



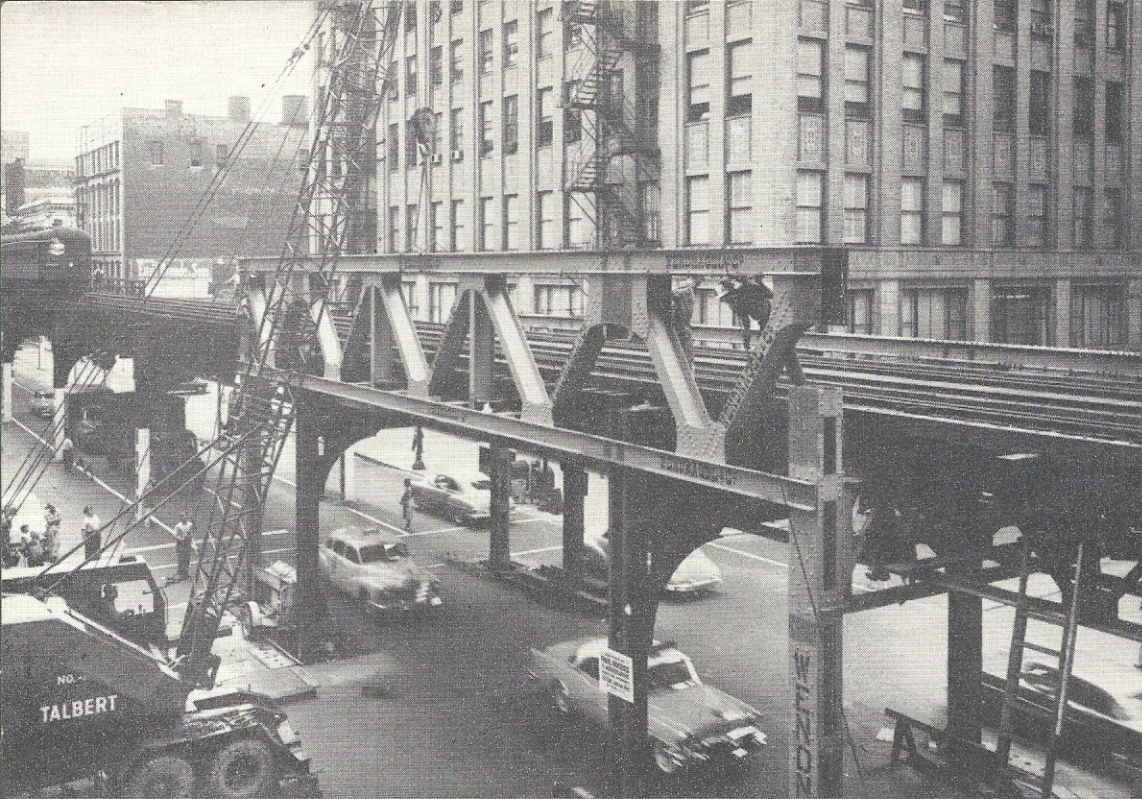
TRANSIT

NEWS

ENTRANCE
BILLY CALDWELL
GOLF COURSE
FOREST PRESERVE
DISTRICT



AUGUST, 1956



THE SECOND of two, new 66-foot steel "L" structure trusses spanning the Congress street expressway at Wabash avenue is fitted on new column supports at the curb lines of the widened street. In the picture, the truss is being lowered to fit over the top of the supporting columns where it will be riveted into place. The old supporting columns were removed from the street to provide an unobstructed pavement for the expressway which was opened to automobile traffic between Laramie avenue and Outer Drive on August 10.

Loop Station Remodeling Underway

WORK HAS started on the remodeling and modernizing of CTA's Randolph and Wabash "L" station following the award of a contract recently to Lee Construction Company, whose bid of \$58,600 was the lowest submitted in competitive bidding.

The cost of the project will be borne jointly by Marshall Field and Company, which has a direct store connection with this station, and CTA. It is estimated 150 days will be needed to complete the job.

Field's part of the project covers revision, rearrangement, redecorating, refurbishing and modernization of the station facilities, including the agent's booth and other station fixtures. Emphasis will be on attractiveness and comfort. Settees will be provided for the convenience and comfort of patrons of the store and CTA.

In modernizing the exterior, CTA will cover the walls of the west facade with stainless steel and will also paint the stairs and balustrades. Preliminary work of dismantling the old station has already been completed by CTA.

This modernization work is expected to increase traffic through the Randolph and Wabash station and also through

the direct passageway to Field's second floor which is already one of the store's busiest entrances.

Besides being mutually beneficial to Field's and CTA, the project will add to the attractiveness of State street as a world famous shopping district.

ORGANIZATIONAL CHANGES

IN A BULLETIN issued June 27 signed by *E. A. Imhoff*, general superintendent of personnel, and approved by *General Manager Walter J. McCarter*, the industrial safety section of the Training and Accident Prevention Department was transferred to the Insurance Department effective July 1.

The industrial safety activity was consolidated with fire prevention activity under the direction of *H. B. Storm*, superintendent of insurance and employe benefits.

OUR COVER: One of the two forest preserve golf courses served by the Peterson bus route (see pages 4, 5 and 6) is the Billy Caldwell Golf Course on Caldwell avenue, near Central avenue. Buses stop right at the entrance. Edgebrook Golf Course, located south of the Central-Caldwell terminal, is only a short walk away on Central avenue.

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RECENT CTA ADDITIONS TO THE ARMED FORCES

Dermot Foley—Shops and Equipment (69th)
John A. Garrity—Transportation (North Avenue)
P. W. Kolsch—Transportation (North Park)

RETURNED FROM SERVICE

Donald E. Foulkes—Transportation (77th)

CTA's Cleanup Campaign Continuous

CTA HAS spent, or will spend, \$370,000 in cleaning, painting and renovating of its facilities this year in co-operating with Mayor Daley's clean-up campaign.

The \$370,000 figure does not include an estimated \$50,000 that CTA has allotted in landscaping and maintaining landscaping at off-street bus terminals or in routine cleaning up. Nor does it include \$247,000 being spent and programmed for expenditure in renewing the ballast on fill sections of the North-South, and fill and grade level sections of the Ravenswood rapid transit lines.

As a major objective, CTA has undertaken the cleaning and/or painting of 66 "L" and subway stations. Many of these stations have been completed.

Of the \$370,000 set aside for painting and cleaning of its facilities, CTA earmarked a total of \$76,790 for "face lifting" surface facilities. Already, painting at 10 bus terminals has been completed, and painting at five others is contemplated for the near future. This includes refurbishing walls, windows and doorways of buildings and shelters, fences, guard rails, poles and other stationary objects.

Weeds are being cut at surface locations and will be recut later this summer. Smoke stacks at three surface terminals are scheduled for painting and repairs, and one at a fourth location already has been dealt with in the same manner. A 100,000 gallon water tank is slated for repair, waterproofing and repainting.

Cleanliness and an attractive appearance go together. With this thought in mind, CTA has landscaped, and maintains the landscaping of, 27 off-street bus terminals. Where grass, shrubbery, trees and flowers now flourish, bare ground or tall weeds formerly met the eye.

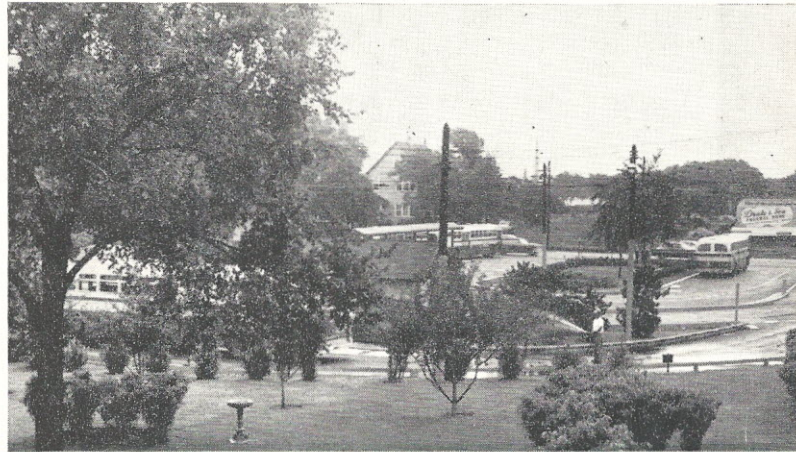
Along with the improving of CTA's facilities, the day-to-day washing, cleaning and painting continues.

Despite the fact that CTA is operating on a budget

WEED-KILLER train sprays a mixture of water and sodium chlorate, sodium metaborate and other chemicals on and along tracks of the Garfield Park "L" line between Austin and Desplains terminal. Car in foreground, pushed by two wood-steel units, contains tank and nozzles.



BRIGHTLY PAINTED walls, supports, railings, benches and overheads enhance the appearance of the Clinton street "L" station on the Lake street rapid transit line. Stairways and exteriors of this station, as on other stations of CTA's rapid transit system, are slated for similar treatment.

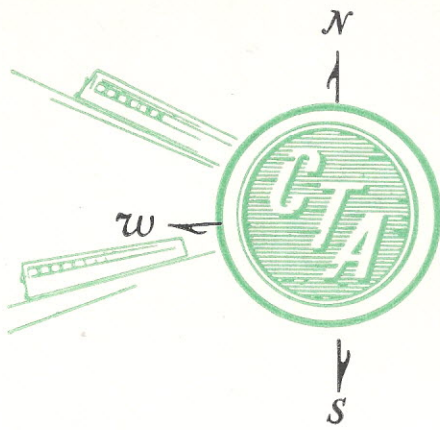


NOTHING MAKES an off-street bus terminal look better than well-kept flowers, shrubbery and lawn. Shade trees, large and small, add to the beauty of the landscaping of the terminal at Berwyn and Western. CTA personnel give these grounds, and those at other off-street terminals, continual attention.

whose operating income is estimated to be \$1,500,000 short of required expenditures, it is continuing its substantial paint-up, clean-up program in the belief that maintaining clean and attractive facilities is consistent with providing efficient, safe service for its patrons.

THE SIGN with the large "W," freshly painted, clearly indicates to passengers that this is the Washington street stop of the North-South "L"-subway line's State street subway. Providing an appropriate background for these and other directional signs, which appear throughout the station, are newly-cleaned and painted pillars and overheads.





To Serve Our Riders Better...

KNOW YOUR CTA ROUTES

(This is the 23rd in a series on CTA routes)

BISECTING the populous area that lies between Central avenue (5600 W) and Broadway (1200 W) in the section roughly bounded by Devon avenue on the north and Bryn Mawr avenue on the south is the Peterson avenue—No. 84—bus route.

