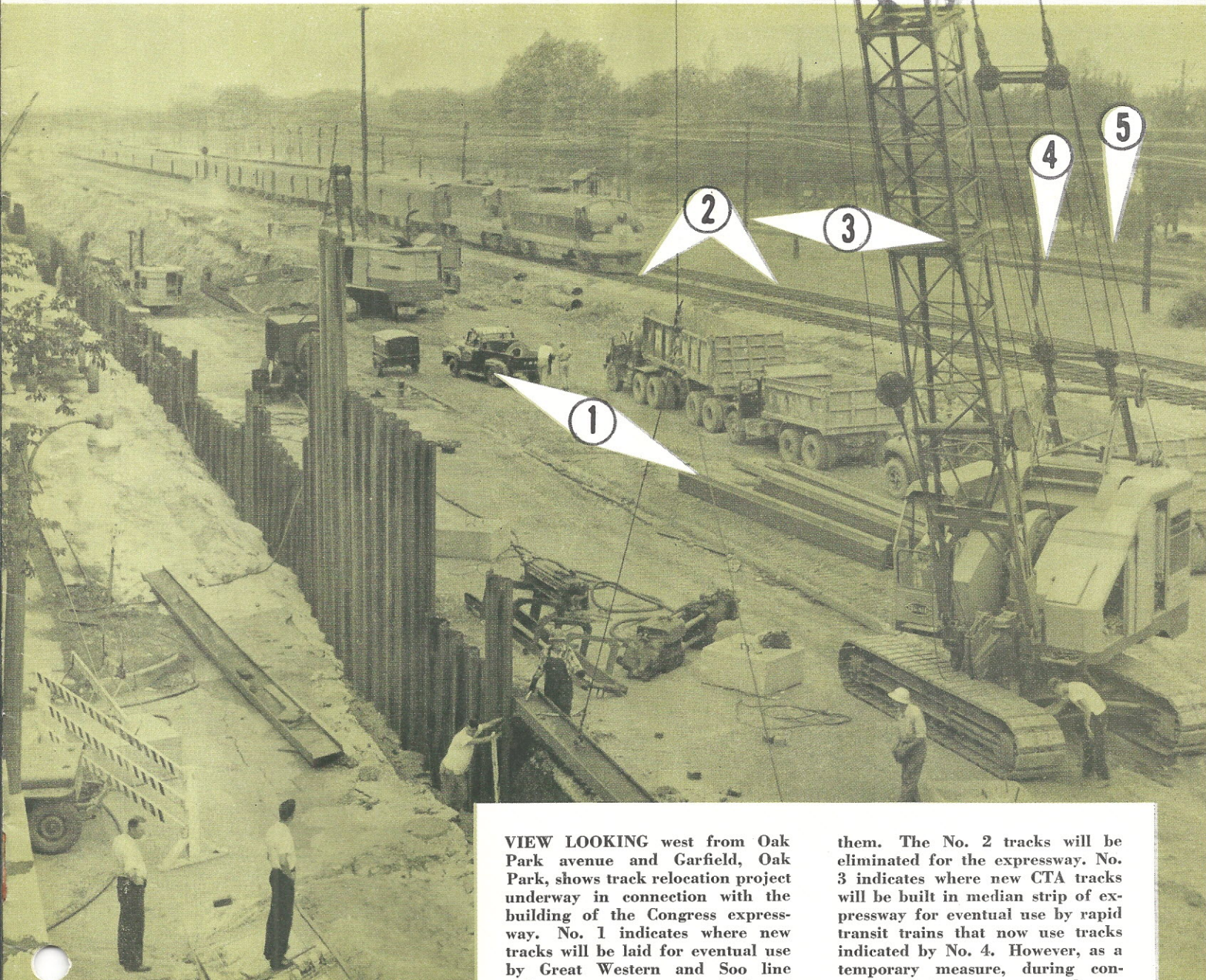




# TRANSIT NEWS

AUGUST, 1957



**VIEW LOOKING** west from Oak Park avenue and Garfield, Oak Park, shows track relocation project underway in connection with the building of the Congress expressway. No. 1 indicates where new tracks will be laid for eventual use by Great Western and Soo line trains that now use tracks indicated by No. 2. Excavating work is being done so that No. 1 tracks will run at same level as expressway and thus permit overpasses to cross

them. The No. 2 tracks will be eliminated for the expressway. No. 3 indicates where new CTA tracks will be built in median strip of expressway for eventual use by rapid transit trains that now use tracks indicated by No. 4. However, as a temporary measure, during construction of expressway and new tracks, the two railroads will use No. 4, and the CTA will move over to No. 5, newly laid for the purpose.

*Daily News Photo*



# CHICAGO TRANSIT AUTHORITY

MERCHANDISE MART PLAZA, CHICAGO 54, ILLINOIS

Address Mail to P. O. BOX 3555



Telephone, MO HAWK 4-7200

August 20, 1957

## TO ALL OPERATING EMPLOYEES:

Did you ever stop to think how important providing good CTA service is to you? To a large extent your job security depends on how satisfied our riders are with the service you provide. The major part of each fare comes back to you as wages. Unlike many businesses, we have no tangible product that we package and sell. Our only product is service.

Good service depends on many things - a comfortable riding vehicle, a smooth right-of-way, ability to move with reasonable speed, courteous treatment, and a feeling of complete safety. Many of these factors such as traffic congestion or the type or amount of equipment we operate, you can't do much about. However, the way in which you provide service is as important as any of these factors. Courtesy is something that you, and only you, can contribute toward the kind of service our riders want and deserve.

The recent fare increase was necessary because the costs of providing service have risen considerably during the past few years. No fare increase, or any price increase, is ever popular. However, courteous treatment of our passengers will substantially improve our riders' attitude toward our service and toward you.

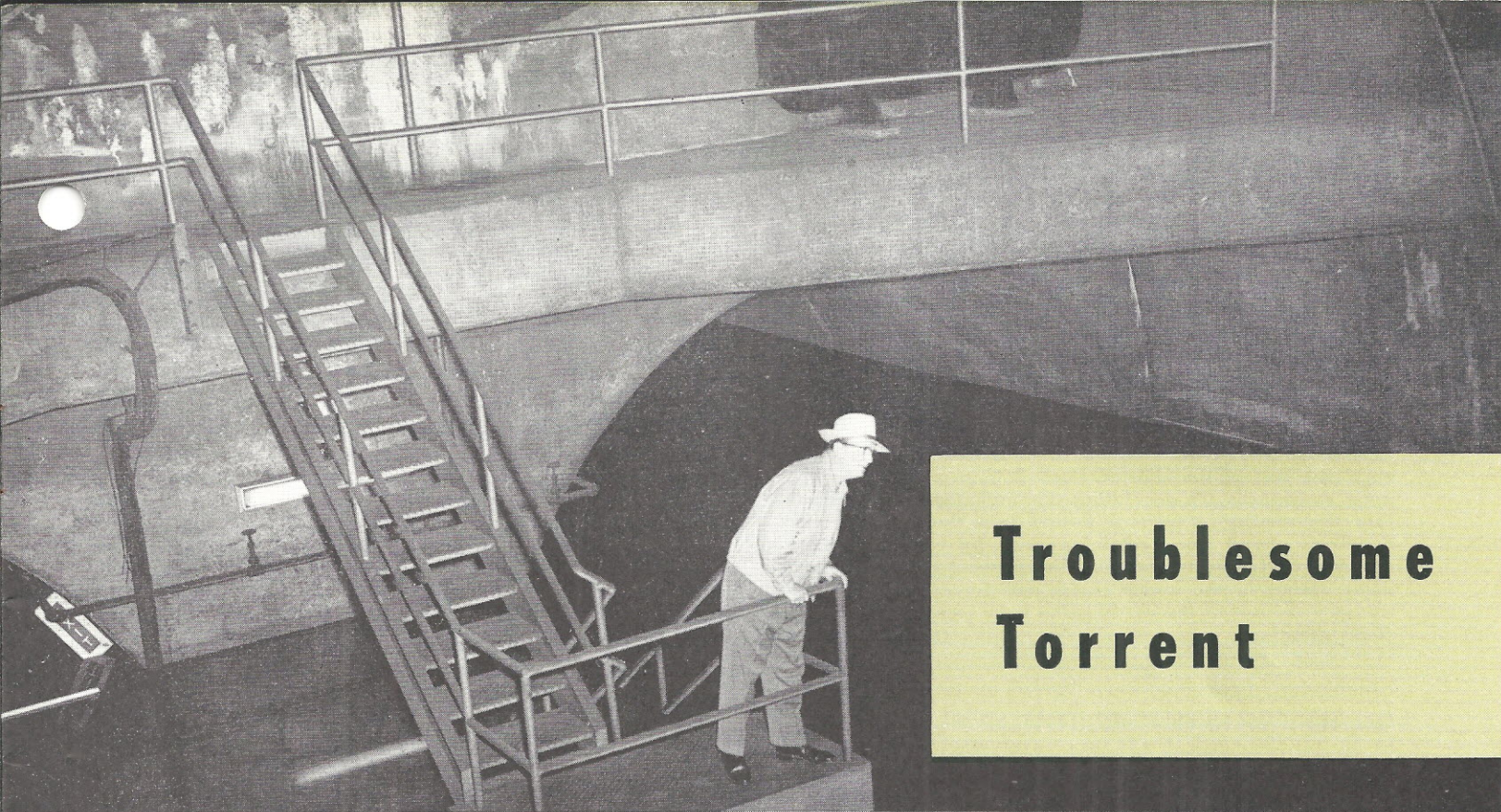
It might surprise you how quickly the public notices and appreciates courteous treatment. Conversely, every time you are discourteous, you help drive away our only source of income. How many passengers have you lost through an abrupt reply to a question, discourteous driving habits, an untidy appearance, or an unfriendly manner?

