



# TRANSIT NEWS

MARCH, 1957



**"Nothing Left to Guesswork"**

(See pages 3, 4, 5)





# SUGGESTION AWARDS

## REACH NEW HIGH IN '57



A NEW HIGH of \$2,605 in suggestion awards was paid CTA employees for their adopted suggestions during 1956. Of this amount, \$2,025 was in the form of original awards.

In addition, some \$580 in supplemental awards was made to employees for suggestions which had been in effect for a year and upon review of the savings resulting the Suggestion Committee approved the additional awards. The highest individual award for the year was \$300.

The 1,105 suggestions received during the year were submitted by some 848 employees, representing various departments and levels of occupational activity. These ideas were investigated by the Employee Suggestion Committee as to their merit and 949 of them were closed out by the end of the year, leaving 156 in various stages of processing. Of those suggestions processed, those winning awards were 10.4 per cent of the total. The average value of awards was \$23.26 per adopted suggestion.

Employees of the Shops and Equipment Department had the greatest number of adopted suggestions, winning 71 awards for a total of \$2,130 and an adoption rate of 33.4 per cent. The surface division Transportation Department with 20 awards for a total of \$170 and an adoption rate of 3.5 per cent was second high. Two awards went to employees of the Electrical Department and two others to Way and Structures Department personnel for a total of \$140 and an adoption rate of 1.7 per cent. Another \$165 in award money was shared by employees of the Stores, General Office and rapid transit, Transportation Department.

Most of the suggestions submitted proposed improvements in the way of doing the regular jobs of the employees. Other suggestions frequently sent in dealt with improve-

ments in operating equipment, such as buses, streetcars or elevated cars. Another popular type of suggestion was for proposed changes in service for added rider convenience.

Other suggestions, after thorough investigation, had to be declined because they did not propose practical solutions, duplicated a previous suggestion or had already been considered by management.

Since the Employee Suggestion Plan has been in operation throughout the various departments, a total of 6,214 suggestions have been received and 715 of them have been adopted and awards totalling \$13,494 made.

The Employee Suggestion Plan is designed and developed for the purpose of providing all CTA employees with the opportunity of contributing their ideas towards the improvement of all phases of our operations. In addition to the satisfaction of seeing their ideas put into use and receiving added compensation, employee suggestions help CTA provide better service for our riders.

### New Appointment

IN A bulletin dated February 28 signed by *P. J. Meinardi*, comptroller, and approved by *General Manager W. J. McCarter*, *Lawrence J. Francoeur* was appointed general accountant effective March 1. He succeeds *Albert C. Jann* whose death occurred on February 15.

### RECENT CTA ADDITIONS TO THE ARMED FORCES

- D. H. Armstrong*—Transportation (69th).
- R. L. Chambers*—Transportation (77th).
- Kenneth Cross*—Transportation (69th).
- J. F. Heidewald*—Transportation (Archer).
- J. W. Kaczar*—Transportation (North Park).
- H. F. Miles*—Transportation (Lawndale).
- Thomas Staunton*—Transportation (North Park).

### RETURNED FROM SERVICE

- T. J. Coleman*—Unassigned.
- J. J. Harrington*—Public Information.

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ONE OF THE first operations is to attach and adjust the trolley block, of which there are four on each car. This step is being demonstrated in the photograph by *Truckman John Donohue* (left) and *John Hruska*.



BEFORE THE units are shipped to the manufacturer for conversion from surface to rapid transit cars, seats are stripped down to the metal frames and the cushions are rehabilitated in the upholstering shops at Skokie. The renewed cushions and seat backs are being installed here by *Carpenters Ivo DiPiero* (foreground) and *Sygmunt Brzozowski*.

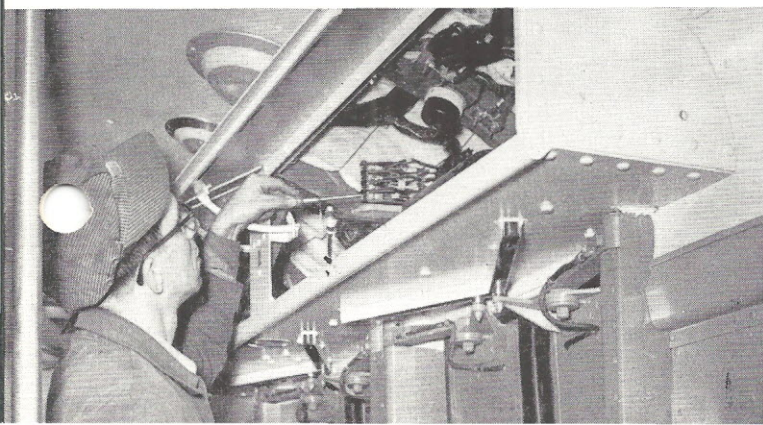
## "NO GUESSWORK" IN CAR INSPECTION

CTA'S SKOKIE SHOPS, where all major mechanical repairs, inspections and maintenance work on rapid transit cars are made, are busier than ever these days.

Daily work schedules have been adjusted to meet the demands of the steady arrival of new "L"-subway cars from the St. Louis Car Company which undergo exhaustive tests and thorough inspections and adjustments before they are released for service by the Shops and Equipment Department.

These tests and inspections require a corps of competent workmen, many of whom have had years of experience in their particular trades or specialties, who minutely examine every piece of equipment on each car—even to the smallest nut or bolt used in its construction—to make sure that the cars are free of mechanical and electrical defects and in perfect operating condition to insure safe and reliable performance. The prime purpose motivating the work of these

**NOTHING IS overlooked in the all-inclusive inspection given new cars before they are placed in service. Electrician Louis Kariolich is shown in this picture checking the door motor and adjusting the door cam switch.**



A MAZE of electrical installations, including controller, relays and switches in the motorman's cab must be thoroughly tested to make sure there are no wiring defects or loose connections. *Electrician Joseph Perillo* is checking the motorman's switch panel in this picture. Other control mechanism for the motorman located within the cab also must be carefully checked over.



skilled craftsmen can be summed up in a few words: Leave nothing to guesswork.

Every car is systematically and carefully gone over from front to rear. Motors, operating mechanism and complex electrical controls and installations are adjusted and tested to ascertain that they conform to rigid CTA standards. Trucks and brakes, wheels and every component part of the body and draw bar equipment are likewise subjected to the all-inclusive examination.

Perhaps a simple way to illustrate the completeness of the tests and inspection process which the new cars undergo would be to cite the fact that an average of 180 man-hours is spent on each car to get it ready for service after delivery is made by the manufacturer.

A CTA manual, outlining procedures, gives a detailed description and sequence to be followed step-by-step in the over-all inspection process. This manual serves as a per-





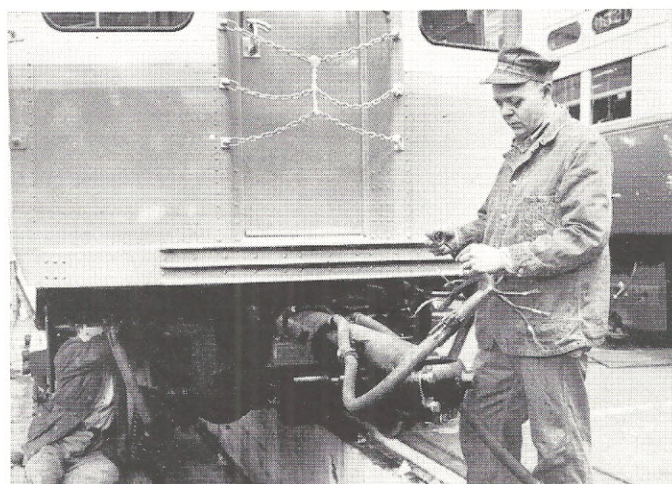
**RECESSED IN the ceiling of the car is the thermostatically-controlled ventilating fan and motor being checked by Electrician Carl Falk. This is only one of some 250 individual operations required in the over-all inspection procedures required by CTA standards.**



**THE AUXILIARY panel, relays and switches being inspected by Robert Binnie, electrician, control light, heat, track brake circuit and motor generator.**



**A 24-CELL, 32-volt Edison storage battery, which supplies power for all controls, doors, ventilators and emergency lights, is being serviced by Tony Salkauskas, electrician. A motor generator in each car charges the batteries while car is in service.**



**THE DRAW-BAR in the foreground is a semi-permanent connection for a two-car unit. When this picture was taken, Herb Lundquist, electrician, was taping and inspecting train-wire control leads of the train line cable which connects the two-car unit electrically for operation on motor control, doors, brakes and signal lights.**

formance guide for shop personnel. It lists some 250 individual checking or testing operations which are to be completed during the course of the inspection of each car before the car is released for service.

The manual contains specific instructions on steps to be taken on the inspection of such items as, for example, batteries, seats, windows, flooring, lights, heating equipment, emergency switches, switch panels in motorman's cab, doors, motor generators, track trips, springs, brakes, trucks, controls, motors, and other operating parts.

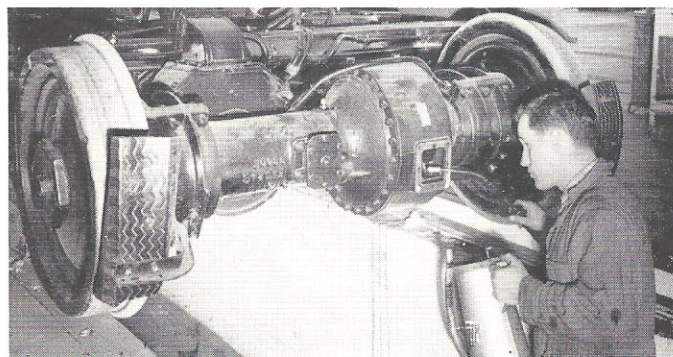
Several men are usually working on a car at the same time. While electricians are busy testing and adjusting control switches and panels, truckmen may be attaching trolley blocks, carpenters installing seats, and machinists inspecting and lubricating axle assemblies.

Only when the shops' supervising personnel is satisfied that the cars are in safe and reliable operating condition do they leave the shop. Mechanical perfection is demanded.

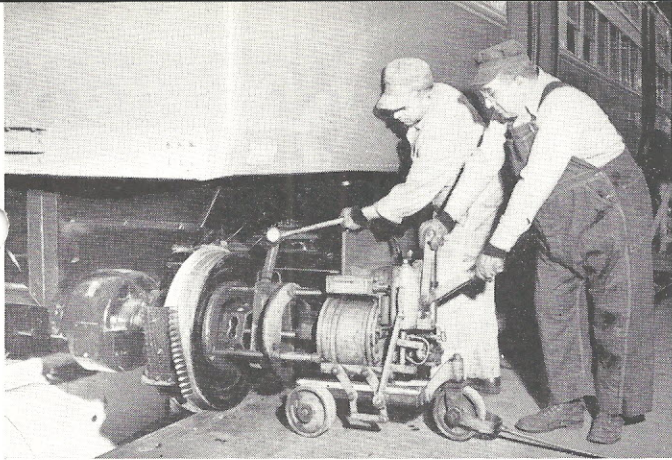
Most of the inspection work is done in Unit 1 on tracks 11 and 12 at Skokie Shops. Pits are available to facilitate adjusting and testing equipment mounted underneath the car.

After the work is completed in the shop area and the cars are semi-permanently coupled in two-car units, there is still another test made. The unit is switched to a 1,200-foot test track located in the yards east of the main shop buildings, where a trial run simulating actual operating conditions is made. The tests given here are for setting accelerating and braking rates, checking all safety features and for the general over-all service efficiency of the unit. When

**THE HYPOID-GEARED axle assembly gets the attention of Joseph Fano, machinist helper, who is inspecting and lubricating the axle.**







**THIS PICTURE** shows a wheel being checked with a hydraulic press to determine if it has the required assembly pressure. The test is being made by *Charles Qualiardi* (left) and *Joseph Reda*, truck repairman.

these are completed satisfactorily, the unit is ready to go to the rapid transit inspection terminal at Wilson avenue, where a final check is made and the cars placed in regular train service.

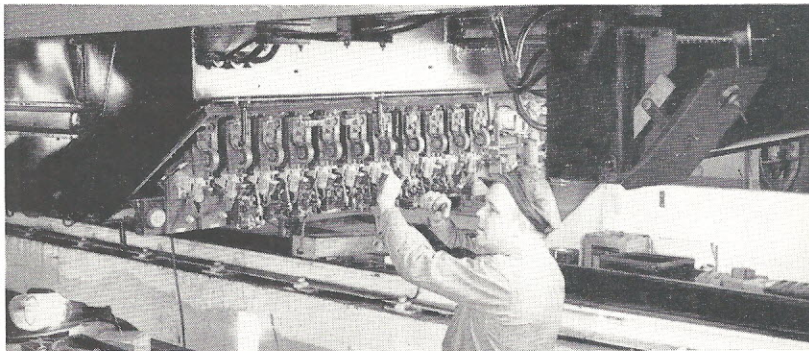
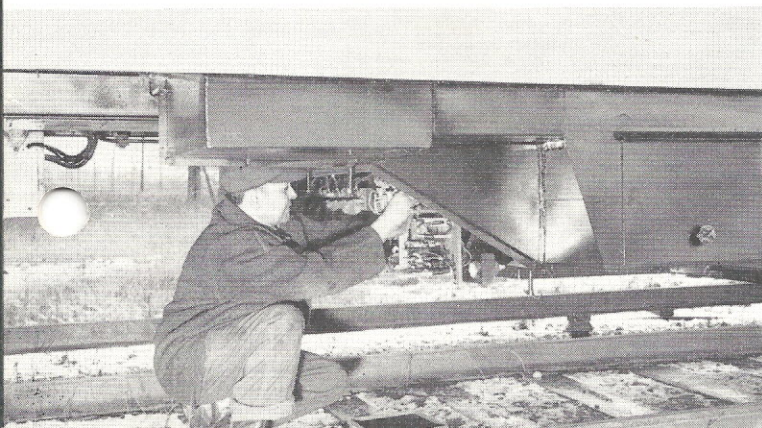
Once in regular service, the cars are brought in for complete inspections by the Shops and Equipment Department every 7,000 miles, or about every seven weeks. These periodic inspections are performed with the same thoroughness of the initial inspection. The group of men who are assigned to these inspections are specially schooled in their individual tasks and are experts in their jobs. They handle hundreds of cars each month and can instantly detect any possible trouble spots on the equipment. Other rapid transit cars are inspected every 900 to 1,500 miles in the same manner as the new equipment according to their respective type or class.

