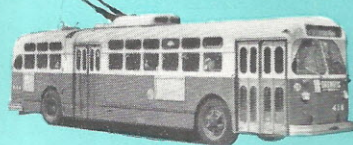
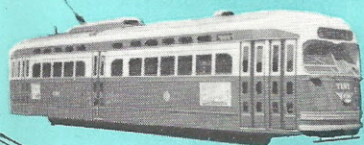
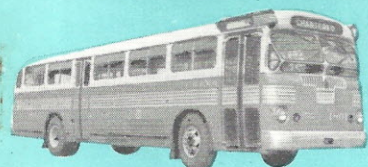
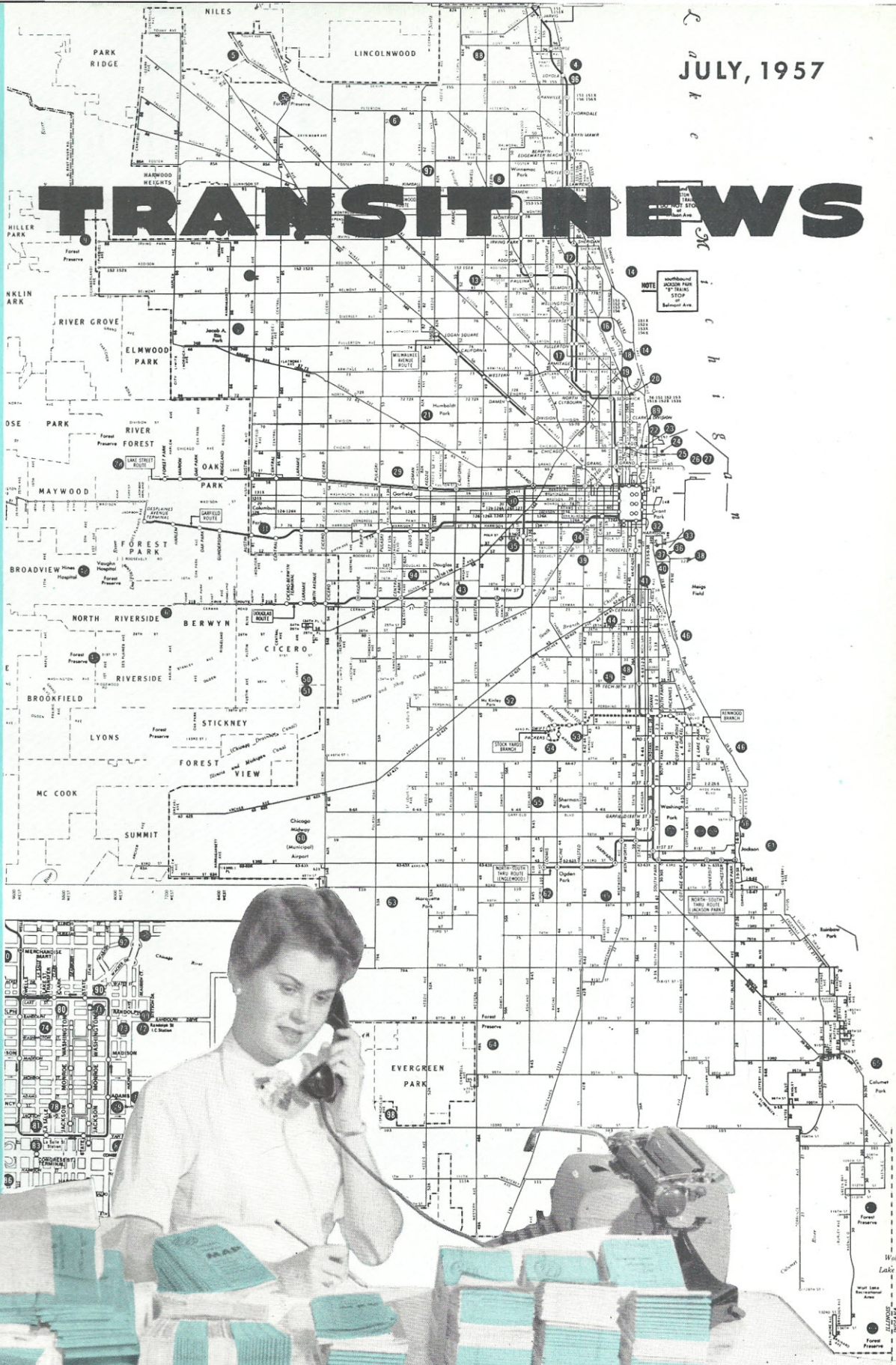




JULY, 1957

# TRANSIT NEWS





# Revised Fare Structure in Effect

A REVISED basic fare structure, effective July 4, was adopted by the Chicago Transit Board at its meeting on July 2, 1957.

At the time the new fares were announced it was pointed out that this is the first raise in the basic cash fare rates since June 1, 1952, when the basic cash fare of 20c for adults and rates of five surface system tokens for 85c and five rapid transit tokens for 90c were established. On April 22, 1954, both token rates were increased to 20c, but the cash fare remained the same as before.

The rates of fare under the new ordinance are:

Middle zone, north zone and west zone:

Adult—token rate, 10 for \$2.25; cash rate, 25c.

Child, under 12 years of age, remains unchanged at 10c.

Student, elementary or high school when presenting identification card, remains unchanged at 10c.

Child, under seven years when accompanied by an adult—free.

For a continuous inter-zone ride between two adjacent zones: i.e., between middle zone and north or west zone, the fare for an adult, child or student is the single zone rate plus a 12½c token or 13c cash; for a child or student, two single zone fares.

Under the revised fare structure, the token rate for shuttle buses in the Loop area is two for 25c and the cash fare, 13c.

The new fare for the Evanston Express service is: token rate, 35c; cash rate, 38c from all stations in Wilmette and Evanston, and Howard, Morse and Loyola stations in Chicago.

At a special meeting of Chicago Transit Board held July 15, action was taken to establish an 11¼-cent token rate for Loop shuttle bus riders, children, students and for the differential applying to inter-zone riders. These tokens will be sold in lots of four for 45c. The cash rate of 13c for Loop shuttle bus riders and the differential for inter-zone riders remains unchanged. The new cash rates for children and students will be 13c. The former cash rate was 10c. The new token and cash rates in these categories will become effective as soon as the new tokens are available and fare boxes are adjusted to accept the new tokens.

The new Evanston express service, combining the Evanston express and Shoppers' Special services, was placed in

effect July 5, the day after the new fares were established.

The schedules provide for Evanston expresses to leave Wilmette at six to 10-minute intervals from 6:19 a.m. to 8:58 a.m. and 30-minute intervals from 9:19 a.m. to 11:19 a.m. Northbound, these expresses leave the Loop at seven to 10-minute intervals from 3:45 p.m. to 6:20 p.m. Mondays through Fridays.

Under the new schedule, Evanston express trains make no stops between Loyola station and the Merchandise Mart. The stops at Wilson avenue and Chicago avenue have been eliminated. Previously, southbound trains made both stops and northbound trains made a station stop at Chicago avenue and in the A.M. at Wilson.

The method of fare collections on these trains follows:

Southbound from Linden avenue, Wilmette, to South boulevard, Evanston, and from the Skokie bus route, riders pay 35c token, or 38c cash and request a transfer as receipt. Evanston riders leaving at Howard street receive refund of 12½c (token) or 13c at booth on platform. Evanston riders remaining on train and passengers from Skokie must retain special transfer as evidence of payment of full express fare.

Express riders originating at Howard, Morse or Loyola stations, pay 22½c (token) or 25c cash to agent.

Between Loyola and the Mart, the conductor collects 12½c (token) and 13c cash from all passenger who do not have special transfer as evidence of full express fare.

Northbound riders originating in the Loop or at the Mart, and at Loyola, Morse and Howard pay 22½c (token) or 25c cash. Between the Mart and Loyola, the conductor collects 12½c (token) or 13c cash; between Howard and South Boulevard, the conductor collects the balance of express fare from riders boarding at Loyola, Morse and Howard.

Passengers bound for Evanston surrender the special transfer received at time of paying balance of express fare. Evanston-bound passengers originating at Howard street or on the Skokie route surrender the special transfer received at time of paying originating fare, as do passengers bound for Skokie.

Transfers between lines are issued free upon request when paying fares in accordance with CTA regulations.

VOLUME X

CTA TRANSIT NEWS

NUMBER 7

Published monthly by and for employees of the Chicago Transit Authority, under the direction of the Public Information Department.

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Annual subscription price: \$2.00. Distributed free of charge to all active and retired CTA employees. Address communications to CTA TRANSIT NEWS, Room 742, Merchandise Mart Plaza, Chicago 54, Illinois.

**OUR COVER:** The publication of a new CTA system map and city directory always creates a wide public response. By mail, by telephone and by personal calls the requests for copies, which are distributed free of charge, are received. *Julia M. Riordan*, Stenographer I., our cover girl on this issue, is one of the Public Information Department employees helping to handle the map folder requests as they pour in.



# NEW Inner Loop Station In Service

A COMPLETELY new inner loop station at Randolph-Wabash on CTA's elevated loop was officially opened for service on June 17, 1957, with ribbon-cutting ceremonies in which CTA officials and executives of Marshall Field & Company participated.

The entire project was worked out under a cooperative arrangement between Marshall Field & Company and CTA, resulting from conferences between *Hughston M. McBain*, chairman of Marshall Field & Company, *V. E. Gunlock*, CTA board chairman, and other officials of the two organizations.

Costing approximately \$85,000, the project was financed jointly by the department store and CTA.

Present for the opening ceremonies were Mr. McBain, *John T. Moss*, Field's vice-president for architecture and design, Mr. Gunlock and *Mrs. Bernice T. Van Der Vries*, member of Chicago Transit Board. *Mrs. Sydney Johnson*, daughter of Mr. McBain, cut the ribbon placing the new station in service.

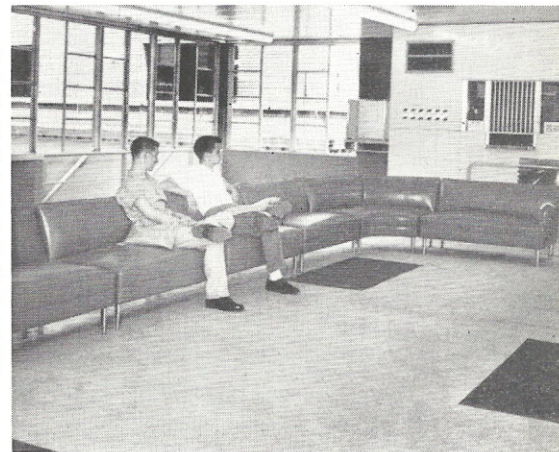
Field's regards the CTA facility adjoining it almost as an entrance to their store. It hoped, that by improving it, an example will be set for other businesses to provide their friends and customers with new, modern station facilities that serve their place of business.

The interior of the station's structure, which is about 50 feet by 28 feet, is pleasingly comfortable and colorful for the convenience of patrons of the store and CTA. The interior design features porcelain enameled steel. Upholstered settees are provided. Doors are of glass with aluminum frames, and terrazzo floors have been installed. The glass doors, along with windows facing the tracks, enable patrons to wait inside the building from where they have a full view of approaching trains.



LATEST ADDITION to CTA's rapid transit station facilities is the new inner loop station at Randolph-Wabash on the elevated loop. Shown at the ribbon-cutting ceremonies at the official opening on June 17 are, left to right: *John T. Moss*, vice-president for architecture and design, Marshall Field & Company; *Mrs. Sydney Johnson*, who cut the ribbon; *Mrs. Bernice T. Van Der Vries*, member of Chicago Transit Board, and *V. E. Gunlock*, chairman, Chicago Transit Board. *Agent Anita Schreiber* is in the agent's booth.

THIS PHOTO, looking north at the interior of the new station, shows the comfortable settees and windows facing the tracks through which waiting patrons have a clear view of approaching trains. The interior design features porcelain enameled steel. Floors are of terrazzo.



The entire exterior of the new station building consists of stainless steel panels.

In conjunction with the modernization of the inner loop station, changes were made to the outer loop platform to provide modern passenger control facilities and agent's booth together with an enclosed windbreak.

About 6,000 people use the Randolph-Wabash station on the average weekday.

THE NEW station as it appears in a view looking east along Randolph from State street. The entire exterior is constructed of stainless steel panels.

HERE IS how the attractive, glass-enclosed station looks in an across-the-tracks view from the outer loop platform. The new facility has a platform frontage of approximately 50 feet and provides an agent's booth at each end.





## Ravenswood Route Gets ALL-METAL CARS



**THIS FIERY** scene was caught on film by a CTA photographer when 23 old wood-steel "L" cars were burned recently in the yards at Skokie Shops. Their replace-

ment by all-metal cars enabled CTA to retire them after many years of service. Metal parts were salvaged for sale as scrap.

TWENTY-THREE MORE wood-steel "L" cars, recently replaced by all-metal cars, were burned on June 19 at CTA's Skokie Shops.

Sixty additional wood-steel cars, which were replaced by all-metal cars on the Ravenswood route on June 24, will be put to the torch later.

These retirements of old wood-steel cars, and their destruction by fire to salvage their metal parts for sale as scrap, has been made possible by the continuous arrival of new, all-metal "L" subway cars on recent orders totaling 200 units, deliveries of which began October 18, 1956.

With these latest equipment retirements, all of the main line "L" and subway services, excepting the Evanston express service, are being operated with all-metal equipment only. Replacement of the wood-steels in the Evanston express service is scheduled for next year.

Other routes presently equipped with all-metal cars exclusively are the North-South, Lake, Douglas, Garfield and Logan Square. To date, including new units on order, CTA now owns 1,126 all-metal rapid transit cars. A total of 962 wood and wood-steel cars have been scrapped or converted to non-passenger service uses. This total will be increased to 1,022 when the wood-steels removed from the Ravenswood route are put to the torch.

To date CTA has spent or obligated a total of approximately \$121,000,000 for modern facilities and rolling stock. New rolling stock, all of which but approximately 70 units are now in regular service, totals 4,036 buses and cars.