Remember, what you contribute to our service, as well as the factors over which you have no control, determines how much real job security you have.

*Walter J. McCarter*

General Manager





## Troublesome Torrent

CHICAGOLAND'S MOST violent thunderstorm in 72 years swept the city and suburban area on July 12 and 13, practically paralyzing all methods of transportation for at least 12 wind-blown hours.

As every Chicagoan knows, the record downpour turned streets and public thoroughfares into rushing torrents and brought flood conditions that marooned thousands of homes in acres of swirling water. Believe us, the well-soaked populace knew they had "had it" when this big one was over.

These sentiments were echoed by CTA officials and operating and maintenance personnel. With almost every via-

**WATER SWEEPED** up and around the foundations of the Halsted street station, under construction in the median strip of the Congress street expressway. The structure appears to be floating in the center of a wide river in this picture looking east towards the Loop. Note the rapid transit train moving along high and dry over tracks on the embankment on the left.

(Chicago American Photo)



**DAMAGE CAUSED** by July 12 flood at LaSalle-Congress downtown terminal of the Logan Square-Milwaukee subway route is surveyed by V. E. Gunlock, chairman, Chicago Transit Board, who donned work clothes to view the inundated station. At this spot water was 12 feet deep and the station platform was barely visible. The storm severely damaged the automatic switching mechanism and other electrical equipment in the flooded sections of tubes.

(Sun-Times Photo)

duct in the city flooded, and water from an over-flowing Congress street expressway pouring into the subway at the portal near Halsted street, traffic on the CTA system was disrupted as never before. There was 12 feet of water in the tubes at the Congress-LaSalle station of the Logan Square "L"-subway route.

But CTA was not alone in having troubles. Air travel in and out of Chicago was halted for several hours by flooded runways at Chicago airports; thousands of Chicago telephones were knocked out and some suburbs were completely without phone service; 1,600 power lines were put out of

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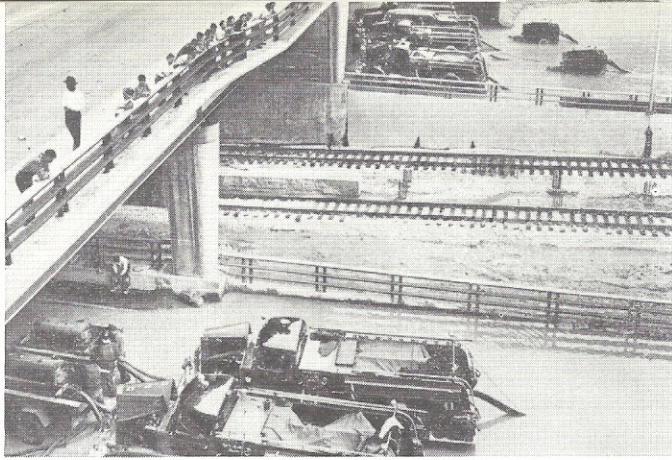
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**A MAJOR trouble spot on the CTA system centered in the area just west of the Halsted street bridge crossing the Congress expressway. Water filling the traffic lanes spilled over into the median strip and flowed into the subway tubes. Sandbags placed along retaining walls by CTA track crews diverted the current and Fire Department pumping equipment, shown in the upper center and foreground, drew the excess water out of the roadways to help avert a more critical flood situation.**  
(United Press Photo)

commission; basements were flooded up to a depth of several feet; deserted autos and trucks, stalled and immovable in the water-logged streets, were everywhere apparent, and evacuation of families from homes in flooded areas was being reported from all over the city's fringe areas and suburbs.

Weather bureau officials reported that the fall totaled 6.24 inches in the 24 hours ending at 7:00 p.m., July 13, a Saturday. Most of that—5.49 inches—fell in a six-hour period between 7:00 p.m. Friday and 1:00 a.m. the following morning. The old 24-hour record, which this deluge has surpassed, was 6.19 inches, set August 2-3, 1885.

But enough of the storm's tempestuous background.

One of the most serious threats to CTA service was when water started to flow into the subway. Prompt and decisive action had to be taken to meet this emergency. CTA track gangs, hastily summoned to the scene by the Way and Structures Department, placed sandbags against retaining walls along the Congress street expressway to try to contain the rising tide. Water cascaded into the median strip, inundated the depressed track area and poured eastward down an incline into the subway portal at Halsted street.

This brought a further crisis. The floodwaters pushed a mile eastward to Dearborn, damaging the automatic switching mechanism at LaSalle-Congress station and then followed the tube north from Congress. Shortly after, the tide had reached as far as 150 feet south of the Jackson station and drained into the lower level walkway connecting the Dearborn and State subways, but State street "L"-subway service was not interrupted.

After the water had been pumped out of the subway tubes, handswitching of trains was resorted to as a replacement for the damaged automatic installation at the LaSalle-Congress station, and Logan Square trains began using the station at 3:00 a.m. on July 16. While this station was flooded, trains ran only as far as Jackson station.

One of the major trouble spots was the area immediately west of the Halsted street bridge crossing the Congress street expressway. Track workers piled 930 bags of torpedo sand,

most of them filled on the site, along the retaining walls to check the flow of water into the subway route. At the peak of the soggy battle 45 to 50 men, some working as long as 12 to 14 hours without relief, were engaged in this operation. Bags were piled three high for a distance ranging from 60 to 100 feet on both sides of the median strip.

The rise of water in the Dearborn street subway was checked by midafternoon Saturday and subway pumps at Franklin-Congress took over from there. A big assist in the Halsted street area was given by Chicago Fire Department pumping equipment which helped to remove the excess of water pouring onto the subway tracks at that point and bring the flood situation under control.

However, the damage had been done and the big mop-up job to restore operation in the flooded section of the subway tubes was started.

The surface system, too, had its share of woe. Operations were hampered over a period of 30 hours and, despite efforts made to maintain service, there were too many trouble spots to contend with.

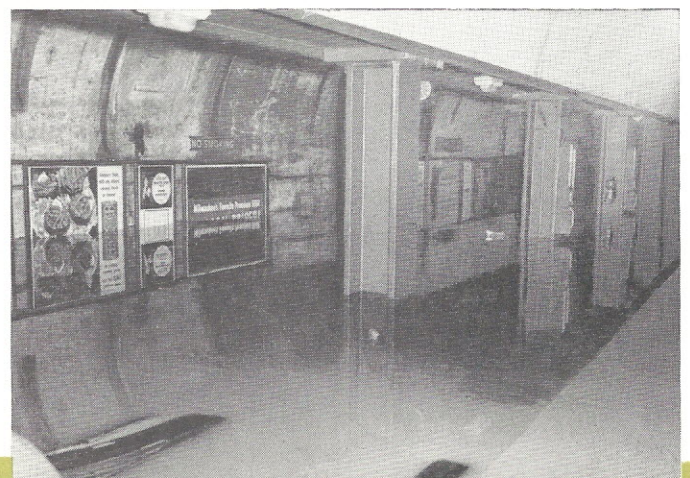
The trolley bus fleet was especially hard hit. Turn-backs were made whenever possible, but the trolley buses could not be rerouted around flooded streets and underpasses in the emergency as could motor buses.