Furthermore, a daily inspection is made of all cars while stored in the various yards. This consists of a visual inspection of the truck equipment underneath the car and other items.

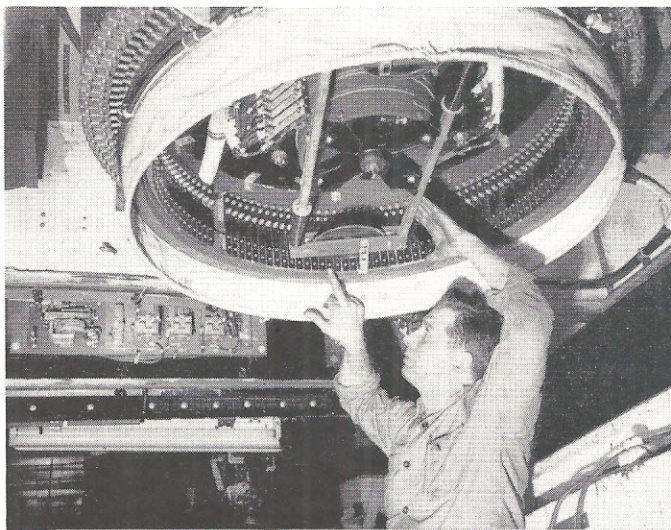
There is indeed "nothing left to guesswork" in the servicing, testing and maintenance of CTA's buses, streetcars and rapid transit equipment.

As this was written, 75 of the new cars of the 200 currently on order had been received at Skokie Shops. Orders for 80 of the new "L"-subway cars were placed in August, 1955, for 50 cars in February, 1956, and for 70 cars on September 25, 1956. It is planned to order an additional 70 new cars this year for delivery in 1958, to make the Rapid Transit fleet 100 per cent modernized with all-metal cars.

**DURING THE** test run the current relays also are adjusted to proper setting to give correct acceleration and deceleration rates. Such an adjustment is being made in this picture by *Roy Nubie*, electrician.



**A PART** of the complicated electrical apparatus built into each car is seen in this view of the 600-volt control contactor panel. *Stanley Raven*, electrician, is adjusting and testing control switches, interlocks and shunts.



**THE AUTOMATICALLY-CONTROLLED** accelerator is the heart of the system for controlling the accelerating and breaking of car. One of the 135 control fingers is being tested by *Edward Majksak*, electrician, as he inspects finger contact and cam switches on the accelerator.

**BEFORE BEING** released for service, the train goes to the test track for a running test. During the run the motor currents are checked with an ammeter and the actual rates of acceleration and deceleration are checked on an accelerometer being operated in this photo by *Robert Winther* (left), equipment engineer, while *Foreman Fred Feinendegen* reads the ammeter.





## *Another New Facility*

# FOREST GLEN TRANSPORTATION BUILDING NOW IN SERVICE

THIS VIEW of the front side of the transportation building at Forest Glen station shows the modern type of construction that is emphasized in both exterior and interior design of the new unit. Constructed at a cost of approximately \$350,000, it provides space for all Transportation Department offices at the northwest side garage and servicing center at Elston and Armstrong avenues.



FOREST GLEN station's new transportation building — second unit of CTA's most modern operating and servicing station at Elston and Armstrong avenues — was placed in service on February 23 when Transportation Department offices moved from temporary quarters in the service building.

The one-story, "L"-shaped building of face brick construction, erected at a cost of approximately \$350,000, provides some 9,000 square feet of interior working space. It also includes a concrete-surfaced area of 200 square yards at the rear of the building which is used for bus storage. Located in this area also are a bus washer, two "king size" Buck vacuum cleaners, a tool house for the Shop Department and an inspection pit.

The transportation building is built on the south side of Armstrong avenue across from the service facility. It contains a superintendent's office, district superintendent's of-

*(continued on page 8)*



STEPPING UP to receive their checks from Paymaster Pat Kenny on the first payday in the new transportation building at Forest Glen are, left to right, Operators Connie Zijewski and Edward Gertz.





**READY TO** start his run, *Operator Michael J. O'Connor* takes his tag from the board, while *Operator Theodore L. Rosdahl* (left), prepares to turn in his receipts and report to the receiving clerks. *Operator Ben Czelusniak* is standing in the center rear of the picture.



**CHECKING AND** assigning runs under a new pick are *Chief Clerk Fred Meyers* (right background), and *Robert Stach* (left), clerk, who is consulting the record book to see what runs are open for *Operator Arlington M. Alexander* (center). At the right, *Operator Marvin Tischer*, (foreground), and *Garth Dawson* study the schedule cards.

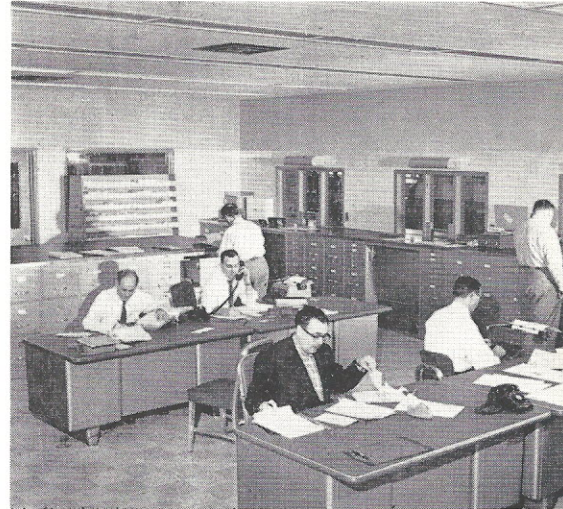


**RELAXING IN** the operators' room while waiting to begin their runs are *Otto P. Mullard* (foreground); left to right, second row—*R. J. Anderson*, *Connie Zijewski*, *Carl Hare*, and rear, *Edward Miller* and *Thomas Withers*.



**THE SPECIAL** office for the Forest Glen Credit Union is a busy place on paydays. At the right, *Operators John Brunelli* and *William Rejewski*, and left, *Alton Gillon*, are transacting business with *Operators Raymond Gray* and *William Freeman* (behind window) who serve as officers of the credit union.

**BOOK-WORK AND** keeping of records is a big part of the job at Forest Glen. These details are handled by the personnel in the clerks' transportation office. The day crew shown in this picture consists of, left to right, front row, *Louis Tignac* and *Robert Stach*; rear row, *Elsworth Ehrhart* and *Jack Moreau*.



**WORK ASSIGNMENTS** for men on the relief or extra lists are called out over a public address system from the clerk's office. Standing before the microphone is *Roland Head*, relief clerk.

**IN THE** receiver's office, *Kenneth Burnell*, left and *John Semko*, assistant receivers, are in charge of the coin-counting machines which automatically total the receipts turned in by the operators. The machines have containers which funnel half-dollars, quarters, dimes, nickels and tokens into separate money bags.





## FOREST GLEN (continued)

fice, operator's room, instructor's office, ample space for clerks and receivers and transfer storage room.

Completely fireproof, the building is constructed of steel and face brick, has fluorescent lighting throughout and is equipped with unit heaters. The interior is attractively decorated and large glass windows on the front of the building contribute to the cheerful and pleasant surroundings which have been provided for the Transportation Department employees who work at or out of Forest Glen.

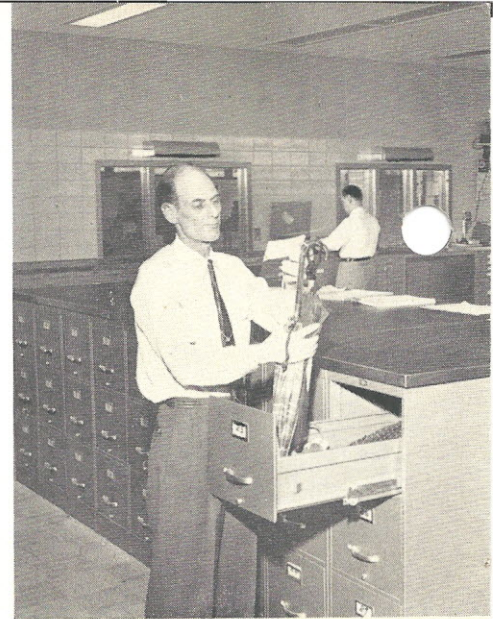
The transportation building facilities serve 581 operators who man vehicles making 446 regular runs and 105 relief runs which originate at Forest Glen each weekday. There are 311 gas, propane and trolley buses based at the northwest side facility and these are assigned to service on 12 routes.

Construction activities on the new transportation building started on May 31, 1956. The first unit of the Forest Glen installation, a bus terminal and service garage, was placed in operation on December 4, 1955.

The opening of the new unit completes the construction phase of the Forest Glen station project, erected at a cost of approximately \$2,500,000. This is the third new operating station to be built under CTA's system-wide modernization program. The other two are Beverly, at 1345 W. 103rd street, and North Park, at 3112 W. Foster avenue.

**THE NEW** office occupied by the station superintendents at Forest Glen, like every other room in the facility, is bright, attractive and modern in appearance. The office is shared by *E. G. Milz* (left), night superintendent, and *William Caldwell*, day superintendent.

**LOST AND found** articles are stored in a bank of filing cabinets at the rear of the clerks' office. Each drawer is numbered with the day of the month the article was turned in. *Elsworth Ehrhart*, clerk, is holding up a few of the items collected on one day. Some 750 lost items per month are turned in at this station.



**A SEPARATE** room in the transportation building is maintained for the storage of transfers. The photo shows *Patrick J. Heirty* (foreground), and *Peter Howley*, janitors, preparing to move the daily supply of transfers to the clerks' room where they are sorted by runs for the next day by the night clerks.



**SPACE ALSO** is assigned for a District "D" superintendent's office. *James Nelson*, supervisor, was on duty when this photo was taken.

**DURING THE** final days of their studentship, new operators report daily to the instructor's office for assignments and qualification for transportation service. *Instructor Al O'Shaughnessy* is the man at the desk in this picture.





# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Patter Of Little Paws Much In Evidence

ACCOUNTING—*Mable Potthast*, General, was surprised with a shower of little things from her afternoon coffee break cronies on January 23. She received a rubber hot water bottle, mouse, bone and a package of yummys. Her new addition is a canine named *Kokey*, a month-old cocker spaniel.

*Frances Roach*, Revenue, was married to *Delbert Tidwell* on February 16. The ceremony was performed at Church of God, and was followed by a reception for about 100 guests in the church dining room. The bride received gifts of lingerie, table linen, a carafe and an electric coffee maker from her CTA associates.

*John Cannon*, General, passed around candy and cigars in honor of *Colleen Marie*, who arrived on February 11 . . . *Dolly Relihan*, formerly of Revenue, became the mother of a boy, *Rory Girard*, on January 28. *Virginia Rebich*, Revenue, is the proud grandmother of the new arrival.

*Estelle Lucas*, Revenue, suffered the loss of her father who passed away suddenly on February 5.

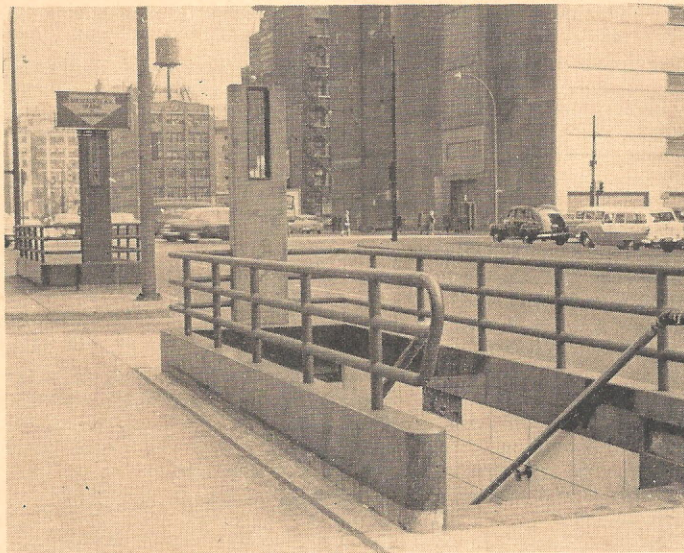
—HELEN A. LOWE

## Fishing's Good Down Mexico Way

ARCHER—Operator *George Stanek* and his sons, *Robert* and *Richard*, enjoyed a wonderful vacation in Acapulco, Mexico. George said he caught a sailfish, a tuna and a shark. If any of you anglers are interested in fishing there, see George.

Operator *Art Pearson* was a guest on the *Frank Yankovic* show recently and showed his dancing ability . . . *John E. Vittoe, Jr.*, son of Operator *John*, appeared on the television show "On The Way Up" and really enjoyed it.

Operator *Walter Zelis'* son, *Arthur*, recently was separated from the Army after a two-year hitch, of which 14 months was spent in Korea. He was a sergeant in the Signal Corps.