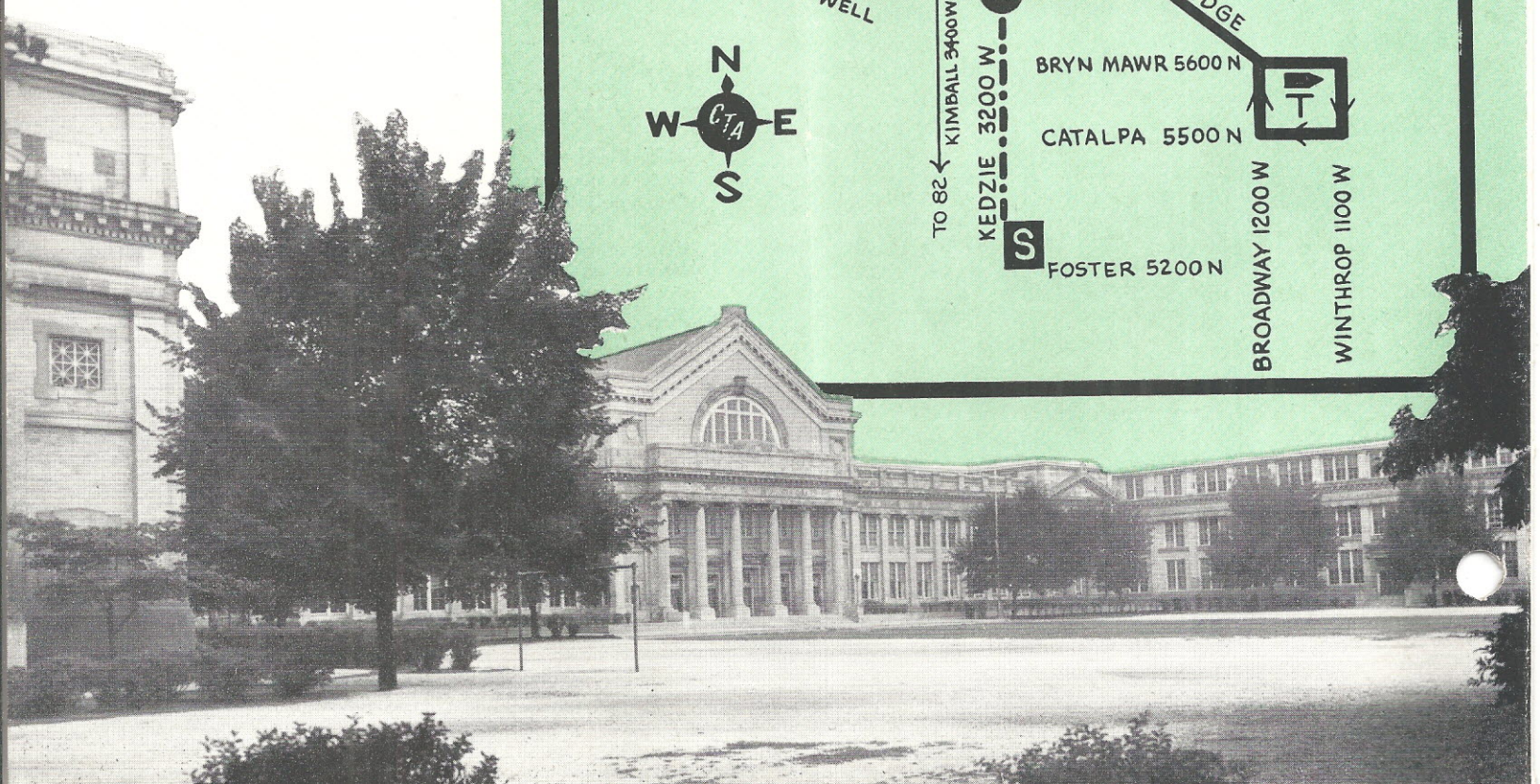
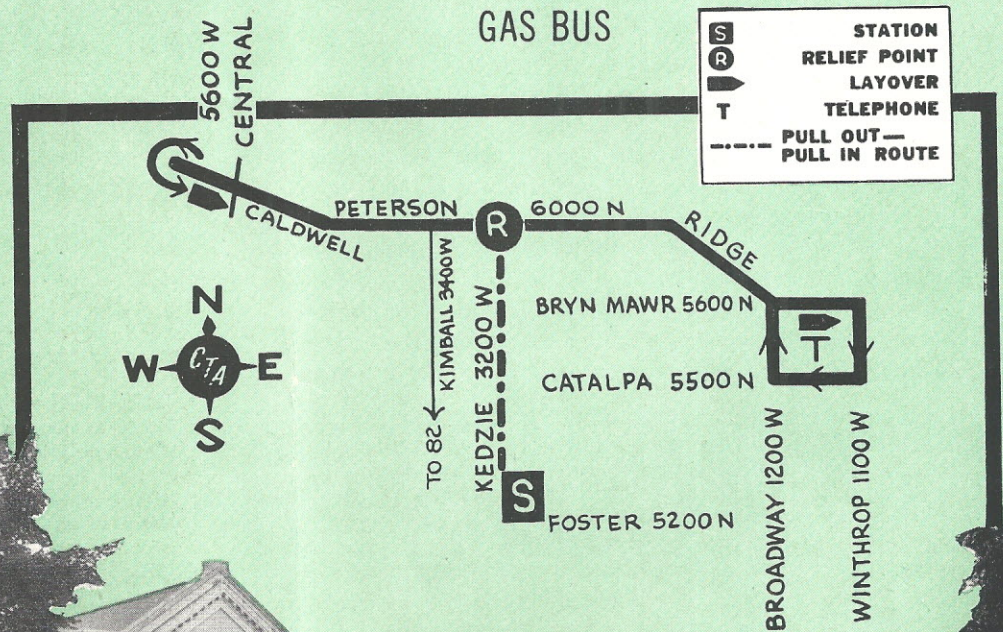
This surface system facility affords direct transfer connections at its east end with the north-south "L"-subway at the Bryn Mawr station, giving CTA riders from the far northwest side of the city a fast service to and from the downtown area.

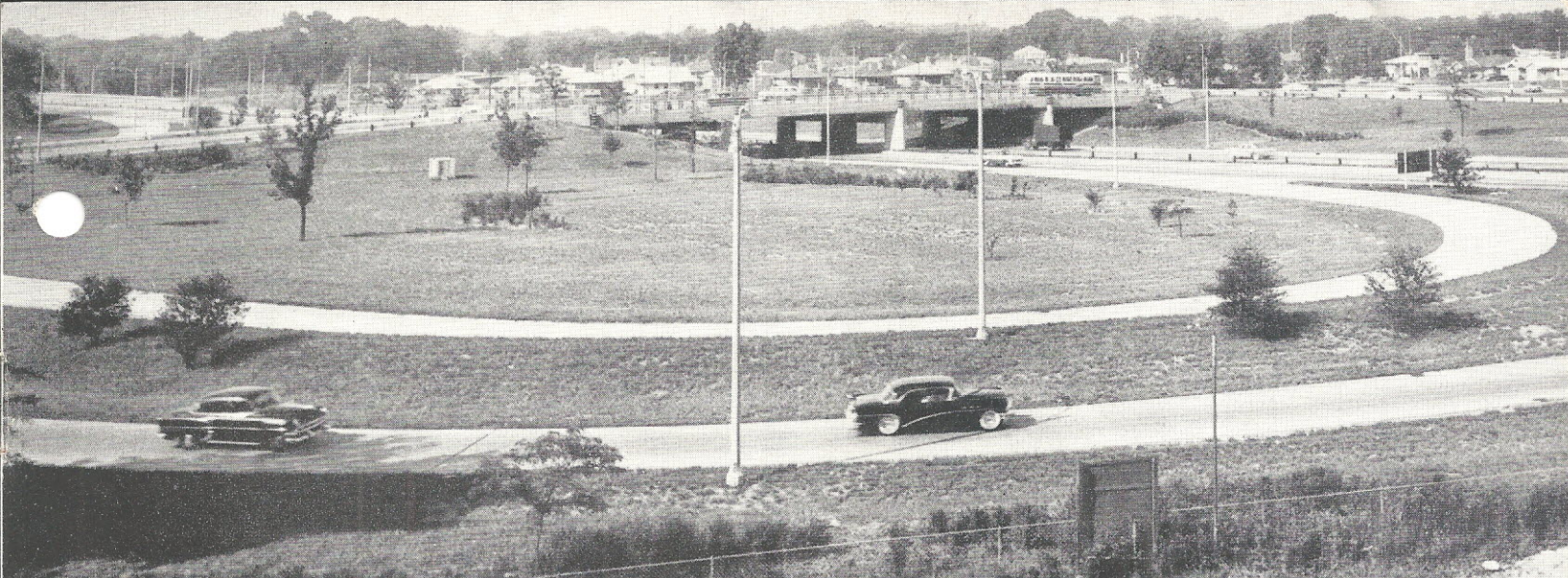
To this extent, Peterson avenue buses primarily provide a "feeder" service which is used extensively during rush hours by workers traveling to and from the Loop. Conversely, it is used by workers traveling to and from their homes in other sections of the city to their places of employment in the Peterson avenue vicinity.

The area served by the Peterson avenue route is among the many outlying city districts that have benefited in recent years by the outward movement of business concerns and commercial enterprises from crowded locations close in to the heart of the city. This growing trend towards

FOCAL POINT of heavy student riding on the Peterson bus route is Senn high school, located in the area bounded by Ardmore, Greenview, Thorndale and Glenwood avenues on the far north side. One of the largest high schools in student enrollment during the regular academic year, summer school classes this year also reached record proportions.

PETERSON 84 NORTH PARK STATION





TRAFFIC on Peterson avenue travels above Edens superhighway at this junction point just west of Cicero avenue. The cloverleaf approach is visible in the foreground. Edens was one of the first of the network of expressways converging on Chicago to be placed in service.

decentralization has spurred much new building activity on the northwest side, a fact that has been reflected by an uptrend in the volume of traffic being handled by the Peterson bus line.

The growth of the area in commercial importance is indicated by the wider use being made of bus service since new industrial installations have located there. A recent survey disclosed that on an average weekday a total of 7,194 revenue rides originated on the route, while transfers to the line from connecting and non-connecting routes totaled another 5,326 passengers. The largest number of direct connecting transfer passengers came from the north-south "L"-subway route, which contributed 1,794 transfers.

On the round trip from its western terminal at Central and Caldwell avenues to the Bryn Mawr "L" station, where it loops for the return trip, the route covers a measured 11.80 miles.

From the west terminal, buses are routed southeast on Caldwell from Central to Peterson, east on Peterson from Caldwell to Ridge, southeast on Ridge from Peterson to Bryn Mawr, east on Bryn Mawr from Ridge to Winthrop, south on Winthrop from Bryn Mawr to Catalpa, west on Catalpa from Winthrop to Broadway, north on Broadway from Catalpa to Ridge, and then over the same route west-bound.

Weekday rush hour schedules call for three to four-minute headways during the morning and four to five minutes in the afternoon peak travel period. Middays and evenings, 15-minute intervals are maintained.

On Saturdays, buses are spaced 12 minutes apart in the morning rush hours, 10 minutes in the p.m. rush, 12 minutes during the midday and 15 minutes in the evening. On Sundays, a light travel day, buses operate on 25-minute intervals during the morning and on 15-minute intervals the rest of the day.

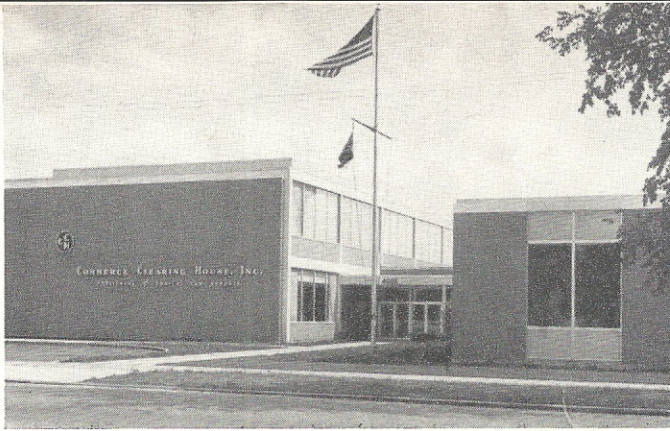
No "owl" service is operated on the Peterson avenue line, but except for early morning hours bus schedules are maintained at varying intervals over the regular route.



THE WESTERN terminal of the Peterson route is at Caldwell and Central avenues, where the wooded acres of the forest preserves edge on to the city's boundaries.



ATTRACTIVELY landscaped grounds surround the modern, well-designed buildings housing the plant and facilities of the Bastian-Blessing Company at 4201 Peterson avenue.



ANOTHER NEW business enterprise to locate on Peterson avenue in recent months is the Commerce Clearing House, Inc., which occupies this building at Pulaski road.

SAUGANASH has long been noted as a community of beautiful homes. Fitting in with the pattern of the surrounding neighborhood is the Sauganash Community Church.



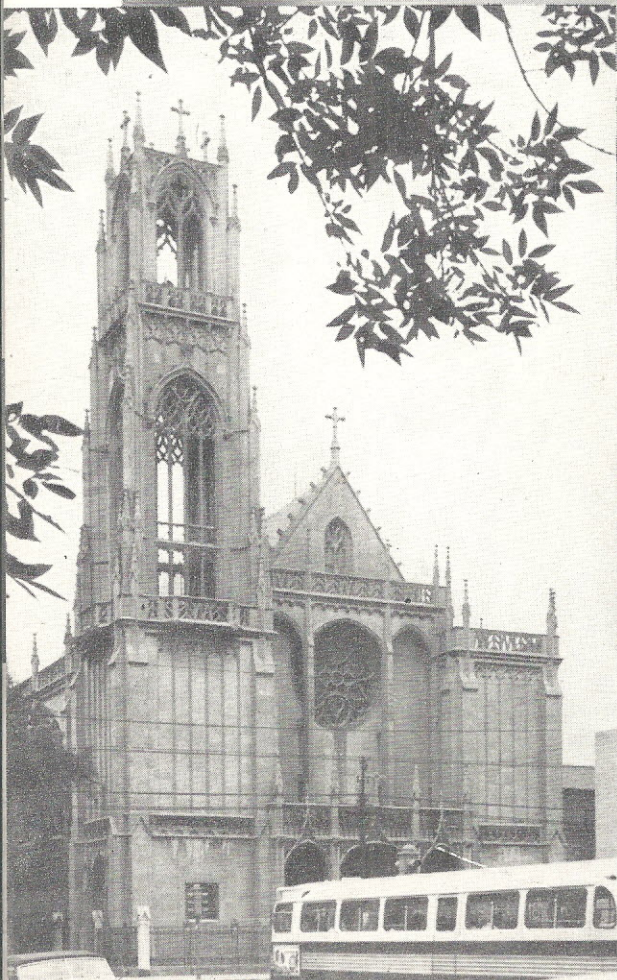
TYPICAL of the home-building activity which accelerated the growth of the far northwest side is this residential street scene at Leroy and Caldwell avenues, near the western terminal of the Peterson bus route.

The running time between outer terminals varies from 21 to 29 minutes, depending on street traffic conditions and the time of day. Seventeen gas buses are assigned to the service. These are based at North Park station.

The line is heavily patronized by students of Senn high school, located at 5900 N. Glenwood avenue. At the end of the school day during the regular school year as many as nine buses over a 14-minute period are required to handle the heavy homebound student loading at this point.

The Peterson avenue route affords direct access to the forest preserve area at its western terminal, which is near two public golf courses and other outdoor recreational features provided for public enjoyment.

(The 24th in this series of articles on CTA routes will appear in a future issue.)



A WELL-KNOWN north side edifice is St. Ita's church, at Broadway and Catalpa avenue. Peterson buses, looping from the east terminal for the trip west, pass right by the doors.