Even so, many motor buses attempting to continue their runs over regular routes were stalled in water which reached, in many cases, above the wheels, pouring into the engines and washing across the floors. Much of this equipment had to be rehabilitated before it could be placed back in service. Operators were cautioned not to try to drive in flooded areas where there was no chance of getting through because of the costly equipment damage which would result. Not until early Sunday morning were normal surface operations resumed.

The unusual procedure of using a train of rapid transit cars as a bridge to surmount the handicap of a flooded underpass was used in one instance. This was done on the Douglas Park "L" branch at Kenton avenue where the tracks are at ground level. The route was cut into two sections at this point and passengers transferred between trains by walking through the "bridge" cars.

**EIGHT FEET of water inundated the subway station at Clark and Congress, climbing as high as halfway up the tube walls. It was one of the CTA locations where a big clean-up job was required after the water had been pumped out.**

(Daily News Photo)







'56

# Report Shows Gains in Rapid Transit Riding

DESPITE INCREASING competition from private automobiles, revenue passengers originating on CTA lines declined only 0.35 per cent in 1956 as compared with 1955, thereby establishing the lowest year-to-year decline in CTA's history.

This was one of many salient facts and figures on CTA service and operations contained in the recently-issued 1956 annual report of the Chicago Transit Authority.

The report also disclosed that while patronage on the surface system was down 0.98 per cent from 510,603,672 in 1955 to 505,623,461 in 1956, originating revenue passengers on the rapid transit system showed a 2.45 per cent increase from 112,889,976 in 1955 to 115,659,105 in 1956.

The total overall count of passengers carried by the CTA in 1956 was 621,282,566. This was a decrease of 2,211,082 from the 1955 total of 623,493,648.

The report also noted that CTA gross revenues for 1956 were \$120,193,554, down \$703,631, or one-half of one per cent, from 1955 when gross revenues were \$120,897,185. Operation and maintenance costs for the year were \$102,711,307 as compared with \$102,488,191 in 1955, an increase of only one-fifth of one per cent despite increases in hourly wages and other costs.

Debt service requirements for 1956 were \$8,090,374, an increase of \$183,742 over 1955, when the same requirements were \$7,906,632. Deposits to the Serial Bond Maturity Fund were increased by \$300,000 but this was partly offset by a decrease in interest payments on bonds because of serial and advance retirement of bonds.

The report also pointed out that CTA ended 1956 with a deficit of \$223,611 in depreciation as compared with 1955 when it had \$830,587 available for advance retirement of its revenue bonds. However, during January, 1956, \$205,679, covering operations in the last quarter of 1955, were

deposited in this Revenue Bond Amortization Fund.

Highlights of the year pointed up in the report include improvements and new service facilities which were started or concluded in 1956.

During the year, CTA received and placed in service 40 modern, all-metal rapid transit cars out of a total of 200 on order. Deliveries are now proceeding on schedule and 140 of these cars had been received as this issue of CTA TRANSIT NEWS went to press.

During 1956, 81 modern propane (LP-gas) buses of a total of 250 on order were delivered. One hundred of these are under a lease arrangement and 150 are by outright purchase. The whole order of 250 had been delivered and placed in service at the time this story was written. At year end, CTA's expenditures for modernization totaled \$112,128,953.

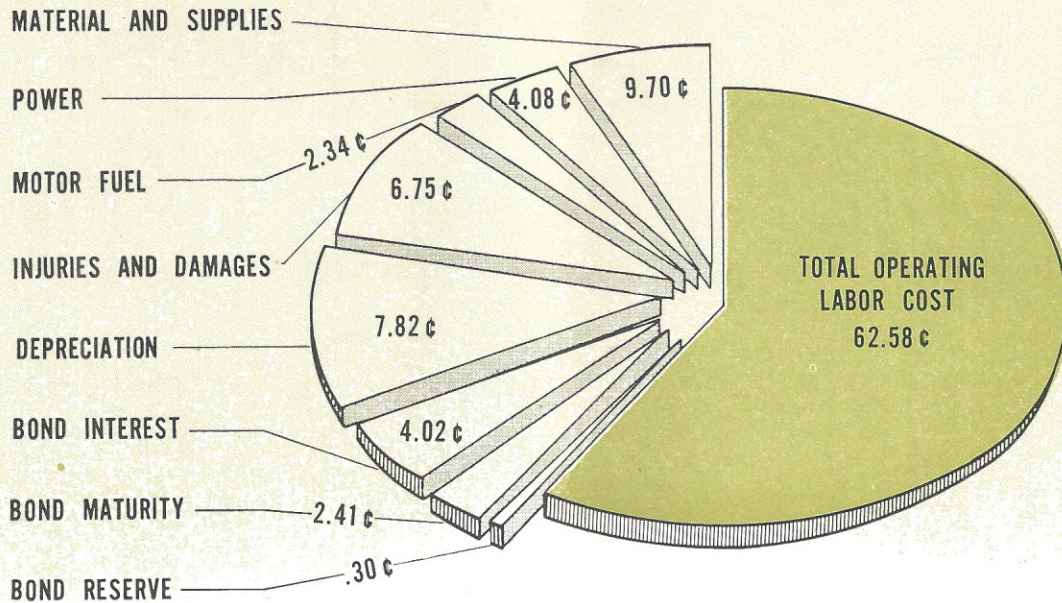
Another modernization project completed in 1956 was the construction of the new Transportation Building at Forest Glen station which was placed in service in December. The service and maintenance building was placed in operation in 1955.

Among the service changes noted in the report were the conversion from streetcar to bus operation of the Western avenue line which took place on June 18; the inauguration of limited-stop, rush-hour service on a section of the 63rd street route, and three route consolidations which affected six lines formerly operated independently. These were Jackson Boulevard-Van Buren street; Kedzie-Homan, North California, and the Lunt-Touhy routes.

Among other service improvements cited were the extension of six bus lines and modification of 10 others; the establishment of an exclusive traffic lane for buses on Washington street in the Loop; the remodeling of the Randolph-Wabash "L" station, started in 1956 but now completed,



## DISTRIBUTION OF CTA'S 1956 REVENUE DOLLAR



and the installation of a "speed ramp" at the 63rd-Loomis terminal of the Englewood rapid transit branch.

Continued progress was made during the year on the construction of the Congress street expressway rapid transit facility. The tracks in the median strip are virtually completed between Kostner and Damen avenues. Work was started late in 1956 on construction of tracks in the section between Halsted and Damen. The tracks in the subway section are complete except for short gaps in ballast left to permit duct line installation. It is anticipated that the tracks between Halsted and Laramie avenue, including the tracks in the subway section, will be completed by late 1957.

Payment to the city, state and Chicago Park District during the year totaled \$1,368,655. This included \$1,036,717 paid to the City of Chicago (\$201,927 in taxes on electric power; \$243,454 for vehicle licenses and other fees; \$291,336 in subway rental, and \$300,000 for street paving), \$200,000 to the Chicago Park District for wear and tear on pavement, and \$131,938 to the State of Illinois for vehicle licenses and taxes on electric power. In addition, CTA spent in excess of \$700,000 in 1956 for the removal of snow and ice from transit route streets.

The year 1956 was the safest in CTA's history and the second consecutive year in which employees set a new public safety record in Chicago. During the year, CTA had the fewest public accidents, the fewest public fatalities and the lowest accident frequency rate than for any year in its history. Intensive employee training and accident prevention programs, coupled with cooperative efforts by operating and supervisory personnel, largely accounted for the excellent record established.

The report listed three capital projects proposed for 1957, providing funds are available. One of these is expansion of track facilities between Wilson and Lawrence avenues on the north-south "L"-subway route from the present two tracks to four tracks. This project contemplates signalization of this

section of track and the construction of a new station at Addison street to permit complete separation of mainline trains from Evanston and North Shore Line trains which now operate over the two track portion of elevated structure.

