joseph Vargo* attended *Harry Erickson's* funeral.

—EDITH EDBROOKE

NORTH AVENUE—Recent visitors to our station were *Art Kraft*, *Jerry Hayes*, *George Brown*, *Jack Ensworth*, *William Reinke*, "*Scotty*" *Thompson*, *Joe Pertl*, *Tom Conlin*

and *Paul Dibbern*. These fellows could write a book (which would be a best seller) about their experiences while working on the cars.

Your reporter received word from *Elmer A. Deegan*, who is enjoying the sunshine in Arizona. He sends his regards to all his old buddies. Elmer's address is 4322 N. 15th drive, Phoenix, Arizona.

—JOE HIEBEL

77TH—*Jim McLaughlin*, retired operator, and his wife, *Catherine*, flew to Dublin, Ireland, for an extended visit.

—JOE SMITH

69TH—*Leo Manor*, retired supervisor, and *Henry Koehler* died recently.

—WILLIAM E. BIHLMAYER

SKOKIE SHOPS—*Jack Lucas* recently sent your reporters a postcard from Florida, where he was enjoying a vacation.

Recent visitors to Skokie Shops were *Ralph Vujnovich* and *Robert Ragsdale*, former industrial engineer.

—DAVID GURWICH and
EVERETT E. ENGLAND

SOUTH SECTION—*Al Griebel*, retired motorman, who is now residing at 21910 Alcazar avenue, Monta Vista, California, dropped in at 61st Street Office to say hello.

Lulu Hamann, retired assignment agent, visited her sister in Denver, Colorado, recently.

Arthur Madden recently returned to Chicago for a visit from his permanent home in San Antonio, Texas. Art says he's feeling fine and hopes to see a few of his old buddies during the next two months.

—LEO J. BIEN

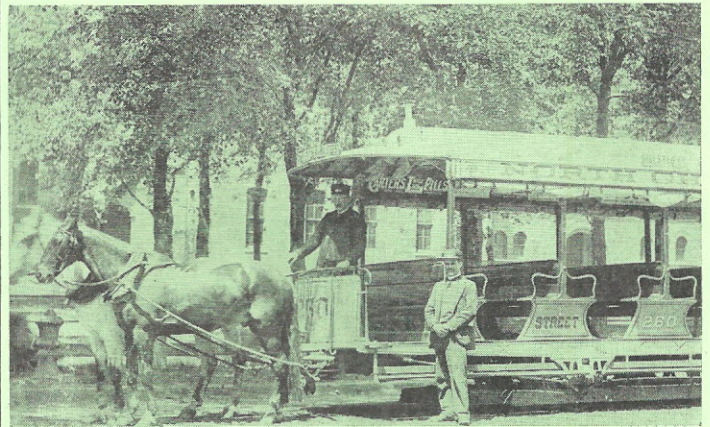
WEST SECTION—(Logan Square)—*Frank Lawrence*, who was a motorman on the Logan Square branch for many years, will celebrate his 89th birthday on July 1. He is residing at the King Home, 1555 Oak avenue, Evanston, and would appreciate a card from his old buddies.

—JOHN HANNING

WAY AND STRUCTURES—*Dominick Marzovillo*, rapid transit division plumber who took a disability pension April 1, 1958, after more than 32 years of service, died recently.

—MARLENE NEHER

HORSECAR PILOT



HOLDING TIGHTLY to the controls of his horsecar, this "motorman" and his conductor paused long enough to have their picture taken one summer day more than a half century ago. *Elihu Bozarth*, retired South Section motorman who now lives in St. Petersburg, Florida, sent in this picture of his brother-in-law who piloted the horsecar. Conductor's identity is unknown.

Reported by *Leo J. Bien*

Odds and Ends

An automotive invention that is greatly needed—brakes that automatically get tight when the driver does.

Strange how quickly a wedding certificate turns into a driver's license!

Wealthy people miss one of life's greatest thrills—paying the last installment.

Scientists show us how to sail under the North Pole and fly over the moon, but you're still on your own when you cross the street.

There still are people who can remember when the cost of high living was lower than the present high cost of living.

MOTORMAN HONORED



RECEIVING RETIREMENT gift is *Motorman Anthony Bidus* (center), motorman on the Douglas-Milwaukee line who retired April 1 after 37 years of service. At left is Anthony's wife. Making presentation is *Jerry Prazak*, who served for many years as conductor aboard trains piloted by Anthony.

Reported by *John Hanning*

We Need Men

... for Surface Transportation Work

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

Hiring Requirements:

Good Physical Condition

Ability to pass reasonable qualifying tests

**CLAIMS SECRETARY
DIES SUDDENLY**

MISS ELVERA A. POTENZA, 48, secretary to the general superintendent of Investigations and Claims and for three years an "Inside News" reporter, died May 30 at St. Francis hospital, Evanston, after a short illness.

Miss Potenza began her career with the former Chicago Surface Lines on August 1, 1928. She worked in the Investigations and Claims department throughout her career and attained the position as secretary to the general superintendent of the department in 1940.

She is survived by a sister, Mrs. Lucille Kessling; a niece, Denise Sherman, and a nephew, Norman Kessling, Jr.

Mass for Miss Potenza was said June 3 at St. Jerome's church, 1709 W. Lunt avenue, Chicago. Interment was at All Saints' cemetery.