DIRECT TRANSFER connections between Peterson buses and North-South rapid transit trains, provided at the Bryn Mawr "L" station, enable Loop workers to save time on their daily trips to and from the downtown business district.

Convenient Combination — PARK 'N' RIDE



USE OF the four convenient CTA Park 'N' Ride lots at rapid transit terminals has been building up steadily as motorists seek to avoid the growing traffic congestion on city streets by driving part of the way and riding the rest of the way on faster "L" or subway trains.

Indicative of this are the accompanying pictures taken recently showing the number of cars parked at these facilities on an average weekday during a non-rush hour period.

Photo No. 1 shows the largest of the free parking lots at the end of the Garfield Park rapid transit route at Des Plaines avenue, Forest Park. This area, which has a capacity of 420 automobiles, is almost completely filled.

The free Park 'N' Ride lot at 54th avenue in Cicero-Berwyn, the terminal of the Douglas Park "L" route, pictured in No. 2, also has near capacity patronage. Three hundred autos can be accommodated in this lot.

Third of the lots provided for the convenience of CTA riders is the free parking facility at Linden avenue terminal of the North-South route in Wilmette. Shown in photo No. 3, this lot has space for approximately 100 cars.

Newest of the parking lots (No. 4) is at the end of the Ravenswood "L" route at Kimball and Lawrence avenues. Riders who park here and use CTA service in combination pay only a nominal fee for the parking privilege and the regular fare for CTA service. The capacity at this location is 125 automobiles.

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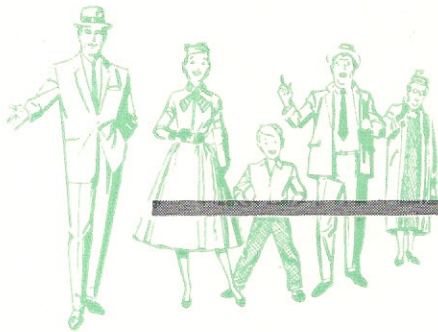
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4



3



Our Public

SPEAKS

THE FOLLOWING letter of commendation, written by an appreciative patron, was recently published in the Chicago Sun-Times newspaper:

The Brighter Side

"Worried about the CTA running into the red? If so, I have a sure-fire



solution—hire more bus drivers like No. 1157. His number is my only means of identifying him to others, but to me he is known by his pleasant smile, meaningful reception and outstanding patience. Prior to June 16 he drove the 95th street bus. When he saw a passenger running to catch the bus, he would wait for him. There were many expressions of approval from the people on his bus whenever he did this.

"I am a professional man with an auto, but each morning I would wait on the corner just to ride with driver

1157. This is not a request for his transfer back to 95th—such would be selfish. It is just my appreciation for such a person and I believe I express the sentiments of all the other riders who would wait for the opportunity just to ride with him." (Editor's Note: Operator No. 1157 is *Walter Cassidy*, Beverly.)

SIMILAR letters are frequently written to our Public Information Department. Reprinted below are a couple of letters recently received:

"Kind and Helpful"

"One of your drivers, No. 854 (*Arthur J. Mitchell*, Kedzie), was most kind and helpful to a feeble woman who was crossing the street. He left his bus



and assisted her across the street. Witnessing this act of kindness brightened our entire day."

"Courteous and Calm"

"A truck pulled in front of a bus I was riding and nearly caused an accident. Operator No. 7122 (*Thomas A.*

Hannigan, Archer), the driver of the bus, pulled out just in time, but the truck driver tried to start an argument with him. Although the truck driver used abusive language, our operator remained courteous and calm."

HOWEVER, our customers frequently write letters that do not make such pleasant reading. Most common among their grievances is the problem of being passed-up by our vehicles. Reprinted below are two such letters:

"The driver of a bus stopped in traffic 60 to 70 feet short of the bus stop sign. When the light changed, he passed three of us standing at the sign, ignoring our motions for him to pick us up."

"For three successive mornings, while a bus has been loading at a traffic light, a few buses on the same route have passed the halted bus instead of stopping to pick up some of us passengers. As a result, one bus is overcrowded and the others are practically empty. Several of us have tried to flag one of these buses down, but the drivers always ignore us."

COMMENT: When we fail to realize the importance of patrons in our business, we overlook the fact that it is the riders who pay our wages.

It is true that schedules have to be maintained in order to regulate operations, but we must also remember that most of our patrons work for companies who also have schedules to maintain and depend upon us for safe, reliable transportation.

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

	July 1956	June 1956	July 1955
Complaints	933	901	747
Commendations	98	87	106

THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

Families Favor Trips To Wisconsin Lakes

ARCHER—It looks as though Wisconsin is the most popular place for vacationers. At this writing, Operator Art Pearson and his family are enjoying themselves at Washington Island, Wisconsin, trying to catch a muskie, I suppose . . . John Kocher toured the state with his wife, aunt and uncle . . . Ed Krusinski and his family spent their time in Stevens Point.

Superintendent John O'Connor is enjoying his vacation in Miami, Florida, with his wife and family, at this time . . . Operator Wally Shydrowski and his family vacationed way up in Bovey, Minnesota, and claims he did very well for himself, catching fish, and will bring pictures to prove it.

Tourists Report

While on his vacation, Operator Tom McLarney met Operator Tony Kalota in Miami, Florida . . . Operator John Lynch and his family had a nice vacation in Colorado Springs, Colorado. Mrs. Lynch liked it so well that she would like to live there, John told us . . . Operator Ray Jankowski and his family, visited Miami, Florida, on their vacation . . . Operator Frank Wroble and his wife, along with his aunt, spent their vacation in Wichita, Kansas.

We received a card from Repairman Tom McCrea, who at this writing is a long way from home. He is visiting relatives and friends in England . . . Operator Frank Mucynski visited Couderay, Wisconsin, while on his vacation.

Operator Frank Slater has been sick for some time, at this writing.

Repairman Robert Caldwell and Steve Jay, are back working after being off sick.

Former Supervisor Gustave Johnson, who was on his pension, died recently. He was from the Loop District . . . Supervisor Roland Ratledge, also of Loop District, suffered the loss of his wife recently, while Supervisor Harry Hodges, of district "B," suffered the loss of his brother, William.

Our baseball team is tied for first place.

—R. H. FORTIER



TOTAL 89 YEARS IN TRANSIT SERVICE



TWO CTA employes with a total of 89 years in transit retired on pension recently. Mrs. Julia Lellinger, chief stenographer, Claim and Law Department, (top center) took her pension as of July 1 after 45 years of service, and Paul J. Minogue, time checker in the Internal Auditing Department, (bottom center) retired August 1 after 44 years of service.

Mrs. Lellinger worked in the legal departments of CTA and predecessor surface companies. Beginning as a stenographer in 1911, she became chief stenographer of the former Chicago Surface Lines' accident Investigation and Legal Department in 1937, a position she held until her retirement. On her last day of work, Mrs. Lellinger (standing in front of cake, upper picture) received a typewriter and a wristwatch from her fellow workers.

Starting his transit career in 1912, Mr. Minogue (second from left, front row) first worked as a timekeeper. His job function was transferred to the Accounting Department of the former Chicago Surface Lines in 1931. In 1948, his job came under CTA's Internal Auditing Department. His co-workers presented him with a wristwatch, shirt and cuff link set.

Tropical Downpour Mars Vacation Fun

ACCOUNTING—Clara Lawrence, Accounts Payable, embarked on a 10-day cruise to the West Indies from Miami, Florida, along with Helen Loftus, Executive, and the latter's husband. Ports of call were Port au Prince, Haiti; Trujillo City, Dominican Republic, and Kingston and Port Antonio, Jamaica. An unusual experience of their trip was floating down the Rio Grande River in Port Antonio on a small bamboo raft during a tropical downpour. A banana leaf provided them with an umbrella.

Bernadette Hillgeth, Revenue, was married to Gregory James at St. Ignatius Church on June 30. About 150 relatives and friends were present at the Chicago Chemists' club for the reception. The couple spent a honeymoon in Door County, Wisconsin.

Getting Around

Olive Battersby, Payroll, visited the Grand Canyon, Arizona; Los Angeles and San Francisco, California, and Yellowstone National Park during her vacation . . . June Noren, Revenue, enjoyed the pine-scented air of the northern Wisconsin woods where she visited relatives . . . Mae Bujnowski, Payroll, visited friends and did some sightseeing in Galena, Illinois, and Dubuque, Iowa . . . Marie Hawlik, Payroll, spent a day in Milwaukee, Wisconsin, and enjoyed a lake excursion . . . Jean Mocarshi, Accounts Payable, took an automobile trip through the provinces of Manitoba, Ontario, and Saskatchewan, Canada, did some fishing and visited relatives and friends.

Arthur E. Johnson, supervisor, Miscellaneous Payroll and Distribution, and his wife drove 6,300 miles during Arthur's vacation. Their itinerary included Denver, Colorado, the Grand Canyon, and Los Angeles, Santa Monica, San Francisco and Yosemite National Park. During a week's stopover at Santa Monica they gave deep sea fishing a try and ended up with a fine catch of fish which weighed two to five pounds each. They also visited Hollywood and did a lot of sightseeing. They stopped off

at Salt Lake City, Utah, and Cheyenne, Wyoming, enroute home.

Helen Loncarevich, Revenue, resigned on June 29, and *Marie Alice Malone*, Revenue, left CTA on July 27. They will be featured in stork news in the future.

Lydia Haemker, Materials and Supplies, is in Augustana Hospital recovering from surgery performed July 18, at this writing.

Lucy Winkler, Payroll, suffered the loss of her husband, *Lawrence*, who passed away suddenly.

—HELEN A. LOWE

Travel Bug Bites Many Beverlyites

BEVERLY — Beverly personnel and their families had good times during their vacations. The following is a resume of where they went and what they did.

Earl and Norma Campbell and their five children had a great time at the lake at Tomahawk, Wisconsin . . . *John and Elda Lerner* returned from a trip to Quebec, Canada, where they saw many points of historical interest . . . *Carl and Helen Wanderson* went to Twin

Falls, Idaho, to visit their daughter, *Lillian*, and to get acquainted with a new grandchild . . . *Carroll Thurston* took off for his farm near Westborough, Wisconsin. He helped with the harvest and visited with his cousins there.

Roy Engwall and his family visited at Roy's old home in Willmar, Minnesota . . . *Board Members Peter Flaherty* and *Art Katter*, and their wives took a trip around the Great Lakes . . . *Jim Bell* put in a driveway at his new home . . . *George and Jeannette Buetow* visited the west coast where they looked up some former Chicago Motor Coach employes in the Los Angeles area, among them, *Julius Kirchen*, *James Keefe* and *Herman Nelson* . . . *Mel Stoldt* traveled down to his farm near Jasper, Missouri, where he did some work to improve the property.

Jack and Betty Fisher went to Pennsylvania where they visited Jack's mother and then made trips to New York City and to Atlantic City, New Jersey . . . *Fred Reicke* and his family spent four weeks fishing on Rainy Lake north of Fort Frances in Canada.

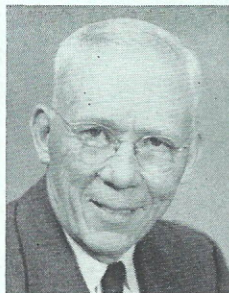
Stay in Midwest

Ed and Shirley Lammel returned from a trip to the Wisconsin Dells and Devil's Lake State Park at Baraboo, Wisconsin . . . *Joe Gertzana* and his son went fishing up at Newberry near Manistee, Michigan . . . *Mr. and Mrs. Jack Falsey* planned to vacation with relatives in Park Falls, Wisconsin.

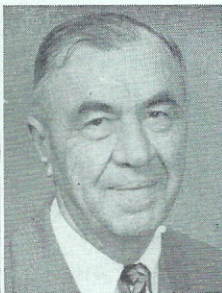
Art Ryan went on a fishing trip to Three Lakes, Wisconsin, and stayed with *Francis Mulcahy*, a former operator from 77th Depot who now owns a motel eight miles south of Eagle River, Wisconsin . . . *Clyde and Mrs. Eaton* journeyed to Little Falls, New York, to visit relatives . . . *Receiver Ernie Potenberg* and his family motored through the Smokies and then traveled to Washington, D. C. Where does a receiver go when in Washington? To the U.S. Mint, of course! . . . *Ralph and Helen Bramlett* made a trip to their former home in Eldorado, Illinois.

Mike Hynes and his family loafed for three weeks at their cottage on the Kankakee River near Mokense, Illinois . . . *John and Catherine McCarthy* planned a trip to Montreal, Canada . . . The *Frank Zellner* family fished on Blind River in the Algonquin section of Ontario . . . The *Cassidys*, *Walter*, *Gertrude* and their daughter, *Jocann*, planned to vacation up at

40-YEAR EMPLOYES RECENTLY RETIRED



Thomas P. Roche, conductor, 77th, retired August 1 after 45 years of service.



Stanley Rybarczyk, motorman, West Section, retired August 1 after 43 years of service.



Charles R. Blade, motorman, North Section, retired August 1 after 44 years of service.

Bear Lake near Kalkaska, Michigan . . . *George Schletz* and his son, *Marvin*, visited George's sister up in Townsend, Wisconsin.