## NEW SUBWAY ENTRANCE

THIS NEW entrance to the LaSalle street station of CTA's Milwaukee subway started providing added convenience to patrons when it was opened for use on February 21. Located on the northeast corner of LaSalle and Van Buren streets, it is the closest of four entranceways to the LaSalle street railroad station and to CTA's LaSalle-Van Buren "L" station.

The new stairway could not be installed from street level to the station's mezzanine floor at the time the subway opened for service because the Western Union building occupied the site. The way was cleared for the new entrance when a portion of the building was sliced off to make way for the Congress street expressway.

Supervisor *Theodore Stram* and Mrs. *Stram* were paid a visit by the stork February 4 at Holy Cross hospital when *Carol Ann* arrived. The little one joins twin brothers, *Michael* and *Theodore*, 13 years old, and a little brother, *Anthony*, five years old . . . The stork also paid his sixth visit to the home of Operator *Edward Jurczak* and his wife when *Martin Lyle* was born January 26 at St. Anthony's hospital.

Two of our operators, *Frank Fox* and *George Edwards*, became grandfathers again. A little boy, *Dale Scott*, was born to Frank's daughter, *Lois Mika*, and a little boy, named *Michael*, was born to George's daughter.

Repairman *Nick Cullinane* was

injured recently in an accident suffered while he was taking a bath.

*Jack Lynch*, son of Instructor *John Lynch*, finished two years in the Navy with a trip in the Suez canal area.

Operators *R. Ruska* and *S. Boudreau* are off sick, at this writing.

Supervisor *Jerry Pierczynski* and his wife celebrated 19 years of wedded bliss on February 25.

Operator *William Moore* died suddenly on February 11 . . . The mother of Operator *Tom Hassett* passed away recently.

Repairman *Edward Fredericks* is back at work after being off sick for about two months as the result of an operation.

—R. H. FORTIER

## St. Pat's Day Means Double Celebration

BEVERLY—Many people celebrate St. Patrick's Day, but to some it has a double meaning. Operator *Phillip O'Malley* and Clerk *William Frank* are proud to have their birthdays on March 17, while *John* and *Katherine McCarthy* are very happy to have been married on that day 34 years ago.

*Louis Filan* and his wife, *Kathleen*, are the proud parents of a baby girl born January 26 at Little Company of Mary hospital, Evergreen Park. This makes number four for the Filans, two boys and two girls.

Operator *Burrett Murrell*, a member of the 38th Street YMCA Men's club and of the local YMCA's youth committee, finds he is a very busy person. He has spearheaded many drives to raise money for boys' camps, including a highly successful peanut sale.

## Films Florida Trip

While *Vernon Wood* and his wife, *Mary*, were vacationing in Florida, they took several hundred feet of color film, including that of scenes in the Parrot Jungle and in the Florida Keys . . . During his vacation, *James Durchaneck*, who had the Chicago White Sox picked to beat out the New York Yankees last season, said he would spend a few days at the Sox spring training camp to get firsthand information on why he was so wrong.

*Jack Loftis* was called to Boston, Massachusetts, because of the death of his brother.

Among winter graduates was *Andrea Johnson*, daughter of *Andrew* and *Marjorie*, who completed her course at Thornton Township High School, Harvey, with honors. *Andrea* will enter a junior college and in the fall hopes to enter nurses' training.

*Henry* and *Alma Wade* will celebrate 33 years of married life on March 26 . . . *Ralph* and *Helen Bramlett*, who marked their 29th anniversary February 22, and *Ralph* and *Florence Layton*, whose 30th anniversary fell on February 19, celebrated the occasions together this year. The evening was com-



## CTA EXECUTIVE DIES



**ALBERT C. JANN**, 60, CTA general accountant, died February 15, at Passavant Hospital. He was stricken with a heart attack while at work on January 29.

Mr. Jann began his transit career on October 1, 1912, as an abstract clerk with the old Chicago City Railway Company and advanced to chief payroll and material clerk with that organization. On August 7, 1944, Mr. Jann became assistant

auditor of the Chicago Surface Lines which had absorbed the former company. He was named assistant general accountant of CTA on January 1, 1948, and advanced January 1, 1951, to the position he held at the time of his death.

During World War I, Mr. Jann served 18 months in the armed forces and was honorably discharged with the rank of sergeant in March, 1919. Mr. Jann was a member of the Englewood Council, Knights of Columbus, of the Holy Name Society at St. Ethelreda's Catholic Church, and of CTA Post No. 1216, American Legion.

Surviving are his widow, **Helen**, three brothers — **Edward**, Milwaukee, Wisconsin; and **Frank** and **Fred**, both of Chicago—and three sisters—**Mrs. Katherine Melsheimer**, Villa Park; and **Jule** and **Margaret**, both of Chicago.

Funeral services were held February 19 at St. Ethelreda's Catholic Church, 8754 S. Paulina street. Interment was in St. Mary's Cemetery.

plete for the two couples with orchids, dinner and the theater . . . **Superintendent** and **Mrs. George Evans** celebrated 20 years of married life February 6.

**Bill Bowen**, as this was written, had re-entered Hines hospital. **Fred Renn**, a recent surgery patient, was expected back to work soon . . . **Nick Dop** is back on the job after eight days in the hospital . . . **Bill Frank** was recovering at home after becoming ill while on vacation last December, at this writing.

The big news in the Repairs Department is that **John Aardemas'** pedigreed beagle has five cute puppies. The fellows say that John was handing out cigars with wrappers inscribed, "It's a beagle."

Mid-January was spent by **Electrician Frank Forster** on a 6,000-mile tour of Old Mexico. He visited such cities as Guadalajara, Acapulco, and Mexico City, as well as many scenic mountain villages enroute. He enjoyed swimming and sail fishing, but most of all, he liked the warm climate, the Old

World customs and the splendor of the resort areas.

**Joseph O'Connor**, **Tom McGuire**, **William McConnell** **Martin Grady**, **Al Kunc** and **Al Browman** came to Beverly on the latest clerks' pick.

—FRANK M. BLACK

## A Balmy Way To Tide Out Winter

**CLAIM-LAW**—Mr. and Mrs. **James Anderson** decided to wait for spring in sunny Florida.

As we wrote this, **Elmer Schieble** was confined to Jackson Park hospital.

Newcomers to this department are **Stenographer Audrey Kalkowski**, Law Department, and **Ronald Delisi**, vault clerk, Claim Department.

**Adjuster Ray Cook** retired March 1.

**Pat Newell**, Law, and **Elaine Ba-log** lost their fathers.

—EL-JE

## Remember, It's For Your Benefit

**DEVON**—**William Washa** of the Credit Union here said he would like all members to bring in their account books so that they can be audited. Early response to this request would be appreciated, he added.

**Former Clerk Frank Konkar** left Devon and now is at Forest Glen . . . **Lee Cumber** was transferred to North Park as was **Larry Miller** . . . New register clerk here is **Vernon Page**, brother of **Night Clerk Les Page** . . . **Bob Peterson** is back with us as assistant to **Elmer Reidel**.

Spring is here, so let's all keep on the lookout for children playing in the streets. One of them could be yours or mine.

—HERBIE SCHMIDT

## Little Brother Makes Four

**ELECTRICAL**—**Joseph Kelso**, lineman, is happy over a new son, **Francis Joseph**, who arrived on January 30. He joins a sister . . . **John Wiesolek**, operator's apprentice, advises us of the birth of a girl, **Mary Margaret**, on February 15. The little one joins a brother and a sister.

**Chester Matuszewski**, operator at 44th substation, was recuperating at home after surgery, at this writing.

**Frank Dorsch**, chief operator at Blue Island substation, suffered the loss of his father . . . The father of **Operator Apprentice Larry Winowitz** also passed away recently. A much happier event in the Winowitz household was the arrival of a little girl, **Dianne Lorie**, who was born on January 21. She is their first little one.

—GILBERT E. ANDREWS

## New Pick Meant Many New Faces

**FOREST GLEN**—With the most recent seniority pick in effect, many of the first group of men to work here were transferred to other depots. Good luck to them at their new stations and welcome to the new men who picked Forest Glen . . . New faces are evident among members of the office force after the clerks' pick.

The father of **Harold F. Jefferis** died recently.

**Operator Harold Desiron** and his family spent part of a recent vacation in Phoenix, Arizona, visiting **Ted Shumon**, retired clerk at West Shops.

To make this an interesting column, your new reporter would appreciate the help of all who work here. If you have any news of interest, please write it up and leave it for me with one of the clerks. News of anniversaries, weddings, vacation trips, and any unusual happenings will be gladly received.

—GEORGE A. WILLIAMS

## No Rock 'n' Roll From This 'Elvis'!

**GENERAL OFFICE**—(*Training and Accident Prevention*) — A new **Elvis Presley** began to blossom in our ranks as **Eliot Hirsch** continued to improve his own special technique on a long fretted-neck instrument given to him as a Christmas present by his wife, **Val**. He said he was available for entertainment at pension parties and old peoples' homes, for his repertoire consists only of songs of the early 1920s.

**Dom Lemm's** daughter, **Kathy**, recovered from a severe bronchial pneumonia siege . . . **Jimmie**, son of **John Baker**, recuperated from a recent tonsillectomy . . . **Hank Boldt** overcame his recent illness.

## LIFE OF EASE



**RETIREMENT FOR Ed Klawick**, formerly a carpenter at South Shops, means among other things, a round of golf every now and then, as this picture shows. Ed, who retired after 28½ years of service on January 1, and his wife now live in Los Angeles, California.

Reported by **Evelyn Clark**



## STREETCAR MAN



NO, THAT isn't a big rake behind Operator F. J. "Flossie" Wyer of Kedzie; that's a protective grating on the front of a one-man streetcar the CTA employe used to operate for the Mason City, Iowa, Transit Company back in 1922. He subsequently moved to the Chicago area and started working for the former Chicago Motor Coach Company in May, 1927.

Reported by C. P. Starr

(Job Classification)—This department welcomed three new employees: File Clerks Judith Kasman and Frances Truhlar, and Stenographer Loretta Vallis.

(Executive)—Willis Helfrich, assistant secretary of the Chicago Transit Board, presently is conducting a series of swimming and life saving lessons for the members of Boy Scout Troop 915, of which he is Scoutmaster. He is a member of the American Red Cross Life Saving Corps.

(Engineering)—Harold Otis toured through Tuscon, Phoenix, and the Grand Canyon in Arizona, and points in California and Mexico. While in Los Angeles, he visited with former co-workers, Helen and John Bergman.

Dorothy O'Connor was transferred from Job Classification to this department.

—MARY E. CLARKE

## A Valentine's Day Anniversary Dinner

GENERAL OFFICE—(Transportation) St. Valentine's Day meant more than just hearts and flowers in this department. Bill and Mary Rooney ended 15 years of wedded bliss and celebrated the occasion by dining at Lake Zurich.

To help celebrate her birthday on St. Valentine's Day, Marge Rocheford was joined by Marie Krausman and Mickey Daly at the Chez Paree to see and hear Libera and George in person.

Joe Kirk, information clerk, spent a week of his vacation acquainting himself with the highlights of Chicago as a vacation town.

Ed Murray took his pension February 1. All of his former Motor Coach associates called to wish him well and presented him with a billfold bulging with currency. He also received a U.S. savings bond and a pension pin from his immediate Transportation Department friends.

Karen Sue, born to Wayne W. Olson, who is the son of Power Supervisor Walter Olson, is the first little lady in the Olson family in the past 32 years. Grandpa Olson has eight grandsons. The proud father, Wayne, worked as a trainman on the Douglas Park branch while attending law school at De Paul university. The little girl has a brother, Paul, three years old.

### Off to School

(Stenographic)—Creamery Turner, Joan Fitzgerald and Adele Monson seemed to be more or less picnic-bound as they left the Merchandise Mart early in the morning carrying what appeared to be box lunches. The packages really contained student identification cards which the girls, after they processed them in their own department, delivered to the schools to which the cards were assigned.

(Insurance)—When the girls in the Insurance Department were approached for news, all items of seeming importance dropped into oblivion with the news of the approaching marriages of four girls. Marie McLaughry and Marguerite Rechsteiner both will exchange vows on the same day, May 4; Nancy DalPorto on May 25, and Zoe Petrin on June 15.

Alice Lardner left CTA on pension. Her duties are being assumed by Anne Golding who also will continue in her present position of

handling CTA death claims . . . Jim Bittourn also took his pension.

(Public Information)—Jacksonville, Marine Land, St. Augustine, Silver Springs, Cypress Gardens, Tampa and Miami Beach were included on the itinerary of Al Ekelmann, Charter Service, and Mrs. Ekelmann on a two-week vacation in Florida. Upon Al's return to his desk, Ed Ehrlich, Charter Service sales manager, and his wife headed Florida way on a motor trip with friends. They planned a three-week stay.

(Engineering)—Mr. and Mrs. Marty Imbra added another girl to their family, Debra Ann, who joins two sisters, Ida, nine years old, and Cynthia, three years old. Some people would say that she is an addition to the family but Marty calls this one a deduction—income tax, that is, of course.

Fred Hunsche, formerly of Grand and Leavitt, and Joseph Marszalek, who formerly worked at the West Shops' stores department, are newcomers in this department.

Getting acquainted with the highways and points of interest between Chicago and the University of Illinois at Champaign are two proud fathers, Frank Spangemacher, who visits his daughter, Connie, and Robert Link, whose daughter, Patricia Ann, also is a student there.

—JULIE PRINDERVILLE

## An Accounting Of Comings And Goings

KEDZIE—When the clerks' and receivers' pick went into effect February 17, a number of men were shifted around. George Singer, receiver, transferred to North Avenue, while James O'Brien returned

## TRANSITADS

FOR SALE — Three-quarters size pool table. Call after 6:00 p.m. NA 5-8172. Harry Anderson.

FOR SALE—Four-grave lot in choice section of Mt. Auburn cemetery. Reasonable. Phone NA 2-6867 after 6:00 p.m.