New Pensioners

- Thomas Bacula, operator, North Avenue. Employed 1-3-24.
- A. H. Baker, assistant to the automotive engineer, West Shops. Employed 5-21-25.
- E. L. Beranek, motorman, West Section. Employed 1-23-13.
- Michael Bubnic, gateman, West Section. Employed 3-26-45.
- Stanley Bugay, car cleaner, North Section. Employed 6-26-19.
- J. F. Buthman, janitor, Lawrence. Employed 4-24-23.
- Anthony Congelose, laborer, Way and Structures. Employed 5-8-22.
- J. A. Daley, porter, West Section. Employed 10-2-19.
- George De Bota, laborer, Way and Structures. Employed 8-5-42.
- J. J. Donnelly, janitor, 77th. Employed 12-23-19.
- C. F. Doumel, operator, Lawn-dale. Employed 1-22-23.
- M. M. Franz, agent, West Section. Employed 10-15-20.
- H. H. Geier, chief operator, Electrical. Employed 5-6-10.

A. L. Johansen, agent, West Section. Employed 9-5-23.

Gustav Kolb, operator, North Avenue. Employed 1-13-21.

J. C. Mallan, operator, North Park. Employed 4-27-26.

M. J. Morris, operator, 77th. Employed 10-28-26.

F. J. Mundt, operator, North Avenue. Employed 7-28-27.

W. F. Murtaugh, operator, North Park. Employed 6-21-27.

Alessandro Quattrocchi, trackman, Way and Structures. Employed 11-18-30.

Mark Robinson, operator, 77th. Employed 6-19-44.

R. L. Rodger, foreman, West Shops. Employed 10-11-23.

H. J. Rugero, conductor, North Section. Employed 4-27-18.

Stanley Rybicki, bus cleaner, North Park. Employed 4-16-43.

N. W. Schaefer, bus cleaner, North Avenue. Employed 8-1-18.

Charles Semon, signal maintainer, Electrical. Employed 12-24-13.

Frank Tito, plumber, Way and Structures. Employed 9-9-18.

W. A. Vincek, supervising chauffeur, Way and Structures. Employed 8-15-19.

DISABILITY RETIREMENTS

- A. L. Abel, collector, Kedzie. Employed 4-16-45.
- J. M. Dougherty, agent, South Section. Employed 2-27-42.
- C. D. Maddox, "B" electrician, Electrical. Employed 9-18-44.
- M. J. McCarthy, bus cleaner, 69th. Employed 5-1-36.
- John M. Scuffy, operator, Forest Glen. Employed 7-23-21.
- O. A. Stuewe, janitor, Kedzie. Employed 11-12-19.
- J. J. Thome, agent, South Section. Employed 6-20-45.
- Francis Vandercook, conductor, West Section. Employed 4-20-20.
- F. E. Vraney, operator, North Avenue. Employed 5-6-24.

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

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

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

Home Address
(Street and Number)

(City) (Zone) (State)

I am employed in the.....

department, located at.....

I have recently moved from:

Old Address
(Street and Number)

(City) (Zone) (State)

RECEIVES WINGS



NEW STEWARDESS for Delta Air Lines is Jo Eschbach, 22-year-old daughter of Operator Clarence Eschbach, 77th. Clarence and his family flew to Atlanta, Georgia, on May 28 to attend ceremonies during which she received her wings.

Reported by Joe Smith

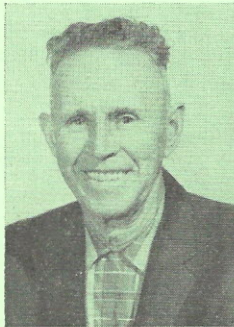
Health and Science Shorts

THE BASEMENT is the safest place in the house, at least from the standpoint of accidental poisonings in children. That's the conclusion reached by the New York Poison Control Center, in reviewing 646 cases of accidental poisoning in children under age 16. The most dangerous places were the kitchen (34 per cent), bedroom (27 per cent), bathroom (15 per cent), and living room and garage (each 9 per cent). Study of an even larger group of cases showed that, while more than 200 agents were involved, only five accounted for more than a third of the poisonings. Those five were aspirin, bleach, lead, barbiturates, and lye. A common cause of aspirin poisoning is the flavored aspirin especially compounded for babies—which babies are often tempted to eat as though it were candy.

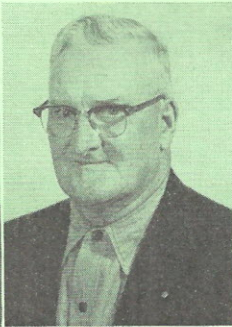
PLAYING WITH plastic bags of the type now widely used by dry cleaners can be dangerous for small children, according to warnings from the American Medical Asso-

(Continued on Page 16)

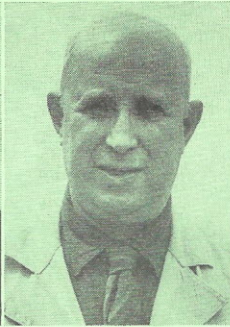
40-YEAR EMPLOYEES RECENTLY RETIRED



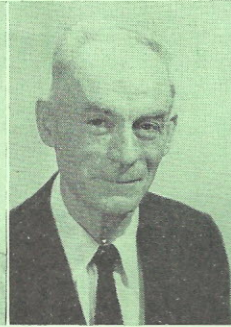
J. J. Halloran, operator, 77th, June 1, 45 years.