Returning from an enjoyable trip to the Southwest were *Pat and Kathleen Fogarty* who visited their two sons in San Antonio, Texas, and then went on to two other Texas communities, Port Lavaca and Port O'Connor. They covered 3,000 miles in all . . . *Ed Cavanaugh* spent a week with his sister at her resort on the Flambeau Flowage near Cornell, Wisconsin . . . *Charles and Marge Wennerstrom*, and their son, *Robert*, vacationed at Ludington, Michigan. They planned to see *Supervisor Richard Vaughn* and his wife who have a cottage nearby.

We received a card from *Mr. and Mrs. Phil O'Malley* from Miami Beach, Florida. Phil said they planned to visit Hot Springs, Arkansas, next . . . While on vacation, *Harry Gotsch* attended the state American Legion convention at Springfield, and was honored by being elected State Grand Commander of the Military Order of Cooties.

It seems the fellows down in the Repairs section have been getting around, too. *Mike Lavelle* and his wife, *Margaret*, visited with their niece out west, and while there stopped in Los Angeles and San Francisco, California. Mike said the highlight of the trip was having dinner on Fisherman's Wharf in San Francisco.

John and Min Aardema's hobby is raising beagles, so their vacation was spent at Kuntz Lake, Indiana, taking care of six new beagle puppies . . . *Chester and Stella Buck-*

ley journeyed to Greeley, Colorado, where they looked on as their son, *Chester, Jr.*, received his Master's degree in physical education . . . *Chris and Josephine Borcic* spent many hours at the Museum of Science and Industry right here in Chicago with their two sons.

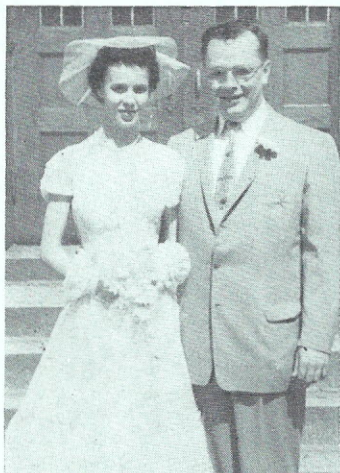
Ronald, son of *Mr. and Mrs. Charles Kleim*, received his B.A. degree from Lake Forest College where he majored in biology. Another son, *Charles, Jr.*, is dispensary clerk on the U.S.S. *Maddox*.

Jerry Gleason, who suffered a broken leg and is not expected back at work before September, will not be able to make his trip to Europe this fall as planned . . . *Bill Bowen* has been back at Hines Hospital and is confined to a wheelchair, at this writing . . . *Opal Erickson*, wife of *Operator Eric Erickson*, suffered a broken arm when she fell in the basement of their home.

Celebrating wedding anniversaries in August were *Mr. and Mrs. John McMullen*, who were married 23 years on August 17. *Mr. and Mrs. Roy Anderson* will observe their 23rd anniversary on August 24.

—FRANK M. BLACK

CTA WEDDING



RECENT CEREMONY in which two CTA employes became man and wife took place at St. Bernard's church when *Lois Liberty*, Payroll, was married to *George Laica*, Internal Auditing. The couple, who received a check and card table set from their co-workers, honeymooned in Washington, D.C., Florida and the Bahamas.

Reported by *Helen A. Lowe*

CLERK TAKES WIFE



WEDDING BELLS rang for Leonard Kukowinski, morning clerk at Douglas Park, recently. In a ceremony held in Park Ridge on May 5, he and Dorothea Mahnke exchanged vows. The wedding took place while Leonard was on a week's vacation.

Reported by Arthur L. Dickson

Anne Angst returned browned and rested from a trip to Florida . . . Mary Ann Nykiel spent a glorious week at Lake Geneva, Wisconsin . . . Marion Klauer and his family toured around Lake Michigan and spent time later at Dubuque, Iowa, with relatives.

That fishing trip that was planned months ago finally came to pass and from the reports everyone got their quota of big ones when the CTAers took over Island Lake, Minnesota. Henry Praiter, Edward Karkocki, Joseph Zukowski, Geoge Katter, John DuPere, John Davis, Wilbert (Bill) Lembachner and John Nattinger retired chief investigator, will testify that Island Lake is now fished out!

—EL-JE

Makes Grand Tour Of Emerald Isle

ELECTRICAL—Bernard Toal, operator at Harding substation, flew to Ireland via Pan American Lines. He visited relatives and friends at the old homestead in County Down, where he was born. He rented a car and drove some 2,375 miles through 18 different counties. The scenery was beautiful, he said.

Raymond Siers, operator at 63rd substation, motored approximately 2,000 miles. His itinerary included

Green Bay, Wisconsin, where he visited relatives and friends; Mackinac Island, and other parts in northern Michigan . . . Joseph Nagrodski, chief operator of East 63rd substation, covered 4,400 miles via auto. He visited Salt Lake City, Utah, Yellowstone National Park, Wyoming, points in Colorado and the Black Hills of South Dakota.

Clarence Malotke, general foreman in the Line department, motored 4,000 miles up through the northeastern part of the country. He stopped off to see his son, William, receive his Master of Arts degree from Yale University, and then went to Florida.

Charles Franklin, lineman, passed away on June 25, after a short illness. He had been employed with CTA and predecessors since September 10, 1925 . . . Frank Dorsch, operator at Lill substation, suffered the loss of his mother July 9. At this writing, Albin Lund, chief operator at Crawford substation, is at home recuperating from injuries he suffered in an accident July 3.

Joseph Griseto, operator's apprentice, and Mrs. Griseto are parents of Vicky Lynn, who arrived May 17. The little girl joins two brothers.

—GILBERT E. ANDREWS

Arty Comes Through As Pony Leaguer

FOREST GLEN—Operator Dave Neil is proud of his sons, David, Jr., who recently graduated from high school, and Arty, who is a pitcher on a Pony League baseball team. In his first mound assignment, Arty came through with a win.

July 4 was the date of the ball game between the Old Timers and the Forest Glen Owls.

At this writing, Operator Edward Gnech is recuperating in Arizona where he met with an accident while on his vacation.

Operator Frank Neumann has been bragging about his new air conditioner. On hot, humid days he likes to relax on the living room floor. He, his wife, and his daughter, Donna, recently made a trip to Mackinac Island, Michigan.

Jacqueline Barron, daughter of Operator William Barron, recently was graduated from Alvernia High school.

—THOMAS CURCIO

If you've moved recently,
please notify

CTA TRANSIT NEWS

CTAers Enjoy Air Conditioned Outdoors

GENERAL OFFICE—(Transportation) Walter Gillies, assistant to the superintendent of operating stations, and his wife reported the fish plentiful at Teal Lake, near Hayward, Wisconsin, where they spent their vacation . . .

Clerk Bill Rooney, his wife and family visited Niagara Falls, New York, and then went on to Pittston, Pennsylvania, to visit Bill's parents . . . Don Burton, clerk, and his wife, Jerry, spent two weeks at Lake Geneva . . . Clerk Joe Tunzi spent his vacation in and around Chicago . . . Marie Krausman and Agnes Sanek of the Accounting Department vacationed for two weeks at Kneipp Springs near Rome City, Indiana.

—JULIE PRINDERVILLE

Two New Pops Receive Plaudits

GENERAL OFFICE—(Training and Accident Prevention) — Two new fathers in the training section received congratulations recently. Stuart Maginnis and his wife, Arla, are the proud parents of Scott Paul, who arrived on June 30. The Maginnis's now have two boys and a girl . . . A little girl, Kathleen Louise, joined the family of Don, Ida, Chris, and Paul Lemm on July 12 at St. Ann's hospital.

Charles M. Smith, superintendent of the Accident Prevention Department, and his brother motored to Estes Park, Colorado, for a fishing excursion.

(Engineering)—Patrick Griffin spent his vacation close to home—in Chicago.

Since Jack Sullivan purchased a new 35 millimeter camera, he bids fair to become one of our leading picture takers.

A new face in this department is that of Robert W. McCarthy, who came to us from West Shops, where he worked with the Stores Department. He now is general clerk for the Rapid Transit Division's Electrical Department.

—MARY E. CLARKE

TRANSITAD

FOR SALE—Winter and summer weight pants in very good condition. Size 40 Eisenhower jacket, clean. Also two uniform shirts with long sleeves. Size 16-33 sleeve. Call Gladstone 3-5392.

Picks Summer For Holiday In Florida

LIMITS—Here is some news about vacations.

Operator John Lonergan spent his at Daytona Beach, Florida. He had a very fine time . . . Operator Harry Seidel and Pete Cunningham spent their vacations in Perrault Falls, Canada. They were fishing but caught no real big ones. It was very hot there, they reported. . . . Operators George Schwab, Andy Wendt and Ed Stoike spent their vacations in Wisconsin having a good time.

Any business done with our Credit Union will be taken care of in Bay 1. Let's all put a little each payday in the Credit Union.

How about more vacation news?

—IRVING J. METZGER

TRANISTAD

FOR SALE—Standard hospital bed, Simmons Varihite, fully adjustable, complete, good condition. Call SPring 7-2012.

PIKE APLENTY



THEY'RE BIG, they're game and they're plentiful! So this picture of Ed Schneider, bus operator at North Avenue station, and the six pike he caught during a weekend trip to Crevitz, Wisconsin, recently, shows. The largest of the fish on the chain weighed more than three and one-half pounds.

Reported by Joe Hieba

Two New Arrivals Keep Grandma Hopping

Loop—(Agents) — Elizabeth Diamond spent most of her vacation visiting her two new granddaughters. Nancy Lee was born June 28 to her daughter-in-law, Eleanor. Jeannette was born the following day to her daughter, Catherine. This makes a grand total of five grandchildren for Elizabeth. She also spent part of her vacation visiting Lake Geneva and Crystal Lake.

Hazel Hamill, who started work for the CTA in January, 1949, left to move to Peoria with her daughter. Hazel's father died in June.

Pat and Mary Flanagan vacationed at the Wisconsin Dells . . . Ralph and Peggy Weinstrom toured through northern Wisconsin. They stopped at Sturgeon Bay and Fish Creek, and also visited their son in Minneapolis, Minnesota . . . Towerman John Wardrope redecorated and generally fixed up his Midlothian home during his vacation. He really worked hard, we understand.

Joseph Vargo, towerman, and his family spent their vacation

GRADUATION DAY



ALTHOUGH HE'S all through with college, John McMullen, Jr., (shown here with his parents, Operator John McMullen, Sr., Beverly, and Mrs. McMullen) won't be leaving the portals of learning far behind. The youth, an honor graduate of Peru State Teachers' College in Nebraska, where he was an all-conference guard on the college's football team for three years, will take up duties as line coach and physical education teacher at a high school in Fremont, Nebraska, this fall.

Reported by Frank M. Black

touring and visiting friends in Illinois and Michigan.

The wife of Towerman Herbert Templeman is convalescing satisfactorily after a serious operation, as this is written.

The William Donnellys spent their vacation taking trips around Chicago in their new station wagon . . . Towerman Steve Dudasek, his wife and children vacationed in Wisconsin . . . Margie Arnold visited her parents in Pittsburgh, Pennsylvania, and they returned to Chicago with her . . . With a group of friends, Geraldine Vincens, assignment clerk, drove northwest, stopping at Lake Louise and Banff in Canada, as well as points of interest in Washington and Oregon.

Otto Thompson died on June 17 after a long illness. He had been in transit since June, 1937.

"No more suffering from the heat" said Maintainer Walter Messer, who is the owner of a new air conditioner.

Maintainer Chester and Mrs. Shaw spent their vacation in the lake region of northern Illinois.

Maintainer John Bradshaw was transferred to the North Section. . . . John "Red" Peshe is now a night maintainer in the Loop.

Joseph Simpson, porter, and his family motored to Danville, Kentucky, to see his parents . . . Alice Murphy vacationed in Chicago.

—EDITH EDBROOKE

Four Couples Mark Marriage Milestones

NORTH AVENUE — Wedding anniversaries have made the news this month. Eddie Wehmeyer marked his 32nd; Bill Mediema, his 19th on August 14, and Herb Schmustzler, his 26th on August 16 . . . Henry Lockowski will celebrate his 33rd on August 26.

Joanne M. Henning, daughter of Operator Joseph Henning, North Avenue, and Mrs. Henning, became the bride of John Shepit at St. Philomena's church recently. A wedding dinner and reception was held in the Walnut Room of the Lions Building. The couple drove to California for their honeymoon. John is studying chemical engineering at the Illinois Institute of Technology. His bride attended Wright Junior College.

From all reports coming in, everyone seems to be enjoying their vacations. If you have any reports,

news of vacations, unusual happenings and, above all, photographs, kindly send them in.

Operator Carl Windmueller reported a wonderful vacation to Canada. He stopped at Lake Louise. . . . Operator Bill Nehls enjoyed the sights throughout the Far West and the Pacific Coast. He stopped off at San Francisco to see the cable cars . . . Operator William Kusch went to Milwaukee, Wisconsin . . . Operator Tom Slattery was a constant visitor to the Cub ball park cheering his favorite players and booing the umpires.

Switchboard Operator Art Sieloff got as far as Olson Rug Company's waterfall at Diversey and Pulaski. . . . Johnny Stich, relief operator, gave his new car a workout as he traveled through the southern states . . . Instructor Al O'Shaughnessy has pleasant memories of his trip to Ireland where he visited his father.