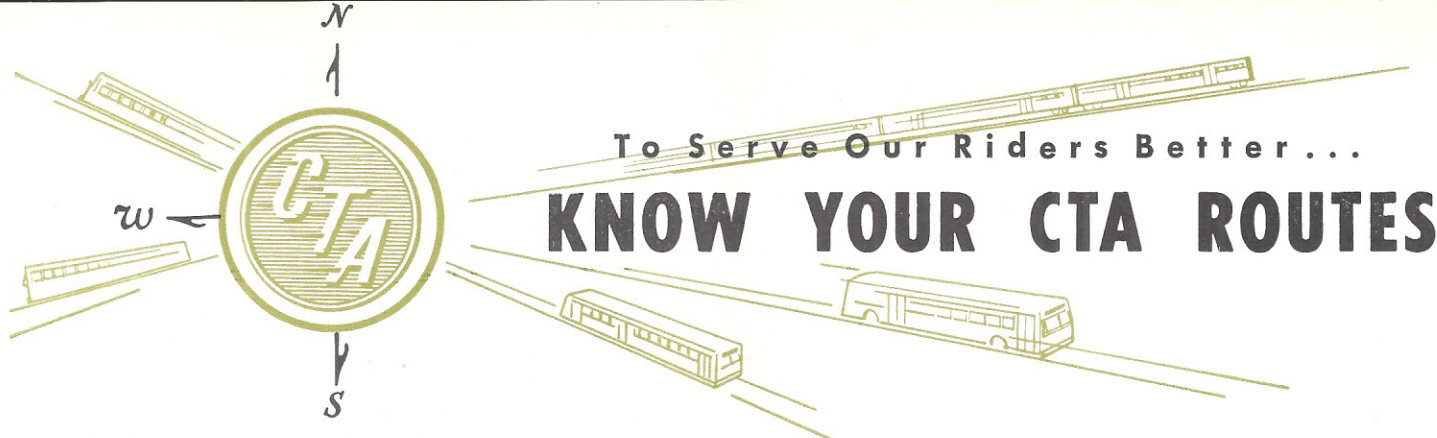
The second is elevation and extension of the ground level section of the Lake street branch. At the present time, Lake street trains operate on the surface for the western two and one-half miles of its route, between approximately Laramie avenue in Chicago and Harlem avenue in Oak Park. In this two and one-half mile stretch there are 22 grade crossings. Immediately to the north and paralleling the Lake street route, the Chicago and North Western Railway has an elevated right-of-way wide enough for six tracks.

The total cost of this project is estimated at \$7,500,000, of which \$4,000,000 has been committed by the following: State of Illinois, \$1,000,000; Cook County, \$1,000,000; City of Chicago, \$600,000; Village of Oak Park, \$800,000, and CTA, \$600,000. It is contemplated that construction on this project will start late in 1957 and will be completed in 1960.

The third proposal is for installation of modern automatic signaling and train control devices on all sections of the rapid transit system not already so equipped. The proposed system includes block signals with automatic train stops, modern interlocking equipment at switches, turnouts and crossings, train identification equipment at busy junctions, and remote control operation where advantageous. The cost of this project is estimated at \$28,000,000, but money for the project, except possibly for the preliminary engineering, is not available.

During the year, Mrs. Bernice T. Van der Vries was appointed a member of Chicago Transit Board, succeeding John S. Miller, for the term expiring September 1, 1963. The appointment was made by Governor William G. Stratton and approved by Mayor Richard J. Daley.





THE WELL-KEPT homes along this shady street are typical of residences in Lincolnwood, an attractive suburb on Chicago's far northwest side. Scene is looking north on Drake avenue from a point immediately south of Arthur avenue.

LABAGH WOODS, one of the many Cook county forest preserves which afford relaxation and recreational facilities for Chicago area residents, adjoins Cicero avenue between approximately Foster and Bryn Mawr avenues.

(This is the 32nd in a series on CTA routes.)

THREE CTA surface routes provide regular, frequent service along Cicero avenue, a heavily-traveled north-south street on Chicago's west side. They are Cicero (No. 54), South Cicero (No. 54B) and Devon-Cicero (No. 14).

Serving areas which vary in nature from well-kept residential to heavy industrial, the Cicero No. 54 line operates between Montrose (4400 N.) and 24th place (2450 S.).

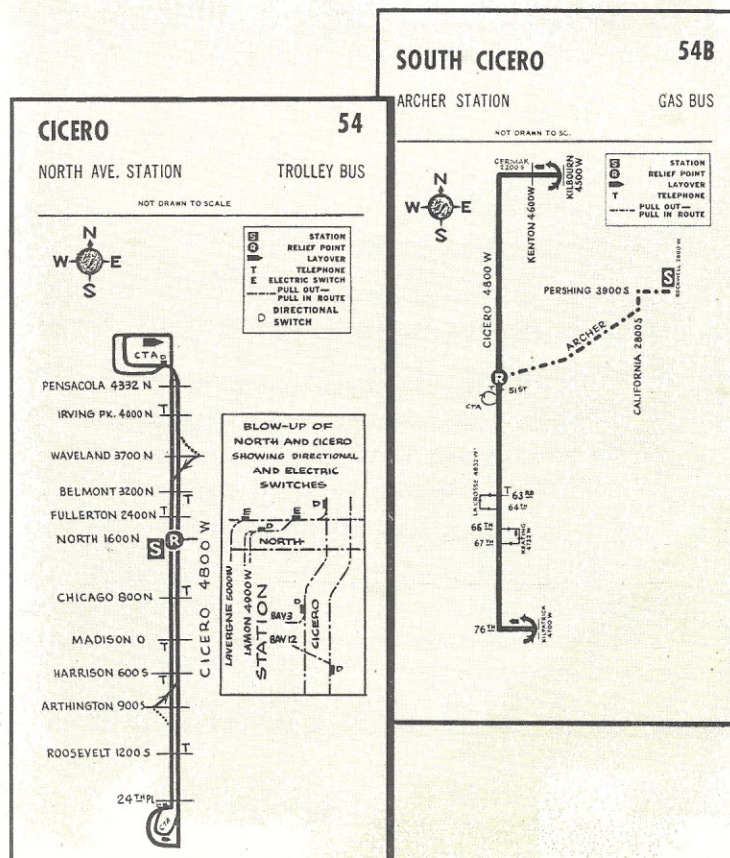
During weekdays, morning rush hour headways range from two and one-half to three minutes. During midday base periods on these days, headways are eight minutes and, during afternoon peak periods, from three to three and one-half minutes. Buses operate every nine minutes during evening periods and "owl" service runs on 30-minute headways seven days a week.

Six-minute headways prevail during both morning and afternoon periods on Saturdays. Midday base period headways are eight minutes and evening headways, nine minutes.

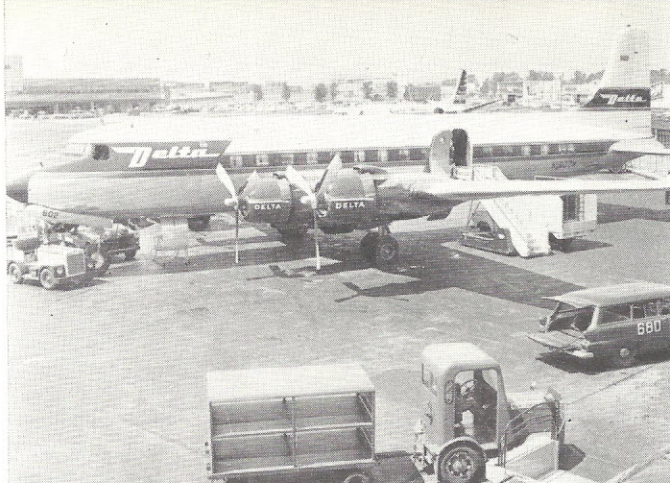
Buses are scheduled at 15-minute intervals on Sunday mornings and at 10-minute intervals during the remainder of the day until "owl" service goes into effect.

Round trip on this line measures 15.76 miles. Running time between terminals can be made in times ranging from 38 to 53 minutes, depending upon traffic conditions and the time of day. Service is provided by 37 trolley buses stationed at North Avenue.