### SERVICE ADDITION

A NEW bus service in the morning and evening rush hours to provide direct transportation between Spiegel's, Inc., and 75th street and South Park avenue became effective on June 24.

The special service enables riders to travel without transferring between the area along South Park avenue, south of 35th street, and the industrial area along 35th street, between Halsted street and Ashland avenue.

In the northbound morning rush period, two trips leave 75th and South Park at 6:50 a.m. and 6:59 a.m. They operate north in South Park from 75th to 35th street and west in 35th to Ashland avenue. These buses arrive at Spiegel's at 7:32 a.m. and 7:42 a.m., respectively.

In the afternoon, two special buses leave Spiegel's at 4:43 p.m. and 4:48 p.m. They travel east in 35th from Spiegel's (after a layover of several minutes at that point) to South Park, and south in South Park to 81st street. These buses will arrive at the latter point at 5:38 p.m. and 5:43 p.m., respectively.

The new special service to Spiegel's supplements another direct service between that point and 95th and Ashland avenue which has been in effect since August 9, 1954. These buses operate north in Ashland to 35th street, east to Halsted, north to 31st, east to Wallace, south to 35th, west to Ashland and south on Ashland.





*(This is the 31st in a series on CTA routes.)*

LINKING MANY of Chicago's outlying residential communities with important industrial, commercial and shopping centers, CTA's Ashland (No. 9) and Ashland-Downtown (No. 45) routes provide frequent, convenient service between the city's north and south side and to the Loop.

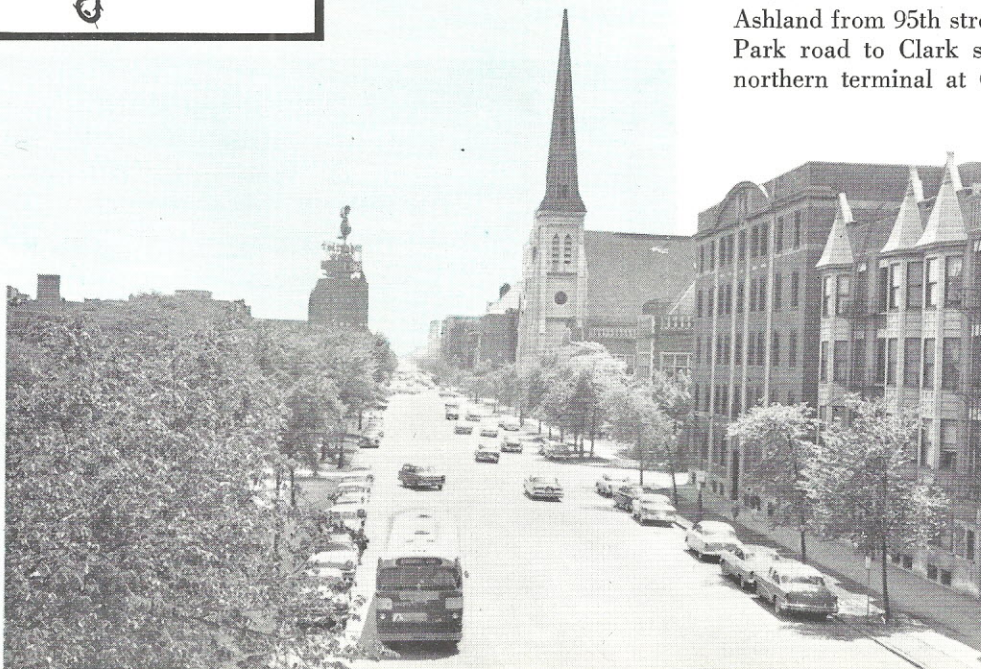
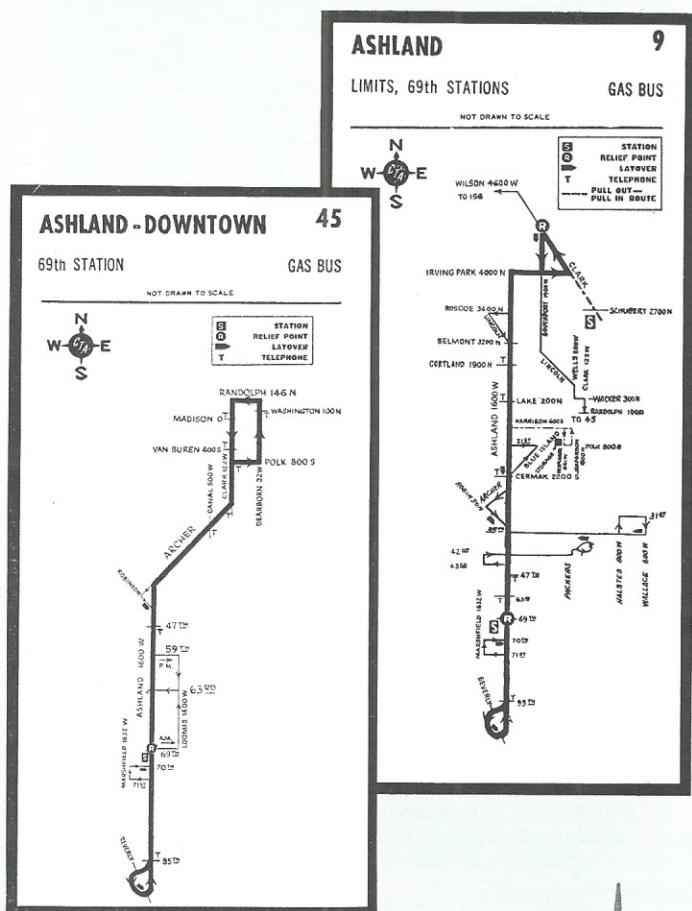
Between the northern terminal at Southport avenue and Clark street (4150 N. and 1400 W.) and the southern terminal at 95th street and Ashland avenue (9500 S. and 1600 W.) and except for short distances at outer terminals, Ashland No. 9 buses travel over the greatest round trip distance on a single street of any CTA line.

Especially geared to meet the needs of southwest side residents commuting to and from the Loop, the Ashland-Downtown route provides a direct connection with the Loomis street terminal of the North-South "L"-subway's Englewood branch at Loomis and 63rd streets. In a typical weekday rush period, Ashland-Downtown buses deliver more than 1,200 passengers to the doors of the "L" terminal, and CTA traffic checks indicate that this volume is increasing steadily.

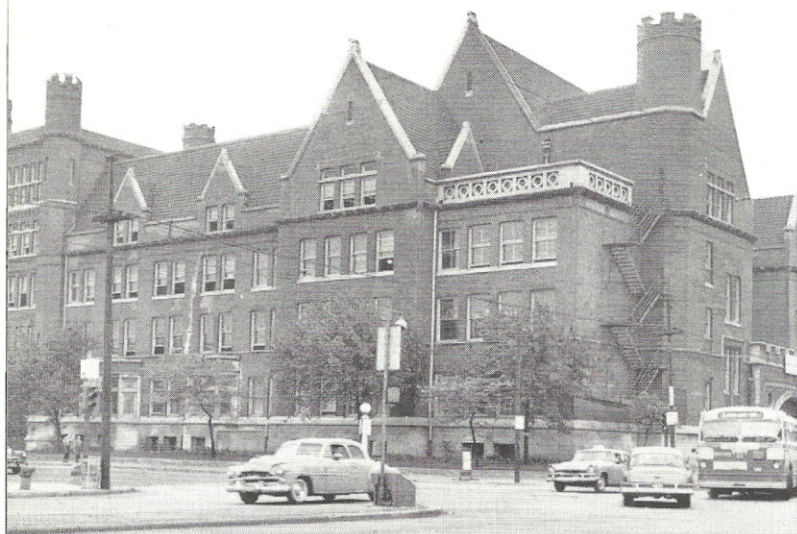
Certain Ashland buses deviate from the regular No. 9 route to furnish transportation to the Stockyards and to the Central Manufacturing District during weekday peak periods. Other buses, while operating over the regular route, terminate their southbound journeys at 71st street and Marshfield avenue (7100 S. and 1632 W.).

Northbound vehicles on the No. 9 route travel north on Ashland from 95th street to Irving Park road, east on Irving Park road to Clark street and northwest on Clark to the northern terminal at Clark and Southport avenue. South-

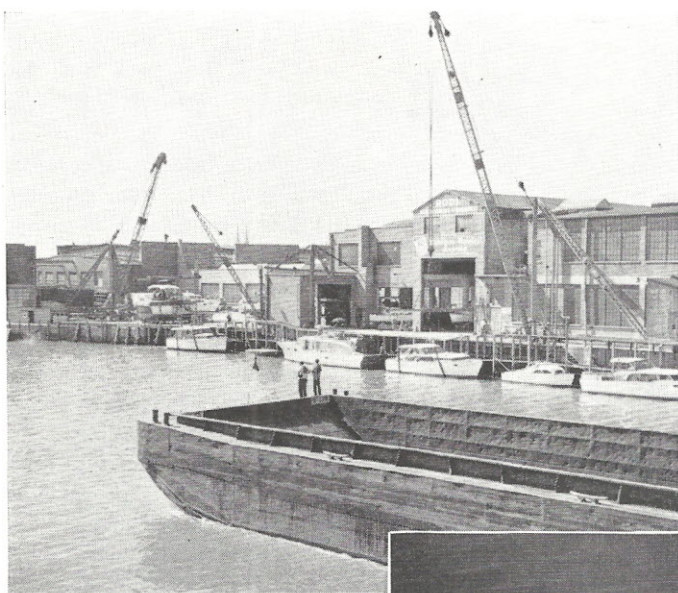
**TWO MILES** west of the Loop, Union Park (left) breaks the monotony of block after block of office, apartment and other buildings. In the right background is the First Congregational church, built in 1859. Immediately north of the church in this view looking south from the Lake street "L" are, respectively, the Spaulding Crippled Children's school and the Women and Children's hospital.







FOR 82 years, Lake View high school has been a dominating landmark on the north side. Founded in 1875, this co-educational institution, located on the northeast corner of Ashland and Irving Park, has long been noted for its excellent academic and commercial curriculums. With an enrollment of approximately 2,550 students, it serves the area bounded by Lake Michigan, the north branch of the Chicago river, Diversey parkway and Montrose avenue.



bound buses operate south on Southport to Irving Park, west on Irving Park to Ashland and thence south on Ashland to the southern terminal.

During weekdays, headways range from three and one-half minutes to four minutes in peak period, six and one-half minutes in midday base periods and from eight to 10 minutes in evening hours. "Owl" service is on a 30-minute basis seven days a week. On Saturdays, intervals between buses vary from seven minutes during the morning rush, midday base and afternoon rush periods to from eight to 10 minutes during evenings. On Sundays and holidays, buses operate on 12-minute headways in morning periods; seven and one-half minutes in midday base periods and every 10 minutes during evenings. Travel time ranges from 83 to 107 minutes, depending upon traffic conditions and the time of day.

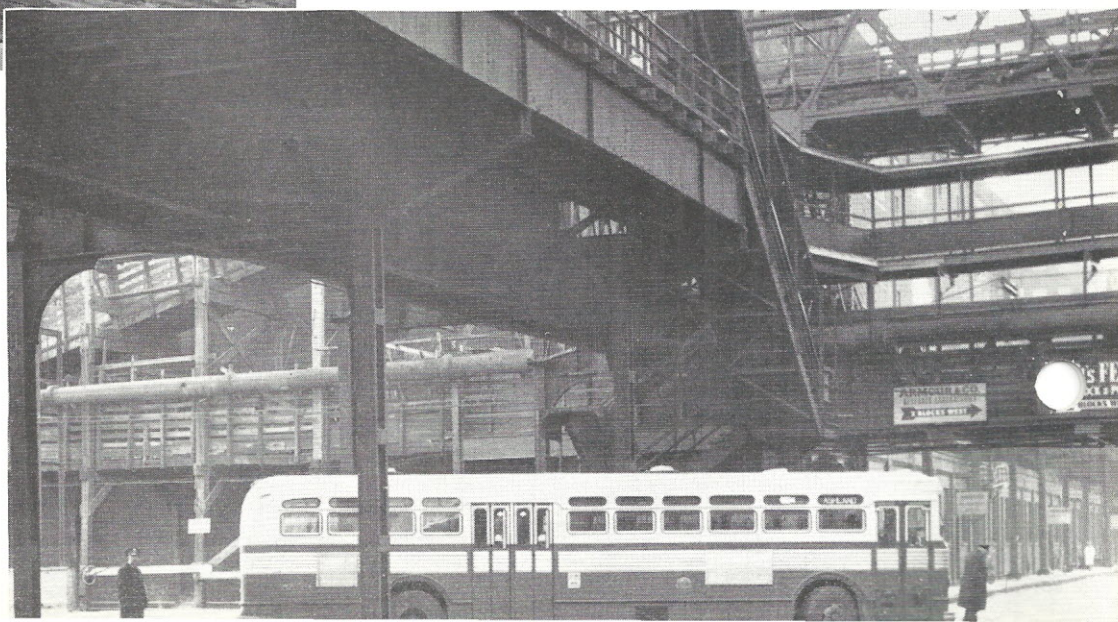
Ashland-Downtown buses operate only during the morning and afternoon peak periods, Monday through Saturday. During morning periods, northbound vehicles operate north on Ashland from 95th street to 69th street, east on 69th to Loomis street, north on Loomis to the "L" terminal at Loomis and 63rd, west on 63rd to Ashland, north on Ashland to Archer avenue, northeast on Archer to Clark street, north on Clark to Polk street, east on Polk to Dearborn street and north on Dearborn to Randolph street.

During afternoon rush periods, northbound vehicles do not make a connection with the "L" terminal and, instead, travel straight north on Ashland enroute to the Loop.

Southbound buses, in afternoon rush periods, travel south on Clark from Randolph to Archer, southwest on Archer to Ashland, south on Ashland to 59th street, east on 59th to Loomis, south on Loomis to 63rd, west on 63rd to Ashland and thence south on Ashland to 95th street. In morning peak periods, southbound vehicles continue south on Ashland from Archer to the southern terminal instead of

**CHICAGO DOCK** scene shows the Chicago Sanitary and Ship canal near 28th street and Ashland. Barge is one of hundreds which carry materials between Lake Michigan and the Gulf of Mexico via the canal, the Illinois river and the Mississippi river. Adjacent to the section shown in this picture is the Chicago Produce Terminal, which is the unloading point for all railroad shipments of fruits and vegetables for Chicagoland consumption.