Paul Simons went fishing at Winona, Minnesota . . . Operator Hilding Hagstrom figures the fish he caught at Manistee, Michigan, cost him about \$5.00 an ounce. The first fish he caught was the largest but at the time he thought it was too small to keep and tossed it back into the water. From then on they came smaller and fewer. That's not all. It rained most of the time . . . Fishing was much better for Operator Bill Buetow, who did his in the North Woods of Wisconsin.

Operator Sam Tamburino was all set to go to his favorite fishing spot at Butternut, Wisconsin . . . Operator Harry Heide cruised and fished down the Fox River at Algonquin, Illinois . . . Operator Herb W. Foster reported a fine trip to Red Deer, Alberta.

Operator Terry Regan was presented with a baby boy. The new arrival makes four boys and a daughter for the Regans. He was named Timothy James.

—JOE HIEBEL

Hot Nine Keeps Win Streak Alive

NORTH PARK—On June 20, the North Park Wonders climaxed a game against the Forest Glen Rebels with a fat 17 to 12 score. Sideline coaching by Bill Calderwood, Elmer Milz and Ed Lawrence was of no help to Forest Glen. The North Parkers kept the winning streak alive by pushing an 18 to 16 score over a North Avenue team on June 27.

NO FISH STORY



ALTHOUGH THE sailfish is a tough fighter and hard to land, Joe Cecala (left), stock clerk, West Shops, was lucky enough to catch this specimen, which measured seven feet, five inches from nose to tail and weighed about 90 pounds, during a vacation to Miami Beach, Florida, recently. Last year, while in Florida, Joe hooked onto a barracuda. Man in background is captain of the boat from which the fish was caught.

Reported by Dagmar McNamara

Bowling season starts Friday, September 7. Anyone wishing to bowl should contact Nick Mueller, president, or George Wyers, secretary of the P.M. bowling league. There will be team bowling at 20th Century Alleys at 10:00 p.m. on Fridays.

We received a card from Operator Frank Littau, who spent his vacation with his family in the Ozarks.

Ann Marie is the name of the little firecracker who was born to Operator and Mrs. Bill Stacey July 4. She is their first child . . . The David Skolnicks are proud parents of a boy, their second child.

Operator Tom Paravola suffered the loss of his brother.

Operator Tom Lobon is back to work after an absence of several months, but Operator Ralph Miller is still off at this writing since suffering a broken hip last March. . . . Operator Lawrence Keating and Jerry Zygowicz have been off ill quite some time, as this is written.

—EARL W. McLAUGHLIN
and EDWARD F. STENZEL

It's Always Nice To See New Faces

PURCHASING AND STORES — New faces in the Stores Department are those of *Pat Jo Griffin* and *Marlene Wargin*, typists, and *Irene Rotche*, file clerk, all of whom are in the General Office. *Paul Zazula*, stock clerk, west division, and *Tom Cirrincione*, clerk in the Purchasing Department, also are new to this department . . . *Margaret Sares* transferred to the Way and Structures Department as a stenographer . . . *Bob McCarth*, West Division, transferred to the Electrical Department.

Carol Wagher, General Office, vacationed in Fort Worth, Texas, and returned singing the praises of Chicago . . . *Bill Unwin*, South Division, attended the Shriner's convention in Detroit recently . . . *Gene Burke*, Purchasing, and *Mrs. Burke* enjoyed their stay at Sunnybrook Farm, South Haven Michigan . . . *Sarah Reed*, Purchasing, and her husband, *Paul*, fixed up their summer home at East Loon Lake, Antioch, Illinois.

Enjoys Florida Sun

Joseph Newell, west division, vacationed in Panama, Florida . . . *Frank Friedl*, South Division, and his family had a wonderful time at Spooner, Wisconsin . . . *Stanley Hall*, south, and his family spent their vacation at Crystal Lake, Seafford Junction . . . Another South Division vacationist was *Marty Flanagan*, who drove to California for a wonderful time, with *Marie* and the children and *Marty's* mother-in-law . . . *Joseph Kilkullen*, south, returned to Ireland for a visit . . . *Charles Gubala*, Skokie, journeyed to his hometown, Salamanca, N. Y., for a visit with his father.

Ed Bruckner, *Ed Olsberg* and *George Crofoot*, all of west division, are on the sick list at this writing.

Joseph Marszalek suffered the loss of his father last month.

Deanne Kay Loitz, daughter of *Clerk Fred Loitz*, recently started working in CTA Accounting Department. She graduated in June from Amundsen High School.

Otto Hoger, who retired July 1, received a beautiful wallet and cigaret lighter from his fellow workers and friends in the Credit Union. They presented him these gifts on June 29, his last day of work for the CTA.

—DAGMAR McNAMARA

Newlyweds Honeymoon In Badger State

SCHEDULE-TRAFFIC—*Allen Pfeiffer*, of this department, and *Bette Jane Witte* exchanged wedding vows on July 4. The newlyweds honeymooned in northern Wisconsin.

William J. Hodges died July 5.

Sol Indes was released from the hospital July 18 and had expected to return to duty by early August, as we write this.

Bob Loughran was a successful bidder for a traffic clerk job and now works in this office.

Marie Shumon and her husband, *Ted*, enjoyed their vacation in Arizona. We wouldn't be surprised if they became residents of Phoenix before the snow flies . . . *Frank Iacono* enjoyed the west with a trip to Los Angeles. He stopped over at Denver and other interesting points . . . *Ed Juric* played a limited amount of golf during his vacation . . . *Bernadette Kizior* will have the memories of a trip to Colorado to treasure through

70 TRANSIT YEARS



WITH NEARLY 70 years of combined transit service, *Giuseppe Giuliana*, shopman (center), and *John Jenkinson*, upholsterer (right), both of Skokie Shops, took their pensions on June 29. On their last day of work, *L. H. Reichard*, superintendent of Skokie Shops, presented each with a gift on behalf of his fellow workers. *Giuliana* ended a career which began on December 1, 1916. *Jenkinson* retired after nearly 30 years of service.

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

the coming months . . . "*Pete*" *Donahue* drove to Oklahoma and the Ozarks . . . *Andy DeGrazia* expected to return from Wisconsin with a nice supply of fish.

—L. C. DUTTON

Here's Advice For Prospective Prospectors

69TH—*Repairman Jim Ahern* spent his vacation in Canada searching for uranium but had no luck, he said, because he made use of a tactometer instead of a geiger counter . . . *Chief Clerk Art Lipphardt* and *Clerk Art Lubke* returned recently from a fishing trip to Minnesota.

Operator Jesse Daniels suffered the loss of his mother recently.

Have you noticed the air conditioner in the barbershop? The boys all say it's the life of Riley to go in there and get a haircut now.

—TOM DANIELS

Depletes Finny Tribe By 560 In Five Days

SKOKIE SHOPS—Here's one that might sound like a glorified fish story but isn't. *Oliver Lang*, on a recent trip to Wisconsin, caught 560—yes, 560 fish in only five days! This is the truth!

Carpenters Bill Small and *George Kimmske* took part in the American Legion 4th of July celebration at Soldier Field. They represented CTA Post No. 1216 and appeared in full regalia. *Bill* is sergeant at arms and *George* is service officer of the local post.

Michael Murphy, shopman, became the proud father of his second son named *Daniel*, who was born on June 23 . . . It's a girl for *Truckman Anello DiGianfilippo* and *Mrs. DiGianfilippo*, who arrived on July 19 and was named *Elizabeth*.

We received cards from *Andrew Bedoe*, who vacationed in Canada; *Henry Altschuler*, from California; *Irwin Weismyer*, from Wisconsin and *Joseph Decker*, from Montreal, Canada.

—DAVE GURWICH and EVERETT E. ENGLAND

Fighting Pat Wins Over Tough Opponent

SOUTH SECTION — *Motorman Pat Sherrill* looked hale and hearty on his return to work from his vaca-

TAKES PENSION



AFTER WORKING 39 years for CTA and the former Chicago Surface Lines, *Edward Emeritz*, armature winder, Electrical Department, retired on pension August 1. A wrist-watch, contributed by Ed's fellow workers, was presented to him by *George Becker* (right), superintendent, electric substations and equipment. The presentation was made just before Ed took a month's vacation prior to going into retirement.

Reported by *Gilbert E. Andrews*

tion at Lake of the Woods, Minnesota. He told us of his experience with a 12 pound northern which he landed after falling into the lake while fighting the fish.

Loomis Street Clerk James Martinek is rightly proud of his daughter, 15 year-old *Dolores*, whose art subject was judged a winner in a contest. It is currently being displayed in the office of *Superintendent of Schools Benjamin G. Wilis*. This is the second such recognition she has received. Previously, some of her work was shown in the Chicago Tribune.

Motorman Fred Gronemeyer, who is active in youth work, took his two sons along with 15 other little leaguers for a cruise on Lake Michigan in a 35-foot cabin cruiser.

Conductor James Cusack announced that on July 3 he observed his 42nd anniversary, and also that he has a fourth grandson to shower his attentions on.

Supervisor Hugh Kelley is recuperating nicely as this is written, after being recently hospitalized. He is currently on vacation getting

EXCHANGE VOWS



GINA DEGRAZIA PETRIN, clerk, Claim and Law Department, and her new husband, **Deno Petrin**, pause outside Holy Rosary church shortly after their wedding ceremony on June 2, and just before attending the reception for 150 held at the Sherman Hotel. The couple took a honeymoon trip to Niagara Falls, New York.

Reported by *El-Je*

his strength back and plans to be in good shape when he returns.

One of the top-flight fishermen on the South side is **Switchman Ed Feil**. He, along with **Pensioner William Waldron**, went to Waukegan where they almost needed a truck to bring back the 300 perch which they caught. Those who would like some of those tasty funny species should contact Ed; he usually goes fishing on his days off.

Station Superintendent Ralph Wenstrom and **Mrs. Wenstrom** traveled to Fish Creek, Wisconsin, to spend their vacation. The boss, it appears, has taken up fishing as his new hobby, and Mrs. Wenstrom says that he is thoroughly fascinated with the new sport.

Rumor has it that **Bob Thompson** former motorman, transferred to 69th Depots in order to avoid a golf "show-down" with **North Section Motorman J. Cephas** and **Don King**. The "grape-vine" has it that they challenged Bob after being consistently trounced by **Motorman Tom Maller**.

Indiana Receiver Roland Hartney and **Mrs. Verna Hartney**, 61st stenographer, spent part of their vacation at Lake Geneva. Later they took a tour to Dubuque, Iowa, from where they took a cruise down

the Mississippi River . . . No one can take away any laurels from our ticket agents as far as traveling is concerned. **Lillian Cullinan**, **Esther McDermott** and **Geraldine Vinzens**, central assignment agent, toured through Canada, stopping off at Lake Louise and Calgary; then through Washington, Oregon, California and around the circuit back home. All of the 6,600 miles were driven by one person, **Lillian**. Some driver, I'd say. They didn't even have a flat tire!

—LEO J. BIEN

Set Date For Fifth Annual Golf Outing

SOUTH SHOPS—The fifth annual bus overhaul golf outing will be held September 8 at Silver Lakes Country Club in Orland Park. Anyone wishing to participate should contact the chairman, **Joe Kehoe**, of south bus overhaul.

Frank May, bus overhaul, was confined to Little Company of Mary Hospital, recently, where he underwent surgery.

General Foreman Joe Hecht, his wife, **Betty**, and their two daughters again vacationed at their favorite spot, Boulder Junction, Wisconsin. Fishing was great, Joe reported. He caught a big muskie and a four-pound bass.

A new resident of Tinley Park is **Tom Tadevic**, paint shop, who moved there in June. Tom's vacation in July was well spent in getting the house in order and doing some landscaping.

Bob Kurtz, clerk, completed his tour of duty with the National Guard at Camp Ripley, Wisconsin.

Stan Romanosky, utility, and his family spent their vacation in Rockford, Illinois . . . **Bob Hunt** and **Jim Burns**, both of utility, vacationed in California.

Fishing must be good in Canada. Many CTAs spent their vacations there including **Bud Rosendhal**, industrial engineering, **Carpenter Frank Bartos**, **Faulkner McCrea**, paint shop, and **Welder Bill Shaughnessy**.

Retiring on July 1 were **William W. Hanna**, assistant foreman, car wiring; **Guglielmo Chasseur**, assistant pressman, print shop; **Louis Bushma**, paint shop, and **Albert Wysopal**, carpenter, bus body. All men received cash gifts and the best wishes of their co-workers.

Don Schaeffer, bus overhaul, organized a perch fishing cruise on Lake Michigan. The passengers, consisting of CTA employees and

their friends, embarked at 5:00 a.m. on June 24 and returned at noon. Everyone had a good time, although fishing wasn't too good. Don also was chairman of the third annual bus overhaul picnic held June 30 at Wicker Park, Indiana. **Chester Pavlak**, bus body repair, won first prize in the games held at the affair.