South Cicero (No. 54B) is designed to meet travel demands which differ sharply during certain periods of the day other than regular peak periods, such as late evening shift changes at industrial plants. Most South Cicero buses run between Cermak road and Kenton avenue (2200 S. and 4500 W.), the northern terminal, and 76th street and Kilpatrick avenue (7600 S. and 4700 W.), the southern terminal. However, certain "short-run" vehicles operate on Cicero







**A NEVER-ENDING** procession of commercial airliners of the 16 passenger and three freight airlines, as well as one helicopter service, which use Midway airport, make it one of the busiest in the world. Shown is a typical passenger plane being readied for takeoff.

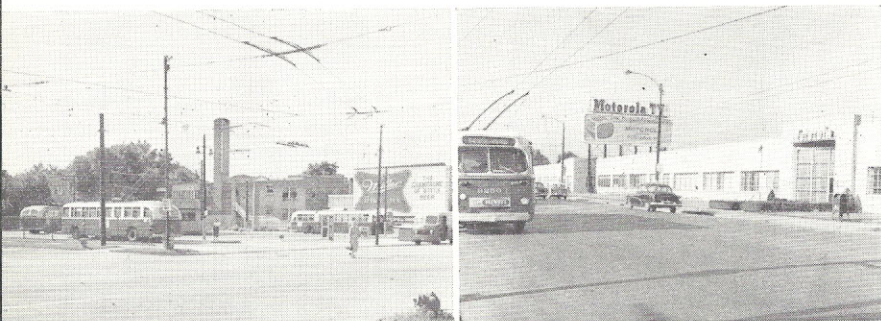
ero only between the northern terminal and Archer avenue (5100 S.); between the northern terminal and 67th street (6700 S.); between Archer and the southern terminal, or between Archer and 67th street.

Weekday headways range between four and five minutes in both morning and evening rush periods. Fifteen-minute headways prevail during both midday base and evening hours. There is no "owl" service on this line.

On Saturdays, buses run every 12 minutes during morning and afternoon peak periods and every 15 minutes in midday base and evening hours. On Sundays, they run at 30-minute intervals in morning periods and at 15-minute intervals in afternoon and evening hours.

Routing of buses covering the entire line is west on Cer-

**TRANSFER POINT** for patrons of CTA's Cicero and Devon-Cicero lines is this off-street terminal on the west side of Cicero just south of Montrose avenue.



**THE VASTNESS** of the Ford plant, aircraft engine division, located between Cicero avenue and Pulaski road, and between 72nd and 76th streets, shows up plainly in this picture. The buildings and grounds cover 484 acres. About 12,500 workers are employed here.



mak from Kenton to Cicero, south on Cicero to 76th street, and east on 76th to Kilpatrick. Northbound buses reverse this route.

The 17 gas buses, which are provided from Archer station, make the trip between outer terminals in from 25 to 35 minutes. The round trip covers 16.12 miles.

Initiated March 4 of this year, the Devon-Cicero (No. 14) line furnishes Monday through Saturday service through areas largely residential along Cicero and Devon avenues between Montrose avenue and Cicero (4400 N. and 4800 W.) and Devon and Kedzie (6400 N. and 3200 W.). With the opening of this line, the former North Cicero (No. 54A) was discontinued.

During morning and afternoon rush hours, Mondays through Fridays, buses operate at 15-minute intervals. At all other times, including Saturdays, headways are 20 minutes. On all six days, vehicles leave the Cicero-Montrose terminal between 5:30 a.m. and 9:00 p.m., and the Devon-Kedzie terminal between 5:30 a.m. and 9:20 p.m.

Three gas buses, stationed at Forest Glen, serve this line, which has a round trip mileage of 9.20. Thirteen to 16 minutes are required to cover the distance between terminals.

The first transit vehicles started operating on Cicero avenue back in 1894 between Chicago avenue and Roosevelt road. In the years that followed, as the city spread and more areas required mass transportation facilities, transit vehicles gave the thoroughfare an ever-increasing coverage. And with the formation of the Devon-Cicero line, CTA vehicles, for the first time, traveled between Peterson and Devon on Cicero and between Cicero and Kedzie on Devon.

Persons living along these portions of both streets, because of convenient transfer connections, now have easy access to North-South "L"-subway service at Loyola station and to intersecting surface routes which serve the Loop area.

**ELECTRONIC EQUIPMENT** for both commercial and military use is manufactured at Motorola Radio's plant at 1400 N. Cicero. A comparative newcomer to the Cicero avenue scene, this facility was moved out from the Loop area about a year and a half ago.



**THIS TYPICAL** outlying shopping center at 79th and Cicero serves the suburban community of Scottsdale and surrounding areas. Thirty-three different department, grocery and other types of stores are located here.





# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Northwest Attractive To Both Sexes

ACCOUNTING — The saying "Go West, Young Man, Go West" also includes the ladies. *Irma Krown*, Voucher Department, along with *Thomas O'Brien*, Internal Audit, and his wife vacationed in the northwest. They traveled through 14 states and enjoyed the beauty of nature in transit.

*Harriett Kryzan*, Material and Supplies, spent her vacation on a western tour which included Colorado, the Grand Canyon, Yellowstone Park and the Grand Teton mountains . . . *Erne Karge*, Payroll Distribution, also enjoyed the wonders of the Rockies and the great Northwest when she drove to Oregon on her vacation.

*Frances Georgouses*, Revenue, was transferred to Material and Supplies Accounting; *Viola Meyer*, Revenue, was transferred to Payroll Distribution, and *Albert Lathouwers* went from Property Accounting to the Voucher Department . . . *Wanda Beckier* transferred from Payroll Distribution to Revenue.

*Joseph Hurley*, father of *Dolores Hurley*, Revenue, passed away July 18, after a short illness.

## Goes Swimming, Fishing

*Carol Naumiak* vacationed in Wisconsin where she did some fishing and swimming . . . *Alice Hayes*, Payroll Distribution, drove to Miami Beach, Florida. She said the fruit down there was so delicious that she was tempted to bring home a carload.

*Margaret Scheidler*, Material and Supplies, who had been ill for some time, as we wrote this, took a disability pension July 1.

*Lois Anderson*, formerly of Material and Supplies, is the proud mother of a baby boy, born July 11.

*Daniel Proffitt*, IBM, had a housewarming party on July 14. He entertained a group of his co-workers at a barbecue in his new home in Lyons, Illinois.

*Susan DeChristopher* became *Mrs. John White* on June 22.

A postcard of a beach scene with a figure marked "me" placed



## ACTION ON THE BASE PATHS

THE RUNS poured across the plate on the evening of July 30 when Archer station's softball team, representing the CTA Softball league, trounced the University of Illinois Medical Center Jousts, 18-2, in a game played at Damen and Taylor. More excitement is in store for followers of CTA league play on Sunday, September 8. On that date, starting at 1:00 p.m., CTA league teams finishing in the first four places will compete in a title series, to determine the championship, at Thilens stadium, Devon and Kedzie. Players hope for a large crowd to cheer them on to victory. Above is an action scene from the Archer-Jousts game.

*Frank Hodapp's* vacation spot on the lake at Saugatuck, Michigan. *Clara Lawrence*, Voucher Department, spent her vacation in Nova Scotia and also in New York City where she went sightseeing and also saw three new Broadway plays.

*Roy Wilson*, Material and Supplies, Accounting, recently attended the graduation of his nephew, *Norman E. Wilson*, at Northwestern University

—HELEN A. LOWE and  
MABLE POTTHAST

## They're Hoping For A Perfect Record

ARCHER—At present, Archer's softball team is in first place and hasn't lost a game. Keep up the good work, fellows.

*Operator Joe Petter*, along with his sons and his sister, traveled all the way to sunny California. According to their speedometer, they traveled 6,500 miles . . . Two

of our repairmen enjoyed vacations in Canada. *Steve Paulov* and his family toured four provinces during their 3,000-mile tour. They visited such cities as Montreal, Quebec City and Ottawa, traveled to the copper mining country and also managed to catch a few fish. *John Sestak* and his family visited Montreal during their Canadian tour.

*Operator Ed Krusinski* and his family enjoyed fishing in Wisconsin . . . Florida was visited by *Operator Frank Vobornik* and his family . . . *Operator Carl Schmook* returned from his vacation with some tall stories about some big fish he caught near Big Fort, Minnesota.

*Operator Pete Tieser* and his wife had a fine time in Toronto, Ontario . . . *Operator Harold Matthews* tried the western part of Illinois for part of his vacation.

*Operator Andrew Kwilosz* and his family flew to Holland to visit Andrew's father-in-law who was very sick . . . *Repairman Andrew*

*Skelton*, at this writing, was having a very good time in Europe.