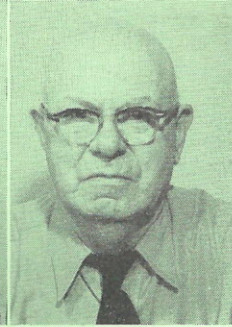
W. J. Harrison, trolley tender and laborer, Stores, June 1, 42 years.



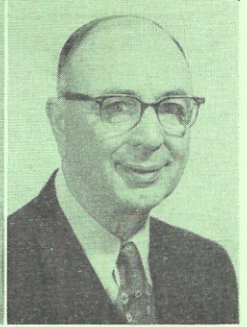
H. H. Altschuler, foreman, Skokie Shops, June 1, 42 years.



Christ Lagogianis, repairman, 61st street, June 1, 41 years.



J. J. Flynn, supervisor, District "A," June 1, 40 years.



C. J. Munsig, operator, Forest Glen, June 1, 40 years.

ciation and the National Safety Council. A number of cases of suffocation have been reported recently where the child has playfully slipped the bag over his head. When he does, the friction generates an electrostatic charge that often causes the plastic to cling to the child's face. The child is likely to panic, and be unable to perform the simple actions necessary to remove the bag. The outcome can be a tragic death by suffocation—unless parents recognize that plastic bags are dangerous playthings.

HE'S ALL SET



ALL DECKED out in the regalia of a member of the Knights of Columbus is *Sylvester Stuber*, Loop porter. Sylvester is a fourth degree member of the La Rabida Council and was all set to participate in a recent banquet held by the group when this picture was snapped.

Reported by *Edith Edbrooke*

RECENT DEATHS AMONG EMPLOYEES

GUISEPPE BOVE, 64, cleaner, North Section. Died 4-24-59. Employed 4-6-27.

CHARLES CHAPULIS, 63, repairman, 69th. Died 5-15-59. Employed 4-20-20.

W. E. CLINCH, 81, retired agent, Wilson Avenue. Died 4-20-59. Employed 6-14-40.

EDWARD COLLINS, 59, clerk, 61st Street. Died 4-25-59. Employed 7-6-20.

P. H. DAMZOG, 83, retired guard, Metropolitan Section. Died 5-2-59. Employed 7-1-18.

H. M. DeWITT, 76, retired train clerk, Kimball Avenue. Died 4-27-59. Employed 1-9-42.

STEPHAN DOMBRO, 74, retired motorman, 77th. Died 4-26-59. Employed 8-11-20.

J. K. ECKMANN, 71, retired conductor, Devon. Died 3-2-59. Employed 4-7-10.

HARRY ERIKSEN, 68, retired towerman, West Section. Died 5-6-59. Employed 10-28-20.

J. E. FITZSIMMONS, 81, retired conductor, Archer. Died 4-2-59. Employed 4-17-06.

ANTHONY FOJUT, 68, retired motorman, Devon. Died 4-28-59. Employed 1-6-23.

D. J. FORREST, 82, retired conductor, South Section. Died 5-6-59. Employed 1-10-08.

ROBERT FOY, 38, operator, Kedzie. Died 4-21-59. Employed 11-12-43.

PETER FRASCELLA, 43, switchman, South Section. Died 4-14-59. Employed 9-16-46.

H. H. GEORGE, 73, retired reclamation engineer, General Office. Died 4-28-59. Employed 10-1-35.

LEONDIAS HILDEBRANT, 67, retired operator, North Avenue. Died 5-4-59. Employed 8-9-13.

JAMES HOGAN, 61, operator, 77th. Died 5-13-59. Employed 8-31-27.

THEODORE HUNGERSHOFER, 67, retired conductor, Armitage. Died 4-24-59. Employed 3-6-25.

HARRY KLUGIEWICZ, 54, operator, Forest Glen. Died 5-10-59. Employed 11-18-42.

L. L. LIDEN, 75, retired conductor, 69th. Died 4-4-59. Employed 9-22-05.

DOMINICK MARZOVILLA, 63, retired plumber helper, West Section. Died 4-30-59. Employed 3-18-26.

PAUL MISIOROWSKI, 74, retired carpenter, Shops and Equipment. Died 4-20-59. Employed 2-2-31.

A. R. MOSENA, 74, retired motorman, Lawndale. Died 4-17-59. Employed 4-25-27.

MICHAEL MRDULAS, 81, retired watchman, Track. Died 4-4-59. Employed 11-1-20.

P. J. MURRAY, 80, retired conductor, Kedzie. Died 4-22-59. Employed 2-1-04.

F. K. NEUBER, 77, retired agent, Wilson. Died 5-4-59. Employed 11-14-24.

FELIX ORSINI, 87, retired watchman, Track. Died 4-9-59. Employed 5-8-22.

B. C. SCHROEDER, 76, retired conductor, Blue Island. Died 4-22-59. Employed 1-3-08.

AUGUST SKOGLUND, 79, retired motorman, 77th. Died 4-2-59. Employed 4-30-07.

LAWRENCE W. STEFFENS, 53, clerk, Material and Supplies. Died 5-6-59. Employed 1-28-27.

H. E. STROH, 78, retired agent, West Section. Died 4-16-59. Employed 4-15-42.

W. H. WALTER, 68, retired conductor, 77th. Died 4-20-59. Employed 3-30-09.

FRANK H. WILSON, 42, carpenter, Way and Structures. Died 4-10-59. Employed 4-20-43.