If you, too, have an item or items you wish to buy, sell or exchange, and are a CTA employe or a retired CTA employe, submit your ad to CTA TRANSIT NEWS, which will print it free of charge.

to Kedzie as night clerk, replacing Cornelius O'Connor, who now is day clerk. The latter, in turn, replaces Robert Healy who now is a relief clerk.

Harry Gennett has taken over the job as night receiver, while John Hester, Jr., now is a relief receiver. Also a relief receiver is Thomas Murphy . . . Edward Witek, the new day combination clerk, replaces Thomas Collopy, who took over a relief receiver's post.

Operator William and Mrs. Straszer vacationed in New Orleans, Louisiana, where they took in the night life.

Operator John and Mrs. Hayes are the parents of a girl born February 10 . . . Welcoming a baby girl on the following day were Tom and Mrs. Collopy.

—C. P. STARR

## TOWER TAKEN OUT



A RELIC of an earlier era, this signal tower on the "L" structure near the southeast corner of the Merchandise Mart, recently was reduced by wreckers to a pile of lumber. The 49-year-old structure, from which train movements over the Wells street bridge and the North Water street stub (now used only in emergencies) were controlled, was closed for regular service after CTA began operations in 1947. Another signal tower at Lake street and Wacker drive, from which train movements over the Lake street "L" bridge and on the now-dismantled Market street stub were regulated, also was scheduled for dismantling. The functions of these two towers now are handled from the tower at Lake and Wells.



## GIVES BRIDE AWAY



WHEN MARY JANE, daughter of Operator Peter S. Barrett, Kedzie, walked up to the altar to exchange wedding vows with Roger Butler, Peter was on hand to give the bride away at the ceremony held at Our Lady Help Of Christians church. Here, the operator poses with his daughter.

Reported by C. P. Starr

## Patrons Appreciate Good Service

LIMITS — Operator Bruno Karp, who had a run on Halsted street, got a thank-you card from a group of his passengers when they found out he no longer would be on that line because of the February 17 pick, during which he was transferred to Kedzie.

Mr. and Mrs. Charles H. Gargaren recently celebrated their 34th wedding anniversary . . . When Operator Charles and Mrs. Van Osenbruggen celebrated their 25th wedding anniversary, their daughter, Marilyn, gave them a fine party.

Operator Peter R. Colucci, who is president of the North Shore Aerie, Fraternal Order of Eagles, took part in ceremonies in which Mayor Richard J. Daley and 250 other candidates were initiated into the group. Also on hand was the Eagles' national president, Lawrence Leahy, of Wenatchee, Washington.

Robert Apitz, operator, and his wife are the proud grandparents of Debra Ann . . . Operator Eugene Brudney and his wife are the parents of a girl, Susan.

Frank Hamiele, repair department, and Mrs. Hamiele visited her family in Alabama during Frank's vacation.

Operator Tom Thygesen took his pension last month.

Clarence Buthman, Credit Union treasurer, and his wife marked their 25th wedding anniversary in February.

John Mulhern suffered the loss of his wife.

Bruno Karp was elected president of the Credit Union; Pat Cronin, vice-president; Clarence Buthman, treasurer, and Andy Wendt, assistant treasurer in the recent election. Pat also will serve as a director for a two-year term as will William Keane and Frank Hamiele. Robert Gieserand and Elmer Hassler were elected to two-year terms on the credit committee, and Jesse Broadnax and John McEvilly to two-year terms on the supervisory committee.

Operator Elijah Westbrook and his wife spent their vacation in Stockton, California.

Remember, please try to get the news items to your reporter as soon as possible. If everyone will help, we always will have big columns as we did for this issue of the TRANSIT NEWS. Let's keep up the good work.

—IRVING J. METZGER

## Agent's Daughter Marches Down Aisle

LOOP (Agents)—Betty Lou Leahy, daughter of Katherine Leahy, was married to Richard Weber of Dubuque, Iowa, on January 16 at St. Clare of Montefalco church. Officiating at the ceremony was The Rev. B. J. Leahy, of Omaha, Nebraska, who is the bride's uncle. The bridal couple honeymooned at the Wagon Wheel in Rockton, Illinois.

Emily Dillon was convalescing at home after surgery at this writing.

Margie Arnold and Assignment Clerk Robert Maloney are back at work after being hospitalized.

Margaret Donaghue had an enjoyable time at The Elms in Excelsior Springs, Arkansas . . . Katherine Kenny vacationed in the Chicago area.

William, son of Towerman William Donnelly, took Marine boot training at San Diego, California.

After 20 years of service, William Gill took his pension. He plans to make a trip to Ireland to visit relatives.

Agent Frank Gallagher, who transferred from the West Section to the Loop, retired with 15 years of service . . . Nellie Kerns, who had 12 years of service, and Dominic Millilo, platform man, with about 10 years' service, retired to a life of leisure.

—EDITH EDBROOKE

## It's Not Hard Medicine To Take

NORTH AVENUE—As a remedy for the perennial ailment of spring fever, many of the boys here are looking forward to communing with Mother Nature on the nearest golf course. Operator Eddie Anderson, Harold "Red" Forester, Morrie Anderson, Bob Miller and Clerk Ted Hoellen have their clubs shined up and are rarin' to go.

Many new names will be inscribed on the roster of the North Avenue softball team this season. We have set our sights on first place, which is our goal for 1957. The bulletin board will carry the notice for spring training. All positions are wide open to able-bodied men who like to play ball. All home games will be played at the field at Hirsch and LaVergne.

Celebrating their wedding anniversaries this month were William Kennedy, his 22nd on March 2; James Richardson, his 26th, also on March 2; and Walter J. Schicht, his 22nd on March 7 . . . Jerry Vanek will mark his 20th anniversary on March 27.

Al Barbor has pleasant memories of his winter vacation which took him to Florida.

At this writing, Walter G. Wentzel was a patient at St. Ann's hospital where he underwent surgery; William G. Echols was confined to Hines hospital and Hugh

Gerry was at Veteran's hospital . . . Charley Conroy, who was suffering from a heart ailment, was a patient at St. Ann's hospital as we wrote this . . . Arthur Sieloff suffered a recurrence of a heart condition recently.

Mike Hartnett presently is nursing a broken leg which he suffered as the result of a fall on some ice . . . Connie O'Connor was doing nicely after a recent operation . . . Eddie Carroll was hospitalized after receiving injuries in an automobile accident on his way home from work.

Welcome to all the fellows who chose North Avenue for their new station. For your information, the Credit Union is located in the assembly room where Eddie Carroll and Eddie Winters are ready to serve you.

Stuart Sims, "B" district superintendent, and Mrs. Sims marked their 35th wedding anniversary on March 18.

—JOE HIEBEL

## Calling All Players: Ball Season's Starting!

NORTH PARK—Spring is here and with it the start of the softball season. At this writing, Ben Kerpen, manager of the North Park softball team, is looking for players. If interested, come out to the games which start at 6:30 p.m.

Winter vacations were spent in Florida by Operators Henry Patrick and Joe Murphy and their families . . . Clerk Haddon Phillips also made his annual trek to the Sunshine State.

Nick Grimaldi, chief clerk, who has been on the sick list since February 1, was still incapacitated at this writing, but is getting along nicely . . . Operator Ed Springer has recovered from bruises suffered

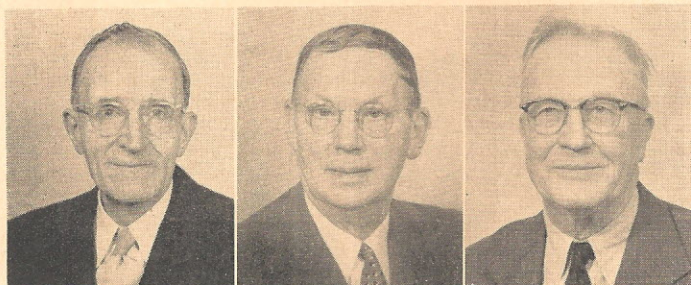
## NO RIDDLE

TWENTY-TWO of our readers found the identity of the young man in the "L" guard's uniform, who was pictured in the February issue of CTA TRANSIT NEWS, no mystery at all. Correctly identifying him as George A. Roesing, assistant superintendent of operating stations, were the following: H. A. Praiter, supervisor of compensation and clerical section, Claim-Law Department; Conductor William E. Mannich, Motorman John I. Zeiher, Clerk John J. Moran and Motorman Pat Ganley, now working as a representative for the A.A. of S.E.R. and M.C.E. of A., all of South Section; Frank A. Forty, superintendent of the Schedule-Traffic Department; Elmer Milz, night superintendent, Forest Glen, and Nurse Leta Crowley, Medical Department.

Pensioners whose memories proved accurate were: Emil J. Tiess, Joseph Mascalino, Frank Colao, Michael J. Kidney, Martin McNamara, Thomas Daly, Richard R. Bartels, Frank J. Kugler, Jerry Reidy, Bradley F. Page, Mike Kelly, Howard F. Brown, William Waldron, and William H. Woods.



## 40-YEAR EMPLOYEES RECENTLY RETIRED



**William E. Spears**, conductor, Devon, retired March 1 after 42 years of service.

**John A. Johnson**, motorman, Devon, retired March 1 after 40 years of service.

**Bernard Lewis**, conductor, West Section, retired March 1 after 40 years of service.

APPROXIMATELY 50 CTA employees retire from service each month. Although the loyal services of this entire group are greatly appreciated by CTA management, space limitations do not permit the use of individual photos of all these people. The number of CTA men and women now on pension totals approximately 5,181.

when he was struck by an auto January 16.

The father of *Operator L. Shields* passed away recently.

—EDWARD F. STENZEL and  
EARL W. McLAUGHLIN

## Vacationists Get Winterized In Florida

**SKOKIE SHOPS**—Vacationists here include *Lester Reichard*, superintendent of shops, who left for a two-week vacation in Florida on February 21 . . . Also spending two weeks in the Sunshine State were *August Feinendegen*, machinist foreman, and his wife.

*Robert Buerger*, carpenter, and his family are the proud owners of a new home in Wheeling, Illinois. They moved in on February 23.

*Robert Quinnett*, welder, who was home two weeks because of an operation on his lower lip, is back at his job.

*William Mews*, electrician, marked 40 years with CTA and the former Chicago Surface Lines on February 13. He started at West Shops back in 1917.

*Dave Gurwich*, your co-reporter, is sick, at this writing.

—DAVE GURWICH and  
EVERETT E. ENGLAND

## Open House Marks Silver Anniversary

**SOUTH SECTION**—Conductor *Prosper Standaert* happily announced that he and *Mrs. Standaert* celebrated their silver wedding anniversary on January 23. Open house rounded out a day that was most festive.

*Patrick Flanagan* had left the hospital and was recuperating nicely at home, as we wrote this.

*Motorman Kirtland DuPree* is very proud of his son, *Richard*, age 14, who seems to be quite a basketball player at the John Fisk school. He established a free-throw record which still stands.

*Clerk John Moran* is back on the job and looking his old self again.

*Conductor Carl Scheuerman* calmly announced that he was a grandfather once more.

*Station Superintendent Ralph Wenstrom* observed 39 years of service on Washington's birthday.

*Motorman Harry Barton* presently is recovering nicely from an illness and should be back on the job in short order.

*Night Station Superintendent Matthew Feaheny* looked the picture of health on his return from Florida where he and *Mrs. Feaheny* spent three weeks.

*Ray Doughty* began his 44th year of transit service on February 18.

—LEO J. BIEN

## An Electric Saw's Mighty Sharp!

**SCHEDULE-TRAFFIC**—*Joe Karel* developed a healthy respect for an electric saw while he recuperated from a cut on his left leg, which required seven stitches to close.

*Eugene* and *Mrs. Jania* rejoiced over the birth of *Mary Ellen* who arrived February 17 at Holy Cross hospital.

*Edward Joyce*, who left CTA on February 8, has moved to Los Angeles, California.

*Margaret Rosich* enjoyed the long Washington's birthday weekend with a plane trip to New York . . . *Gertrude* and *Jim Anderson* spent a Florida vacation soaking up lots of sunshine and doing a lot of loafing . . . *Peter Mills* and his wife also enjoyed the Florida sunshine. During their two-week stay, they stopped off at various points of interest throughout that state.

—L. C. DUTTON

## Wins Gold Medal In Speech Contest

**SOUTH SHOPS**—*Shiela Sundquist*, daughter of *Walter Sundquist*, bus body shop, was awarded a gold medal for placing first in a speech contest held February 16 at Reavis High School. She won her medal in the Oratorical Declamation division. The girl is scheduled to compete in the district competition this month.

*Bob Hunt*, utility, joined the grandfathers' club when grandchild *Enid Marie* was born recently.

*Betty Byrne Johnson*, who worked here some time ago, stopped in to visit recently and brought along her son, *Terry*, who was two months old that day. Everyone agreed that he was a fine-looking baby and so well-behaved. He didn't cry once. Betty's father, *Pat Byrne*, who works out of 77th, is the proud grandfather of 24 grandchildren—15 boys and nine girls.

*Andy Ziegelmeier*, machine shop, now is spending six weeks in Miami, Florida, and vicinity.

The names of *Frank Rothman*, supervisor of Shop Service, and *John Vidas*, utility, were added to our sick list, at this writing . . . *Ed Skierkiewicz* and *Ray Smith*, both of miscellaneous, who had been off sick for some time, returned to their jobs.

*Jim Oostman*, foreman, tinshop, suffered a fractured ankle when he stepped on an uneven sidewalk and turned his ankle.

*John Lorentz*, blacksmith shop, was presented with a wallet and cash gift when he joined our pensioners on February 1.