The wife of *Operator Ralph Miller*, who underwent a serious operation, was recovering very nicely, as we wrote this . . . *Operator Pete Miller* and *Repairman John Choyjecki* are presently off sick.

*Joe Klima*, District "B" supervisor, who was scheduled to retire on disability pension August 1, died July 18 after a long illness. His transit career spanned more than 33 years . . . *Mrs. T. Swulius*, mother of *Operator A. F. Swulius*, passed away recently.

*Art Roepke*, supervisor, District "B," is back at his job after recovering from a serious back operation.

*William Mathis*, father of *Operator Ray Mathis*, died July 23.

—R. H. FORTIER

## Five New People To Get Acquainted With

CLAIM-LAW—The welcome mat is out for *File Clerks Mary Ellen Connolly*, *Joan Johnson* and *Philip Bolz*, as well as for *Charlene O'Connor*, "blind" case clerk, and *Dan Lombardo*, statement man.

*Gerry Gardiner*, legal investigator, and *Mrs. Gardiner* spent a month island-hopping in the Caribbean. They stopped at Port Au Prince, Cuidad Trujillo and other beauty spots of the West Indies.

*Jeanne Ludmann*, your co-reporter, and her husband, *Oscar*, flew via Air France, to Kolmar, Alsace-Lorraine, Oscar's home town, which is nestled in the Vosges mountains between France and Germany. The two planned to visit Oscar's five brothers whom he had not seen in 31 years. They also planned to visit Germany, Switzerland and Italy.

*Joseph Coiello*, formerly of Photographic, stopped in to visit us on his way to San Antonio, Texas. Joe is now a second lieutenant and hopes to pass flight school examinations there to become a pilot.

## TRANSITAD

FOR SALE, cheap—CTA bus uniform. Size 38. Contact *Emile Calonne, Jr.*, at 6019 S. Moody.



All apologies to *Verne Thornton* for leaving his name off that "fishermen's list" last month. We hear he didn't do too badly.

—EL-JE

## Trip East Takes In Lots Of Territory

ELECTRICAL—*Bennie Kirchens*, inspector in the Line Department, motored 2,200 miles in a trip east. His itinerary included Niagara Falls, and New York City, where he boarded a boat to the Statue of Liberty. It was easy going up to the statue's observation platform but difficult coming down, he said. He also visited several historic places in Philadelphia and Washington, D. C. . . . *Ernest Anderson*, carpenter, flew to Florida. There he rented a car and covered many miles of beautiful scenery. He also enjoyed basking in the sunshine along the beach.

We say welcome back to Chief Operator *Max Drafz* who recently returned to work after recovering from his serious mishap suffered some time ago.

—GILBERT E. ANDREWS

## HIGHEST IN CLASS



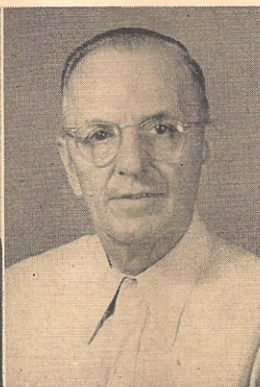
WHEN *Daniel Brzozowski* (center) son of Carpenter *Sygmunt* and *Mary Brzozowski*, was graduated with top honors from St. Michael's high school recently, a party was in order. So the family held a celebration during which Daniel received many gifts.

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

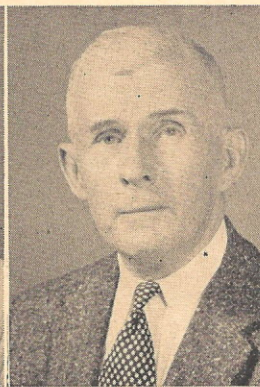
## 40-YEAR EMPLOYEES RECENTLY RETIRED



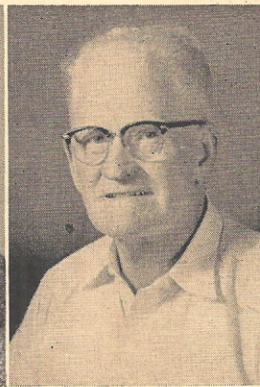
**Joseph A. Kotz**, conductor, 77th, August 1, 43 years.



**Philip Breit**, bus operator, 77th, August 1, 43 years.



**Earl Frame**, motor-man, West Section, August 1, 41 years.



**C. W. Whiting**, conductor, West Section, August 1, 40 years.

## Basement 'Fleet' Set For Next High Water

BEVERLY—After the big rain July 12, *Ralph Layton* had one of the classiest indoor swimming pools on the southwest side. Since then, he mounted all his basement appliances on pontoons and has no fear of the next storm.

Operator *Harry Gottsch*, state grand commander of the Military Order of the Cooties, is spending the last two weeks of this month representing that group at the Veterans of Foreign Wars convention in Miami, Florida.

*Ray and Dolores Tonn* celebrated their 33rd wedding anniversary August 20. Recently visiting the couple was Ray's mother, *Mrs. Mae Tonn*, who at 86 is still very active.

*Charles Kleim*, son of *Charles and Mildred Kleim*, who is in the U. S. Navy, suffered a painful injury aboard the U.S.S. *Mattox*. His hand was caught in the mechanism of an anti-aircraft gun. He was removed from the ship by helicopter and flown to the naval hospital at San Diego, California.

*Repairman Mike Granger*, who is in the Naval Reserve, was recently on an Atlantic cruise aboard the U.S.S. *Hale*.

Operator *James Ohse*, who is a master sergeant and carries a fire chief's rating in the U. S. Air Force reserve is now in summer training with the 126th Fighter Interceptor Squadron at O'Hare Field.

The Streetcar Man's Degree team, led by *Joseph C. Thurston*, president, paid a surprise visit to Aaron Lodge, A.F. and A.M., to

honor Operator *William Reynolds* of 77th station, who is master of that lodge. He was presented with a set of Masonic cuff links and a tie clasp.

*John and Florence McMullen* marked their 24th wedding anniversary on August 17.

*Alexander and Frances Brand*, on their way to Sarasota, Florida, made special stops at Mobile, Foley and Laxley, Alabama . . . *Mr. and Mrs. John Healy* visited *Mrs. Healy's* brother in Quebec and John did a little fishing while there . . . *Mr. and Mrs. Mike Hynes* enjoyed their cottage on the Kankakee river.

*Ralph and Helen Bramlett* vacationed in Eldorado, Illinois . . . *Mr. and Mrs. Clyde Eaton* made their annual trip to Little Falls, New York . . . *Howard and Evelyn Taluzek* traveled around Lake Michigan . . . *George Schletz* and his son, *Marvin*, made a very profitable fishing trip to Townsend, Wisconsin . . . *Mr. and Mrs. John Aardema* relaxed at their cottage on Kuntz lake in Indiana.

*Lomar and Mildred Arseneau*, who vacationed in Winter Haven, Florida, wished that they had gone to Summer Haven, Wisconsin, instead. Lomar said the sun was so hot that the city sticker melted right off the windshield of their car. The couple also stopped at Cypress Gardens, Florida, and New Orleans.

*Mr. and Mrs. Jack Loftis* were trying their luck at fishing up in Eagle River, Wisconsin, as we wrote this. Hope they did better than your reporter did in the same area recently.

*John Fall* visited his sister at Round Lake, Illinois . . . *Mr. and*

*Mrs. Earl Tibbets* visited relatives in Ladysmith, Wisconsin, and also in North Dakota . . . *Harold and Esther Morrison* and their son, *Eugene*, motored through Minnesota, crossing into Canada at International Falls. They visited relatives in Toronto and then came back into the States at Niagara Falls, New York.

*John and Helen McCrea* and family enjoyed their cottage at Gun Lake, Michigan . . . *Mr. and Mrs. George Evans* worked like beavers around home for a week and then took the youngsters for a good time up in the Fox Lake area. . . . *Virgil Trimmer* and family journeyed to Starved Rock and then came back to attend the Chicago land Fair.

*Mr. and Mrs. Wilson F. Gournoes* toured the west coast of Florida, looking over real estate at Punta Gorda and visiting *Mrs. Gournoes'* sister in Tampa . . . *Jim Gannon's* vacation was saddened by the death of his brother, *Mike* . . . *Earl and Norma Campbell* and their six children visited Earl's mother in Spencer, Indiana.