THE RAMPS traveled by livestock on their way to slaughter-houses show plainly in this scene at 44th street and Packers avenue in the heart of the Union Stockyards, the world's largest meat packing center. Bus is underneath the "L" structure at Swift station.







**COMMUTERS MAKE** the convenient transfer between the "L" and Ashland-Downtown bus during the peak of the morning rush period at the Loomis street terminal of the North-South "L"-subway's Englewood line.

making the connection with the "L" terminal.

On weekday mornings, buses leave 95th street between 5:20 a.m. and 8:19 a.m. and from 6:20 a.m. to 8:22 a.m. on Saturdays. During afternoon rush periods, Monday through Saturday, they leave Randolph and Clark between 3:00 p.m. and 6:10 p.m.

Travel time on this route, with a round trip of 24.58 miles, ranges from 60 to 75 minutes. Buses travel on five-minute headways during morning peak periods and on six-minute headways in the evening. On Saturdays, 10-minute headways prevail during both morning and afternoon rush hours.

Buses providing service to the Stockyards and to the Central Manufacturing District operate only between these areas and 95th street and only on weekdays. Buses traveling to the Stockyards leave 95th street every eight minutes between 5:34 a.m. and 7:30 a.m. In evening rush periods, they depart from Packers avenue and 42nd street in the Stockyards at eight-minute intervals between 3:15 p.m. and 5:10 p.m.

The five morning bus trips of the Ashland-35th service leave 95th street on seven-minute headways between 6:37 a.m. and 7:05 a.m. In the afternoons three trips leave 31st and Wallace streets every five minutes between 4:45 p.m. and 5:00 p.m.

Travel time of Ashland-Stockyards buses averages 38 minutes over a route with a round trip of 13.98 miles. Ashland-35th buses make the trip between 95th street and 31st and Wallace in about 40 minutes. The measured round trip mileage on this route is 18.76 miles.

Ninety-four 51-passenger buses are assigned to Ashland service. Of these vehicles, 75 odorless propane (LP-gas) buses come from 69th street station and 19 diesel units from Limits.

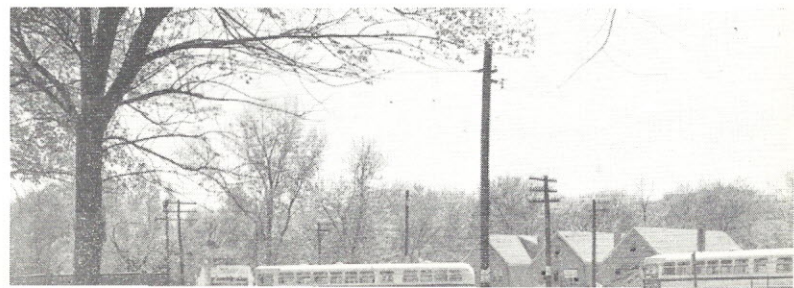
Hay and oats served as fuels for the first motive power units drawing transit vehicles on Ashland avenue back in



**A TYPICAL** outlying shopping district is located at Ashland and 63rd street in the West Englewood community. A 63rd (No. 63) bus pauses at the northeast corner of the intersection enroute to its western terminal at Narragansett avenue and 63rd place.

1884 when horse cars began traveling this street between Archer avenue and 47th street. In the following years, transit vehicles also began operating on Ashland between Division street and Armitage avenue and also between Belmont avenue and Irving Park road. By 1914, the year the Chicago Surface Lines took over operation of all Chicago street railways, Ashland avenue was served by transit vehicles from virtually one end of the city to the other. And on February 15, 1954, 28 years after the line was extended to 95th street, the long-familiar streetcars gave way to buses.

**THE LARGE**, spreading shade trees and neat homes of the Beverly Hills-Brainerd area form an attractive background for the Ashland route's southern terminal near 95th street.





## THE BUSMEN BROTHERS OF BEVERLY



FOUR SETS of brothers, *John and Frank Pierson, Edward and James O'Shaughnessy, Floyd and Richard Grajek, and Clifford and Alfred Howard*, have a variety of interests but all have two things in common—they're all CTA bus operators and they all work out of Beverly terminal at 103rd street and Vincennes avenue on Chicago's far south side. Combined, they have rolled up an impressive 153 years in transit.

The senior duo, in point of service, consists of the Piersons with their 63 transit years. John, an operator on the 93rd-95th street line, started his career 34 years ago. Residing at 6958 S. May street in Chicago's Englewood neighborhood, he and his wife, *Pauline*, are the parents of six children and two grandchildren. In his leisure hours, the veteran operator works in his garden or watches television.

Not long after John entered the transit field, his brother, Frank, of 11431 S. Whipple street, Merrionette Park, began working at 77th depot at 77th street and Vincennes avenue as a streetcar motorman. Today, 29 years after he decided to follow in his brother's footsteps, he is operating buses on the South Halsted line. As a member of Merrionette Park's volunteer fire department, he sometimes finds his leisure hours filled with plenty of action and excitement. He and his wife, *Edna*, have two daughters.

The O'Shaughnessy brothers also rank high in years of service. James, who lives at 10450 S. Church street in Chicago's attractive Beverly Hills section, started his career 24 years ago and now has a run on the 103rd-106th street route. In his spare time, he plays golf and regularly shoots in the 80s.

James's brother, Edward, operates a bus two miles further north, on the 87th street route. Ed, of 10655 S. Sawyer avenue, in Chicago's Mount Greenwood neighborhood, has 16 transit years to his credit. He and his wife, *Lucille*, have three sons and a daughter. During his time off, Ed likes to tinker with radio sets.

**BEVERLY'S BROTHERS**—four sets of them—are all ready to begin their runs from the terminal. From left to right, kneeling, are *Edward O'Shaughnessy, Floyd Grajek, Clifford Howard and Frank Pierson*. Standing, left to right, are *James O'Shaughnessy, Richard Grajek, Alfred Howard and John Pierson*.

A third O'Shaughnessy brother, *John*, whose career spans 20 years, covers the entire south side of the city in his capacity as a District "A" supervisor. He and his wife, *Marion*, and their two sons call 3721 W. 105th street in Mount Greenwood their home. When through with work, John often will play a few holes of golf and come in with a score in the low 70s.

Also blanketing a large portion of the south side in their travels are Floyd and Richard Grajek, both relief operators for all of the 11 lines originating at Beverly terminal. With 10 years of service, Floyd, of 3845 W. 115th place, Garden Homes, keeps busy during his time off as assistant chief of Garden Homes' volunteer fire department. He and his wife, *Estelle*, are the parents of two boys and a girl.

Richard Grajek, of 2649 W. 121st street, Blue Island, said that Floyd persuaded him that CTA was a good firm to work for, and he has been doing just that for the last six years. A do-it-yourself fan, he "fixes things up" around the house to the satisfaction of his wife, *Dolores*, and their baby daughter.

Clifford Howard lives with his brother, Alfred, at 14534 Union, Harvey. Cliff, a 10-year CTA employe, works the 93rd-95th street line. About four and one-half years ago, Alfred decided to follow his brother's example and he now works relief runs. He and his wife, *Vivian*, are the parents of three sons. While Al likes to make and repair furniture and other wooden articles, Cliff has a musical bent and often plays his harmonica or fiddle to entertain the rest of the Howard household.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYES OF THE CHICAGO TRANSIT AUTHORITY

## First A Dinner, Then A Life Of Leisure

ACCOUNTING—*Lucy Winkler*, Payroll, who retired July 1, was given a dinner at the Ivanhoe by her fellow-workers on June 20. Among those attending were *Eugenia Pazdon*, *Madeline Evenson*, *Ione Hansen* and *Berneice Spruth*, all of whom were her former associates in CTA; her niece, *Harriet Kern*, and her daughter, *Laura Dewiche*, from Oshkosh, Wisconsin. Your co-reporter, *Mable Potthast*, also attended.

A "do it yourself" project, a lamp constructed from an empty liquor bottle, was made by *Patrick Skerrett*, Materials and Supplies Accounting.

*Sylvia Reese*, Payroll, toured the New England states, touching many points of beauty and historical interest. She finished her eastern trip sightseeing in New York City and Washington, D. C. . . . *Esther Bragg*, Revenue Accounting, flew to Miami Beach, Florida, to swim and sun and to enjoy the beauties of the southland. She returned with a deep tan.

### Meets Niece

*Christine Cameron*, Payroll, drove to Arkansas to meet her niece, who is a student at the university of New Mexico in Clovis, New Mexico. They returned to Chicago via the Ozarks.

*Clifford Deakin*, father of *Rita Deakin*, Revenue Accounting, passed away suddenly on June 12.

*Lois Laica*, Payroll, left CTA June 7 to take up her duties as housewife. She received many gifts of pink and blue from her co-workers.

*Phyllis Cusic* and *Virginia Reibich*, both of Revenue Accounting, and *Olive Babcock*, Accounts Payable, were recuperating in various hospitals, at this writing . . . *Sandra Miller*, Revenue Accounting, returned to work after a stay in the hospital . . . *Susan De Christopher*, Accounts Payable, is back on the job after an extended illness.

*Mary Blackmore*, formerly of Revenue Accounting, and *Estelle Lucas*, Revenue Accounting, were transferred to the Material and Supplies Department.



## OUTDOOR GIRLS

THE DAY was just right, so these girls decided to spend part of their lunch period outside. Here, in front of the Merchandise Mart, are (left to right) *Marilyn Ferraro*, *Nancy Clifford*, *Ann Farrell*, *Mary Berry*, *Marianne Nykiel*, *Adrienne Traskus* and *Lucille Altieri*. All but Marianne, who works in the Legal Department, hail from the Insurance Department.

Reported by *Mary E. Clarke*

*Ann Garrity*, Materials and Supplies Accounting, vacationed with her sister in New Jersey.

*Roy Wilson*, Materials and Supplies Accounting, and *Estelle Lucas*, also of Revenue Accounting, were transferred to the Materials and Supplies Department.

*Frances Tollar*, mother of *Josephine Tollar*, Materials and Supplies Accounting, passed away May 24 after an extended illness.

*Agnes Coman*, Payroll, and her husband, *Ed Coman*, of the Legal Department became the proud grandparents of a daughter born June 21 to *Kathleen Fitzgerald*, their daughter, and her husband. The wee one was named *Mary Theresa*.

The Suggestions Awards committee awarded \$25.00 to *Bernard P. Kane* for suggesting a procedure that eliminates much of the paper work and machine time required to compute the number of days worked by an employee in a contract year. Under this method,

only 20,000 IBM cards, instead of the former 180,000, are needed.

—MABLE POTTHAST and HELEN A. LOWE

## First Place Nine Gets Plenty Of Support

ARCHER—Archer's baseball team, which was in first place as we wrote this, got a real boost from the men here who contributed in a big way toward baseball equipment.

Collector *Pete Kusek* and *Mrs. Kusek* recently celebrated their 35th wedding anniversary . . . *Operator Frank Lange* and his wife marked up 18 years of wedded life recently, as also did *Operator Ernie* and *Mrs. Feltz*.

*Clerk Martin Carey* and his wife not only celebrated their 20th wedding anniversary but also the graduation of their son, *Martin, Jr.*, from Quigley Preparatory Seminary. He was on the honor roll for the five years he attended school

there and plans to continue his schooling at Mundelein where he will study for the priesthood.

*Judy Schmitz*, daughter of *Clerk Frank Schmitz*, is a proud girl these days. In her first year of bowling, she won a trophy.

*Operator Frank Mucynski's* daughter, *Esther*, recently was married to *John Loth* at St. Mary's church. A reception was held at Margo's at 63rd and Ashland.

*Operator Frank Sladek* spent his vacation up in Minnesota fishing . . . *Roy Nielsen* also traveled up to that state and to Wisconsin but managed to catch only a few of the finny specimens.

*Operator Chester Schultz* recently underwent an operation for the removal of some boils . . . The second operation on the eyes of *Operator Walter Kubiak* was a big success. He now is able to read with the aid of glasses.

*Repairman Tony Lombardo* is back at his job after being off for some time with a sore back.

As we wrote this, *Paul Miller*, *Chester Pieluszynski* and *Charles Klemick* were off sick.

*Joel Buchinsky*, grandson of *Operator Joe Buchinsky*, was drowned recently in a tragic accident in Marquette Park . . . *Operator Frank Gray's* father and *Mrs. M. Riley*, mother-in-law of *Supervisor Joseph Millette*, died recently.

—R. H. FORTIER

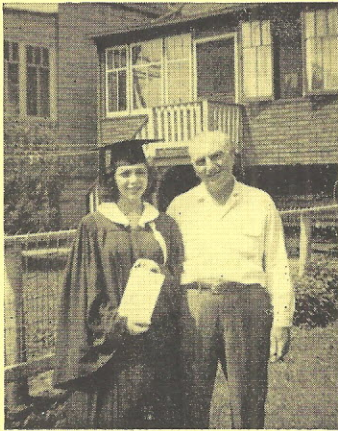
## Nine Lives For Cats, Only One For Eggs

BEVERLY—When the *Joseph O'Sullivan's* took their sons, *Marty* and *Jay*, to visit on a farm near Dwight, Illinois, they didn't mind so much when *Jay* tried to smuggle six kittens home by sticking them in his pockets. But they drew the line when *Marty* came in from the barn all dripping wet. *Marty* had discovered 15 eggs in a nest in the hayloft and figured the best way to get them to the house was to stuff them in his shirt blouse. You know what happened when he came down the ladder!

*Roy* and *Judy Engwall* became grandparents for the third time recently when *Roger Charles Eng-*



## HONOR GRADUATE



**THE GRADUATION** of Carolyn Cutrera, daughter of Ben Cutrera, laborer, Skokie Shops, and Mrs. Cutrera, from St. Philomena's high school last month was a happy occasion. Carolyn, who graduated with high honors, received many gifts from her parents, friends and relatives. The girl, shown here with her father, plans to enroll in a commercial curriculum at St. Philomena's college this fall.