PENSIONERS MEET

THE CTA Pensioners club of St. Petersburg, Florida, will hold its next regular meeting on Tuesday, July 7, at Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners living in that vicinity are invited to attend these meetings which are held the first Tuesday of each month at the above address.

OUR

Public Speaks



ACTS OF courtesy and proper performance of duty do not go unnoticed. This is shown in the letters of commendation received in the service section of the Public Information Department.

Such a letter was received recently from *Maurice Fischer*, city editor of the *Chicago Daily News*, who was favorably impressed by the personal attitude of *CTA Operator Joseph M. Jensen*, (North Park), who apparently knows the importance of friendly service to the public in building good will and customer approval.

It proves again that good public relations often depend upon the personal attitude of the employe towards his job and to the riders whom he is hired to serve.

Mr. Fischer pinpointed this in the following letter to *General Manager Walter J. McCarter*:

"CTA Driver 8205, operating a southbound #36-Broadway bus on trip No. 631 at around 12:15 p.m. on April 29, undoubtedly has piled up credit points in heaven.

"I think, however, after watching his performance re above, he should get some commendation down here.

"I rode his bus from Fullerton avenue to Adams street, during which time he displayed courtesy, consideration and a truly saintly patience. Passengers asked directions, rode past their stops, some were going in the wrong direction, one jammed up the coin box with a nickel and the driver had to fish it out, in addition to his other chores; the riders refused to budge despite pleas to step back into the bus; women riders ignored the center exits, and pushed past them to use the front exits.

"Driver 8205 in the face of it all, continued to show good humor, called out each street stop loudly and distinctly, and still had time to talk with a boy about seven, standing beside him with the boy's mother.

"More power to this man! A good public servant!"



ANOTHER CTA employe, *Operator Charles W. Rhodes*, Badge No. 4188 (Kedzie), recently received a similar-type commendation from a regular CTA patron, as follows:

"Recently, I had a pleasant experience involving Operator 4188. My wife and I had alighted from an "L" and wanted to transfer to a northbound bus. Since the stop was on the far side of the street and no passengers were waiting there, one couldn't blame the driver for not stopping. However, he saw us waiting for the light to change and waited until we were able to get across and board his bus."

OF COURSE, letters of commendation are always a pleasure to receive but let's take a look at a few letters of another type that sometimes overshadow our efforts to promote CTA service:

"Recently, I boarded a bus and handed the driver my transfer. He refused to accept it and told me I would either have to pay another fare or get off the bus. When I questioned why the transfer was invalid, he merely said it was

punched too late. After explaining that this was an impossibility since I had just alighted from the other vehicle and had to run to catch his bus, he still insisted that I pay another fare."

COMMENT: If the operator who originally issued the transfer had been a little more conscientious in the performance of his duties, this situation could have been avoided. However, the second operator should have instructed the patron to write a letter, enclosing the transfer, to the Service Section of the Public Information Department and, if warranted, a refund of the second fare would have been made.

"Within the past few weeks there is one particular operator on the route I travel every day that simply refuses to stop and pick up several other passengers and myself. I think just about every effort has been made to flag him down and there are times when I think he actually laughs as he drives past us."

COMMENT: Unless circumstances, such as an overly crowded bus, interfere with general operating rules and regulations, no operator is excused for denying a patron the right of boarding or alighting at a designated stop zone.

"This morning, while on my way to work, I paid my fare and asked the agent for a transfer. He shoved the transfer half-way toward the opening, making it almost impossible to reach. When I said something about it, he turned away and with much effort I finally squeezed my fingers through the opening and retrieved the transfer."

COMMENT: CTA employes are expected to make our service as convenient and attractive as possible. Discourtesy on the part of an employe is neither condoned nor tolerated.

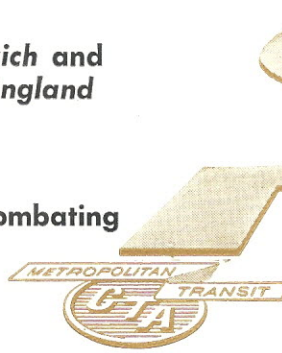
SHOWN HERE is a comparison of complaints and commendations recently received by Chicago Transit Authority for May, 1959; April, 1959, and May, 1958:

	May 1959	Apr. 1959	May 1958
Complaints	796	849	714
Commendations	91	85	102

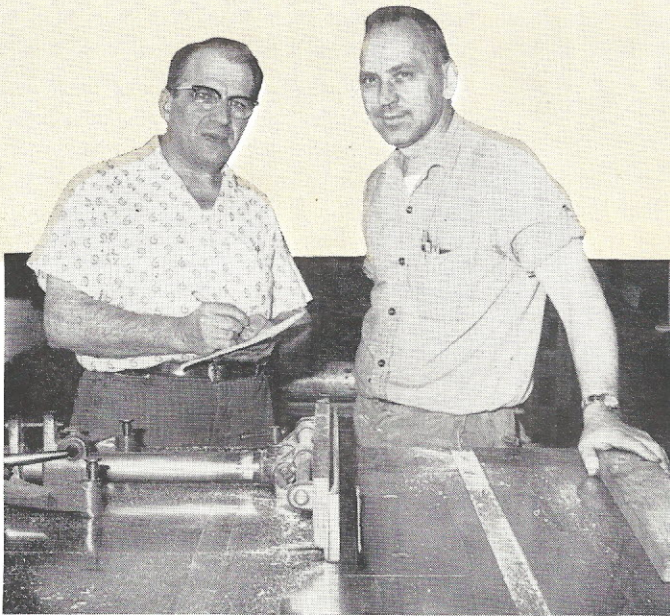
INQUIRING REPORTERS: *David Gurwich and
Everett E. England*

LOCATION: Skokie Shops

**What is your recommendation for combating
juvenile delinquency?**



FRANK KRAMER, Electrician (with *Inquiring Reporter Everett E. England*): "Parents should set a definite time when their children must be home after a night out. Also, parents should get their children interested in some hobby, such as learning to play a musical instrument."