*Harry Ott*, bus overhaul, and *Tom Gushes*, machine shop, both suffered the loss of their wives . . . *LeRoy Albers*, bus overhaul, lost his mother . . . *Joe Wirzbicki*, upholsterer, died February 1.

Elected to the board of directors at the annual Credit Union meeting held January 23 were *Matt Basso*, *Harvey Harders*, *Dick Bulak*, *Jack Kennedy*, and your reporter.

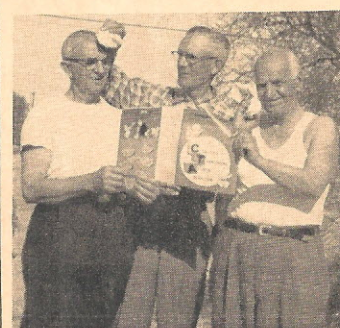
—EVELYN CLARK

## Their Autos Had 'Real Gone' Batteries!

**TERMINAL INSPECTION SHOPS**—(*Douglas*)—*Repairmen Jim Perillo* and *Walter Hovald* were puzzled one night when their cars wouldn't start. After investigating, they found that the batteries had been stolen.

*Repairman Mike O'Malley* and his wife recently lost their eldest son in an automobile accident.

## THE LATEST NEWS



**WHEN PENSIONERS** get together to talk over old times, a copy of CTA TRANSIT NEWS really comes in handy to consult for all the news of former co-workers and CTA happenings. Here, on a balmy winter day outside his Phoenix, Arizona home, *Marty McNamara* (center), formerly of South Section, wipes the brow of *Joe Spinks*, formerly of North Section. On hand for the reunion was *Bill Carvos* (right), also formerly of North Section.

Reported by *Leo J. Bien*



At this writing, *Cleaner Harry Lekas* is on the sick list.

*Repairman Herman Izzo*, who supplies your reporter with Douglas news, and his wife are expecting an increase in their family next month. Herman is hoping for a daughter this time.

(*Laramie*)—*Cleaner John Esposito* recently gave his daughter in marriage.

(*Logan*)—*Repairman Adolph Kunz* is the proud pappy of a baby girl . . . *Repairman Americo Di-Gianfilippo* recently became the father of a boy.

*Repairman Mike Fahey* soon will leave the ranks of bachelorhood.

*Frank Rio*, repairman, spent his vacation in New York.

*Cleaner John Forrestal*, who was off sick, has returned to work.

—JOE FEINENDEGEN

## An Added Thrill On Return Trip

WAY AND STRUCTURES—*Roy Johnson*, who spent a few days of his vacation in Grand Rapids, Michigan, really enjoyed his first ride in an airplane, which was back to Chicago . . . *Joe Dugo*, road clerk, spent a quiet vacation at home.

On February 22, *Stenographer Margaret Sares*, building division, and *Typist Margaret Rosich*, Schedule-Traffic, flew to New York City for the weekend. They took in a

Broadway play and did some shopping.

*Laborer Michelle Campagno*, *Watchman Joe Bedalo* and *Trackman Giacomo Matturro*, all of the track division, retired March 1 . . . *Material Dispatcher Chris Van Lennep*, rapid transit division, retired March 1 after 35 years of service. His fellow employees presented him with a gift . . . Taking his pension after 47 years of transit service was *Carpenter Foreman Walter Johnson*, rapid transit division. His fellow-workers presented him with a gift.

—MARLENE NEHER

## Emerald Isle Figures In Agent's Plans

WEST SECTION (*Agents*)—*Agent Catherine Daley* is looking forward eagerly to an extended visit to Ireland.

*Steve Sasiadek* is back on the job after being absent for two months because of sickness . . . *Assignment Agent Bob Maloney* also is back to work after an eight-day absence because of illness.

*Rose Janacek* was still on the sick list, as this was written.

Going into retirement February 1 were *Agents Charles Petersen, Catherine Mahoney* and *E. Krumsieg* . . . *Agent Irene Whitlock* and *Porter Paul Smith* took their pensions March 1.

## A CARE-FREE RIDE



WHEN LONDONERS want to get around from one place to another without encountering parking problems, they may board one of these modern, double-decker trolley buses. This vehicle, turning a corner, was snapped by *Charles E. Keevil*, Engineering Department, during a recent European trip.

## EXPEDITER TAKES PENSION



AFTER 45 YEARS of transit service, *James J. Flynn*, expediter, Purchasing and Stores Department, retired on pension March 1. Beginning his career with the old Metropolitan West Side Elevated Railroad on April 15, 1912, as a stenographer in

the Stores Department, he was appointed storekeeper on March 1, 1913. After seeing service with the Army in France during World War I, he returned to his transit job in April, 1919.

On August 1, 1920, he was named secretary to *Edward J. Blair*, assistant to the president, for special assignment, a position he held until December 24 of that year when he rejoined the Stores Department as traveling storekeeper. He became general storekeeper of the former Chicago Rapid Transit Company on September 1, 1926, and on April 17, 1947, was appointed assistant general supervisor of railway stores for the North Shore Line, the Chicago, Aurora and Elgin Railroad, and the Chicago Rapid Transit Company. He assumed the position he held at the time of his retirement on July 24, 1950.

*Harold Evans* and *Martha Begley* were welcomed as new agents. We hope your new positions are pleasant.

On their vacations, at this writing, were *Julia Brousek*, *Molly Shields*, *Stella Cepa*, *Catherine Smith*, *Helen McMahon* and *Mary Doyle*.

*Porter John Day*, who underwent an operation in January, is still off sick at this writing.

—GORDON KELLY

## Shopman Makes Tour Of Southland

WEST SHOPS—*Charley Shreeve* toured the South, with New Orleans as his main stop, during his vacation . . . *John Ruh*, shop service, visited his sister in Miami, Florida, during his time off.

*Esther O'Brien* vacationed in Mexico and Guatamala. She spent some time in Acapulco, Mexico.

*William Swain*, machine shop, passed away recently.

Your reporter recently added the seventh star to his grandathers' club plaque when his daughter and her husband became the parents of brand new *Michael Joseph Wessels*.

*John Motejzika*, tin shop, and *John Babka*, carpenter shop, still

were on the sick list as we wrote this.

*Frank Martello*, paint shop, and his family suffered the death of Frank's father recently.

—JOHN T. BURKE

## A Step Upward For Motorman

WEST SECTION—(*Garfield Park*)—*Motorman Stanley Christ* was promoted to the supervisory force . . . *Supervisor Mike Veltrix* is now on the instructor force.

*Laramie* made a clean sweep during 1956 with its safety record. The station received a safety plaque for the last two quarters of 1955 and all of 1956. This is a record for everyone to shoot for.

*Motorman Harold Shurtleff* was confined to West Suburban hospital following an operation, at this writing . . . *Instructor Bill Henn* presently is recuperating nicely after surgery at Presbyterian hospital . . . *Conductor Harry Asher's* wife had been ill for some time, as we wrote this.

Going on pension recently were *S. Ondrias*, who retired January 1, and *Patrick Ward*, March 1.

(*Douglas Park*)—*Motorman Frank Zeman* returned from his January vacation.



## For And About Our Pensioners

*Motorman Bob Suta*, who had been on the sick list for a short time, is now feeling much better. *Switchman Eddie Hayes* left CTA and moved to California.

*Conductor Al Guerra* presently is in St. Anthony's hospital recuperating from pneumonia.

(*Lake Street*)—*Towerman Elmer Lawshe* became a grandfather in January.

*Motorman E. Frame* moved into his new home on the far southwest side.

At this writing, *Conductor M. Mattes* is in Garfield Park hospital; *Clerk Sid Shapiro* is doing well at Hinsdale Sanatorium. *Motorman Frank Christensen* became a grandfather during January.

(*Logan Square*)—At this writing, *Towerman George Clark* had returned to Hines hospital for an operation. He previously had been in the hospital for observation.

*Conductor B. J. Lewis* went on pension March 1.

—ARTHUR L. DICKSON

### RECENTLY RETIRED CTA EMPLOYES

**J. J. BITTOURNA, SR.**, clerk, Personnel Department. Employed 5-28-40.

**F. T. BOLAND**, station superintendent, West Section. Employed 7-15-10.

**THOMAS BOUCHIER**, agent, West Section. Employed 12-11-36.

**R. L. BURNS**, clerk, CTA Department of Police. Employed 4-4-46.

**JAMES CONNER**, porter, North Section. Employed 5-29-44.

**D. C. DENNHARDT**, switchman, West Section. Employed 9-23-12.

**PERCY DICKINSON**, agent, North Section. Employed 1-30-41.

**FRANK DORSEY**, porter, North Section. Employed 4-1-26.

**J. S. FAMBROUGH**, porter, West Section. Employed 10-14-43.

**DOMENICK FREDERICK**, painter, Way and Structures. Employed 9-7-43.

**F. C. GALLAGHER**, agent, West Section. Employed 12-1-43.

**H. F. GEBEL**, operator, Forest Glen. Employed 4-23-29.

**F. N. GRAHAM**, engineer, Chief Engineer's Department. Employed 4-1-27.

**ARCHER**—Former Repairman *Paul Franckunas* and *John Kasragis* recently visited the fellows in the repair department and had a good gab session . . . *Tony Konowski*, former repairman, died recently.

—R. H. FORTIER

**BEVERLY**—Only a few men have been heard from this month. *Fred Morehorst*, who retired from 77th, is now living in Danville, Illinois. He is now 75 years of age . . . *William Richardson*, 824 W. 67th street, who retired from 77th in 1948 with 38 years of service, is enjoying his pension. He said he expected to leave for a few weeks' visit in Florida . . . *Leslie Gaffen* told your reporter that *Mike Dunne*, who recently retired from 77th, is now working in a downtown bank.

Here are a few addresses: *Harry Fullmer*, formerly of 38th, now lives at 100 Main street, Aurora; *Charles Futterer*, also formerly of

38th, at Rural Route 1, Box 42, San Pierre, Indiana; *Carl Swanson*, 2170 N.W. 2nd avenue, Miami, Florida, and *William Stengel*, at 3906 Niscon street, San Francisco, California.

*Rudy Miller*, superintendent who retired January 1, and who had been ill, is presently much better.

—FRANK M. BLACK

**DEVON**—*John M. Strauss*, former motorman who worked out of Devon and retired from the former Chicago Surface Lines in November, 1941, planned to celebrate his 97th birthday March 18 with his daughter, *Mrs. Charles Phillips*. John, who chalked up almost 48 years of service, began his transit service way back on January 1, 1894. He now is living at Mesa Springs Ranch, 3100 N. Chestnut street, Colorado Springs, Colorado, and would enjoy hearing from his old friends at Devon.

—HERBIE SCHMIDT

**M. L. GRIFFIN**, motorman, Devon. Employed 10-8-26.

**T. J. HANDLEY**, stock clerk, Stores Department. Employed 12-13-23.

**J. B. HARRIS**, motorman, Devon. Employed 2-19-24.

**C. A. HUNDRIESER**, conductor, Devon. Employed 10-22-12.

**J. J. KELLER**, agent, South Section. Employed 3-23-36.

**N. T. KERNS**, agent, West Section. Employed 10-11-43.

**E. H. KRUMSIEG**, agent, West Section. Employed 12-29-43.

**A. S. LARDNER**, clerk, Insurance Department. Employed 5-15-33.

**JOHN LORENTZ**, armature winder, South Shops. Employed 10-7-20.

**KAY LORENTZEN**, planning engineer, Staff Engineer Department. Employed 5-12-25.

**C. J. MAHONEY**, construction engineer, Way and Structures. Employed 2-1-44.

**C. M. MAHONEY**, agent, West Section. Employed 9-24-35.

**J. R. McHALE**, operator, North Avenue. Employed 9-16-26.

**E. J. MURRAY**, clerk, Transportation Department. Employed 2-15-23.

**K. R. OLSEN**, conductor, Devon. Employed 10-19-16.

**VINCENT ONDRIAS**, gateman, West Section. Employed 7-14-43.

**CHARLES PETERSON**, agent, West Section. Employed 11-17-43.

**ANTHONY QUILICO**, mechanic, West Shops. Employed 7-19-29.

**A. F. RADDATZ**, lineman's helper, Electrical Department. Employed 5-13-24.

**ADOLPH RAPP**, motorman, Devon. Employed 11-30-25.

**S. A. SERENO**, laborer, Track Department. Employed 7-23-41.

**G. W. THEISEN**, conductor, 77th. Employed 8-6-18.

**T. C. THYGESEN**, operator, Limits. Employed 4-26-27.

**TONY VLASTELICA**, laborer, Track Department. Employed 6-9-17.

### DISABILITY RETIREMENTS

**JAMES FILSON**, operator, Forest Glen. Employed 4-23-18.

**J. T. HERATY**, conductor, 77th. Employed 1-28-25.

**C. J. MULLEN**, conductor, North Section. Employed 3-9-25.

**ELECTRICAL**—*Arthur Raddatz*, lineman's helper, retired February 1, after completing nearly 33 years of service. About 30 fellow-employees gathered to wish him well at a farewell dinner at Grand and Leavitt . . . *Retired Machinist David J. Van Dreesse* died February 11. He entered service on November 19, 1928.

—GILBERT E. ANDREWS

**GENERAL OFFICES**—*Melvin W. Bridges*, formerly of Job Classification, and his wife sent greetings from Daytona Beach, Florida, where they were vacationing and visited with *Adolph Daus*, former rapid transit shops and equipment superintendent. They then traveled on to St. Petersburg . . . *Willis Goodall*, retired district superintendent, and his wife traveled, trying to decide on a permanent residence. While in Tucson, Arizona, they visited with *Glee and Ernie Hoskins* and with *Lewis Bohlin*, retired chief clerk in the Transportation Department, who almost talked the Goodalls into making their home in that part of the country. However, the couple traveled on to California and then back east to Fort Lauderdale, Florida, where the Goodalls may settle down.