Reported by David Gurwich and Everett E. England

wall checked in at South Shore hospital . . . Tom and Betty Brownfield were thrilled over the arrival of Brenda Lee recently at South Shore hospital. The Brownfields now have three girls and a boy.

At the recent Scout Jamboree at Kankakee State Park, Trevor Joike, son of Fritz and Barbara Joike, became a member of the Order of the Arrow. He attended the National Boy Scout Jamboree at Valley Forge, Pennsylvania, during the first week of this month.

On July 14, Matt and Mary Laferty celebrated 31 years of married life . . . July 10 was the big day for Ray and Ann Wells as they marked up 32 years of wedded bliss . . . Married 32 years on July 25 will be Carl and Helen Wandersen.

Mr. and Mrs. Robert Lavin and their two children enjoyed a vacation at their cottage at Twin Lakes, near Dowagiac, Michigan . . . While on a trip to the west coast, the car of the John McCarthys gave trouble, so they came home in a brand new one . . . Operator Charles Glines and two of his brothers-in-law spent two weeks on Red Lake in Ontario, Canada . . .

Byron Ishminger and his family are spending July improving their property along Eagle River in Ontario, Canada . . . Mr. and Mrs. Edward Sebek spent two weeks fishing at Hayward, Wisconsin.

Bill and Marie Farrell toured the entire Florida coastline . . . The Willard Beaman family visited The Hills of Sweet Owen, Indiana . . . Supervisor Bob Grey attended a few lodge meetings during his vacation . . . John and Elda Lerner took a trip around Lake Michigan, making stopovers at Sioux Locks and Mackinac Island . . . Charles and Ruth Sundblad and family journeyed to a lake north of Bemidji, Minnesota.

Harold Bradshaw, Harry Schofield, and Edward Cavanaugh spent several days on a private lake owned by Ed near Ladysmith, Wisconsin . . . Tom Spratt and his family traveled to Detroit and then visited Wisconsin . . . Supervisor Ernie Freel and family fished on the Flambeau flowage in Wisconsin . . . Virgil Trimmer and family visited relatives in Detroit.

The Edward O'Shaughnessy family made several short trips but spent most of their vacation at Fox Lake, Wisconsin . . . Frank and Loretta Rhomberg, and family took their vacation at a cottage at Hudson Lake, Indiana . . . John and Florence Barber had a good time fishing at Hazelhurst, Wisconsin . . .

Charles Dennis and his son explored the lakes in the Deer River, Minnesota, area.

Roy and Dorothy Anderson and family visited Devils Lake State Park, Wisconsin . . . The John King family went to Calumet, Michigan, and Minneapolis, Minnesota, where John visited an old Army buddy. The Kings ended up at Ed Cavanaugh's lake.

The Charles Wennerson family spent a week at Ludington, Michigan . . . Ray and Marie Cole vacationed at Sisters Lake, Michigan . . . Carl and Elsie Schnoor visited relatives in Des Moines, Iowa . . . Walter and Mary Barowsky moved to their new home in Oak Lawn during their vacation . . . Art and Lilly Neff vacationed at Fox Lake, Wisconsin . . . Tom Judge and his son traveled to Falls Church, Virginia, where Tom's daughter and her four children live.

Pat McGinnis was off with an injury, as we wrote this . . . Mrs. Dan Murphy underwent surgery at Roseland Community Hospital recently.

Mr. and Mrs. Joseph Simel marked 28 years of married life on June 20.

Mrs. May Tonn, who still likes to travel at the age of 86, is spending the summer with her son, Operator Ray Tonn and his wife, Dolores.

## THEY WERE BITIN'



**WHO WANTS** some nice, fat walleyes for dinner? Here's an impressive catch which it took two to hold up for this picture. The expert fishermen were Operator Harry Lewis (left) of Beverly and his brother-in-law, John O'Connor, who were vacationing at Spider Lake, near Hayward, Wisconsin, recently.

Reported by Frank M. Black

## KEEPS BUSY



**ONE PENSIONER** who certainly never lets any grass grow under her feet is Katherine Odill, formerly a Loop agent, who is shown in front of her attractive new home in St. Petersburg, Florida. She had worked at Goldblatt's as a sales woman since her retirement in February, 1953. Katherine, who moved to Florida earlier this year, wasn't there long before she obtained another job as a cashier in a leading restaurant. She said that she hardly ever is lonely in her spare time, for old friends stop by to see her every week.

Reported by Julie Prinderville

Operator Rudy Nelson of 77th and former supervisor of District "B," died June 19 after an illness of three weeks.

—FRANK M. BLACK

## Fishermen's Mission: Fill Up Freezers

**CLAIM-LAW** — The "Mooseketeers" returned to fisherman's paradise, otherwise known as Moose Lake, Minnesota, this year. Henry Praiter, Charlie Gash, Joe Zukowski, John Davis, Bill Lembachner and Pensioner John Nattinger all went up there to try their luck. Well, we shall see how full our freezers will be at the end of this trip.

Richard Midland, son of Adjuster Carl Midland, graduated with high honors from St. Mel's high school and was awarded Mayor Daley's Youth Foundation Scholarship at a special luncheon for this group held May 28 at the Blackstone-Sheraton hotel.

Mary Anne Nykiel returned from Las Vegas, Nevada, only because she bought a round-trip ticket . . . Audrey Kalkowski spent a wonderful two weeks in Florida and came home with a beautiful "Miami" color.



Typist Marjorie Schintz won a \$5.00 award for suggesting that eraser sticks be furnished typists and stocked as regular supplies.

—EL-JE

## He Liked His Tennessee Vacation

ELECTRICAL—A card received from Joseph Herman, chief operator at Illinois sub-station, who vacationed at Boardman's resort, Hornback, Tennessee, read as follows: "Having a fine time. Fishing is great."

Operator John Rusnak, 63rd substation, and his wife visited their son at Fort Sill, Oklahoma, and then motored to Fairyland in Carlsbad Caverns National Park, New Mexico . . . Ray Siers, operator at 63rd substation, traveled via steamship to Mackinac Island where he had a delightful vacation.

Joseph Nagrodski, chief operator at east 63rd substation, enjoyed the fishing at Pelican Lake, Wisconsin.

Lineman Ralph Jossi suffered the loss of his son.

Operator Edward Swienton, Milwaukee substation, suffered a heart attack June 6. Although, at this writing, he still was confined to St. Anne's hospital, he was reported progressing nicely . . . Rocco Massesso, "B" electrician, suffered another heart attack on June 5. As we wrote this, he was recuperating at home.

Norman E. Wallace, "A" electrician, is the proud father of a boy, Norman Mark, who arrived June 21. He joins two sisters.

—GILBERT E. ANDREWS

## Couple Mark 19th Wedding Anniversary

FOREST GLEN—Operator Warren G. Wood, Sr., and Mrs. Wood celebrated 19 years of married life on June 10 . . . Operator George Tooman and his wife chalked up 38 years of wedded bliss July 1.

If you would like a few laughs to start off your day, hear Operators Al Polwalcyk and Leonard Skiba any morning in the week talk about the wonderful golfers they are.

The news items box is still empty. Without the help of all Forest Glen employees we can't have much of a column in CTA TRANSIT NEWS. So, don't forget to let your reporter know about anything you think might be of interest to your fellow-workers. Please give me your news directly or put your items in the news box.

—GEORGE H. WILLIAMS

## RETIRING SUPERINTENDENT HONORED



FIFTY-TWO years of service as an employee of Chicago transit companies was terminated on July 1 with the retirement of Arthur Heidecke, (center) superintendent of rapid transit operations for the CTA.

Heidecke, oldest employee in point of service with CTA's Transportation Department, started on the old West Side Metropolitan Elevated Railroad on April 27, 1905 and rose through the ranks from extra guard to the superintendent's post.

He served progressively as yardman, yard foreman, dispatcher, trainmaster, and acting superintendent of transportation of the Metropolitan, Lake Street and Loop Divisions of he "L" Lines on August 1, 1948.

Heidecke comes from a transit family. His brother, Fred, who has 43 years of service with the CTA and predecessor companies, is a towerman at Laramie avenue on the Garfield Park rapid transit branch. Fred Barker, his son-in-law is currently employed in CTA's payroll department. In the past his wife, Ida, and other relatives were "L" employees.

Heidecke was honored at a luncheon held June 26 in the Mural Room of the Bismarck Hotel. In this photo, taken on that occasion, General Manager Walter J. McCarter extends best wishes as Thomas B. O'Connor, general superintendent of transportation and shops and equipment, looks on.

## Stopovers Along Way Provide Entertainment

GENERAL OFFICE — (Stenographic)

—In company with her sister, enroute to Italy to attend the International Congress of Nurses, Dorothy Durr flew from Chicago to New York, where they were joined by a party of 15. The group then boarded a plane for Amsterdam, The Netherlands, and then traveled through Belgium and Germany. In Germany, they took a trip down the Rhine river and visited Heidelberg. A stopover was made in Switzerland where Dorothy "climbed" the Alps to an altitude of 7,500 feet in a chair lift. Their trip also included a gondola ride

in Venice, Italy, where the group attended a World Health Organization conference. And, finally, in Rome where the nurses' conference took place, the group had an audience with Pope Pius XII.

Joan Fitzgerald visited Mt. Vernon, Illinois, on Memorial Day.

Ellen Hasemann, a recent graduate of Luther high school South, joined the ranks of Stenographic, but not as a total stranger. Instructor William Moser is her uncle and Supervisor Frank Budoff is a friend of long standing.

(Transportation)—Florence Bohlin, wife of Louis Bohlin, former chief clerk, who is now on pension, spent a vacation in Chicago

visiting her daughter. In honor of the occasion, Marie Krausman, Mickey Daly, Ruth Soutter, Marge Rochford and your reporter had cocktails with Florence at Prudential's Top of the Rock and then had dinner in the Gibraltar Room. Florence told of their new home in Tuscon, Arizona, and showed a picture of Lou relaxing in their 33-foot screened patio.

Jack and Wanda Krause flew to Duluth, Minnesota, during a weekend recently to take part in young Jack's wedding to Cynthia Goodman of Duluth.

The sweet girl graduate in this department is Arleen Riley, daughter of George Riley, superintendent of instruction. When Arleen graduated from Aquinas, George took a week of his vacation.

Carl Gibes' son, Ronnie, received his sheepskin from Mendal Catholic high school. One of Ronnie's classmates, David Lee Donohue, who is a CTA part-time agent, was awarded the second highest medal given for merit, the General Excellence Medal.

## Takes Vacation

Ruth Budoff, daughter of Radio Dispatcher Edward Budoff, took a short vacation from the University of Michigan where she is a senior in nursing, to visit her new nephew from Utah, Bradley Allen Ellison. Upon her graduation, Ruth plans to stay in Ann Arbor until she receives her Masters Degree in nursing.

Joe Vodvarka, his wife, Marilyn, and their two children, Gail and Joe, spent a pleasant two weeks' vacation visiting relatives and friends in and around Chicago.

(Insurance) — Mundelein college donated one of its graduates to Insurance. Ann Farrell, who majored in economics, is now on CTA's employment rolls. Her uncle is Robert Buckley of the Purchasing Department . . . Another new face here is that of Janice Bruhnke, who transferred from Employment.

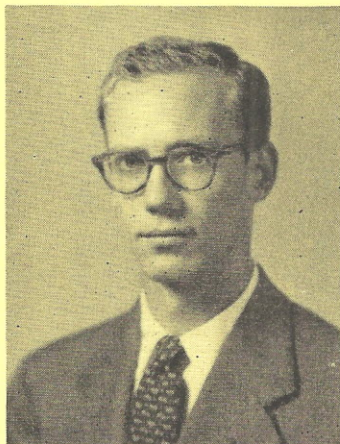
Mary Berry, hospitalization clerk, received an award of \$5.00 from the Suggestion Awards committee for her proposal to place a partition in the employee cafeteria just to one side of the exit doors.

(Public Information)—Mary Pat Heavey, Steno I with Service Section, transferred to the Building Department. Replacing her is Nancy Satkus.

—JULIE PRINDERVILLE



## FULBRIGHT SCHOLAR



**HINMAN L. P. KEALY**, son of Mrs. Joyce Kealy, receptionist in CTA's executive offices, has been awarded a Fulbright Scholarship to the Royal Academy of Fine Arts in Copenhagen, Denmark.

The young man will sail for the Danish city in July to begin studies in city planning with *Steen Eiler Rasmussen*, an internationally-known planner, architect and author, who heads the Copenhagen Royal Academy.

Young Kealy holds bachelor degrees from Northwestern University and the Illinois Institute of Technology. He also has a master's degree in Art Education from I.I.T. and a master's degree in City Planning, from the University of Pennsylvania, from which he was graduated as an honor student in June of this year.

Since graduation, he has been working on the redevelopment of the historic "center city" of Philadelphia for the Philadelphia Planning Commission.

## No Rocking Chair Vacation For Them!

GENERAL OFFICE—(Buildings and Structures)—*Jean and Jack Gagy* spent a delightful week in Gatlinburg, Tennessee, sightseeing and hiking. One of the highlights of their trip was a ride on a ski lift to the top of Mount Leconte.

*James Gordon* boasted of his new grandson, *David Andrew Gordon*, who arrived April 25 . . . *Herman and Betty Smith* became proud parents on May 27. Newest addition to the family is *Kimberly Ann*. She was welcomed by her two brothers, *Barry and Billy*.

(Specifications)—*Jane Chivatero* and *Victoria Lepek*, formerly employed in this department, recently held open house parties in their new homes for former co-workers.

*Jack Larkin* spent a week of his vacation with his family at Sturgeon Bay, Wisconsin . . . *Charles Ricker* returned from Atlantic City, New Jersey, where he attended the American Society of Testing Materials convention.

*Audrey Peterson's* dad, *Edward Johnson*, was recovering from a recent operation, at this writing.

The days of chivalry haven't vanished entirely, in the opinion of your reporter, who heard how *Frank Maguire* enacted a "Sir Walter Raleigh" when he came to the

rescue of a damsel in distress in front of the Merchandise Mart.

(Staff Engineering)—*John P. O'Connor*, engineering assistant, and *Mrs. O'Connor* received congratulations on the birth of their son, *Denis Michael*, who arrived at Oak Park hospital June 19. He was welcomed by his little sister, *Maureen*, age three, and two brothers, *Timothy*, 6½, and *Kevin*, five years old.