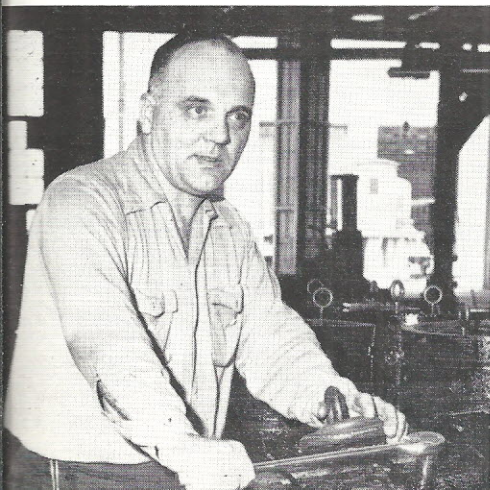
ROBERT BUERGER, Carpenter (with *Inquiring Reporter David Gurwich*): "If parents would show more interest in their children's problems, and if they tried to see to it that all members of the family participated in activities together, I think that they would go a long way in helping to combat juvenile delinquency."

CHESTER BUJNOWSKI, Repairman: "I think that inactivity has a lot to do with juvenile delinquency. A little more discipline and responsibility at home would prevent idle hands, which never accomplish anything."

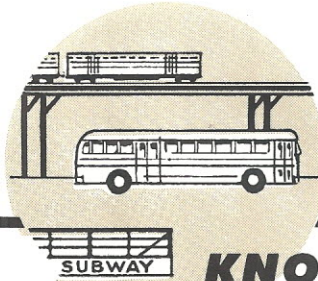


STEVE PLASZCEWSKI, Truckman: "To mothers and fathers I say, don't try to achieve success and fame just for yourselves. Spend more time with your children, and you'll gain more and be happier in the long run."

PETER DOMBSKI, Painter: "As their children are growing up, parents should explain to them the difference between right and wrong. Whenever their children don't act accordingly, I think parents shouldn't spare the rod."



to serve our riders better...



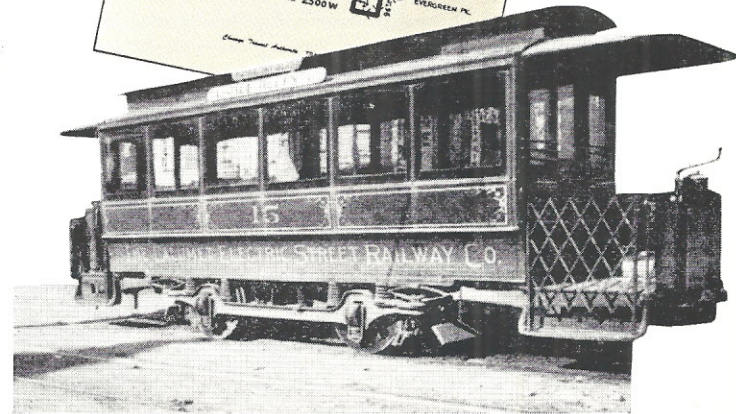
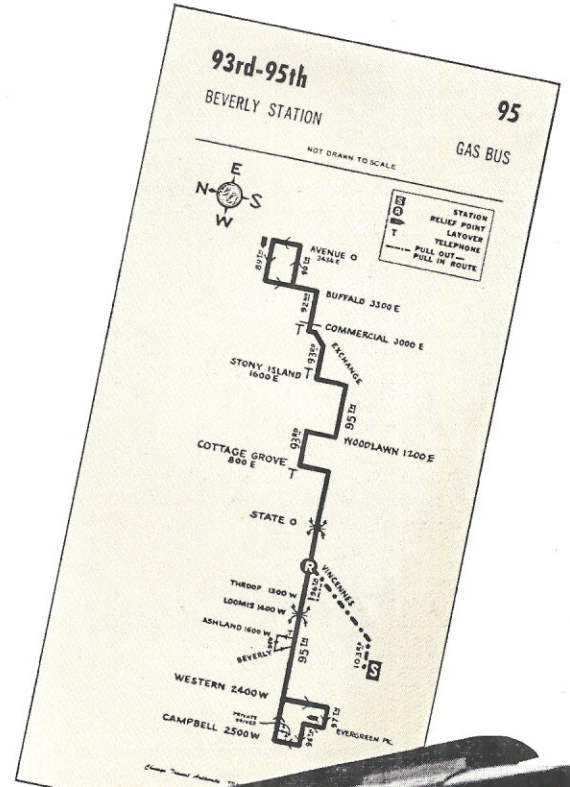
KNOW YOUR CTA ROUTES

MORE THAN 10 miles south of the Loop, CTA's 93rd-95th (No. 95) surface route serves an area which, despite its age, today enjoys great new residential and industrial growth.