—MARY E. CLARKE

**NORTH AVENUE**—*Onie Hildebrandt*, former operator who retired in March 1955, and his wife, *Oda*, celebrated their 46th wedding anniversary February 4. Now residents of Richland, Indiana, they have three sons and one daughter, and 10 grandchildren, all in Chicago. Although they certainly miss their friends in this city, they have made a lot of friends in Indiana and are enjoying their retirement very much.

—JOE HIEBEL

**SKOKIE SHOPS**—*Gus Hyde*, retired electrical foreman, mailed your reporters a letter from Dania, Florida. He says hello to all his friends. . . . *August Nimtz*, retired clerk, called to say hello. He reports he is feeling great.

—EVERETT ENGLAND  
and DAVE GURWICH



## For And About Our Pensioners (Cont.)

**SOUTH SECTION** — *Former Switchman Adam Strohmenger* said that he and *Mrs. Strohmenger* were feeling fine and that he was getting the car ready for a trip this spring. . . . *William Waldron* looked real good when he dropped in at 61st Street to say hello . . . *Conductor Lucius Hammonds* also stopped by to chew the fat and left some reading material that he had acquired over the years.

—LEO J. BIEN

**TERMINAL INSPECTION SHOPS** — *Harry Shaner*, former repairman at Logan Square shops, and who is some 80 years young, regularly visits the boys. He wished to be remembered to his many friends. . . . *Emil Friedland*, former repairman at Douglas, contacted his buddies recently and wished to say hello to all his friends.

—JOE FEINENDEGEN

**WEST SECTION (Agents)**—To thank all those who honored her at the time of her retirement last September, *Retired Agent Margaret Mulvihill* held a buffet supper at her home on February 10. Present were *Retired Agents Mamie Canaan, Minnie O'Connor, Zula O'Connor and Margaret O'Brien, Elizabeth Hart and Margaret Tallicau*, former agents.

—GORDON KELLY

**WEST SECTION—(Garfield Park)**—Word was received that *Frank E. Lawrence*, former motorman, was seriously ill at "The King's Home," 1555 Oak street, Evanston. As we wrote this, however, he was able to receive visitors. He sent his best wishes to all his former co-workers.

**(Logan Square)**—The wife of *A. J. Porzel*, former conductor, died February 8 . . . *Retired Conductor John Payette* passed away January 11.

—ARTHUR L. DICKSON

**WEST SHOPS**—*Joe Johnson*, retired foreman in the armature department, was a recent welcome visitor to West Shops . . . The shops also welcomed, recently, a visit from *Stanley Walik*, retired carpenter . . . *Anton Quilico*, automotive mechanic, who retired February 1 after 27½ years of service with CTA and the former Chicago Motor Coach company, currently is on a six-month motor tour of the U. S. to decide in what part of the nation he will settle.

—JOHN T. BURKE

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

## RECENT DEATHS AMONG EMPLOYEES

**P. L. BESSETTE**, 90, retired watchman, Archer. Died 1-12-57. Employed 2-21-19.

**PAUL BRITVICH**, 67, retired foreman, Way and Structures. Died 2-11-57. Employed 10-8-23.

**M. Z. BROWN**, 70, retired agent, West Section. Died 1-1-57. Employed 3-5-45.

**ANTHONY BUS**, 60, repairman, North Avenue. Died 2-6-57. Employed 7-19-29.

**ROBERT CRAIG**, 67, retired operator, North Ave. Died 1-17-57. Employed 4-1-12.

**ARTHUR DRESSLER**, 61, repairman, Kedzie. Died 1-27-57. Employed 8-11-20.

**N. A. ERICKSON**, 85, retired motorman, Division. Died 1-17-57. Employed 10-26-99.

**F. J. FORD**, 78, retired motorman, Armitage. Died 2-8-57. Employed 3-19-18.

**B. W. GORSKI**, 70, retired repairman, 77th. Died 1-30-57. Employed 9-20-19.

**L. J. HACKER**, 68, retired conductor, 77th. Died 1-11-57. Employed 10-7-15.

**F. W. HOFFMEISTER**, 79, retired motorman, Elston. Died 1-26-57. Employed 9-8-17.

**JOHN IZBAN**, 59, operator, Devon. Died 1-18-57. Employed 2-11-20.

**ALBERT C. JANN**, 60, general accountant. Died 2-15-57. Employed 10-1-12.

**JOSEPH KALINAUSKAS**, 71, retired car cleaner, 69th. Died 1-15-57. Employed 8-1-44.

**C. G. KANGAS**, 57, retired motorman, North Section. Died 1-17-57. Employed 5-8-23.

**G. P. KEEGAN**, 71, retired motorman, South Section. Died 1-30-57. Employed 1-20-05.

**JOHN KIVLEHAN**, 71, retired mechanic, West Shops. Died 2-4-57. Employed 10-1-17.

**O. A. KLEPPISCH**, 74, retired agent, West Section. Died 1-28-57. Employed 6-17-43.

**A. J. KNOWSKI**, 66, retired motorman, 69th. Died 1-27-57. Employed 8-21-23.

**G. E. KOKOLOGIANIS**, 73, retired car cleaner, 77th. Died 1-12-57. Employed 2-3-25.

**ANTONI KRASZEWSKI**, 80, retired car cleaner, Devon. Died 2-1-57. Employed 9-4-18.

**CHARLES LEVICKI**, 76, retired car placer, 77th. Died 2-7-57. Employed 12-20-26.

**A. T. LINDQUIST**, 61, retired conductor, 77th. Died 1-18-57. Employed 5-3-25.

**JOHN MIEDEMA**, 70, retired motorman, Lawndale. Died 1-9-57. Employed 3-3-12.

**L. B. MILLER**, 72, retired motorman, North Avenue. Died 1-20-57. Employed 8-8-16.

**WILLIAM MOORE**, 57, operator, Archer. Died 2-11-57. Employed 10-19-26.

**HAROLD NELSON**, 64, retired motorman, Kedzie. Died 1-19-57. Employed 2-1-28.

**JOSEPH J. NEWELL**, 48, laborer, Stores Department. Died 2-8-57. Employed 11-4-42.

**M. V. NEWMAN**, 75, retired trainman, West Section. Died 1-12-57. Employed 7-28-20.

**E. P. NOLAN**, 61, retired chauffeur, Utility Department. Died 1-30-57. Employed 1-15-20.

**J. J. PEMBROKE**, 79, retired motorman, Kedzie. Died 2-6-57. Employed 10-14-07.

**A. F. RACETTE**, 70, retired conductor, Kedzie. Died 2-9-57. Employed 8-31-07.

**JAMES M. ROCHE**, 55, guard, North Section. Died 2-17-57. Employed 12-10-25.

**J. E. RYAN**, 68, retired motorman, 77th. Died 2-6-57. Employed 11-18-19.

**J. B. SANDS**, 64, retired watchman, Track. Died 1-13-57. Employed 9-11-30.

**EDWARD F. SATTTLER**, 54, conductor, Archer. Died 1-22-57. Employed 7-7-42.

**JOSEPH SLIEPKA**, 73, retired carpenter, West Shops. Died 1-20-57. Employed 4-5-21.

**WILLIAM SWAIN**, 55, machinist, West Shops. Died 2-15-57. Employed 5-16-45.

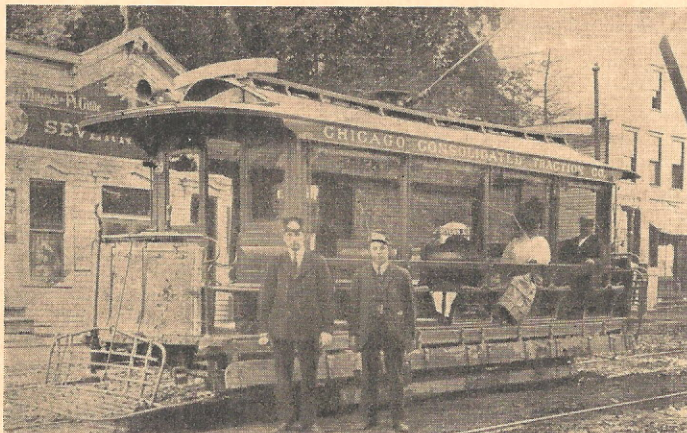
**D. J. VAN DREESE**, 70, retired machinist, Electrical Department. Died 2-11-57. Employed 11-19-28.

**J. P. WHITE**, 60, retired motorman, North Avenue. Died 2-5-57. Employed 10-8-23.

**JOSEPH WIRZBICKI**, 60, South Shops. Died 2-1-57. Employed 11-12-29.

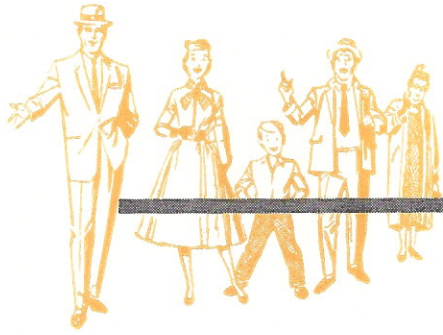
**W. E. YALEY**, 77, retired painter, Way and Structures. Died 1-16-57. Employed 5-1-29.

## HOW'S YOUR MEMORY?



**WHO CAN** identify the line on which this open-air electric streetcar of the old Chicago Consolidated Traction Company ran, the neighborhood shown, the identity of the two men standing in front of the car, or the approximate year the picture was taken? The print is the property of *Conductor Harold Becker*, Logan Square.





# Our Public

## SPEAKS

### Missing Ring Returned

A HIGHLY-valued diamond ring, lost on a bus, was recently restored to its owner with a timely assist by *CTA Operator Chester Williams* (69th), badge number 12756.

The loser was *J. Edward Goggin*, an attorney, who discovered his ring was missing upon arrival at his office. He inserted an ad in a Chicago newspaper. The following morning a woman called and said she had found a ring on a seat beside her in a Racine avenue bus and entrusted it to the operator to turn it over to the Lost and Found department.

Goggin had not been on a Racine bus, but had ridden a Lake Shore drive bus and a Randolph street bus. He asked the caller for more details.

As he listened, he thought he recognized her voice. When he asked her name she said she was *Miss Nelda Koos*, a school teacher. It developed that they were old friends and had met the day before on the Lake Shore drive bus. He remembered that they shook hands in farewell.

Goggin and Miss Koos theorized that when they shook hands his ring must have dropped into one of three hiding places—a deep cuff on Miss Koos' coat, the folds of a newspaper she was carrying, or a package she had with her.

Miss Koos had alighted from the bus at Congress and State, walked across the

street and boarded the bus driven by Operator Williams. After she sat down, the ring apparently slipped out.

Goggin called 69th station and subsequently came in with Miss Koos to establish identity, claim the ring, and leave a cash reward for Operator Williams.

**LETTERS OF commendation continue to come in about employees who have been courteous and efficient in the performance of their duties. Reprinted below are a few of such recently received letters:**

#### "Courteous Operator"

"A group of my friends and I were traveling on a Western avenue bus. We all agreed that we had never encountered a more polite, respectful, courteous operator than No. 9388 (*Harry J. Zanotti*, North Park), in all the years of riding on CTA buses. Not only was he courteous to us, a little on the older side, but to the young as well—always a smile and thank you to everyone."

#### "Highly Impressed"

"Recently, I had the opportunity of riding on a bus operated by Driver No. 5795 (*William D. Lewis*, 77th). I was highly impressed by the courtesy extended to all of the passengers.

"He extended himself far beyond the ordinary expectation of an operator in explaining to those who boarded his bus how they could more conveniently reach their destination."

**HOWEVER**, our patrons also write letters complaining about CTA personnel, and reprinted below are a few of those recently received:

"We are writing in reference to the discourteous treatment we received on one of CTA's buses. We believe that a person who is in contact with the public should try to conduct himself as an adult.

"Being suburbanites, this was our first occasion to use CTA facilities. We were humiliated when we boarded the bus. We simply asked the operator how much the fare was and we received this reply, 'You know, just drop the money in.' At this point we explained that we were from out of town and then he stated, 'Put 20 cents in the fare box. You ought to ride buses more often, it's fun.'

"As if that were not enough, when we attempted to leave the bus, he shut the door in our faces and refused to open it until we requested it."

**COMMENT:** Operators are required to answer all informational inquiries in a courteous manner and not surmise that all passengers are familiar with our rates of fare. The mannerisms of the operator in question cannot be condoned.

"There were several passengers besides myself waiting on the corner for the approaching bus. The operator stopped his bus to allow his passengers to alight, but as soon as the last person got off, he closed the doors and refused to open them for us. The bus was not crowded and there was plenty of room for all of us."

**COMMENT:** Our vehicles are operated to provide convenient service for our patrons. Operators who fail to stop at authorized points to permit patrons to board and alight are acting in violation of our rules and regulations.

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

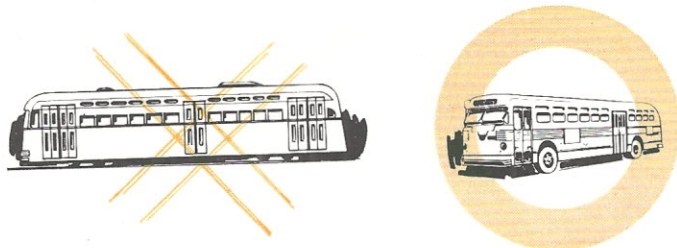
	Feb. 1957	Jan. 1957	Feb. 1956
Complaints .....	792	1,469	948
Commendations .....	75	105	99

Operator Chester Williams





## Broadway Route Converted From Rail to Rubber



CONVERSION OF CTA's Broadway surface line (Route No. 36) from streetcars to buses became effective February 18, when the last "Green Hornet" made the round trip run between Devon station and Polk and Dearborn streets.