*Glenn M. Anderson*, former trolley bus repairman, was transferred to this department June 2.

*Charlie Lapp's* daughter, *Gloria*, attended a dramatic arts convention in Kansas City, Missouri, recently.

(Job Classification)—*John McMahon* is a new file clerk here.

(Training and Accident Prevention)—*George Dean* recently transferred to this office from the Transportation Department.

*Edward P. Henry*, supervisor of accident record clerks, was awarded \$5.00 for suggesting that a list be prepared for the Legal Department which shows name and department of any employee capable of speaking a foreign language.

—MARY E. CLARKE

## How To Remember Your Vacation Better

KEDZIE—Since the vacation season is in full swing now, we'd like very much to receive accounts of

your trips and any pictures you may have taken of interesting points.

Receiver *Edward O'Keefe* suffered the loss of his brother . . . The mother of *Operator William Neal* passed away recently.

The annual Notre Dame lay retreat at South Bend, Indiana, begins on August 15 and Catholic CTA employees are urged to turn out for it. Persons interested may contact your reporter.

*Phyllis Cusack* of the Revenue Accounting Department had been ill for some time, as we wrote this.

—C. P. STARR

## Which Shows That Suggestions Pay Off

LIMITS—Two employees working out of this station won a total of \$30.00 in awards presented by the Suggestion Awards committee recently. *Conductor Raymond Mosk* won a \$25.00 award for his idea that fare box trays be rounded on their upper right and front edges . . . *Operator J. C. Weber* received \$5.00 for suggesting that zones on transfers be printed with darker and larger numbers to enable operators to punch without making mistakes. This was his second award.

—IRVING R. METZGER

## TAKES PENSION



A CASH GIFT and a retirement pin were presented *John Casper*, stock clerk II, Purchasing and Stores Department, who retired on pension July 1 after 33 years of service. With *John (center)* are (from left) *Art Eggert*, assistant divisional storekeeper; *Typists Martha Jugin and Kay Keller* and *Ray Gavert*, divisional storekeeper.

Reported by *Dagmar McNamara*

## RECENT CTA ADDITIONS TO THE ARMED FORCES

*Nick A. Campana*—Job Classification

*James F. Orlow*—General Accounting

*James H. Stewart*—Transportation (Lawndale)

## RETURNED FROM SERVICE

*L. E. Sylvain*—Transportation (Limits)

## Two Families Had The Same Idea

LOOP (Agents)—*Patrick McGowan*, platform man, and *William Donley*, towerman, and their families, although not traveling together, both happened to pick the same spot to do their swimming and fishing during their vacations—*Williams Bay, Wisconsin*.

*Dorothy Parker* spent several days in Springfield, Illinois, with friends during her vacation. She spent the rest of her time off relaxing at home.

As we wrote this, *Mary Ohnesorge* was hospitalized with bronchial pneumonia.

*Paul Grant* and his family vacationed in the ideal summer resort—Chicago . . . *Alice Murtagh* spent her vacation entertaining her brother and niece who came all the way from Newry County Downs, Ireland, to visit her.

*Porter Joseph Simpson* and his family traveled to Danville, Kentucky, to visit his parents . . . *Elizabeth Diamond* vacationed by taking short trips in the Chicago area.

—EDITH EDBROOKE

## Serviceman Calls On Former Co-Workers

NORTH PARK—*Eugene Renfroe*, a CTA operator before going into service, visited North Park during a furlough.

Wedding bells rang recently for *Operator Charles Carroll*, who married *Frances Jones*.

Early June vacations brought postcards from *Operator Harold Lizars*, who toured Florida, and from *Relief Superintendent George May* who visited California . . . *Chief Clerk Fred Murbarger* spent much of July in California visiting his son.



Operator and Mrs. Thomas Correa are the proud parents of their first child, a daughter . . . Clerk Frank Anderson and his wife celebrated the arrival of their eighth child, also a daughter.

Four operators, Harry Zanotti, Jim Rentschler, Lavern Will and Frank Leak all suffered the loss of their fathers . . .

The mother of Operator Ralph Johnson passed away shortly after Ralph made an emergency flight to Florida to be with her. However, on the brighter side for the Johnson family, Ralph, Jr., was awarded a full tuition scholarship to the Illinois Institute of Technology. He will major in business and economics.

Frank Cahill, bus repairman, won a \$25.00 award for proposing that the direction of water flow on the left side of the bus washer at this station be reversed.

—EDWARD F. STENZEL and  
EARL W. McLAUGHLIN

## This Blessed Event Had Special Meaning

NORTH SECTION—Station Superintendent Les Hickey is overjoyed at the birth of a grandson June 19. The baby was born to his daughter on the same date that she gave birth to her first child, who later died.

It seems as though the call of the "Auld Sod" is a strong one. Two of our conductors, J. P. Daly and Mike Joyce are over in the Emerald Isle, as we write this. Mike, who left by plane June 30, saw his nephew ordained a priest. Mike also visited England. Mr. Daly made the trip to visit his parents.

Raymond M. Sanford, assistant station superintendent, was home recuperating from an illness which, for a time, confined him to the hospital . . . Agent Mae Rohr was on the sick list, as we wrote this . . . Clerk Andrew P. Anderson was home from the hospital recovering from an operation, at this writing.

North Section was well represented at a retreat, sponsored by the Franciscan fathers, held June 21 through June 23, at Mays Lake Illinois.

—ANGELO BIACHINI

## 40-YEAR EMPLOYEES RECENTLY RETIRED



Edw. A. Schabelski, conductor, Devon, July 1, 40 years.



Charles J. Baker, conductor, 77th, July 1, 44 years.

## Skokie Gains Another Solid Citizen

PURCHASING AND STORES—Dick Hendrickx, Storeroom 43, is the proud owner of a new home in Skokie.

Helen Spolec, Purchasing, became Mrs. Paul Toth on Saturday, June 8 at St. Francis of Rome church. A surprise dinner party was held for her by the girls in her department. She received a check as a wedding gift.

Robert Pipowski, son of Clarence Pipowski, South Division, was promoted to the rank of master sergeant in the ROTC at Kelly high school.

Mildred Bonomo and Terry Focht, Purchasing, flew to Miami, Florida, where they spent two wonderful weeks . . . Patrick McCannoy and his family spent their vacation visiting relatives in Michigan . . . Harry Schober, South Division, drove to California for his vacation and then came home by airplane.

Joan Unger is the latest addition to Stores, General Office.

H. M. Mittel, laborer and watchman, received \$10.00 for suggesting that sliding shelf boards be installed on storeroom bins.

—DAGMAR McNAMARA

## Becomes Proud Gramp On Father's Day

SCHEDULE, TRAFFIC AND BUDGET—(Schedule - Traffic) — Frank A. Forty, superintendent of the Schedule-Traffic Department, joined the grandfathers' club when his first

grandchild, a girl, was born on Father's Day, June 16. The new arrival's name is Patricia.

June graduates from DePaul university included James Hill, son of Mr. and Mrs. Edward Hill, and Joseph Devereux, son of Mr. and Mrs. William Devereux, both of whom received Bachelor of Science degrees in commerce. Joseph also was commissioned a second lieutenant after completing his ROTC training.

Anthony Hess enjoyed a week's vacation visiting his son and family in Dayton, Ohio.

(Budget)—The welcome sign was out for Clarence Steffen, who was transferred to this office from the Revenue Accounting Department.

Homer McElroy returned recently from a week's restful vacation which he spent at his suburban home.

—L. C. DUTTON

## A Journey Back To The Auld Sod

69TH—The Burke brothers, John and Edward, recently made an extended tour of Ireland.

Peter Heraty, conductor who worked out of 77th, passed away June 12. He had more than 31 years of transit service.

Two of our clerks, Barney Becker and Frank Rooney, spent a week of their vacations at the "Winnetonna lakes" near St. George's hospital. However, the fish refused to bite . . . Instructor Glenn Payton was somewhere in Minne-

sota searching for uranium, as we wrote this.

Station Superintendent E. C. Tocci and Operator John J. Joyce, both of the executive committee of the annual St. Patrick's Day parade, were honored recently at a supper at Jacy's for their interest in community affairs by the 18th Ward community council.

The CTA group of the Notre Dame Retreat league is preparing for the annual retreat which begins Thursday evening, August 15. About 2,000 men from all the nation already have made reservations for this affair.

Operator H. J. Busch was awarded \$5.00 for suggesting that the Wallace-Racine (No. 44) surface route schedule be checked to eliminate excess service between 69th and 87th streets during afternoon rush periods.

—TOM DANIELS

## EXCHANGE VOWS



RECENT NEWLYWEDS, Marguerite Rechsteiner Kuper, Typist I, Insurance Department, and her husband, Raymond, are shown on their wedding day, May 4. They were married in a candlelight ceremony at St. James Lutheran church which was attended by Marguerite's co-workers. After a reception at the Arc restaurant, the couple left on a honeymoon trip to the Smoky Mountains. The bride is a graduate of Taft high school. Her husband is an alumnus of Lane Technical high school. They now make their home in Elmwood Park.



## LOTS OF CAKE



A WEDDING cake that towered above him was the handiwork of Electrician Frank Kramer, Skokie Shops, who, in this picture, examines the decorative specimen. Frank created the culinary work of art for the wedding of his son, Ronald Frank. Frank was a baker who specialized in making pastries before coming to CTA.

Reported by Dave Gurwich and  
Everett E. England

## Two Circuit Wallops Made The Difference

SKOKIE SHOPS—In the first game of the CTA softball league season, our team beat North Avenue, 11 to 10, in 10 innings. Hero of the Skokie squad was Machinist Mike Fabian who saved the day by hitting two home runs.

Carpenter George Kimmski was presented with an outboard motor by his wife on Father's Day.

We received a card from Electrician Emmet Nolan who vacationed in Texas with his family . . . Upholsterer Al Schmitz spent a week fishing in Wisconsin. He had pretty fair luck.

A total of 14 men here received a grand total of \$130.00 in suggestion awards. Winners and the amounts they received are as follows: Shopman Dominick A. DiOrio, \$20.00; Machinist Samuel R. Cicero, Shopmen Fred Egger and David S. Guereca, \$15.00 each; Wireman Joseph J. Perillo, Shopman Steve Plaszczewski and Theodore Szymanski, electrical worker, and Blacksmith Gunno Lindstedt, \$10.00 each, and Painter Mitchell Fazcek, Dominick Fasano, black-

smith helper, Carpenter Bill Small, and Machinists Paul Ehmke and Arthur J. O'Brien, \$5.00 each.

—DAVID GURWICH and  
EVERETT E. ENGLAND

## Dad Gives Bride Away As Son Performs Rite

SOUTH SECTION—Charles Burns escorted his daughter, Marie Elizabeth, down the aisle of St. Rita's church June 18. At a touching nuptial mass, she was married by The Rev. Joseph Burns, her brother.

Towerman Elmer Pipkorn, who usually travels around the country in his car, decided that he could see and do more by traveling via plane. He journeyed to points south and west, including Fort Lauderdale, Florida.

Conductor Pat Flanagan looked hale and hearty after an absence from work due to an operation performed on his hip.

Conductor Mike Sheerin went north on his vacation and stopped off at Montreal. According to Mike, the food and refreshments are tops there, and signs of prosperity in Canada are very evident.

A new face is evident in Shop Foreman Charles Dowling's office where James Daly replaced Clarence Birmingham who took his pension June 1.

Al Lipke, clerk, Loomis street, and his wife celebrated 40 years of wedded bliss June 20. Al said it's hard to believe the time went by so fast.

Motorman Charles Southard made a long trip into Canada where he had the best of luck in that he caught the limit of fish each day. You can imagine Chuck's disappointment, however, when preparing to ice the fish for shipment to his friends, he was stymied by the recent strike on Canada's railroads.

Motorman Tom Waller told your reporter that spring golf practice improved his game to the extent that he is ready to take on all comers to decide who is the champ.

Conductor Frank Bonnoy was busy dodging tornadoes on his way back from Miami, especially in Tennessee . . . Switchman Ed Feil tried his luck in nearby lakes and reported fishing was good.

If you've moved recently,  
please notify

CTA TRANSIT NEWS

Motorman Fred Gronemeyer's two sons, who play in the Evergreen Park Little League, are fine ball players. One is a southpaw pitcher and the other is a fielder.

Motorman Victor Cerulli decided that the ideal home should be one which could have its location and appearance changed at will. With that thought in mind, he went shopping and purchased a modern trailer, 50 feet long and with all the comforts of home, including a television set and a man-sized lounge chair.

Proposing that a signal near the 40th street and Indiana avenue "L" station be adjusted to detain approaching trains for a longer period, while trains ahead are standing in the station, brought \$25.00 to Motorman Harry G. Eitel.

—LEO J. BIEN

## His Bird Had What It Takes

TERMINAL INSPECTION SHOPS—(Wilson)—Clerk Walter Nowosielski, who is a racing pigeon enthusiast, received a pleasant surprise recently when he heard that one of the pigeons he raised and then sold came home after flying all the way from eastern Nebraska in a race. Out of 1,700 pigeons entered in this event, only 17 had returned, at this writing. Evidently, most of the feathered creatures were lost because of storms. Walter said the pigeon was just about able to fly when he landed.

Acting Clerk Pete Lemperis, who was off for three months because of an injury received at home, returned to work.

(Logan)—Repairman Mike Fahy will leave the ranks of the bachelors on September 14. His bride will be Maura Boyle, who hails from the Old Sod.

Repairman Pete Sabadosa won a trophy at a CTA golf tournament held June 8 at the Cherry Hills Country Club. Last year Pete won a trophy at this same tournament.

Repairmen George Speers and Ray Catanese, who had been off because of sickness, are back on the job. George said he attributed his speedy recovery to the care given him by his wife, who is a former nurse.

Repairman Clifford Burke expected to spend his vacation in Chicago.

## JOHN F. HIGGINS GIVEN PROMOTION

IN A bulletin signed by Charles E. Keiser, superintendent of transportation, and Thomas B. O'Connor, general superintendent of transportation and shops and equipment, and approved by General Manager Walter J. McCarter, John F. Higgins was appointed superintendent of rapid transit operations effective July 1. He succeeded Arthur Heidecke, who retired on pension on that date.