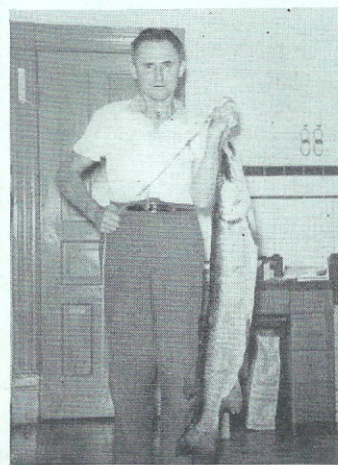
—EVELYN CLARK

Softball Team In Tremendous Slump

TERMINAL INSPECTION SHOPS—Our softball team is still not doing too well. Like our White Sox, they went into a tailsip. Let's hope they come out of it soon. Remember, boys, the teams in first and last place get the most mention, so don't feel too bad.

(*Wilson*)—We must report the sudden death of **Repairman John O'Brien**. John was with the company 28 years.

HUSKY MUSKIE



FOUR FEET of fish! That's what **Stanley Shuimkus**, bus overhaul, South Shops, has on his stringer. This 25 and one-half pound muskie, which he caught while he and his family were on a recent vacation to Rhinelander, Wisconsin, made him winner of a contest for catching the largest fish of the week. His prize was \$5.00 worth of his favorite bait. If this husky specimen proves to be the largest fish caught during the current season, he will receive another prize.

Reported by *Evelyn Clark*

Walter Nowosielski was promoted to shop clerk.

(*Logan*)—**Repairman Al Long** and his wife visited their daughter in Reading, Pennsylvania, while on vacation . . . **Repairman George Speers** traveled to Rhinelander, Wisconsin . . . **Repairman Louie Demarco** spent his vacation shopping for a new car . . . **Cleaner Joe Balice** worked on his "Palazza," (house to you) on his vacation.

—JOE FEINENDEGEN

Now She's Got Enough For Another Trip

WEST SECTION (Agents)—**Josephine Eilert** returned from her vacation in California and other points of interest. Then she went to a party and won a \$200.00 prize. Not hard to take after a vacation, was it?

Robert Esterman, **Agent Grace LaBel's** grandson, graduated from St. John's Military Academy, Delafield, Wisconsin, on June 10. He then enlisted in the Marine Corps and took his basic training in San Diego, California.

Pearl Waite and her granddaughter, **Sandra**, spent their vacation at the Wisconsin Dells . . . **Minnie Tunn** had a wonderful vacation in California and Arizona . . . **Gordon Kelly** of the Accident Prevention Department, **Mrs. Kelly** and their son, **Robert**, motored to Fort Wayne, Indiana, to visit relatives . . . **Bess Slaby** and **Pensioner Mary Rezak** took a trip to New York . . . **Minnie Reardon** spent her vacation in Canada . . . **Beulah Fields** vacationed in Edgemont, South Dakota.

Patricia Murray, daughter of **Agent Nonie Murray**, graduated from St. Xavier's Academy recently.

Mr. and Mrs. Ed Durkin started on their vacation but had a bad automobile accident in Rockford. At this writing they are both in the hospital.

Porter James Chapman became a proud father of a girl, **Diane**, on July 6.

The following porters are back on the job after their vacations: **King Brown** who spent his vacation in Breedsville, Michigan; **Willie Reilly**, who returned from Louisiana where he visited his mother; **Vivian Reed**, who took a lake trip, and **Clem Spruill**, **Charles Romano** and **William Paterson**.

GOOD LUCK, JIM



ON BEHALF of their fellow workers, nine Skokie Shops employees visited **Machinist James Corcoran**, Skokie Shops, on July 2 and presented him with a watch. Jim, who served with the CTA and the former Chicago Rapid Transit Company for a total of 33 years, retired on a disability pension recently. Here, **William Michalik** (left) and **Arthur O'Brien** (right) wish the machinist luck. Also present were **Paul Vinticinque**, **Charles Qualiardi**, **Robert Mueller**, **Jules Elenbogen**, **Mike Connelly**, **John Deignan** and **Dave Gurwich**.

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

Catherine McKenna and **Catherine Rice** are coming along fine as we write this and will soon be back on the job.

Agent Anna K. Fitzgerald became a proud grandmother when **Gregory Martin** was born on May 23. He is the son of **Gloria** and **Robert Keane** . . . And on June 14 **Donna Marie** was born to **Irene** and **William Keane**. Anna is now grandma of five . . . We had a nice visit with **Nelly Reidy**, **Anna Gillespie**, **Florence Todd** and **Millie Brice** and they all look wonderful.

—KITTY CONROY and RUTH HANSON

Scribe Emulates Isaac Walton

WEST SECTION—(*Douglas Park*)—Here's a good tip on where you fellows can land some nice fish. During a vacation in June this reporter caught 25 assorted fish including blue gills, crappies and

bull heads. All these were caught at Myers Bay, which is about a mile from Pistakee Beach.

Andy Smith, night motorman, spent a pleasant month's vacation with relatives on a farm near LaPorte, Indiana.

Gateman Louis Deitch is resting at home, at this writing, after his second trip to the hospital with a leg ailment.

Conductor Bill Bonaguidi suffered the loss of his wife on July 3.

Ray Dunn, gateman, and **Bob Barragalia** took their vacations during July.

Pierce Fleck, chief clerk, planned to take his vacation at the same time his son was scheduled to arrive home after two years in Korea.

Conductor George Hartung said he expected to be back in the "pro shop" at Tam O'Shanter for this year's golf tournament. He has a patent on a new putting cup with a strip for putting. George, who has been working on the project for some time, will show it at Tam O'Shanter for the first time. The cup area has a delayed action mechanism which returns the ball to the putter in about five seconds after contact, if the ball misses the cup itself.

(*Logan Square*)—**Clerk Harry Gabel** enjoyed his July vacation in Florida.

(*Lake Street*)—**Chief Clerk Harry Baker** took the second part of his vacation from July 22 to August 5.

George Clark, formerly a motorman, is now a towerman in the Loop area.

I am always looking for pictures and news items. Let's see what you have.

—ARTHUR L. DICKSON

New Arrival Just Cause For Pride

WEST SHOPS.—**Joseph Nardi** of the Shop Service Department and his wife are very proud of their "bundle from heaven," a little girl.

John Danloe, foreman, paint shop, and his wife had a wonderful trip through several of the western national parks and out to the west coast . . . **Irv Ptashkin**, Industrial Engineer's department, and his family spent some time up

at Minong, Wisconsin, trying to lure some finny prizes onto their hooks.

James McConville, foreman, machine shop, lost his brother, who lived in California, recently. Going into retirement as of July 1 were **Jack Gillen**, **William Trautmann**, **A. Zelazo**, **Walter Hart**, **Frank Ciezadlo** and **Albert T. Stahl**.

Bob Nord, mechanic, bus overhaul, finally made that rocket ship trip out at Disneyland, California.

At the time of this printing, our West softball team is resting in first place in the CTA League. However, the boys could use more rooters at their games. Games are played at the Mason School grounds, 18th and Keeler on Wednesdays at 7:00 p.m.

West Shops employes and their friends attended a basket picnic on Sunday, July 29, at Caldwell Woods, Devon and Milwaukee. The affair featured games, prizes, swimming and dancing.

Yours truly has taken over **Ted Shumon's** slot, and hopes that there will be lots of news items to fill this column, which needs your support. Please contact me personally, or leave news items and pictures with your booth clerks.

—JOHN BURKE

CLEANERS RETIRE



A WALLET and a cash purse were presented to Cleaners **Tony D'Angelo** and **Frank Strasser**, both of Wilson Avenue shops who retired on pension June 29. From left to right, are Strasser, **E. R. Hendrickson**, general foreman, Terminal Inspection Shops, who made the presentation; **Tony Antonucci**, Wilson Shops foreman; **Art Kalvelage**, assistant foreman at Wilson, and **D'Angelo**. Strasser was a 10-year employe. D'Angelo served CTA and the former Chicago Surface Lines 31 years.

Reported by **Joe Feinendegen**

For And About Our Pensioners

BEVERLY—**Morry Dykhuizen** spent a few hours with our old boss, **Robert T. Duffy** and **Mrs. Duffy**, at their home on Three Mile Lake, Michigan. Morry says that Mr. Duffy is a real farmer now, complete with overalls . . . **Jerry Gleason**, who is home with a broken leg, as this is written, says it is sure nice to have a retired CTAer like **Mike Ryan** living right below him. They while away the hours playing checkers and rummy . . . **Herman F. Bardwell**, better known as "Cy," retired June 1 with 36 years of service. Cy, who lives at 12009 Princeton avenue, Chicago, spent 28 years at Burnside and the remainder of his time at 77th . . . **Anthony Genutis**, who retired from 77th Shops four years ago, is now living in Painesville in upper Michigan. His son, **Pete**, who is tire repair man at Beverly, recently paid him a visit. Father and son had good luck fishing.

—FRANK M. BLACK

NORTH AVENUE—Pensioners visiting Chicago were **Clarence Tutt** from Florida, **Joe Reinhart** of Newaygo, Michigan, and **Otto Falk** of Algonquin, Illinois . . . **George H. Berndt** was a patient at Hines hospital where he underwent surgery . . . It appears that **Ralph Stockman** likes Norway and will make it his home . . . **A. M. Hansen** is living in Drammen, Norway, while Ralph has gone to Hell (This is the name of the town) . . . **Harvey Johnson** and **George Brown**, both looking and feeling fine, were visitors to our trainroom recently. . . . **Frank Zummer**, who now lives in Florida, was hospitalized, but is doing nicely now . . . **James D. Dillon** passed away recently.

—JOE HIEBEL

69TH DEPOT—**Ray A. Calp**, who worked out of this station as a streetcar conductor from 1905 until his retirement in 1947, and who

Peter J. Boesen Dies

PETER J. BOESEN, 60, transit engineer with the CTA since it became an operating concern in October, 1947, died at his home, 2722 W. Fitch avenue, Chicago, on Saturday, July 21.

Active and prominent in the field of local transit since his graduation from the University of Illinois, Mr. Boesen was early associated with the Beeler Engineering Organization in New York as a staff engineer. In that capacity, he conducted transit studies in many cities of the country.

In 1935, Mr. Boesen became transit engineer for the Chicago Commission on Transit which was established to develop an overall comprehensive plan for the solution of Chicago's local transit problems. He assisted in the preparation of an all-inclusive report for transit improvements which was the foundation for the planning and legislation that created CTA.

When a special city department was established in 1938 to build Chicago's first system of subways and to launch construction of a network of superhighways, Mr. Boesen became transit engineer of this department.

As transit engineer for Chicago Transit Authority, he also had a prominent part in planning its \$150,000,000 modernization program which is now nearing completion, as well as in planning service improvements.

Mr. Boesen was born March 22, 1896, in Cabery, Illinois. He attended Northwestern University for two years and the University of Illinois for two years, receiving his bachelor of science degree in electrical engineering in 1920.

Requiem Mass for Mr. Boesen was conducted at 10:00 A.M., Tuesday, July 24, in St. Margaret Mary Church. Burial was in All Saints cemetery, Des Plaines. He is survived by his widow, *Helen*; a son, *George*, and a sister.

RECEIVES CHECK



WITH HIS friends and associates at Keeler station for the last time as a CTA employe, upon his retirement June 1 after 33 years of service, *Henry "Hank" Kirback* (left, front) posed with *Superintendent Ed Loughran* and *Ed McDermott* (rear). Hank started his transit career with the former Chicago Motor Coach company in 1923 at Rosemont garage. The check presented him by his fellow workers will help Hank to purchase a boat for use near his new home in Wonder Lake, Illinois.

For And About Our Pensioners (Cont.)

chalked up 42 years of service, died recently.

—TOM DANIELS

SKOKIE SHOPS — *John Schageman*, retired electrical foreman, recently visited with friends here . . . *John Fleischman*, retired repairman, who is now in Florida, sent his regards to everyone. He said he enjoys reading his copies of the *CTA Transit News* very much.

—DAVE GURWICH and EVERETT E. ENGLAND

SOUTH SECTION — *George Ralston*, supervisor who spent most of his years at this station, saw his many friends wish him well as he retired with 36 years of service . . . *Felix Lienau*, one of our former switchmen, dropped in to say hello. He said that former CTA people in St. Petersburg are growing more numerous . . . The latest from *Former Clerk Jim Gallagher* indicated that he was in the Ozarks. He does quite a lot of traveling . . . *J. C. Howard*, former north sider, dropped in at 61st Street to see *Terrence McGovern* and his other friends. He has been on pension the past six years. He gave his regards to all.

—LEO J. BIEN

RECENT DEATHS AMONG EMPLOYES

F. F. BARTLETT, 72, retired motorman, Elston. Died 6-27-56. Employed 8-8-13.

L. C. BERNDT, 68, retired motorman, West Section. Died 7-7-56. Employed 1-17-08.

M. J. CARR, 79, retired motorman, Kedzie. Died 6-27-56. Employed 8-16-16.

THOMAS COLLOPY, 56, motorman, 69th. Died 6-16-56. Employed 10-22-25.

G. W. DAUM, 79, retired motorman, Lincoln. Died 6-28-56. Employed 6-4-12.

J. L. DENWOOD, 67, retired yardman, West Section. Died 6-5-56. Employed 10-9-20.

J. D. DILLON, 71, retired motorman, North Avenue. Died 6-25-56. Employed 1-28-11.

MICHAEL EGAN, 75, retired supervisor, Rosemont. Died 6-8-56. Employed 9-7-23.