With the conversion, over-all rush hour service was increased in number of vehicle trips by 54 of CTA's newest, 51-passenger, LP-gas (propane) buses which replaced the 45 streetcars formerly in use. This provides more frequent service for CTA patrons.

Headways in morning rush hour periods were reduced by one-half a minute from three and three-quarters minutes to three and one-quarter minutes, while those during the evening rush were reduced from three to two and one-half minutes. Base period headways remain, as before, at between four and four and one-half minutes.

The route on Broadway is unchanged. Buses operate between the northern terminal at Devon avenue and Clark street and the southern terminal at State and Polk streets as follows: East in Devon to Broadway, south in Broadway to Clark, south in Clark to Division street, east in Division to State and south in State to Polk. Northbound vehicles travel west in Polk to Dearborn, north in Dearborn to Kinzie street, east in Kinzie to State, north in State to Division, west in Division to Clark, north in Clark to Broadway,

**BROADWAY STARS** have their fans, and the crew on the last streetcar on Broadway had their fans, too—rail fans, that is! At the conclusion of the run, *Motorman Patrick J. O'Donnell* (seated) and *Conductor Niel P. Nielsen* were besieged by memento-seeking riders who asked for their signatures on the back of transfers.



north in Broadway to Devon and west in Devon to the northern terminal.

For greater operating efficiency, all buses for weekday, weekend and holiday operations are being housed at CTA's North Park station. The streetcars formerly used were housed at Devon station while buses serving the route on weekends and holidays were operated out of Limits station.

With the elimination of streetcars from the Broadway line and the releasing of these vehicles for conversion to Green Hornet rapid transit cars, CTA's modernization program moves ever closer to completion. With this change, Clark-Wentworth (Route No. 22) will be the only streetcar line remaining in CTA's surface operations. Buses are operated on Clark-Wentworth weekends and holidays.

The new change on the Broadway line marks the second in a period of about 14 months. In December, 1955, the combined Broadway-State was split into the present two lines, Broadway (No. 36) and State (No. 36A). Propane buses replaced streetcars on the latter line at that time.



**SUNDAY MORNING** early risers on Loop streets on February 10 must have rubbed their eyes in disbelief when they saw old red streetcars again clanging their way along State street. But it was no hoax. Railfan groups had chartered two of the now almost extinct vehicles for farewell round-trip rides over the former Broadway-State route between 77th and Vincennes and Devon stations. The groups were the Electric Railway Historical Society, which chartered Car No. 144, and the Illini Railroad Club, which took Car No. 225 on the last run. The group on Car No. 144, on the left, is shown comfortably enjoying the final ride. In the picture at the right, members and guests of the Illini contingent pose at one of the picture stops made en route. The railfans were commemorating the conversion from streetcars to buses on the Broadway surface route.



## New Station Facility in Loop Store

THE FIRST fully-automatic store-to-rapid-transit station facility established in Chicago, the Carson Pirie Scott connection with CTA's station at Madison and Wabash, was placed in operation on February 25.

This innovation was made possible through the cooperation of Carson's which purchased and paid for two transfer-issuing turnstiles. Carson's also paid for machines which will change quarters into dimes and nickels. In addition, it altered store space to accommodate the installation.

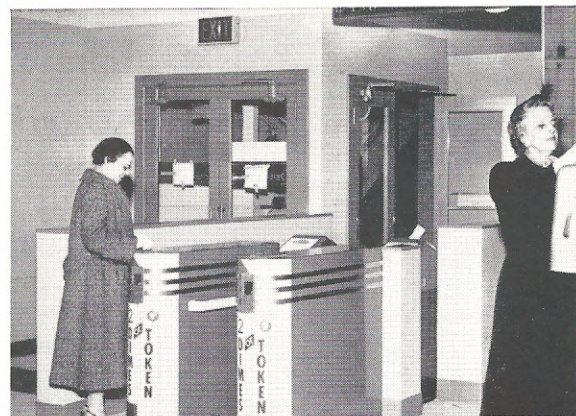
The turnstiles, which are similar to those now in use in CTA's State Street subway, will accept two dimes or a token from each patron and issue a transfer.

The new transfer-issuing turnstiles are the 11th and 12th put into service by CTA. Ten are now in operation in the State Street subway and others are slated for installation soon.

The turnstiles are produced by Perey Manufacturing Company, Inc., New York City. The transfer-issuing unit of these automatic fare collectors is made by Ticket Issuing Machine Ltd., Cirencester, England.

CTA plans to install fare-collecting equipment of this type in stations of the West Side subway in the median strip of the Congress expressway and, eventually, in all rapid transit stations.

IN THE accompanying picture, two Carson Pirie Scott employees demonstrate the convenience of the turnstile and coin changer. At left, Mrs. Ann Nelson inserts two dimes into turnstile while Mrs. Albertine Lewis (right) changes a quarter into two dimes and a nickel in order to have the correct change to pay her fare.



### CHICAGO TRANSIT AUTHORITY

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

	Month of January		Twelve Months Ended Jan. 31, 1957
	1957	1956	
Revenues	\$10,077,407	\$9,941,821	\$120,329,140
Operation and Maintenance Expenses	9,712,300	8,845,321	103,578,286
Available for Debt Service	365,107	1,096,500	\$ 16,750,854
Debt Service Requirements:			
Interest Charges	398,695	407,018	
Deposit to Series of 1947 Serial Bond			
Maturity Fund	250,000(1)	233,333	
Revenue Bond Reserves (2)	30,000	30,000	
	678,695	670,351	
Deficit in Meeting Debt Service Requirements or Balance Available for Depreciation	313,588 r	426,149	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(3)	313,588	-	
Balance Available for Depreciation	-	426,149	
Provision for Depreciation			
Accumulated deficit to end of previous month	223,611	-	
Current month	806,193	795,346	
	1,029,804	795,346	
Deficit in Depreciation Provision (4)	\$ 1,029,804 r	\$ 369,197 r	

r - Denotes red figure

#### PASSENGER STATISTICS

Originating Revenue Passengers	52,210,217	51,882,070	621,610,713
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#### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at January 31, 1957

	Delivered to Date	Remaining to be Delivered	Total
1955 and 1956 Orders:			
Propane Buses	50	100	150
El-Subway Cars	40	160	200
	90	260	350
Delivered under previous orders	3,314		
Less - P.C.C. Streetcars to be converted to El-Subway Cars	200		
			3,114
			3,464

#### NOTES:

- (1) Equal monthly installments to retire \$3,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1957.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) In accordance with the terms of the Revenue Bond Trust Agreement, whenever moneys in the Transit Revenue Fund may be insufficient in any month to meet debt service requirements, such deficiency is to be made up from moneys then in the Modernization Fund, other than the proceeds from gifts, loans and grants, and in the event sufficient moneys should not then be in the Modernization Fund to make the full amount of such deposits, moneys then in the Municipal Compensation Fund, the Operating Expense Reserve Fund and the Depreciation Reserve Fund shall be used in order to make the full amount of such deposits for debt service requirements. Inasmuch as the moneys in the Modernization Fund as of January 31, 1957, represent the proceeds from the sale of Revenue Bonds, and since there are no moneys in the Municipal Compensation Fund, the deficit in revenues to meet the debt service requirement has been made up by a transfer from the Operating Expense Reserve Fund.
- (4) Deposits may be made in the Depreciation Reserve Fund only to the extent that moneys are available therefor. The requirements for these deposits, however, are cumulative, and any balances available after the current period's provision for Depreciation must be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that moneys are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from moneys remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

## GIVE



**EASTER SEALS  
HELP  
CRIPPLED CHILDREN**

National Society  
for

Crippled Children and Adults  
11 So. LaSalle Chicago 3



# "Speed Ramp"

## PLACED IN SERVICE

ANOTHER CTA innovation—the new "speed ramp" at 63rd and Loomis station of the North-South elevated-subway route—was placed in service on February 7. Attending the official opening were CTA and city officials and representatives of the manufacturer.

The ramp was built and installed by the Stephens-Adamson Manufacturing Company of Aurora, Illinois, at a total cost of approximately \$34,100, including remodeling work on the structure, walk, stairway, and lighting required to complete the installation.

The speed ramp leads from the station on ground level to the platform which is 22 feet, 4½ inches high at that point. Ballustrades, three feet high, are at each side of the ramp. The belt is designed to carry 100 pounds per square foot of surface.

Controls permit operation of the belt either in an "up" or "down" direction. On weekdays and Saturdays the belt operates "up" from 5:00 a.m. to 3:30 p.m. It operates "down" from 3:30 p.m. to 9:00 p.m. Between 9:00 p.m. and 5:00 a.m. the belt is not in operation. On Sundays and holidays, the belt operates "up" from 10:00 a.m. to 9:00 p.m.

The belt is made of four-ply rubberized fabric, 36 inches wide, 33 inches of which is exposed standing space. It is self-cleaning in that any litter which collects on the belt is automatically cast off at either the top or bottom of the belt as it moves along.

The 63rd and Loomis terminal was selected for the test installation because of sharply increasing patronage at this station developed by feeder buses, particularly the Marquette route. Faced with the necessity of increasing the stair capacity at this station or installing other facilities because of the particularly heavy rush hour traffic, the decision was made to test the use of a moving belt or ramp.

If the initial installation proves successful, and providing the necessary funds are available, CTA may be able to use speed ramps to supplement elevated stairs in the Loop area, where there is heavy use of rapid transit facilities, and at certain outlying "L" stations where there also is heavy patronage.



**FIRST TO test** Chicago Transit Authority's new "speed ramp" after completion of installation on February 6, 1957, were, left to right, **Walter J. McCarter**, general manager; **Stanley D. Forsythe**, general superintendent of engineering, and **V. E. Gunlock**, chairman of Chicago Transit Board. The ramp can carry 7,200 persons per hour.



CTA AND city officials and representatives of the manufacturer of the "speed ramp" were on hand for a press preview held on February 6, the day before the ramp was placed in service for the public at the 63rd and Loomis terminal station on Chicago's north-south "L"-subway route. Shown at the ribbon cutting ceremony are, left to right, **Mrs. Bernice Van der Vries** and **James R. Quinn**, members of Chicago Transit Board; **Alderman Joseph P. Burke**, CTA Board Chairman **V. E. Gunlock**, cutting ribbon; **Fred S. Wells**, vice president, and **Donald L. Stephens**, executive vice president, of the Stephens-Adamson Manufacturing Company of Aurora, Illinois, which manufactured and installed the ramp.

## New Bus Route Established

A NEW CTA bus route, to be known as Devon-Cicero (No. 14), began operating in Cicero and Devon avenues between terminals at Cicero and Montrose and at Kedzie and Devon on March 4.

The new line provides, for the first time, CTA bus service in the area along Devon avenue from Kedzie avenue west to Cicero and in the section along Cicero between Devon and Peterson avenues.

By convenient transfer connections, this new service provides patrons residing along Devon avenue west of Kedzie avenue with easy access to North-South "L"-subway service at Loyola station, and with intersecting bus routes that serve the Loop area.

Buses of the Devon-Cicero line travel north in Cicero from the terminal at Cicero and Montrose to Devon and east in Devon to the terminal at Devon and Kedzie. They return over the same route in reverse directions. At the Cicero-Montrose terminal transfers may be made to and from Cicero (No. 54) buses, and at the Devon-Kedzie terminal transfers may be made to and from Devon-Sheridan (No. 155) buses and Kimball (No. 82) buses.

Devon-Cicero buses operate Mondays through Saturdays only, leaving the Cicero-Montrose terminal between 5:10 a.m. and 9:00 p.m. and leaving the Devon-Kedzie terminal between 5:30 a.m. and 9:20 p.m.

During morning and evening rush hours, Mondays through Fridays, buses operate at 15-minute intervals. At all other times, including Saturdays, headways will be 20 minutes.

Printed timetables of the new service were made available to the public at the time the new line began operation.

With the establishment of the Devon-Cicero line, the North Cicero avenue line (No. 54A) was discontinued. This route formerly operated in Cicero avenue between Montrose and Peterson.





# medically speaking

By Dr. George H. Irwin  
CTA Medical Director

## COMPENSATION PROCEDURES

THIS ARTICLE is written to help to bring about a better understanding of compensation procedures by the employee who sustains an injury arising out of and in the course of his employment according to the provisions of the Illinois Workmen's Compensation Act.

The Compensation Act provides that "the employer (CTA) shall provide the necessary first aid and medical and surgical services, and all necessary medical, surgical and hospital services thereafter, limited, however, to that which is reasonably required to cure or relieve from the effects of the accidental injury." The Compensation Act further provides that "the employee may elect to secure his own physician, surgical and hospital services **at his own expense.**"

Available at each depot, shop, garage, terminal, and other points on CTA properties, is a directory of qualified doctors and hospitals in the vicinity of each job location. Foremen, supervisors and superintendents at each job location are instructed in the procedure to be followed in arranging for the injured employee to receive prompt and proper medical and/or hospital service.

If, for any reason whatsoever, the employee does not avail himself of the medical and hospital services provided by CTA and decides to select his own services **at his own expense**, notice must be given, in writing, to the Claim Department immediately, and a medical report by the employee's own doctor must be sent to the Claim Department promptly. Thereafter, the instructions of a compensation clerk must be strictly adhered to in order for the employee to receive compensation or other benefits as provided in the Illinois Workmen's Compensation Act.

If the period of the employee's disability is in excess of

seven calendar days following the day of the occurrence, the employee must appear at the Claim Department office before he will be permitted to resume work. He will then be referred to our Medical Department which will determine his physical fitness to resume his normal duties. If the employee is unable to appear at the Claim Department office, he must so notify a compensation clerk in the Claim Department, either by telephone or in writing.