Mr. Higgins began his transit career on September 21, 1922, as a student engineer with the former Chicago Rapid Transit Company. Working his way up through the ranks, with that firm and with CTA, he was named assistant superintendent of rapid transit operations on June 24, 1951. He held this post until he was appointed to his present position.

(Douglas)—Repairman Walter Hovald spent his vacation fishing in Wisconsin.

Repairman Joe Serritella's son, Danny, was a recent graduate of Our Lady of Charity school. He expects to attend St. Mel's high school in the fall.

Cleaner Charlie Romano visited Canada on his vacation . . . Repairman Nick Fieramosca traveled to New York City.

(Laramie)—Repairman John Cappaccio expected to drive his mother to Springfield, Massachusetts, where she will visit a brother she hasn't seen in 45 years.

Repairman Sheldon Rita, who was off because of illness, returned to work.

—JOE FEINENDEGEN

## Soon She'll Be Busier Than Ever

WAY AND STRUCTURES—Mary Kay Casey was feted at the Blackhawk restaurant by her fellow workers who presented her with a car coat and a diaper bag. Succeeding Mary Kay, who left CTA to await the arrival of Mr. Stork, is Eleanor Roche, formerly of the treasurer's office and Materials and Supplies Accounting Department.

H. L. Albers, assistant superintendent of buildings, became the proud and happy grandfather of



William Eugene Parker, who was born June 3.

Jim Walsh proudly escorted his daughter down the aisle of St. Kilian's church on her wedding day May 25. Another event, not at all a happy one, in the Walsh family, was the passing of Jim's mother.

Frank Moltch, tinner, Rapid Transit Division, and Peter Dukich, watchman, Track Department, both took their pensions July 1.

—MARLENE NEHER

## Two CTA Employees In This Family Now

WEST SECTION (Agents) — Assignment Agent Nancy Fogarty and Thomas McInerney, a member of the collection staff, were united in marriage at St. Roman's church on Saturday, June 22.

Agent Louis Beck drove to Florida on his vacation . . . Agent Al Ryduzewski said he would be busy painting around the house during his time off . . . Also taking their vacations, at this writing, were Extra Agents Martin Tezak and Tom O'Shaughnessy.

Your reporter had the pleasure of a visit from Agent Bill Fitzgerald recently.

Agent Ed Durkin said he planned to spend most of his vacation enjoying the air conditioning unit he installed in his home at the start of the June heat wave.

Agent Catherine Sullivan said she enjoys the view and the fresh air at her Harlem avenue booth since it was raised to the platform.

The U.S. Army claimed the services of Extra Agent Lorenzo Monteleone on July 9.

—GORDON KELLY

## Five Find Windy City Good Vacation Spot

WEST SHOPS — Among vacationers who stayed in and around Chicago were Mike Pare, Ed Evans, Don Riess, Joan Ward and Caroline Johnson.

Charlie Greco, who was hospitalized recently, was convalescing nicely, as we wrote this.

John Bado, electrical helper at West Shops, died June 11. He had chalked up about 31½ years of service.

Jim Platt and his wife hooked their "water scooter" onto the back

of their car and took off for the high water down in the Ozark region . . . Stanley Krasula, machine shop, toured the West recently.

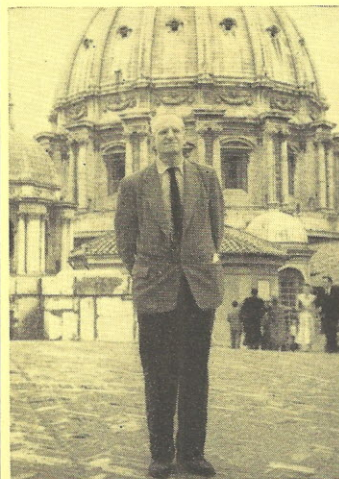
Chris Oppgard of the technical services division retired July 1 after 36 years of service. He was guest of honor at a surprise party given by his friends before he left to make his home in Florida.

The boys in the bus overhaul shop building surprised Carmella Ritrovato of industrial engineering when they presented her with a corsage and a gift certificate. The occasion was the moving of her office in that building to the General Offices in the Merchandise Mart.

Mechanic J. C. Franchi recently won two suggestion awards totaling \$30.00 . . . Machinist Walter J. Olenick won \$15.00; Machinist John Romancik was awarded \$20.00, and Machinist Stanley Krasula \$5.00 in suggestion awards.

—JOHN T. BURKE

## ITALIAN TRIP



THE DOME of St. Peter's church in Rome forms the background for this picture of J. Y. Guinter of the Stores Department. Mr. Guinter, one of the passengers on Pan American Airlines' first direct flight from Chicago to Rome, also visited Florence and Naples. Highlights of his overseas journey included being present at a general audience with Pope Pius XII and a trip to the top of Mt. Vesuvius.

Reported by Dagmar McNamara

## NEW PENSIONERS

Joseph Acus, bus cleaner, 77th. Employed 2-9-45.

A. A. Adrian, gateman, West Section. Employed 6-16-26.

Frank Ambrose, motorman, West Section. Employed 3-2-43.

J. W. Backholm, motorman, Devon. Employed 10-12-28.

E. F. Baehrend, motorman, 77th. Employed 4-15-24.

Mate Bejo, laborer, Stores Department. Employed 8-7-13.

J. P. Bernd, armature winder, South Shops. Employed 11-25-18.

C. A. Birmingham, shops clerk, 61st. Employed 3-22-19.

W. J. Breen, lineman, Electrical. Employed 5-7-20.

Arthur Broska, Repairman "B," Wilson Shops. Employed 9-20-17.

W. E. Brown, conductor, Devon. Employed 2-5-21.

J. F. Brzuska, car cleaner, North Park. Employed 8-25-43.

J. W. Burns, assignment agent, South Section. Employed 9-22-37.

J. J. Caron, conductor, 77th. Employed 5-31-16.

James Carroll, car cleaner, Forest Glen. Employed 10-14-19.

Antonio Casalino, repairman, Lawndale. Employed 2-28-27.

M. M. Caspers, agent, North Section. Employed 1-6-43.

Matteo Cirrincione, laborer, Track. Employed 3-27-30.

Claude Conley, repairman "B," 61st. Employed 12-8-43.

A. J. Daukas, laborer, South Shops. Employed 2-27-20.

J. F. Doody, motorman, West Section. Employed 5-9-14.

A. N. Dybbro, agent, West Section. Employed 7-31-46.

M. M. Ennis, agent, South Section. Employed 2-15-13.

A. A. Ercius, repairman, Kedzie. Employed 6-28-21.

T. E. Franco, agent, South Section. Employed 2-15-45.

Joseph Gerk, laborer, Track. Employed 5-27-28.

Anton Hriljac, laborer, Track. Employed 4-19-26.

Michelangelo Iacono, bus cleaner, North Avenue. Employed 12-1-43.

J. M. Jacobsen, conductor, 77th. Employed 2-9-16.

V. E. Johnson, motorman, Transportation. Employed 1-9-20.

Nick J. Kamenjarin, gang foreman, Track. Employed 12-22-20.

Jeremiah Kane, conductor, 77th. Employed 3-26-26.

John Kobes, operator, Lawndale. Employed 10-20-15.

John Kollin, machinist, West Shops. Employed 1-8-28.

J. J. Kuklewicz, cleaner, Devon. Employed 10-28-24.

J. C. Lunn, truck chauffeur, Utility Department. Employed 4-1-26.

N. V. McCann, agent, West Section. Employed 9-24-18.

M. V. McFarland, agent, South Section. Employed 12-28-12.

T. W. Pilitauskis, bus cleaner, 69th. Employed 8-18-24.

N. H. Potter, agent, South Section. Employed 7-12-17.

T. E. Purtell, conductor, 77th. Employed 10-9-22.

S. W. Rowe, agent, West Section. Employed 5-8-44.

E. H. Schultz, janitor, Limits. Employed 1-9-20.

W. C. Schultz, mail clerk, Office Services. Employed 9-19-18.

A. H. Schuth, motorman, West Section. Employed 4-2-23.

J. R. Sitkiewicz, conductor, West Section. Employed 2-1-11.

Joseph Stepnik, journeyman, South Shops. Employed 9-12-23.

R. J. Styles, conductor, Devon. Employed 7-28-21.

Edward Towey, car cleaner, 77th. Employed 7-20-43.

F. W. Wierig, motorman, Devon. Employed 4-10-23.

Stanley Wrobel, laborer, Skokie Shops. Employed 6-3-36.

## DISABILITY RETIREMENT

W. M. Johnson, electrical worker, Skokie Shops. Employed 7-20-14.



## For And About Our Pensioners

ACCOUNTING—*William Holtz*, formerly of Revenue Accounting, visited his former associates during the first part of June. He said he enjoys his freedom from the daily grind, and catches up with things around the house, including the learning how to cook interesting foods. He may become a chef yet.

—MABLE POTTHAST and HELEN A. LOWE

BEVERLY—Your reporter had a long chat recently with the wife of *Frank Claxton*, who, she says, is in the best of health and wishes to be remembered to his friends . . . *Shirley Stromberg*, granddaughter of Mr. and Mrs. *Charles Austin*, was married to *Erlin Harbeck* at Elim Lutheran church June 1. The week before her marriage, Shirley was graduated with honors from Illinois State Normal college, earning her Bachelor of Science degree in music. And the Austins recently were presented with their second great-grandchild, *David Carl Stromberg*.

While enroute to the Indianapolis auto race Memorial Day, two former operators who now call California their home stopped off at Beverly for a visit: *Hugh Chambers*, who worked at 77th and 38th before transferring to this station, now lives at 308 E. Fernfield, Monterey Park, and *Micky Walsh*, who worked at 77th, 38th and Archer now lives at 321 Normandy street, Redland.

—FRANK M. BLACK

CLAIM-LAW—*Julius V. Lellinger*, former chief court man in the Legal Department, died June 11 in St. Francis hospital, Evanston, after a long illness.

One of the oldest CTA employes in point of service when he retired October 1, 1955, Mr. Lellinger started out with a surface line predecessor company of CTA on March 9, 1903, as a law department clerk. He became chief court man in 1910 and held that position until his retirement.

His wife, *Julia*, retired on pension July 1, 1956, after 45 years of service in the Legal Department where she rose to the position of chief stenographer.

—EL-JE

ELECTRICAL—*Lars Rasmussen*, former chief operator at Crawford substation, recently purchased a home in Park Ridge. He plans to spend his remaining years there.

—GILBERT E. ANDREWS

KEDZIE—We recently had a visit from *George Kouba*, a former conductor who worked out of the former Blue Island station and who now makes his home in California. He said he wished to be remembered to all his friends who worked out of that station.

—C. P. STARR

LOOP (Agents)—*Bertha Hand* returned to her home in Florida after spending three weeks with her friends and relatives here in Chicago . . . *Anna Crowe* passed away June 16.

—EDITH EDBROOKE

SCHEDULE, TRAFFIC AND BUDGET—*Frank Irvine*, formerly of the Schedule-Traffic Department, paid this office a visit recently. His latest news, he announced, was the birth of his second grandchild and an enjoyable stay in Florida.

—L. C. DUTTON

69TH—*Allie Hansen*, a former one-man streetcar motorman working out of this station, and his wife, returned recently from a vacation in California. No sooner were they home than they received word of the death of his wife's mother in Florida. Without unpacking their suitcases, they drove through rain storms all the way to the Sunshine state. All told, the couple covered about 8,000 miles from the west coast to the east coast. This was quite a feat for a youngster of 70 years . . . *Louis Brichta*, retired conductor, 77th, died May 25.

—TOM DANIELS

SOUTH SECTION—*Agents Martha Ennis, Margaret McFarland and Nellie Potter* were pleasantly surprised by their friends who arranged a farewell party. About 45 persons attended and all had a fine time.

—LEO J. BIEN

## TRANSITAD

FOR SALE—Apartment size electric range. \$15.00. Telephone BEverly 8-5855 after 3:30 P.M.

## RECENT DEATHS AMONG EMPLOYES

JOHN BADO, 55, electrical helper, Shops and Equipment. Died 6-11-57. Employed 1-23-26.

W. B. BARRAR, 86, retired motorman, Lawndale. Died 6-2-57. Employed 7-5-04.

LOUIS BRICHTA, 62, retired flagman and conductor, 77th. Died 5-25-57. Employed 12-15-20.

J. J. CONNELLY, 70, retired conductor, Kedzie. Died 5-18-57. Employed 7-11-18.

STIPAN DOMAZET, 64, retired paver, Track. Died 6-8-57. Employed 10-5-25.

CHARLES DONOGHUE, 70, retired repairman, Rosemont. Died 6-3-57. Employed 8-1-35.

P. F. EHLER, 78, retired car repairman, Archer. Died 5-16-57. Employed 3-4-27.

JAMES M. GASKIN, 55, conductor, 77th. Died 6-10-57. Employed 10-15-25.

JOHN H. GLOVER, 55, operator, North Park. Died 5-24-57. Employed 10-8-25.

W. C. HEISE, 72, retired motorman, 69th. Died 5-28-57. Employed 2-12-08.

PETER HERATY, 58, conductor, 77th. Died 6-12-57. Employed 2-19-26.

E. L. JOHNS, 64, retired conductor, 77th. Died 5-22-57. Employed 6-19-25.

W. H. KING, 83, retired conductor, Burnside. Died 5-9-57. Employed 4-8-09.

R. A. LOOMIS, 82, retired motorman, 77th. Died 5-25-57. Employed 5-13-02.

E. F. McCABE, 71, retired conductor, 77th. Died 5-26-57. Employed 12-6-22.

JAMES MULLANE, 73, retired motorman, North Avenue. Died 5-15-57. Employed 3-2-23.

PHILIP O'NEILL, 81, retired motorman, 69th. Died 5-15-57. Employed 5-25-09.

JOSEPH ORLANDO, 79, retired watchman, Track. Died 6-2-57. Employed 4-25-29.