*Floyd and Richard Grajek* let their wives run the motorboat while they learned to water ski at Cedar Lake, Indiana . . . *Mr. and Mrs. Joe Thurston* visited a nephew in Port Angeles, Washington . . . *John and Mary Thurston* visited their son and his family of seven in Edwardsville, Illinois . . . *William Brown* and his family toured Michigan.

Other recent vacationers were *George Scanlon*, *Bill Moore, Sr.*, *John Curran*, *Peter Genutis*, *Thomas Geary*, *Charles Lindemann* and *Bill Ammerall*.

—FRANK M. BLACK



## They Wanted Variety During Their Vacation

GENERAL OFFICE—(Transportation) *Bob and June Quetschke* and their two sons, *Phil and Bob*, vacationed at a lodge in Green Bay, Wisconsin. The youngsters loved the ride in the cable car across the river. Their next port of call was a stay at a large grain and cattle farm in western Minnesota where the children were kept busy gathering eggs from 1,000 chickens.

*Radio Dispatcher Joseph R. Blaa*, who started his transit career in 1925, retired on pension July 1. His friends and fellow-radio dispatchers presented him with a money bag containing 100 silver dollars, each one individually wrapped in silver paper. His wife, *Florence*, who is a stenographer in the 54th avenue office on the Douglas Park branch, is at present recuperating from a gall bladder operation. Replacing Joe is *Larry Stephens*, a supervisor.

*Charles Batterson* suffered the loss of his wife.

*Jim and Vi Luvisi* spent part of their vacation on the trout streams around Tomahawk, Wisconsin, and then returned to Maplewood ave-

nue to watch contractors completely cover their home with colorstone precast brick. The "Before and After" story was featured on a color television program recently.

On a recent weekend, *Bill Rooney* again developed a great feeling of nostalgia for his family down East and boarded a bus for Pittston, Pennsylvania. Besides Bill's mother and dad, the woods and valleys around Pittston are "alive" with Bill's five brothers and two sisters, and their families.

*William F. DiGioia*, formerly of West Shops, and his wife, *Esther*, formerly of Job Classification, became parents of *William Thomas* on July 20. Grandfather of the newcomer is *William DiGioia*, operator out of North Avenue station. William F., who is stationed with the U. S. Navy at Moffet Field, California, and his family now are living in Sunnyvale, California.

(Public Information)—*Pat Kennebec*, former Steno I, and her husband, *John*, became the parents of *Matthew John*, who was born July 21 at Ravenswood hospital.

Taking vacations during July were *Tom Hartnett*, *John Burgeson*, *Carole Doyle*, *Julie Riordon*, and *Mary Stommer*.

—JULIE PRINDERVILLE

## A Vacation That Just Blew Up

GENERAL OFFICE—(Employment)—*Ray Ruzick*, assistant superintendent of employment, was enjoying his vacation until a gas explosion occurred that not only destroyed a neighbor's house but did considerable damage to Ray's home. Fortunately, he and his family escaped injury.

*Nancy Manville*, daughter of *Robert Manville*, superintendent of purchasing, has been working for the summer as a temporary receptionist. She attended Rollins college in Winter Park, Florida, for two years and plans to major in music at Northwestern university this fall . . . Also working for the summer months as typist is *Judy Sturdy*. Judy attended Denison university in Granville, Ohio, for two years and plans to enter the University of Colorado, where she will major in art, this fall . . . *Judy Heidemann*, another temporary typist, will return to Proviso Township high school as a senior this fall.

*Irene Rotche*, typist, after working three summers for CTA, now is a permanent employee. She is a graduate of Senn high school.

## Watches Big Catch

*Kay Gibbons*, typist, recently returned from a vacation in Miami, Florida. One exciting event she witnessed was that of her brother's fine catch of a huge sailfish.

*Charlene Sweiberg*, typist, is another newcomer. A recent graduate of Harper high school, she recently became engaged to *George Nelson* who works for American Airlines. They plan to be married next year.

(Training and Accident Prevention)—Welcomed to the department were *George Dean*, who transferred from Transportation, and *Michael McCarthy* who came from the Legal Department.

*Stewart Maginnis* spent his vacation moving to the new home he recently purchased . . . *Don Lemm*, *Frank Johnson* and *Burt Bosen* spent their vacations either working on their homes, painting, or bailing out basements after the July 12 flood.

*Clarence Crawley*, *Frank Johnson*, and *Bernie Ford* of this department and *Vincent Donahue* of Traffic Engineering are members of one of the baseball teams in the Merchandise Mart League. The second round of play was in

## EXCHANGE VOWS



WEDDING BELLS rang recently for *Amy Sirotney*, Property Accounting, and *Andrew Hudak*, who were married in a ceremony at SS. Cyril and Methodius church. Following a reception at Mazzini-Verdi hall, the couple went on a honeymoon trip to Miami Beach, Florida.

Reported by *Helen A. Lowe* and *Mable Potthast*

## GREAT LAKES SPECIAL



Reported by *Joe Feinendegen*

THE BATTLES of Midway Island and Guadalcanal were making the news headlines when this picture of the "Great Lakes Special" on the North Shore Line's Skokie Valley route was taken in the summer of 1942, just 15 years ago, by *Charles E. Keevil*, Engineering. The wood-steel cars, which carried these sailors toward Chicago, were owned by the former Chicago Rapid Transit Company, and were utilized by the North Shore Line to ease the strain put upon its own equipment by wartime travel demands. All these cars are now scrapped, as their counterparts in CTA's Evanston service will be next year when they are replaced by modern all-metal "Green Hornet" cars.

progress and our fellows' team was in first place at this writing.

*Ruth Havlik* had an enjoyable weekend trip to Niagara Falls with her mother and sisters. Ruth recently passed her automobile driver's test and received her license.

*John McKenna*, who has been on sick leave for the past five months, is presently well on the way to recovery and should be back with us before long.

(Industrial Safety) — *John Boyce*'s home has been in darkness each evening since he and his wife returned from a vacation in California. The lights out means that John has trapped another victim into looking at the 140 slides he took on the 7,000-mile tour of the west coast. He visited Waterton, Glacier, Crater Lake and Yosemite parks as well as San Francisco, and Los Angeles. Other highlights of the trip were the magnificent scenery, riding the cable cars and visiting the ships of the First Fleet, which held "open house" in San Francisco and stopping at Disneyland in Los Angeles.

—MARY E. CLARKE



## WHO IS HE?



**THE YOUNG** fellow in the accompanying photo undoubtedly is well known to CTA employees in the utility division of the Way and Structures Department. When the picture was taken, about 27 years ago, he was just starting his transit career as a carpenter for the former Chicago Surface Lines. At this time, his father was chief carpenter for that concern. Today, he is a chauffeur in the utility division, Way and Structures, and works out of North Avenue station. Who can identify him? Those sending in correct guesses to CTA TRANSIT NEWS will have their names published in a future issue.

## Couple Mark Silver Anniversary

**LIMITS** — Operator Richard Stephens and his wife celebrated their 25th wedding anniversary in May. We hope they have many happy years ahead.

Operator Alex Manoni traveled out to North Dakota and South Dakota during his vacation.

—IRVING J. METZGER

## NEW APPOINTMENTS

IN A bulletin issued July 31 and signed by Carl W. Wolf, electrical engineer, and approved by Stanley D. Forsythe, superintendent of engineering, Sylvester S. Denecke was appointed superintendent of construction, rapid transit, replacing Richard M. Dwyer, who retired. Simultaneously, announcement was made by Mr. Wolf of the appointment of Ebon A. Frank as line foreman, replacing Mr. Denecke. Both appointments were effective August 1.

## Gets Good Look At Colorful Colorado

**Loop (Agents)**—While vacationing in a cabin in the mountains of Colorado, Genevieve Harding climbed Cheyenne mountain to visit the Will Rogers shrine and other points of interest. She also spent a day at Colorado Springs, and toured the Garden of the Gods and Manitou Springs.

Anita Schreiber spent her time at her sister's cottage at Lauderdale Lake, Wisconsin, swimming and surf riding. She also tried to get her golf score from 98 into the 80s. . . Dorothy Parker toured the Wisconsin Dells and surrounding territory.