To be remembered in compensation cases is that the injured employee is not entitled to benefits under any hospitalization plan with which he is affiliated. This includes such plans as the Travelers Insurance Company, which is a benefit that is provided in accordance with the labor agreements between CTA and all the unions represented on the CTA properties, and also the supplemental plans under Travelers Insurance Company, Blue Cross Hospital Insurance, Blue Shield, and any others which are paid for by the employee. The reason for this is obvious because under the Illinois Workmen's Compensation Act, the employer shall provide all medical, surgical and hospital services unless the employee elects to secure his own medical and hospital services **at his own expense.** This regulation in no way conflicts with the presently established procedure by the Insurance Department in matters relating to employee sickness or accident occurring while off duty.

Prompt return to normal duty is the desire of the injured employee and the aim of management. Attainment of this goal requires close cooperation between the employee and management. Service to the injured employee is the obligation of the compensation clerks in the Claim Department and the representatives of the Medical Department. All inquiries will be promptly answered.



David Sax

## WIDELY-KNOWN CTA CONDUCTOR RETIRES

CTA'S WIDELY-KNOWN "ambassador of good will," Conductor David Sax, who for more than 35 years cheered and entertained riders on Madison street cars with his happy disposition and unfailing courtesy, ended his 38 years of transit service by retirement on March 1.

Sax was the subject many times of newspaper feature stories and fan letters came to him from all parts of the United States and from as far away as England and Denmark.

He started with the former Chicago Surface Lines as a conductor on Madison street cars in June, 1918, and, with the exception of a few months, worked on this line until it was converted to bus operation in December, 1953. Then he transferred to Broadway-State and Clark-Wentworth cars. In all his 38 years of service he never had a chargeable accident.

Sax lives with his wife, *Eva*, and two daughters, *Millie* and *Lillie*, on the northwest side.



# Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



NEARLY EVERY home has a window sill on the main building or a rail on the back porch or a sun porch or a window on the garage that would well accommodate a window box. Whatever is stated in this article will apply to any type container for use outdoors, such as a tall cylindrical metal container or a rectangular wooden box for use on the newel post of the stairway.

Such outdoor gardens can be decorative in the winter time as well as in the summer. After the summer flowers have wilted or frosts have killed the plants, they can be replaced by evergreen branches thrust into the soil while very wet where they will finally freeze and remain green all winter. Our present concern, however, is with the winter box for summer planting.

The more we can provide conditions in our window box that duplicate those applying to the open garden soil, the more nearly we shall succeed in obtaining a beautiful window box garden. So we need a window box that is deep enough to provide plenty of room for the development of the roots of our plants. The usual recommendation is a depth of 8 inches, although slightly less will produce fair results. The length of the box depends upon the size of the window-sill, naturally, but it is wise to make the box several inches shorter in length than the sill where it is to stand. If the sill is wide enough, then the box should be equally wide at the base and an inch or two wider at the top.

Sometimes a window box becomes a nuisance by reason of fact that when water is applied it splashes over or is carelessly applied so that it drips down over the front of the building. Another difficulty about window boxes is keeping them properly watered over a weekend or in very dry weather when the family is absent for a short time.

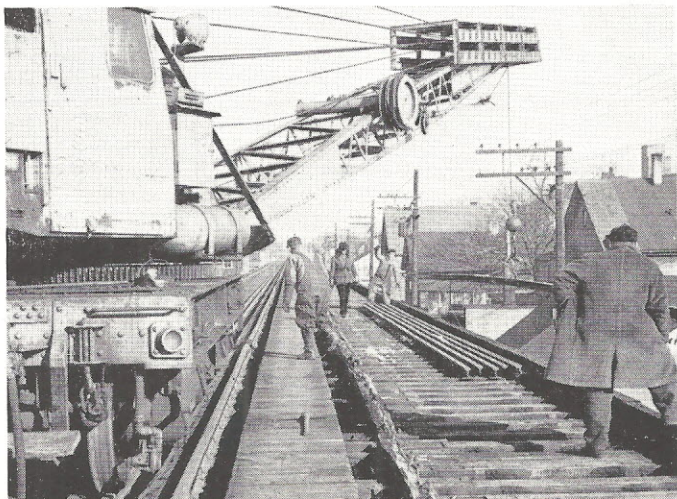
Both these objections can be overcome by making the box with a double bottom. Between the two boards, slide

a shallow pan of metal one and one-half to two inches deep and large enough to fill the entire lower part between the two bottoms. Holes about one-fourth inch in diameter are drilled, spaced about six inches apart through the upper of the two lower boards. Then glass wool wicks are purchased in a laboratory supply store. These are cut about nine inches long and rolled firmly to form the wicks. About five inches of the wick are thrust downward through one of the holes at the bottom of the box and into the tray beneath.

The upper part that is within the box is slit into four parts and spread out on the bottom. This is repeated for each of the holes so that the entire bottom part of the box is covered with these unrolled parts of the wick. When water is kept in the lower metal pan the wicks draw it up into the soil which absorbs it and keeps the box ideally moist. No water need then be applied at the top of the soil. In fact, by mixing the soil as described below, the soil will remain moist and keep drawing water from the pan underneath for as long as a week or 10 days or even two weeks if the weather is not too dry or until the pan is empty. Thus the family may go away for over a weekend or even longer without worrying whether or not the window box will suffer from drought. There need never be any complaint of water spilling out over the front of the building.

The sides of the box must not extend down between the two bottoms so that there is an opening at each end through which one may draw out the pan until it extends an inch or two outside the box. Then a watering-can may be used to fill the pan with water before it is slid back into the box.

A good garden soil, mixed with at least one part of vermiculite, or peat moss, in the proportions of one part peat moss or vermiculite to two parts of garden soil, will make a satisfactory mixture for the ordinary window box. *Mr. Henry Teuscher*, Curator of the Montreal (Canada) Botanical Garden, in his book entitled "Window Box Gardening" suggests the entire box be filled with vermiculite instead of soil. Then the water to go into the pans should consist of a nutrient solution to keep the roots of the plants fed as the vermiculite draws the solution up through the wicks. We refer you to his book for full instructions covering this method.



WORK WAS completed recently on the removal of the north-bound track of the old northwest branch between Lake street and Division street. The rail taken up from the structure will be used on the temporary track installation being placed between Austin boulevard and Des Plaines avenue in Forest Park in connection with the construction of the Congress street expressway. CTA Way and Structure Department employees are shown removing the pieces of rail from the structure on to a truck waiting below.



# To the Ladies

FROM ELLEN

## THE ROMANTIC LOOK

IT MIGHT be a bit ahead of the calendar to say "April showers bring May flowers," but now is the time to tell you the important fabric fashion news on what to add to your spring and summer home-sewn wardrobe. It will be a selection from an exciting flower bouquet. The "Romantic Look" has been applied to this particular fashion picture consisting of all the very pretty floral stripes and all-over floral prints. These beautiful fabrics will lead you into the fashion picture and give you the soft and lovely look of a newly-budded rose.

The fabric for the sheath in the photo

was influenced by a very fine porcelain with its flowering vine motif as the floral stripes. The style of the dress features a bateau neckline and a waist that is gently bloused.

The young lady seated is wearing an old-fashioned wallpaper stripe floral print which accentuates the charm of this sweet dress with its sleeveless bodice and full skirt of unpressed pleats.

Both these pattern silhouettes are excellent choices for any floral fabric that might take your fancy. Watch for the floral stripes and prints of the "Romantic Look" to make an appearance in your favorite fabric department. The



WITH THE new floral fabrics you will be able to make your own floral bouquet for spring and summer wear.

prints and pastel colors are luscious and will certainly inspire you to sew for your spring and summer wardrobe.

Your favorite department store will be featuring the "Romantic Look" patterns and fabrics very soon. Why not take advantage of the slack lenten season and sew a wardrobe that will give a dazzling welcome to spring and summer?

## SOMETHING TO TALK ABOUT

ALTHOUGH WE haven't been in the lenten season so very long, the monotony of having to prepare a meatless lunch or dinner should just about be taking hold.

If the school children come home for lunch, you'll have to prepare something along the same line as the familiar "cheese sandwich" dad took to work for his lunch so the entire family can enjoy meat with their dinner.

There need not be any confusion or any fuss and bother if you try a new recipe we recently received for Shrimp and Corn Au Gratin. This casserole may be prepared a half day or so in advance and its taste appeal is really something to talk about. The children can have it for lunch or, better yet, treat the entire family by serving it for dinner.

### SHRIMP AND CORN AU GRATIN

6 servings

1/4 package (2 ounces) medium noodles  
2 teaspoons salt

3 tablespoons margarine  
3 tablespoons flour  
1 cup milk (about)  
1/2 teaspoon salt  
3/4 cup shredded cheddar cheese  
1 12-ounce can kernel corn  
1 4-ounce can cut-up mushrooms  
2 5-ounce cans shrimp, de-veined

Cook noodles with 2 teaspoons salt in 2 quarts boiling water until just tender (8-10 minutes). While noodles cook, make sauce. Drain liquor from corn and mushrooms into measuring cup. Add enough milk to make 1 1/2 cups. In sauce pan melt margarine. Stir in flour,

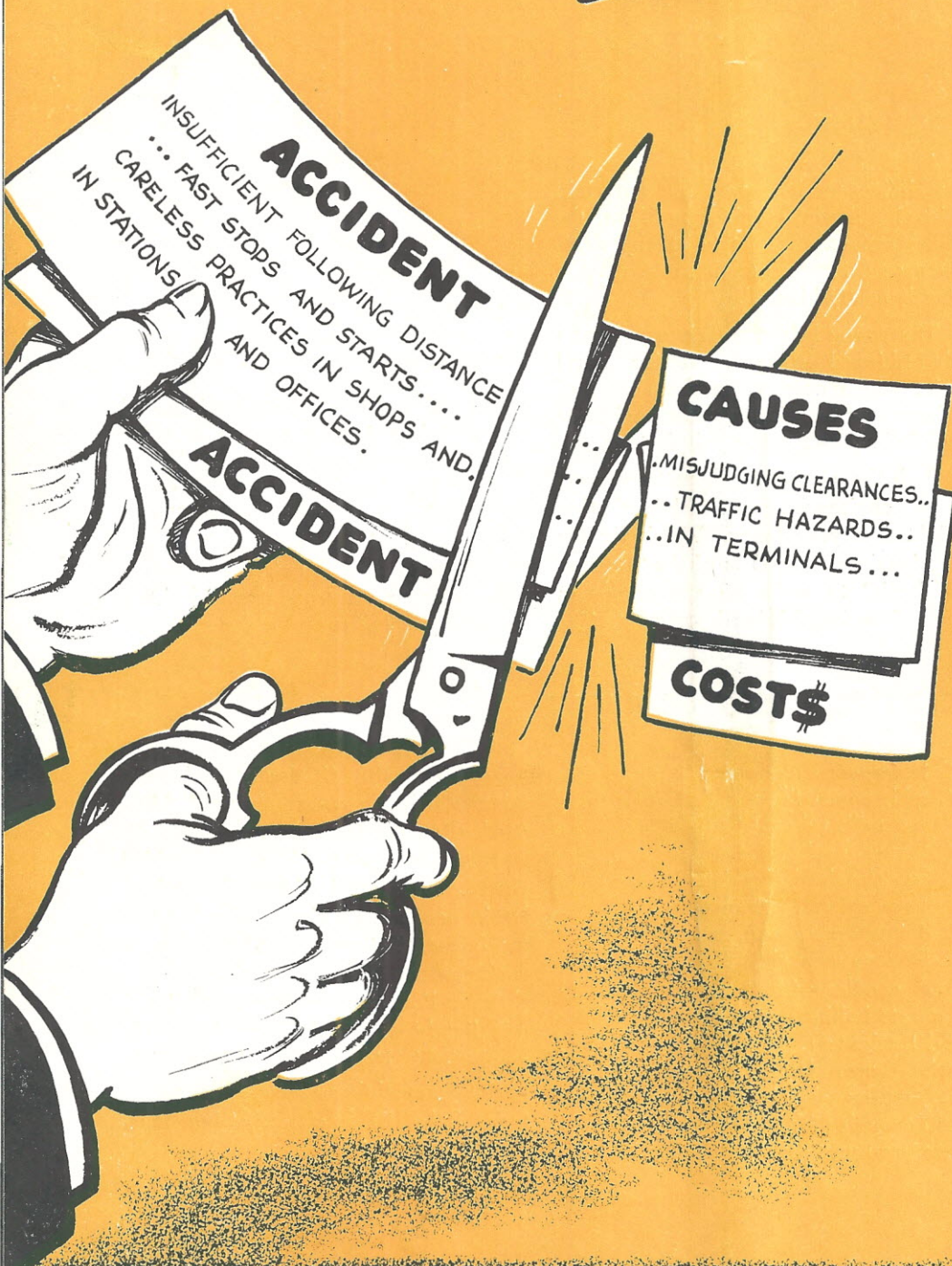
mixing smooth. Gradually add milk mixture, stirring constantly until thickened. Remove from heat and add 1/2 teaspoon salt and 1/2 cup shredded cheese. Stir until cheese is melted. Drain noodles and rinse under hot water faucet. Return drained noodles to cooking pan. Add corn, mushrooms and shrimp. Pour cheese sauce over all and mix lightly with fork. Turn into well-margarined 1 1/2-quart baking dish. Sprinkle remaining 1/4 cup cheese over top. Bake in moderately hot oven (400 F.) 30 minutes.

**TASTE APPEALING**  
Shrimp and Corn Au Gratin helps make the monotony of lenten menus lighter ... a real treat for the entire family.





# "SAFETY FIRST" CUTS BOTH...



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