The line's east terminal adjoins the United States Steel's South Works plant in the old South Chicago community. By contrast, on its west end, the route terminates in the ultra-modern Evergreen Shopping Plaza in the village of Evergreen Park.

Between these two points, buses furnish convenient service through such long-established communities as Burnside, with its steel mills and railroad repair shops, and Beverly Hills, with its stately homes. Whole new residential areas, such as those near 95th and State, and booming industry, typified by the warehouses and truck-loading "docks" of the Calumet Industrial District, now occupy the prairies which once separated the older communities.

Buses are routed through this area as follows: south on Western from 95th, west on 97th and north to the west terminal in Evergreen Plaza. Leaving the terminal, buses operate north through the Plaza, west on 96th, north on Campbell, east on 95th, north on Cottage Grove, east on 93rd, south on Woodlawn, east on 95th, north on Stony Island, east on 93rd, northeast on Exchange, east on 92nd, north on Buffalo, east on 90th, north on Avenue O to the east terminal at Avenue O and 89th street (3434 E. and 8900 S.). On the westbound trip, buses travel west on 89th, south on Buffalo and thence over the eastbound route in the reverse direction.



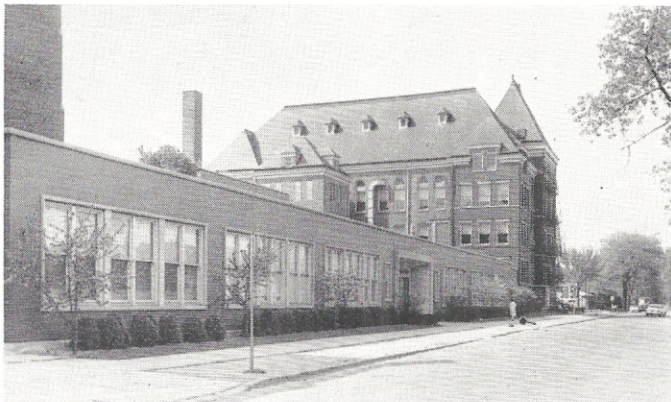
AIDED BY motor tugboat, Great Lakes ore boat plies its way north through the Calumet river from South Chicago's vast steel mill and grain elevator area into Lake Michigan. Framing the vessel are raised draw bridges of the New York Central and Pennsylvania railroads. In far background, the Calumet Skyway bridge arches over the river.



THE FIRST electric streetcar in what is now the city of Chicago was operated on 93rd street between Stony Island and South Chicago avenues by the old Calumet Electric Street railway beginning on October 2, 1890. These early cars, such as the one shown, were remodeled from horse cars and cable cars. They seated 20 persons, were heated by stoves and had electric illumination.



THIS SCENE, at the junction of 92nd street, South Chicago and Exchange avenues, shows the heart of the South Chicago business district. At right is a statue of *Christopher Columbus*. This community has a history older than Chicago itself. Before the establishment of Fort Dearborn, this area, located at the point the Calumet river empties into Lake Michigan, was considered as a possible site for the fort but was rejected. The first cargo vessel entered the Calumet river in 1871 and in 1880 the first mills began making steel.



A CLASS of 338 young women graduated May 31 during the 85th annual commencement exercises held at the Academy of Our Lady, located at 1309 W. 95th street in the Beverly Hills community. The school, conducted by the School Sisters of Notre Dame, has an enrollment of 1,430 students. One-story structure in foreground, built six years ago, contains science laboratories, offices and a gymnasium.



ONE OF the city's newest secondary schools is Harlan high school, at 96th and Michigan, which was opened last September. Features of the school's academic program are extra-long class periods, concentrated work and supervised study.

Mondays through Fridays, eight-minute headways prevail during morning and afternoon rush periods. Service intervals lengthen to 15 minutes during midday and evening hours. On Saturdays, 15-minute headways also are the rule during morning and evening periods. Buses run every 12 minutes during midday base and afternoon rush periods on Saturdays. On Sundays and holidays, schedules call for 20-minute service throughout the day.

Thirty-minute "owl" service, seven days a week, is in effect between the east terminal and State street only. Between State and the west terminal, buses operate between 5:00 a.m. and 1:30 a.m. the following day seven days a week.

During the regular school year, additional trips are scheduled to accommodate students of the Academy of Our Lady, 1309 W. 95th. Also, regular bus service is arranged to furnish convenient transportation for U. S. Steel employees during shift changes.

Fourteen gas buses, based at Beverly station, are assigned to the line. They cover the route's 8.9 miles in from 37 to 46 minutes, depending upon time of day and traffic conditions.

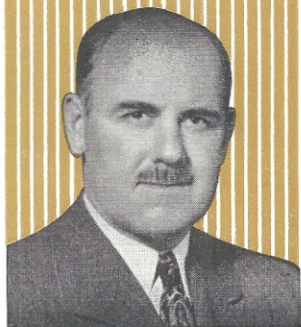
Horsecars operated over portions of the present line as far back as 1890. In that year, the first electric streetcar on what is now CTA's surface system went into service on 93rd street from Stony Island to South Chicago avenues.

In May, 1935, the former Chicago Surface Lines began operating shuttle buses between State street and Western avenue. Streetcars disappeared from 93rd and 95th streets in May, 1951, when the shuttle bus line became a through route from Western to Avenue O. And, in September, 1952, the line was extended to serve the newly-opened Evergreen Plaza.