E. A. PRENTICE, 65, retired conductor, North Section. Died 5-18-57. Employed 1-3-22.

A. W. RIEDEL, 69, retired motorman, West Section. Died 6-1-57. Employed 5-6-09.

ROBERT SCHOELZEL, 84, retired motorman, Metropolitan. Died 5-28-57. Employed 5-18-05.

A. L. SMITH, 61, retired motorman, Devon. Died 5-25-57. Employed 9-21-18.

JOHN STIRZENBECHER, 71, retired carpenter, West Shops. Died 5-26-57. Employed 4-24-23.

JOHN SULLIVAN, 83, retired motorman, Archer. Died 5-21-57. Employed 12-11-06.

WILLIAM TRAUTMANN, 66, assistant foreman, Shops and Equipment. Died 5-31-57. Employed 10-8-20.

E. L. VOGEL, 78, retired motorman, 77th. Died 4-27-57. Employed 6-12-17.

J. F. WADE, 70, retired watchman, West Section. Died 5-28-57. Employed 10-30-42.

J. R. WETSEL, 79, retired motorman, Cottage Grove. Died 5-12-57. Employed 11-11-25.

CHARLES ZANDER, 70, retired motorman, Lawndale. Died 5-29-57. Employed 3-17-10.

## FINNY COLLECTION



GOOD LUCK on Lake Wisconsin, near Madison, Wisconsin, brought *Theodore Wyncott*, "B" electrician, Electrical Department, this fine assortment of walleyes and crappies. Ted did all this fishing during a recent vacation.

Reported by Gilbert E. Andrews





## North Side Neighborhood's CITIZEN OF THE YEAR

**PRIDE OF** home-ownership is reflected in the well-kept appearance of the Josephsen residence. Passersby see this evidence of good care in the attractive arrangement of flower beds setting off the newly-mown front lawn.

A CTA employee was recently acclaimed as the "Lake View Citizen of the Year" by his north side neighbors.

He is "Steve" C. Josephsen, traffic checker in the Schedule-Traffic Department, whose outstanding community service was recognized by the honorary title bestowed upon him by Lake View civic organizations.

A leader in civic affairs in his home area for a number of years, Steve has established an impressive record of accomplishment in community activities to justify his selection for the honor accorded him.

Although living in Lake View for only 10 years, he has devoted eight of these years to improvement of his neighborhood, often at his own expense.

As organizer and president of the Artesian-Addison Improvement Association, he and his fellow members have spearheaded programs designed to better neighborhood conditions and preserve its residential characteristics. The group has initiated successful programs for street repair and surfacing projects and sewer drainage improvements.

It was a neighborhood project that resulted in Josephsen organizing the Artesian-Addison Improvement Association. In 1952, when the area was rezoned for manufacturing plants, the group consolidated the fight in protest against the move and won when the city council restored its former residential status in 1955.

Steve is credited with spending many hours in similar organizational projects, in sending out mail and in conference with city officials and school authorities. Many times he has used his own funds in building fences and repairing street holes.

The Josephsen home at 3622 N. Artesian avenue, as are other residences on the street, is surrounded with trees, flowers and well-kept yards. His wife, Violet, spends her leisure hours tending the flower beds and keeping the grounds neat and tidy.

A transit employee for 36 years, Josephsen started as a streetcar conductor at the old Armitage barn. He subsequently became a one-man operator on Western avenue and a bus operator at North Park station. He has been a traffic checker for the last six months.

The Josephsens have two sons, Wilbur and Norman, the latter an army private at Ft. Leonard Wood, Missouri.

JULY, 1957



**NAMED AS** "Citizen of the Year" by his Lake View neighbors, "Steve" C. Josephsen takes pride in his neat, trim back yard, where he is shown examining one of his rose bushes. The white edging around the flower bed is the product of Steve's own handiwork.



**A MOMENT** of relaxation is enjoyed by the Josephsens in the comfortable living room of their north side home.

**MODESTLY PROCLAIMING** that his wife, Violet, is the gardener of the family, Steve nevertheless lends a helping hand whenever necessary. Flowers growing in the Josephsen garden include roses, iris, pansies, poppies, lilies and dahlias.





# THIRTEEN

## Safety Awards

### TO CTA

ANNUAL PLAQUES for safety of operation were awarded to 13 CTA operating stations and installations at the annual dinner of the Greater Chicago Safety Council held June 5 at the Sherman Hotel. Eight of the awards were in the Fleet Division and five were in the Industrial Division.

Winners in the Fleet Division were: 77th, Beverly, 69th, Archer, Lawndale, Kedzie, Limits and 52nd. Industrial Division awards went to West Shops Bus Overhaul, Rapid Transit Terminals, Rapid Transit Way and Structures, Skokie Shops and Dual Purpose Track Gang.

Awards are based on a comparison of the frequency and severity of their accident prevention experience in 1956 over 1955. The frequency rate for the fleets reporting was 5.73 per one million miles operated and the frequency rate for the Industrial Division was 6.6 per million man hours worked.

## Trial Operation Dropped

EXPERIMENTAL RUSH-HOUR through bus service on East 111th street was terminated on June 21 after six weeks of trial operation.

Analyses of extensive passenger count and operations data taken daily during the trial operation disclosed that the experimental service failed to attract any significant amount of new patronage.

The experimental service was established May 6 at the urging of groups in the area who contended that a through east and west service on 111th street from Pulaski road on the west to Champlain avenue on the east would serve more patrons than the existing Vincennes-111th route.

The latter, which remained in service throughout the experimental period, operates in 111th street, Monterey avenue, Vincennes avenue, Summit avenue and Halsted street between Pulaski road on the west and Halsted and 79th streets on the north.

## CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF MAY 1957 AND 1956, FIVE MONTHS ENDED MAY 31, 1957 AND 1956 AND  
TWELVE MONTHS ENDED MAY 31, 1957

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

	Month of May		Five Months Ended May 31		Twelve Months Ended May 31, 1957
	1957	1956	1957	1956	
Revenues	\$10,114,821	\$10,291,398	\$49,500,299	\$50,152,311	\$119,541,542
Operation and Maintenance Expenses	8,836,158	8,666,904	44,634,784	43,391,116	103,954,975
Available for Debt Service	1,278,663	1,624,494	4,865,515	6,761,195	\$ 15,586,567
Debt Service Requirements:					
Interest Charges	398,695	406,279	1,993,477	2,032,133	
Deposit to Series of 1947 Serial Bond Maturity Fund	250,000(1)	233,333	1,250,000	1,166,667	
Revenue Bond Reserves (2)	30,000	30,000	150,000	150,000	
	678,695	669,612	3,393,477	3,348,800	
Balance Available for Depreciation	599,968	954,882	1,472,038	3,412,395	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (3)	-	-	313,588	-	
Balance Available for Depreciation	599,968	954,882	1,785,626	3,412,395	
Provision for Depreciation - Current Period	809,186	823,312	3,960,024	4,012,185	
Deficit in Depreciation Provision or Balance Available for Other Charges (4)	209,218 r	131,570	2,174,398 r	599,790 r	
Accumulated Deficit:					
To end of previous month	2,188,791 r	731,360 r	223,611 r	-	
At close of May	\$ 2,398,009 r	\$ 599,790 r	\$ 2,398,009 r	\$ 599,790 r	

r - denotes red figure

## PASSENGER STATISTICS

Originating Revenue Passengers	52,311,590	53,735,885	256,244,341	261,591,960	615,934,947
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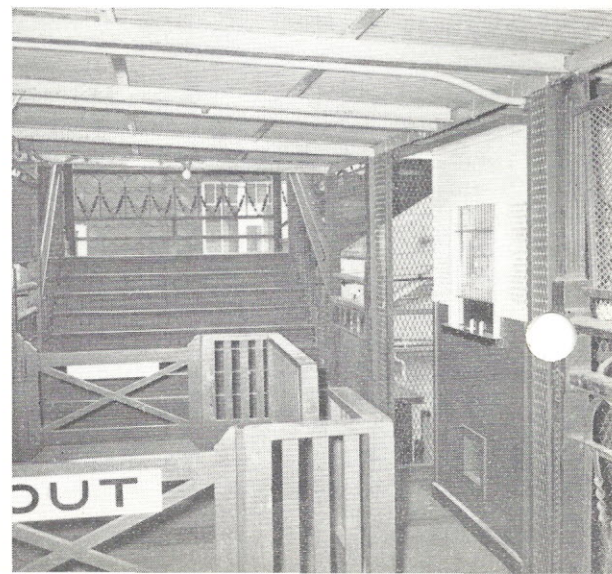
## STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at May 31, 1957

	Delivered to Date	Remaining to be Delivered	Total
1955 and 1956 Orders:			
Propane Buses	149	1	150
El-Subway Cars	117	83	200
	266	84	350
Delivered under previous orders		3,314	
Less - P.C.C. Streetcars to be converted to El-Subway Cars		200	
			3,114
			3,464

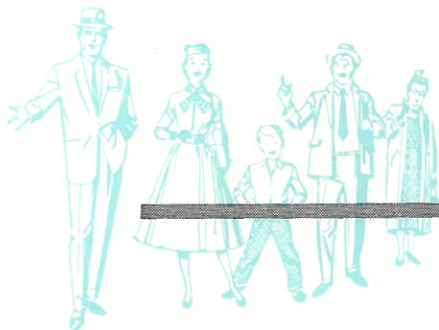
## NOTES:

- (1) Equal monthly installments to retire \$3,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1957.
- (2) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (3) Revenues for the month of January 1957 were not sufficient to make the deposits required in the Debt Service Funds. In accordance with the terms of the Revenue Bond Trust Agreement, such deficiency in revenues to meet the debt service requirements was made up by a transfer from the Operating Expense Reserve Fund.
- (4) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings 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 earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

WITH THE closing of the Wood street station on the Douglas rapid transit route on May 18, alterations were made at the Hoyne avenue station to provide an "L" entrance just two blocks west of Wood street for the convenience of former users of the discontinued station. Among the changes made at the Hoyne station was the installation of a new agent's booth on the first landing of the stairway nearest to Hoyne avenue, as shown in this picture.







# Our Public

## SPEAKS



**DEVON OPERATOR** *Dale Gilmer*, No. 13548, is a fellow who believes in meeting the public with a smile. And his cheerful courtesy is greatly appreciated by riders who have written many commendations about him since he started as a transit employee in 1946. His employment record is studded with letters of generous praise for his pleasant disposition and friendly manner.

A former CSL operator, he has been at both Devon and North Park stations during his years of service. Gilmer, who has a split run on Sheridan road buses that encompasses both morning and afternoon rush hours, lives with his wife, *Opal*, and son, *Dale, Jr.*, at 5444 N. Lakewood avenue.

**LETTERS OF** a complimentary nature constantly serve as reminders that CTA personnel are not infrequently called upon to act discreetly under unexpected circumstances. Such was the case reported in this letter from a Chicago business man, head of a check-cashing service:

"We thought it would be of interest to you to know that we have become very much impressed with the integrity of one of your employees who returned

an overpayment that was made by our cashier on your last pay day. This employee is *Peter Schellenberg*, Lawndale, and the amount returned was \$100.

"This is gratifying to us and to the cashier involved since any shortages that occur are the individual cashier's responsibility and are necessarily deducted from his pay. Thus, this simple act of honesty was greatly appreciated by him.

"You are to be congratulated upon having personnel of this caliber in your organization."

**ALSO**, an elderly woman appreciated the service she received so much so that she wrote this letter of commendation:

"Here we go again. As a passenger on the Montrose avenue bus recently, it was really a joy to find such courtesy in a public conveyance and this goes for many of your drivers. Here's the story: one block east of Richmond, a woman was standing on the wrong corner waiting for the bus. When the bus approached, the operator, No. 1163 (*N. U. (Nick) Rasmussen*, Forest Glen), saw her and waved for her to walk over to where he had the bus stopped. He is not only courteous, but he calls out the streets loudly and clearly and patiently waits for all his passengers to board or alight."

**OCCASIONALLY**, situations occur and employees do not act discreetly in handling them. Reprinted below are a few recently received letters from patrons who have been dissatisfied with the service they have received:

"Recently I was on my way home from work and had to stand on the corner to wait for a bus. When the bus did come it passed me up. The second bus came by shortly afterward and stopped to pick me up. I told the operator what his leader had done and he told me he wished he had done the

same thing. This certainly was not a very courteous way for him to act."

**COMMENT:** It is a direct violation of CTA rules and regulations when an operator fails to stop at a designated zone to allow a patron to board or alight a vehicle. However, it is more harmful, at times, when an operator becomes rude and discourteous. Unless we offer our patrons top quality service, they may very well seek other means of transportation.

"I have been a constant rider for five years and have never had occasion to complain about CTA service. But yesterday I had the misfortune to ride with a very rude, discourteous operator.

"When I boarded the bus he yelled at me because I wasn't moving fast enough to suit him. After I paid my fare and sat down, I noticed that he treated everyone who got on the bus the same way.

"As if that wasn't enough, he refused to let a man get off at his destination and carried him four blocks past his stop. I asked the operator why he didn't let the man get off sooner, and he told me to mind my own business."

**COMMENT:** Service is what CTA sells, and if we don't make it convenient to use, our patrons will not want to buy it. Discourtesy or rudeness will close the doors to good business.

**SHOWN** here is a comparison of complaints and commendations received by Chicago Transit Authority for June, 1957, May, 1957, and June, 1956:

	June 1957	May 1957	June 1956
Complaints .....	689	735	901
Commendations .....	87	100	87



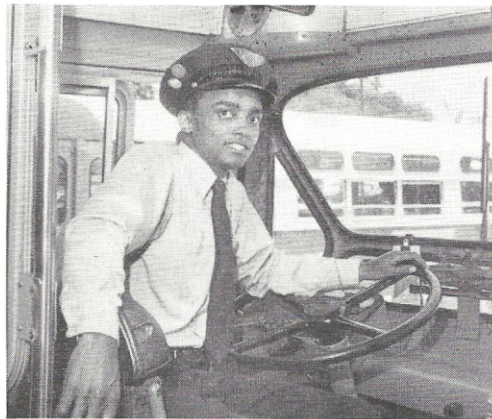
INQUIRING REPORTER: Tom Daniels

LOCATION: 69th Street Station

## What are your favorite ways of relaxing?

**FRANK ROONEY**, Clerk: "Some people wouldn't call it relaxing, but, as a homeowner, I get enjoyment and relaxation out of beautifying and making my home the most attractive in the block. In the summertime, though, I also like to do something that isn't so much exercise—watch the White Sox play."