AUGUST ENARSON, 71, retired car repairman, Armitage. Died 6-12-56. Employed 9-00-06.

EDWIN W. FAY, 58, conductor, 77th. Died 6-24-56. Employed 11-23-16.

CHARLES W. FRANKLIN, 59, Electrical Department. Died 6-25-56. Employed 9-10-25.

GUSTAV GUSTAVESON, 76, retired motorman, Cottage Grove. Died 7-4-56. Employed 12-31-19.

CARL HAMMERLUND, 65, retired conductor, Devon. Died 6-12-56. Employed 4-14-21.

WILLIAM HODGES, 39, Schedule-Traffic Department. Died 7-5-56. Employed 8-4-41.

MARKO JANES, 77, retired laborer, Track. Died 5-1-56. Employed 8-16-25.

G. F. JOHNSON, 66, retired supervisor, Central District. Died 7-1-56. Employed 5-31-11.

MIKE KARKA, 69, retired paver, Track. Died 6-28-56. Employed 7-12-27.

ROBERT KENNEDY, 63, retired motorman, 77th. Died 6-23-56. Employed 9-17-23.

DELBERT R. KLEINAU, 58, motorman, 77th. Died 6-19-56. Employed 6-16-43.

JERRY KNOPF, 66, retired motorman, 77th. Died 6-12-56. Employed 1-16-24.

FRANK KOZLOWSKI, 60, repairman, Lawndale. Died 6-27-56. Employed 8-00-23.

G. J. KREITH, 64, retired conductor, 69th. Died 6-15-56. Employed 11-25-14.

VINCENT LORENZO, 73, retired trainman, West Section. Died 6-21-56. Employed 10-28-43.

JOSEPHINE MANGAN, 58, agent, South Section. Died 7-14-56. Employed 8-1-27.

ANDREW MARKOVICH, 77, retired laborer, Track. Died 7-6-56. Employed 3-00-99.

M. J. MARONEY, 75, retired lineman, Electrical Department. Died 6-17-56. Employed 6-5-19.

MARION MILLER, 74, retired agent, North Section. Died 6-16-56. Employed 9-9-18.

H. F. O'DONNELL, 82, retired agent, South Section. Died 6-17-56. Employed 4-24-09.

CASIMIR SENDZIKOWSKI, 62, conductor, 77th. Died 6-24-56. Employed 1-14-19.

M. A. SIUDA, 63, retired laborer, Utility Department. Died 6-10-56. Employed 8-1-35.

ALFRED STOCKWELL, 77, retired motorman, 77th. Died 6-22-56. Employed 3-6-06.

W. C. SUNDLING, 58, retired operator, Limits. Died 6-24-56. Employed 3-18-24.

JOHN URBUTIS, 75, retired car cleaner, Lawndale. Died 6-15-56. Employed 8-15-08.

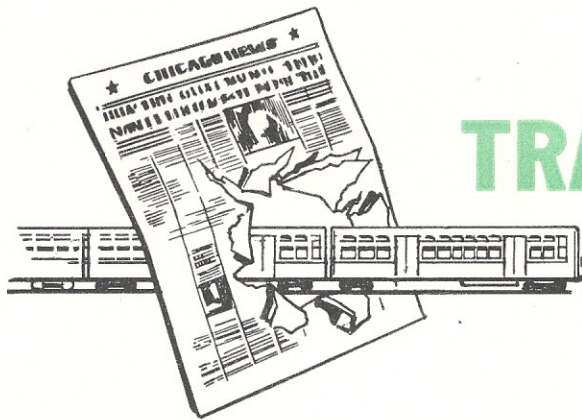
A. J. WISELIUS, 67, retired motorman, 77th. Died 7-4-56. Employed 8-1-11.

WEST SECTION — (*Douglas*) — *Charles Klicpera*, retired these last seven years, is getting along fine and enjoys his pension to the utmost. A former conductor, he also worked as a towerman at Pulaski Road and Oak Park on the Douglas Park branch. He looks well and sends his regards to all his

friends. He lives at 59th avenue and 23rd street in Cicero, Illinois.

(*Garfield*) — *Leroy Berndt*, retired motorman, passed away on July 7 and was buried on July 9. His last run was on the Garfield Park line.

—ARTHUR L. DICKSON



TRANSIT IN THE NEWS



ADDED SERVICE FOR NEW LOOP BUILDING

DIRECT entrance-door service to the newly-erected Prudential building became effective July 1, with the rerouting of two CTA lines, South Park and Lake street.

Service stops are made on the north side of the Prudential building at Beau-bien court and Lake street, and at the east entrance of the building in Stetson avenue, between Lake street and Randolph drive, the major service stop.

Under the new arrangement, South Park buses (Route No. 3) operate east in Lake street from Michigan avenue to Stetson avenue, south in Stetson to Randolph drive, west in Randolph to Michigan, and thence south in Michigan over the regular southbound route.

The east terminal of the Lake street bus line (Route No. 16) was extended eastward in Lake street from State street to Stetson avenue, south in Stetson to Randolph drive, west in Randolph drive and Randolph street to Canal street, north in Canal to Lake street, and thence west in Lake over the regular westbound route.

The operation of these Lake street buses via Randolph and Canal also provides additional service from the Prudential building area direct to the Chicago and North Western Railroad station.

Frequency of operation on both routes remains as before. Lake street

buses serve the Prudential building between 5:14 a.m. and 1:38 a.m. the following day, Mondays through Fridays; between 5:15 a.m. and 2:00 a.m. the following day on Saturdays; and between 5:24 a.m. and 1:38 a.m. the following day on Sundays.

South Park buses provide direct service to the new building, Mondays through Fridays, from 6:17 a.m. to 11:50 p.m.; on Saturdays from 6:27 a.m. to 11:50 p.m.; and on Sundays from 10:12 a.m. to 11:48 p.m.

The rerouting of the South Park line eliminates some buses at the Wacker drive and Michigan avenue terminal, thereby reducing traffic congestion in that area.

THE CAMPAIGN to reduce passenger accidents and emphasize safe-driving practices is well underway as the special training bus continues its tour of surface system operating stations. The first station visited was Forest Glen on a schedule which

calls for sessions at other stations throughout the month of August and early September. Here a group of operators at Forest Glen line up to enter the bus where *Instructor P. J. McCarthy* (right) will explain the objectives of the program.



EXTEND TWO DOWNTOWN LINES TO MICHIGAN AVENUE

EXTENSION of Madison street and Milwaukee avenue bus services eastward from State street to Michigan avenue, which went into effect June 17, has re-

sulted in added benefits to at least 3,700 CTA riders each week-day.

The extended service, inaugurated in conjunction with the start of bus opera-

tion in the exclusive transit lane on Washington street, provides delivery to Michigan avenue for the first time for users of these two surface routes and has greatly increased the convenience of travel to points east of State street.

Traffic checks disclose that approximately 3,700 persons are being inconvenienced each week-day by the extension of the Madison street and Milwaukee avenue line buses. These buses previously operated east on Washington street to State street only where they turned south to Madison to loop for westbound trips.

Two other advantages of the extended service are that it reduces the number of pedestrian crossings at State and Washington and at State and Madison streets, and also affords better service to the underground garage in Grant Park and the Monroe street parking lot.

By carrying passengers across State street and enabling them to board or alight on Wabash avenue and on Michigan avenue, the extended routing has reduced walking distances for CTA riders and has provided closer contact with the city and park district lake-front facilities.

CHICAGO TRANSIT AUTHORITY

CONDENSED STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF JUNE 1956 AND 1955, SIX MONTHS ENDED JUNE 30, 1956 AND 1955 AND
TWELVE MONTHS ENDED JUNE 30, 1956

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

	Month of June		Six Months Ended June 30,		Twelve Months Ended June 30, 1956
	1956	1955	1956	1955	
Revenues	\$10,182,252	\$10,284,405	\$60,334,563	\$60,631,034	\$120,600,713
Operation and Maintenance Expenses	8,201,779	8,654,080	51,592,895	52,045,219	102,035,866
Available for Debt Service	1,980,473	1,630,325	8,741,668	8,585,815	\$ 18,564,847
Debt Service Requirements:					
Interest Charges	406,279	415,734	2,438,412	2,495,871	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	233,333(1)	200,000	1,400,000	1,200,000	
Revenue Bond Reserves (Note 2)	30,000	30,000	180,000	180,000	
	669,612	645,734	4,018,412	3,875,871	
Balance Available for Depreciation	1,310,861	984,591	4,723,256	4,709,944	
Provision for Depreciation - Current Period	814,580	822,752	4,826,765	4,850,482	
Balance Available for Other Charges or Deficit in Depreciation Provision (Note 3)	\$ 496,281	\$ 161,839	\$ 103,509 ^r	\$ 140,538 ^r	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	52,007,924	52,787,155	313,599,884	314,869,133	622,224,399
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at June 30, 1956

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

NOTES:

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





HARRY DIEHL, SR., platform man: "I always look forward to my vacation in the summer. On vacation, a man and his family can do what they want. Even on a weekend it's possible to take short trips to nearby lakes for some fishing or swimming, go to an amusement park, or spend a day out in the Forest Preserves."



INQUIRING REPORTER: Harold Davis

LOCATION: North Section
(Howard street terminal)

What do you like best about summer?

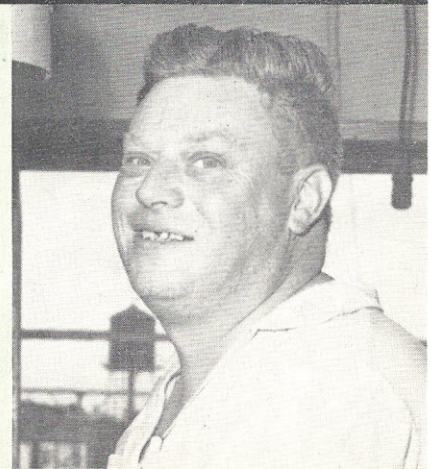
XAVIER PORCELLINO, conductor: "I don't like the freezing weather and the short days we get in winter, so naturally I like summer with its warmth and many hours of daylight. This means I can watch or take part in many different outside activities after supper, and without being all bundled up and shivering in the cold."



IRA MITCHELL, porter: "I don't think there's anything better than going swimming in the good old summer time. I usually swim in Lake Michigan where the water always is cool and refreshing."



GEORGE OSTERMEYER, towerman: "Because we are on daylight saving time in the summer months, we towermen can take care of the evening rush hour traffic in as much natural light as we need. This makes it much easier to handle."



GEORGE FROST, mileage clerk: "I've always been fond of warm weather, and we really get plenty of it in Chicagoland in summer. Of course, with summer comes vacation time for many of us. Vacation or not, there's always lots of time to enjoy baseball games and other sporting events, or to just sit in the park taking it easy after a day's work."

AUGUST, 1956

Spends Spare Time Making Miniatures

OLD ORANGE crates, wood scraps and rags are things which most people throw away. However, in the hands of *Wenrick F. Nelson*, 6508 W. Foster avenue, Chicago, bus operator at CTA's Forest Glen station, these seemingly useless materials turn into things of enjoyment and beauty.

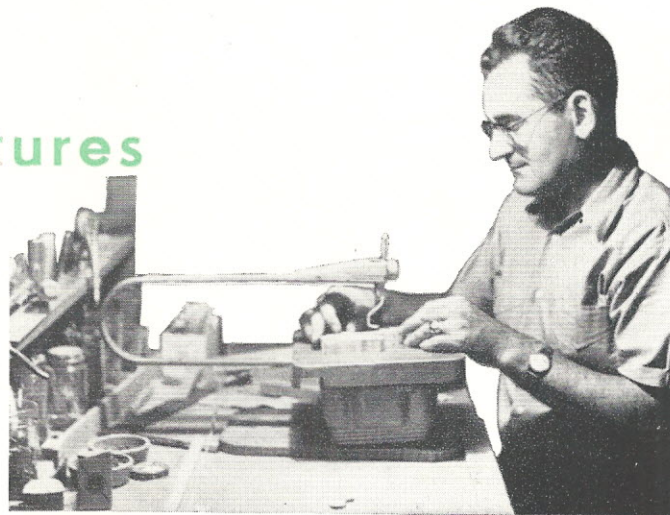
Typical of what he has built in miniature are a rock garden and waterfall, an amusement park, wild west stockade, a Christmas Nativity scene, the Old Woman in the Shoe, and a Swiss climbing a mountain.

Not content just with creating scenes, Nelson also makes smaller objects, such as a donkey with cart and driver or a firetruck. Indeed, some of his creations are figures which measure only about one-half by one-eighth of an inch in size.

These diminutive pieces lend much to the detail and charm of his scenes, some of which cover an area three by four feet wide and two to three feet in height. The miniature train and roller coaster cars in his amusement park are complete to the point of including the riding youngsters and their parents. The reproduction of the bus operator's own home amazes the onlooker by its resemblance to the original, right down to the last clapboard, fence rail, piece of shrubbery and curtain.

In fashioning all these objects, Nelson depends mainly upon a jigsaw and a bandsaw in addition to a few other hand tools and glue. Nails he uses only sparingly. His wife, *Mabelle*, is his able assistant, especially in filling in the details of a scene. She takes the small objects he has just cut out on his jigsaw and decorates or paints them as needed.