NO FEWER than 52 stores of all types make up the expansive Evergreen Shopping Plaza at 95th and Western, so it's no wonder that persons come here from miles around to do their shopping. As this view of the stairway between the Plaza's upper and lower levels shows, modernistic architecture and attractive landscaping have been combined to produce a dramatic effect.



MEDICALLY SPEAKING



By Dr. George H. Irwin
CTA Medical Director

ALLERGY: Universal Problem

ALLERGIC DISEASES occupy a very important role in the practice of medicine today. The expanding number of new products in the advancing and complex methods of American life cause a potential increase in the number of allergy cases. Because of the widespread nature of these disorders and the number suffering from them, discussion of allergies may provide some helpful information. It is also a timely subject because we are approaching the season when allergy, especially due to pollens, is very prevalent.

What is Allergy? Allergy is an abnormal or unusual response or behavior of the body to certain substances.

How do allergic symptoms develop? While complete information on this phase of allergy is lacking, we do know that allergic persons have some special protein substance in their blood known as antibodies. When these antibodies combine or come in contact with antigens, an allergic reaction or illness occurs. Not all people have the same kind of antibodies. This explains why some persons can eat crabmeat for example, without ill-effects, while others cannot.

Some of the more common types of allergy diseases fall in the following groups:

Hay fever, various pollens, certain cosmetics, gases, fumes, dyes, house dust, danders from horses, dogs, cats or other animals, asthma, certain foods, certain drugs including serum reactions, dermatitis or skin disorders such as eczema, some blood or circulatory disorders and nervous diseases.

The symptoms manifested will depend on the protein antibodies, the kind of substance, such as pollens or food, and the system in the body which is involved. For example, if the person is allergic to hay fever, the symptoms will be congestion in the eyes, running or stuffy nose and cough. If the individual is allergic to food or drugs, it may be manifested by nausea, vomiting, diarrhea and hives or other types of skin rash.

The treatment in this condition naturally is to determine the substance to which the person is allergic. This is not always easy to do and in many cases it requires a good deal of medical detective work both on the part of the patient and the physician. Basically, the most successful therapy is to find out the food, pollens, chemical or whatever substance it may be and then eliminate it from your environment. Skin tests will sometimes help to pinpoint the cause. When the cause of your allergy is known, avoid it if possible. Occasionally, on the other hand, immunity to the offending substance can be accomplished by vaccine injections. Certain drugs taken orally may also be of value.

In most cases an examination by your physician is necessary to get relief from this most complex disorder known as allergy. Remember, too, that certain difficult diagnostic cases are wrongly labeled allergy when actually some remote non-allergic cause is to blame. The management at best is long and tedious but once the correct diagnosis is made the wisest plan is to follow the advice of your doctor.

THE CTA bowling championship was on the line when winners of the north side title and the team that won in the south side competition met in a scratch match on May 17. It all turned out right for the Division 308 team, which represented the north side and triumphed over 77th station in a three-game series by a score of 2,776 to 2,597 pins. *Frank Wagner*, captain of the north siders, paced his team with a 623 series. *Clarence Eschback*, who captained the 77th keglers, was high man for his team with a 538 score. The same two teams were in the roll-off series last year, with 77th capturing the honors. Members of the two teams are shown here. At the left, Division 308: Rear row, left to right—*Everett England*, *Theodore Nadrowski*, *George Dearing*. Front row: *Frank Wagner*, *Walter Onysio*. Pictured at the right is the 77th team (left to right): *Dominic Wai-cunas*, *Louis Paolisso*, *William Osterling*, *Eugene Kempf*, *Clarence Eschbach*.





ITALIAN PIZZA MADE EASY

ITALIANS EAT with gusto because they truly enjoy their fine dishes. Perhaps you'd like to learn the secret of the Italian dish that probably appeals to everyone more than any other—the pizza, which combines many of the wonderful flavors that have long made Italian cuisine famous. The true pizza, of course, is a crisp tender yeast-raised crust filled with tomatoes, two kinds of cheese and seasoned with garlic and oregano, plus a choice of mushrooms, sausage, salami or anchovies. Even though you've made pizza before, you'll want to try this new easier-to-make crust. You'll always remember the crust recipe because it contains just three ingredients— $\frac{3}{4}$ cup warm water (not hot—105° to 115°F.), 1 package active dry yeast and 2 $\frac{1}{2}$ cups prepared biscuit mix.

Filling

- 2 6-ounce packages sliced Mozzarella cheese
- $\frac{3}{4}$ cup chopped onion
- 1 clove garlic chopped
- 2 cups tomato sauce
- About 1 cup chopped salami or cooked Italian sausage or 2 cans anchovies, chopped or
- 2 $\frac{3}{4}$ -ounce cans sliced mushrooms
- Salt and pepper to taste
- $\frac{1}{3}$ cup grated Parmesan cheese
- Oregano

Junior Could Learn To Like Baths

MOTHERS ARE likely to spend more time trying to teach good grooming to their little girls than to their little boys. For one thing, little girls usually have a greater affinity for soap and water than do little boys. They're also usually more accessible at bath time! Little sister is probably around the house, but brother may be up a tree or down the block.

The fact remains, however, that good grooming is just as important for boys as for girls. A boy's appearance and health habits are going to prove every bit as important in his future.