**AUGUSTUS C. WILLIAMS**, Operator: "When I finish a days' work, I like nothing better than to settle down in my favorite easy chair with a book on science or mathematics. Another good way to take it easy, so far as I am concerned, is to create still life pictures in pencil or with oil paints."



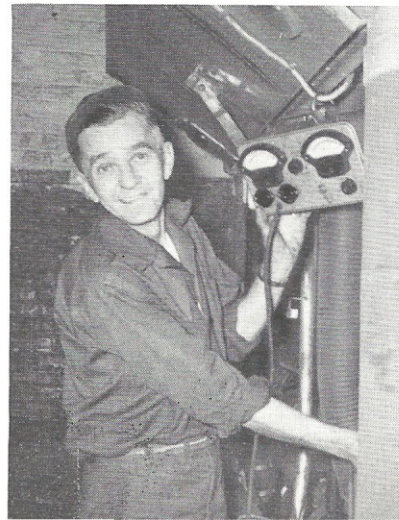
**WILLIAM LEONARD**, Operator: "I enjoy watching old movies on television all year around. In summer, I will travel out to a lake where I can take a refreshing swim or just stretch out on the beach under the warm sun."



**ERNEST B. PETERSEN**, Operator: "I think there's no better way to relax, before retiring for the night, than taking a bath and then turning on the radio to a station which plays soothing music. During the day, I relax by watching a baseball or football game or a news program on my television set."



**AL STROCKIS**, Repairman: "Getting into the car and taking a leisurely drive out in the country always relaxes me. Another way is to walk to a nearby prairie with my golf clubs to practice iron shots."







# medically speaking

By Dr. George H. Irwin

CTA Medical Director

## THYROID TROUBLE

GOITER, BROADLY SPEAKING, is defined as any enlargement of the thyroid gland. Originally it meant any swelling of the throat.

Historically, it is interesting to note as far back as 1786 a physician recognized goiter but did not know anything about the causes. However, it was not until 1840 that goiter was first related to iodine deficiency of the thyroid gland. Iodine was discovered by a man making gun powder for Napoleon. He was using a lye made from seaweed to clean his copper vats and observed they were constantly corroded. Chemists soon demonstrated the same element in sponges and in other forms of marine life. Even before this, the Chinese had used burnt sponges and the Greeks boiled sea shells and seaweed in the treatment of goiter. However, no one knew what was in the sponge and seaweed that helped.

In 1850, a scientist analyzed the water, food and soil in an area where there were many people with goiter and compared his findings with those of regions where people were free of the disease. He found the iodine content of the soil and water in the goiter regions low and that of the non-goiter regions high. He also observed that people living in goiter belts could be protected from the disease by small doses of iodine. Therefore, it was logical to expect that the distribution of the disease depended largely on the geographical nature of soil and water.

Once the cause of goiter was understood, research and advanced studies gave us much more information about the normal and abnormal workings of the thyroid gland. It is the abnormal thyroid which develops the goiter.

The thyroid gland is one of the largest and most important of the ductless glands in the human body. It consists of two lobes, one on each side of the neck, which are connected by the isthmus. It is capable of internal secretion and influences nutrition, the nervous system, the heart and many other processes in the body. The action or physiology of the thyroid gland has much to do with the rate of oxidation or combustion of the body tissues. Knowing this, we have an explanation as to why persons with overactive thyroids are usually thin and nervous and people with underactive thyroids tend to be obese and easy going.

Goiter is much more common in the female and is most prevalent in the third decade. There are many kinds of goiter and each type depends upon the pathology present in the gland. Among the more common are: simple generalized enlargement of the gland, single nodule in one lobe, multiple nodules, exophthalmic, substernal or intrathoracic and cancer.

Goiters may be toxic or non-toxic. In the toxic group we find systemic symptoms such as an increase in basal metabolism rate or increased iodine uptake, rapid heart, loss of weight, marked nervousness, tremor of hands, swelling of the thyroid gland and bulging eyes due to retraction of the eyelids. In certain cases there may be pressure symptoms such as difficulty in swallowing and cough. In the type which extends down into the chest there is no apparent swelling of the neck. In the non-toxic type, the swelling of the gland is present but the systemic symptoms are absent.

The treatment of goiter falls into these classifications: Prophylactic, medical, x-ray and surgical.

In prevention, the most important thing is the diet. Iodized salt has been very helpful in this respect. Medical management includes many drugs, such as iodides, sedatives, propylthiouracil and, most recently, radioactive iodine. X-ray therapy has been helpful in reducing the inflammation of the gland in preparation for surgery.

Surgery is, of course, the most radical and most permanent cure. However, it does not always effect a cure and sometimes subsequent operations have to be performed. Early operations, before the disease advances, are most successful.

If you note a swelling of the thyroid or any of the symptoms mentioned above, see your doctor for a check-up. He will outline the proper management, whatever it may be, and you will benefit by preserving your good health.

## "Owl" Service Modified

"OWL" SERVICE on CTA's Jackson bus route (No. 126) was modified to operate between Canal street and Michigan avenue effective June 23 for the increased convenience of workers at Chicago's Main Post Office.

The present routing is north in Canal to Jackson, east in Jackson to Michigan, south in Michigan to Van Buren and west in Van Buren to Canal. Post Office employees board eastbound buses on Canal street, just north of Van Buren street.

Formerly, when the Jackson "owl" service operated between Halsted street and Michigan avenue, it was necessary for Post Office employees to walk to Jackson-Canal to board eastbound buses.

The present trips have been timed to make close connections with "breaks" at the Post Office.



# Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



**JULY BRINGS** us plenty of hot weather. While you are resting in the shade some hot day think about what bulbs you should plant this fall to flower next spring. Choose some snowdrops to bloom in late March, some crocus in late March or early April, some grape-hyacinths and some brite blue scilla. After these have bloomed you can get early tulips, single or double, the late or Darwin kinds, that bloom as late as mid-May. It's important to make up your mind about this in the summer and place your order if you want the best selections.

July is the month that poison ivy shows up and is most apt to cause trouble. You probably wouldn't have any in your garden, but there might be some in a nearby vacant lot. To kill this, spray with 2-4-5T, or use Ammate or 2-4-D. Be sure to use the concentration called for on the package.

It's a good plan to get rid of all of the last weeds in the lawn, including crab-grass, by the end of July. You may have to spray so thoroughly that you will have bare spots in the lawn. But this preparation will permit you to plant fresh seed in mid-August which is the best season of the year to plant a lawn.

In July pansies, columbine and other perennials have gone to seed, if the flowers have not been picked. That's why nature indicates it's the time to re-plant. This applies to pansies, columbine, canterbury bells, digitalis (foxglove), shasta daisies, pyrethrum, etc.

If you grow vegetables, bear in mind that until the middle of July you can plant new crops of snap-beans and chinese cabbage. If you have rhubarb or asparagus, July is the month to feed them with a good fertilizer. If you are growing tomatoes, keep an eye out for large green worms or caterpillars. Pick them off and destroy.

When you plant any kind of seed in mid-summer soak the trench with plenty of water before sowing the seed. After seeds are planted and covered lay a board over the row to shade it and keep the ground cool and moist. After a week or so, peek under the board to see if the seeds have germinated and if so remove the board.

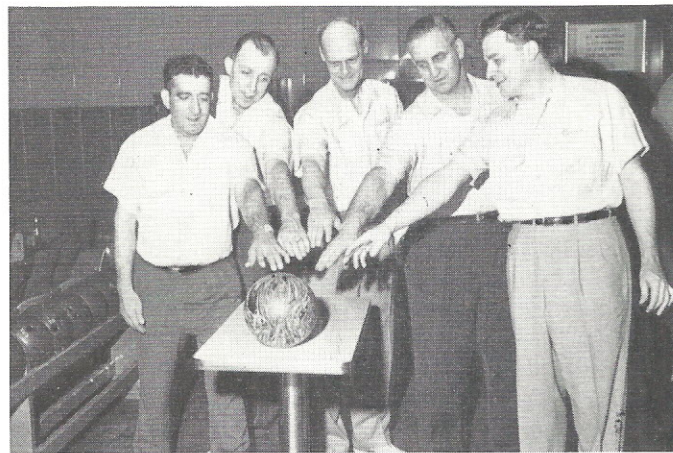
This is the season when the lawn and garden are most likely to need frequent watering. Delay watering, however, until the soil is dry at least for  $\frac{1}{2}$  inch or an inch beneath the surface. Then flood the surface until the ground is soaked at least six inches deep. There are some who say you should not apply water while the sun shines, but this is a fallacy. In some respects it is better to water in the daytime than it is in the evening. Late watering leaves moist foliage and encourages the growth of fungus diseases.

Do not cut the lawn too short in hot weather. Cut the grass when it is about three inches tall and cut off just about one and one-half inches. With a thick and heavy turf you can let the grass clippings fall and remain on the lawn. However, if the lawn is sparse or if the clippings are very heavy, they should be removed. Otherwise they will form a mat over the lawn that will encourage diseases.

If you would like to receive the monthly publication of the Chicago Horticultural Society, "Garden Talks," it is available to CTA employes at 60 cents per year. Send subscriptions to the Chicago Horticultural Society, 116 S. Michigan avenue, Chicago 3.



**AFTER A** long season of bowling in regular league competition and various play-off matches, the CTA championship series finally simmered down to a show-down between teams representing Division 308 and 77th station. The former won the CTA title and trophy with a total of 2,590 pins against 2,483 for their opponents. The champs are pictured at the



left. Members of the team, left to right, standing, are: *Walter Onysio, Ted Nadrowski and Frank Wagner, captain,* and (seated) *Lou Herman and Everett E. England.* The losers are pictured at the right. The bowlers, left to right, are: *Andy Manes, Clarence Eschbach, captain, Hank Johnson, Bill Osterling and Gene Kempf.*



## KEEP COOL WITH...

A TALL, sparkling glass of iced tea is one of summer's most refreshing menu additions. It goes so well with any food, too!



EVERY SUMMER the problem is the same—how to keep cool, how to perk up heat-dulled appetites. Nearly every one has a special iced tea formula, but most people agree that a tall, sparkling glass of iced tea is one of summer's most refreshing menu additions.

For tea that's fragrant, bright and satisfying, fresh tea is a must. Start

with tea that's protected from air and moisture and use freshly drawn cold water which has been heated to a boil.

A good proportion of tea to use is seven tea bags or seven teaspoons of tea for each quart of water. Let the tea steep, covered, for five minutes. Take out the tea bags or, if you are using loose tea, strain the tea into a pitcher.

### KITCHEN CLOSE-UPS

IMAGINATION DOES taste good. It may sound high falutin', but you've a perfect right to consider yourself a creative artist when you're planning a meal—with an artist's regard for color, shape and texture, as well as taste. Foods should look good as well as taste good to keep us mortals happy.

So, unleash your imagination. Be adventurous about your dishes and table linens. Kitchen bowls, if they're pretty, can come proudly to the table. Place mats or table cloths can be of bright gingham, denim or other washable material. Don't be afraid of the unconventional. It's fun to be traditional at times, but, it's also fun to flout tradition!

Here are a few suggestions that you may be able to use when you are taking on a new adventure in the kitchen:

If your foods don't brown or are not crisp, it means your shortening was too cold when the food was added. Make sure the shortening is thoroughly heated, but not smoking, before adding food.

You won't have to go scraping along now. Don't you hate it when food you're frying sticks maliciously to the pan? It's not gremlins. It's an annoyance easy to avoid. You just haven't used enough shortening. Remember that diagnosis next time and use enough shortening so that when it's melted it covers the bottom of the pan . . . result is no more sticking.

There's an open season on herbs, so use them in small amounts until you are sure just which ones your family likes best. Among the most popular are basil—excellent for meats, chicken, eggs, and salad dressings; thyme—for cheese dishes, stews, stuffings, fish; marjoram—can be used with any of these dishes. Chives and parsley are also favorites for garnishing.

It will be high adventure for you and the family when you do try something different, but it will be a found treasure if you follow some of the suggestions that were just listed.



## EASY SUPPER BUFFET

Cool it at room temperature to prevent cloudiness and use the tea within six hours for best flavor.

Serve the tea with a flourish by pouring it just before serving from your most handsome pitcher into tall glasses filled with crushed ice or ice cubes. Decorate the rim of each glass with a special garnish such as a lemon slice combined with a lime slice. Add a spring of mint to each glass and accompany with drinking straws.

To go with the tea for a "keep cool supper," offer a tempting platter of cold cuts garnished with radish roses, sprigs of parsley, carrot sticks and flowerets of cauliflower. Round out the menu with crisp salad greens, tomato slices, crusty bread and your favorite macaroni or potato salad.

Start with enough to do the cooking job. Cold shortening added after the cooking starts will prevent food from crisping.

Some cake makers, even those who've been at it for years, leave a kitchen looking as if the plasterers had just been in. Others do a neat and tidy job of frosting their cakes thanks to the clever advice given here. First, do the job right on the serving plate so you won't get nervous about having to transfer the cake later. Place two strips of wax paper on that serving plate, right angles to each other and carefully deposit your cake on them. Then go ahead and frost. When you've finished, gently draw out the wax paper. Not a bit of frosting to muss the plate.

It is always best to follow a recipe exactly, but if you have only sweet milk on hand, add one tablespoon of lemon juice or vinegar to each cup of milk you want to sour. Let it stand a few minutes, then use it as the recipe directs.



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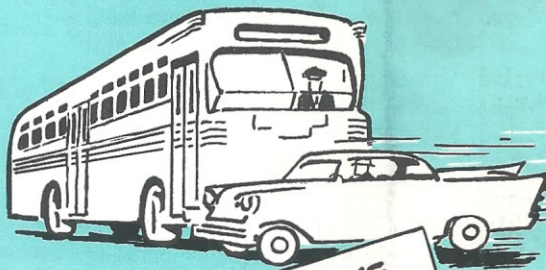
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