So active is Nelson in his hobby that he almost always works on more than one project at one time. Lining the walls of the basement of his home are several freight and passenger trains. On the floor are a coal mine with its mine shaft, coal tippie and two trains waiting to be loaded with coal. These works are nearing completion along with



MOVING PIECE of joined-together plywood carefully on jigsaw in the basement of his home, Nelson creates a rider and his mount. After it is shaped, the item will be painted. If the item under construction consists of several pieces, each piece is painted before the group is assembled. Although Nelson does not work with patterns, his creations follow true proportion closely.

a three-ring circus which features a variety of performers and animals.

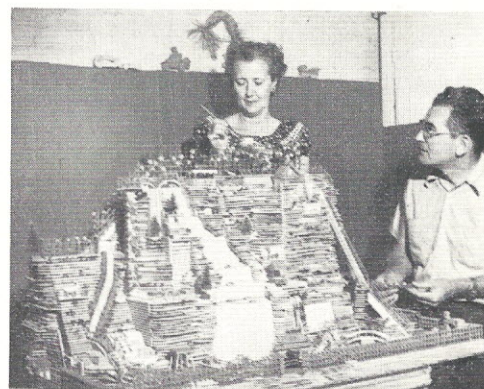
The bus operator develops many of his ideas for his handiwork from places and objects he and his wife have seen on vacation trips. However, he also re-creates pictures and cartoons he has seen in newspapers, magazines and books. His *Toonerville Trolley* and "Indian Summer," a drawing by *John McCutcheon*, are examples.

As a sidelight, Nelson has tried his hand in creating three-dimensional pictures. Pieces of wood of varying sizes, thicknesses and shapes give the pictures their depth.

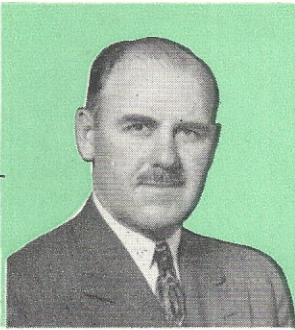
A 28-year employe of CTA and the former Chicago Surface Lines, Nelson developed his hobby in earnest about three years ago. At that time, after making a number of wooden lawn ornaments, he decided to see what novel items he could fashion out of wood. He met with immediate success.

"I've kept right along with my hobby ever since then," he said. "There's nothing better than to keep busy at something one truly enjoys."

MRS. MABELLE NELSON puts finishing touches on lattice work atop rock garden and waterfall scene as her husband, with miniature canoe, looks on. The scene, which took Nelson around five months to finish, contains an estimated 10,000 different pieces. Supplementing the ordinary wood scraps which went into its making are bamboo strips and ribs from a discarded lampshade.



HERE'S AN amusement park offering everything from a parachute jump to a chance to win a cigar. The ferris wheel, roller coaster and train are filled with passengers. To the left of the huge symbolic clown with the Kiddieland pennant is a fire truck and driver waiting to give the youngsters a ride.



medically speaking

By Dr. George H. Irwin
CTA Medical Director

CONTROLLING DIABETES

DIABETES IS a chronic disease due to deficiency of one of the hormones in our body. This hormone is insulin and is produced mainly in the pancreas. Some of the other glands also contribute a little toward the formation of insulin. The function of this hormone is to change the starch and sugar we eat into energy.

Diabetes is characterized by an increase in the blood sugar and the presence of sugar in the urine which cause many and varied symptoms. These will be described later on in this article.

The prevalence of this disease is illustrated by the fact that there are about 1,000,000 diabetics under treatment at present. It is also estimated that 2,000,000 to 3,000,000 people, now free of this disorder, will develop it some time before they die. This means, if we consider the actual and potential cases of diabetes, that one person in every 75 may be a diabetic.

Millions and millions of dollars are lost to industry each year due to absenteeism from diabetes.

The symptoms of this disease develop gradually as a rule and it is possible for one to have the disorder without know-

ing it unless the urine is tested.

The main symptoms to watch for are: abnormal tiredness or fatigue, increased thirst, increased urination, excessive desire for sweets and loss of weight. Other common symptoms are failing vision, pains in the hands and feet, slowness of cuts or scratches to heal promptly and sometimes intense itching. When these symptoms are ignored, diabetic coma, gangrene and other serious complications may develop.

If you have any one of the above symptoms, be sure to see your family doctor as soon as possible. It is so easy, painless and inexpensive to have your urine examined. Be especially certain to have this done if there is any family history of the disease, which is sometimes inherited.

In mild cases all that may be needed is a correction in your diet. In the severe cases more aggressive treatment is necessary. Once the disease is under control, you will feel so much better, work more efficiently and live longer. Some of our most successful athletes and citizens are diabetics who know the importance and value of controlling this disease.

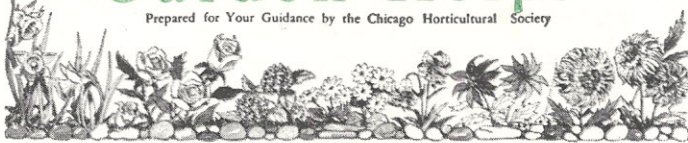
THE JOB of ballasting the newly-laid tracks for rapid transit train operation in the median strip of the Congress street superhighway has been speeded by use of the Matisa Power Ballaster (right) on sections of the right-of-way both in the subway tubes and at ground level. After the ballast has been distributed by the speed swing loader (left) the tracks are raised to final grade by use of lightweight aluminum track

jacks. The power ballaster tamps crushed stone under the ties to maintain track at uniform grade. The track jacks are then removed and placed in position for the machine to move ahead and tamp down the ballast on the next section of rail. When this operation is completed track is ready to be placed in service except for the final lining and dressing of the ballast section. The power ballaster is capable of surfacing 3,000 feet of track per day.



Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



IN PREVIOUS issues we have included timely information about how to have a good lawn. The whole subject ought to be reviewed now because August or early September is the best time to repair the lawn or plant a new one.

If your lawn is infested with weeds you had best get rid of these before planting new grass or repairing bad spots. Weed killers can now be had that destroy most of the prevalent lawn pests. Compounds of 2, 4-D or sodar will destroy dandelions, plattains and most other broad-leaved weeds. Products containing potassium cyanate will rid your lawn of crabgrass or chickweed and other fine-leaved weeds.

If you have a very bad infestation of all types of weeds and practically no grass left, you might well destroy everything growing there with 2, 4-5-T. Then wait about two weeks or more and plant an entirely new lawn.

Regardless of what weed killers you use, be careful to read the directions on the package as to the strength of solution to be applied and over what area it should be spread. Otherwise it might destroy your bluegrass or other lawn grass along with the weeds.

Most lawns are disappointing because the gardener fails in three ways: (A) soil is not in proper condition; (B) mowing and watering conditions are wrong; (C) wrong kind of seed was used and the grass wasn't fed properly and regularly.

For a good lawn, the underlying soil must be porous enough to let water pass through it without standing on the surface or "drowning" the roots. The soil also must have in it a goodly quantity of organic matter usually referred to as humus. This supports the bacteria and holds moisture, both so important for root functioning. These conditions ought to prevail for at least six inches below the surface because a thick luxurious lawn has roots even deeper than that.

Most gardeners mow the lawn too often. When newly planted it can be mowed each time it is two inches tall but cut only to one and one-half inches. After the lawn is well established, mow each time the blades are two and one-half inches long and never cut them shorter than one and one-half inches. Shorter mowing starves roots and means weaker grass. Don't mow once a week, but always when the height calls for it.

It is a mistake to water the lawn every day. Water only when the soil is dry and then apply for an hour or more any time of day or night or until the soil is wet four to six inches below the surface. After a copious rain or artificial watering the lawn may need no more water for a week.

For a shady location you must use a different kind of seed than in sunny areas. Kentucky blue has long been a standard. If you have an established lawn and only want to thicken it, use pure Kentucky blue. Or try the new Merion blue that will grow thick and heavy, especially if fed frequently.

For shady parts of the lawn, chewing fescue or poa trivialis should be used. These can be had in mixture or seeded alone where trees or buildings cast shade most of the day. Kentucky blue, or the fescues or poa trivialis, either alone or in mixtures, can be applied at a rate of about one-third to one-half pound per 100 square feet (10x10). Distribute these evenly, then lightly rake into the surface, following by rolling or tamping with the back of a spade. After planting seed, regardless of kind, keep the surface soil moist in the absence of rain. Use the fine spray from the hose so as not to wash the seed from the soil.

All lawns should receive plant food regularly. This must contain phosphorous, potash and nitrogen, of which the latter is the most important. You can add the plant food at the time you plant seed or you can add it a week or two before seeding, but, of course, not after seeding unless you wait until the grass is thoroughly established. For a new lawn that is being practically renewed use one and one-half to two pounds per 100 square feet, evenly distributed and lightly raked into the soil.

S. A. A. WINNERS REPEAT IN SECOND QUARTER

ANNOUNCEMENT of Station Achievement awards for the second quarter of 1956 disclosed that the three winners duplicated their performance for the first quarter to make it two in a row in the Transportation Department safety competition.


Furthermore, Laramie station—winner of the combined traffic and passenger plaque award for the rapid transit system—made it four straight, having retained possession of the achievement trophy continuously through the last two quarters of 1955 and the first two quarters of this year.

To take its most recent award, Laramie recorded a 1.24

reduction from the accident rate for the second quarter during the past three years.

The surface system awards went to Kedzie and Keeler, the former taking the traffic type plaque by achieving a 3.56 decrease in accidents, cutting from 15.96 to 12.40 the accident rate per 100,000 miles operated. Keeler achieved a 2.59 decrease to repeat for the passenger type award. This was accomplished by reducing from 8.06 to 5.47 the accident rate per million passengers.

Presentation of the awards was scheduled to be made at the three stations early in August.



To the Ladies

FROM ELLEN

WESTERN STYLE BURGERS

LIKE HAMBURGERS? Like hamburgers with olives? Then you're sure to go for Western Style Burgers.

Cook tender ground beef with rich ripe olives and tart mustard. Then blend with tangy Swiss cheese. Spoon this tasty mixture into bakery-fresh enriched hamburger buns. Wrap each plump bun in foil and bake slowly to achieve a perfect harmony of flavors.

During the 20-minute baking period, toss together a crisp green salad, make a pitcher of refreshing iced tea and set out utensils for a casual buffet supper. Western Style Burgers are truly guest-worthy fare. You'll be asked to share your recipe once your friends taste this so-good sandwich.

Western Style Burgers make impressive picnic or grill-side eating, too. Fill and wrap the sandwiches at home. Tuck into the picnic basket and do the baking over the grill at your favorite picnic spot. This would be an ideal treat for the Labor Day week-end coming up.

This savory meat and cheese filling provides abundant protein. Served in vitamin and iron-enriched buns, Western Style Burgers make a wholesome, taste-appealing main dish.



WESTERN Style Burgers bring you a "modern" flavor combination to match smart summer living. They're really good.

Western Style Burger

- 1 teaspoon salad oil
- 2 tablespoons finely chopped onion
- ½ pound ground beef
- ½ cup chopped ripe olives
- 1 teaspoon prepared mustard
- 1 cup shredded Swiss cheese
- 4 enriched hamburger buns
- Butter or margarine

Heat oil in skillet. Add onion and cook gently about 5 minutes. Add meat and cook until all red color disappears. Blend in olives and mustard. Remove from heat. Stir in cheese quickly. Split buns. Spread with butter or margarine. Spoon meat mixture on bottom halves of buns. Cover with bun tops. Wrap in aluminum foil. Bake in moderate oven (350°F.) 20 minutes. Remove from oven and cool 5 minutes. Unwrap. Serve hot. Makes 4 sandwiches.

TEATIME — SUPPERTIME

WE HAVE obtained a booklet entitled "Teatime Supper-time" which we thought might be useful to you in your home.

The booklet offers many delectable recipes for quick suppers that are set off just right with iced tea.

Suppers are lighter, happier, fresher meals during the warm weather. They're meals quick to fix and easy to serve.

SUPPERTIME IN summer means iced tea time. The new booklet, "Teatime Suppertime" offers several delectable recipes that are set off just right with iced tea.

They're meals to serve when stores and gardens are filled with fresh vegetables, when iced tea takes its place as king of the supper table. There are dozens of good things to eat for supper in summer, all of them variations of one or another of four basic menus—meat served hot, meat served cold, sandwiches hot and sandwiches cold.


From the four basic menus given in the booklet you'll be able to work out a dozen more good suppertime meals, all of which are quick and easy to prepare.

Sparkling iced tea is just as simple to prepare, too. With the new improved instant tea, it takes little or no time at all to prepare either an individual glass or pitcher full of tasty iced tea.

Write to Women's Page Editor, CTA TRANSIT NEWS, P.O. BOX 3555, Chicago 54, Illinois for your free booklet, "Teatime Suppertime."




Form 3547 Requested




PASSENGER SAFETY is of vital interest to all CTA employes, not only because we are held responsible, but because of the misery and pain resulting from accidents. Our passengers expect, and deserve, a safe ride every time they board a CTA vehicle.

We want the people of Chicago to rely on CTA for the safest transportation in the city and to recognize our operators as the safest drivers in the city.



Walter J. McCarty

General Manager
Chicago Transit Authority



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