A LONG-handled bath brush gives junior a chance to put his youthful energy to work scrubbing as well as splashing. With time, he'll even remember to include a scrub behind the ears!



THERE WAS a time when we had to leave pizza-making to the experts, but now there's an easy-to-make pizza recipe that'll make the connoisseurs take notice.

Dissolve yeast in warm, not hot, water. Add biscuit mix; beat vigorously. Turn dough onto surface well dusted with biscuit mix. Knead until smooth, about 20 times. Divide dough into 4 pieces. Roll each piece paperthin into a circle, about 10" in diameter. Place on ungreased baking sheets or in shallow pie pans. If you use baking sheets, make a standing rim by pinching the edge of the dough with your fingers. To make filling: Arrange slices of Mozzarella cheese in crusts. Mix together onion, garlic, tomato sauce, meat, anchovies, or mushrooms, salt, pepper and spread on dough. Sprinkle with Parmesan cheese over all. Sprinkle with oregano to desired taste. Bake at 425°F. for 15 to 20 minutes, until crust is brown and filling hot and bubbly. Serve in wedges.

Boys like bath accessories, too, you know, but skip the pink and blue trimmings. They do like good sturdy bath mitts and sponges, workmanlike body brushes with long handles for a good back scrub, soaps that suds easily and plentifully and a big bath towel like daddy uses. Also, it's been discovered that a shaving brush is a perfect inducement for getting junior to get that smudged face clean.

Don't always make your son take a sit-down bath. Granted that it takes a lot of scrubbing and soaking to get a boy clean, but a shower can also do a lot of good.

It's not a bad idea to let junior chat with daddy while daddy is having his daily bath. If he sees daddy carefully scrubbing his fingernails with a nail brush, it won't seem a bit sissy when he's told to do the same.

AND, SPEAKING of cleanliness, we have received two invaluable booklets, entitled, "Out With Spots and Stains" and "The Whys and Hows of Good Laundering." They're yours free for the asking. Write Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois.

Garden Helps



JUNE IS the month in which the garden really comes to life—the glorious month that makes one forget all the hard work that has been done.

Bear in mind that as your perennials finish blooming in spring and early summer, they will produce another crop of flowers in early fall if you cut back the flower spikes before they go to seed. This applies especially to dianthus, columbine, daisies, phlox, and delphinium. Fall bloom is an extra dividend in the garden just when you will appreciate it most.

If you are growing annuals such as snapdragon, petunia, zinnia, stock, bachelor's button, salvia or asters, they will have become well established in June. For flowers and a thicker growth of plant, be sure to pinch off the top of each plant. This encourages a strong plant in general and stiff stems, so if you cut flowers they can be arranged more pleasingly.

Now that the spring flowering shrubs have finished blooming they can be pruned or shaped according to your wishes. This applies to bridal wreath, lilac, forsythia or golden bell, snowball, mock orange and others. Some of them may have become so thick that the under portion of the shrub receives little light or air. Oftentimes, one branch is tangling and interfering with the growth of others. Occasionally, one main stem or stalk will be growing close to another so that when there is a wind one rubs against the other. This causes the bark to wear through and eventually to kill both branches. So every shrub that has grown very thick with numerous stalks coming from the base should be thinned out.

When you prune a shrub, use sharp pruning shears. Make all cuts as clean and sharp as possible and always at an angle so that the water will not stand upon them. When thinning out a shrub, cut the stem down as near to the ground as possible. If the stem is very strong, you may need to saw it off. In general, it is a mistake to leave a short stub or a short piece of branch because these permit insects and fungus to infect the plant. By pruning spring flowering shrubs after they have flowers, you will increase the flowers for next year, because new shoots begin to form immediately and the buds of next year's flowers are produced before late fall. Be sure, however, not to prune late-flowering shrubs that have not yet borne their flowers this year. If these are pruned before they have flowered, you will destroy the greater part of the buds and not get good blooms this year.

The warm sunny days of June encourage the growth of insects and fungus in the garden. Spray and destroy these before they appear. At a garden supply store you can purchase products that will destroy sucking insects and chewing insects as well as fungus diseases. They are combination sprays and should be carefully diluted according to the instructions on the packages. If you prefer to use dust, there are cardboard cylinders filled with a combination dust that, if dusted on all the foliage especially underneath the leaves, will prevent the formation of plant lice (aphids), thrips, leaf hoppers, and fungus growths like black spot on roses.

It is time now to cut off the foliage from spring flowering bulbs. Tulips, daffodils, crocus, scilla, grape hyacinth and all the other spring flowering bulbs can have the foliage removed as soon as it shows signs of turning brown. For those bulbs that are planted only one or two inches beneath the surface of the ground, it would be well to mark their location. Otherwise, in planting other material for the summer or in cultivating the soil, you may disturb these bulbs and interfere with their growth next year.

OVER 8,000 riders responded to questionnaires seeking to determine travel habits in a riding survey of the Congress branch of the West Side subway made recently by CTA. Information obtained by the survey will be used for planning service improvements, and presently the cards are being coded for tabulation and analysis. The cards asked pertinent questions relating to origin of ride, destination, reason for trip, methods of travel used to reach the Congress branch and former methods of travel before the new subway was placed in service. The survey was made by the traffic engineering section of the Engineering Department. In this picture the questionnaire cards are being distributed to patrons at the Halsted street station.



Form 3547 Requested

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