The serenity and beauty of the country were enjoyed by Margaret and Ralph Wenstrom while they relaxed at Fisher Creek near Sturgeon Bay, Wisconsin. . . Porter Jerry Jordan traveled to Cleveland to visit her mother. . . Katherine McKenny, Sylvia Welter and Albert Dodge all vacationed in the Chicago area as did Viola Bordegan, who was entertained on her birthday at the Spinning Wheel by her sisters.

Katherine Johnson enjoyed her visit with friends in Creston, Iowa, and also her trip to Shiela Vista in the Wisconsin Dells.

As we wrote this, Porters Otis Thomas and Paul Grant were hospitalized.

—EDITH EDBROOKE

## Many A Memory Was Relived

**NORTH AVENUE** — Wedding anniversaries this month were celebrated by John Stich, his 18th; Eddie Gundlach, his 17th; John Meyers, his 16th; James Corbett, his 34th; Henry Umlauf, his 31st; Eddie Wehmeyer, his 33rd; William Medema, his 20th; Henry Lockowski, his 34th; Hank Richter, his 28th and your reporter, Joe Hiebel, his 28th.

Harold Hawkins, Roy Gaess, E. Erland and Henry Umlauf are new members of the Grandpappy's club.

At this writing, our softball team had not been doing too well. We have hopes that our new manager, Bill Medema, will bring them out of their slump.

Mike Hartnett's back at work after being off since January with a broken leg suffered when he fell on the ice. . . Steve Drabant of bus repair is doing nicely after his recent operation at this writing. . .

John Regan, also of bus repair, was a patient at Hines Hospital.

Repairmen John Birmingham and John Burke visited Ireland.

John Leahy and his wife became parents of a girl, named Catherine. The little addition makes four girls and two boys for the Leahys.

Now that vacations are in full swing, we are expecting to hear from you, you and you. Don't forget those snapshots that were taken on your trip. All photographs will be returned in good shape.

—JOE HIEBEL

## Sluggers Bang Way To Third Place

**NORTH PARK**—North Park smothered Kedzie, 21-11, in a CTA softball league contest held July 17. Our ball club took over third place as a result of the victory.

July was a bad month for the general health of some of our men. Receiver Art Kuncel was injured in an auto accident on his way to work. . . Operator James Dolan hurt his foot when he tripped on a sidewalk. . . Operators E. A. Hucksoll and James Cawley were hospitalized, as we wrote this. . . Operator Earl Willis suffered a broken ankle in another accident.

Operator Herbert Reyburn and Eloise Stacey were married June 24.

Your reporters would like to hear from anyone on vacation so that your activities and places of interest that you visited can be reported.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

## Now There's A Dozen And A Quarter

**PURCHASING AND STORES** — Gene Burke, Purchasing, announced the arrival of his 15th grandchild, Joseph William Werner, born July 6.

Pell Lake, Wisconsin, is highly recommended as a vacation spot by Kay Keller, south division, and her husband, Bob. . . Marvin Castle, west division, fished at Acapulco, Mexico. . . The lure of fishing found George Vikeras, west division, and his wife vacationing in Minnesota.

Charles Klimcke, west division, and Mrs. Klimcke visited their daughter and family in California. . . Many historical places of interest were discovered by Carl Waldman, south division, who flew to Philadelphia for a two-week stay.

Dorothy Stembridge, west division, and her sister toured the East and then went on to Canada during their vacation. . . Carol Wagher, Stores, and her husband vacationed in Kentucky.

Gudrun Hanssen, Stores, flew to Norway to visit friends and relatives. From there she flew down to Rome for a short visit and then back to Norway to visit many scenic spots before returning by air to Chicago. . . Marlene Wargin, Stores, and Emily Krautsak, Purchasing, flew to Florida and then traveled on to Nassau and Cuba to spend a very brief but exciting vacation.

Henry Dressler, stock clerk at West Shops, retired August 1. He was presented with a check and a pin by his fellow workers. . . Walter J. Trew and Mate Bejo, south division, are also among recent retirements.

—DAGMAR McNAMARA

## KEEPING COOL

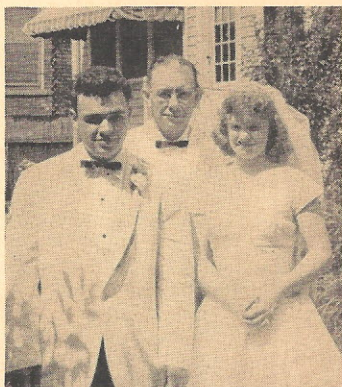


**THE HEAT** got you beat? Then perhaps this picture of William Funai, Jr., son of William Funai, Sr., son body repair at South Shops, will cool you off. Bill, a supply specialist with the Distant Early Warning (DEW) radar system which will give the first warning of the approach of enemy planes flying to attack American cities, is pictured near the North Pole. His companion is an Eskimo boy, one of the many Eskimo children who regularly visit the men working in the area. In foreground is dog sled belonging to the Eskimo.

Reported by Evelyn Clark and Frances Louward



## JULY WEDDING



THE MAN who gave the bride away, **Leroy C. Dutton**, assistant superintendent, Schedule-Traffic Department, is shown with his daughter and new son-in-law, **Kathryn** and **Thomas Chorak**. Following a nuptial mass at St. Carthage church July 6, a wedding breakfast for 30 guests was held at Krapil's restaurant. The young couple honeymooned in Iowa.

## Deserts Bachelorhood For Wedded Bliss

SCHEDULE, TRAFFIC AND BUDGET — (Schedule-Traffic)—**Bob Loughran**, son of Station Superintendent **Edward Loughran** (Keeler) and the only bachelor in the traffic clerical group, joined the happily married men's group on July 6, through his exchange of wedding vows with **Helen Jurasin**. A nuptial mass was celebrated at St. Benedict's church and, following a reception at Chanteclair hall, the newlyweds spent a honeymoon in Michigan and parts of Canada.

**Bill Dentamaro** journeyed to St. Louis on a recent weekend where he enjoyed watching the Cardinals play baseball . . . Another baseball fan, **Bernie Kincanon** and his family planned to attend a night game in Milwaukee August 16.

**Laura Schreck** took a two-week vacation tour which included Toronto, Quebec and Montreal as well as other scenic areas in the North and East . . . **Bernadette Kizior** spent a pleasant vacation with a group from her sorority at Saugatuck, Michigan, where they had exclusive use of lodge facilities.

**Homer McElroy** spent a week of his vacation adding more glamour to his comfortable, water-tight (even on the night of July 12)

home at Harvester, Illinois. **Mrs. McElroy** is now at home enjoying these improvements while recovering from minor surgery that kept her in the hospital for 10 days.

If things went as planned, **Bob Baxter's** two weeks in Manistee, Michigan, were pleasantly uneventful.

—L. C. DUTTON

## Now He Knows Best Way To West Chicago

77TH—Record Clerk **Eugene Brennan** recently picked up a new 1957 automobile but not before he got lost three times on his way to West Chicago from his home in Chicago Ridge to pick it up.

Operator **Bob L. Wilson** left CTA to become a patrolman in the Chicago police department. He started his police training July 9.

**Bob Donohue**, son of Operator **John J. Donohue**, was named head basketball coach at North Boone high school, North Boone, Illinois, for the 1957-1958 season. A graduate of Chicago Vocational high school, he received his Bachelor of Arts degree at Beloit college, Beloit, Wisconsin, in physical education. He also was captain of the school's championship 1954-1955 cage squad.

Suggestions Committee awards totaling \$65.00 went to four of our men recently. Stock Clerk **Robert G. Pieper** won two awards totaling \$30.00 for proposals on the purchase of chain bars. Operator **C. V. Froehlich** suggested a method to

prevent rain water from flowing into instrument panels of buses and received \$15.00 while Operator **L. T. Gunn** received \$10.00 for proposing that bus stops on Cottage Grove avenue between 93rd and 95th street be relocated. Conductor **Jesse Rodriguez** was awarded \$10.00 for his suggestion to provide better CTA bus service for employes of the United States Steel Company plant at 83rd street and Green Bay.

**Dick Broman**, son of Receiver **Al Broman**, recently began as a station clerk. During his "breaking in" period he spent time at nearly all surface stations.

Paymaster **Sebastian A. Peters** retired on pension August 1 after nearly 40 years of service. Although he spent most of his time up at North Avenue, he also spent five years at 77th. He has memories of the old days when employes were paid in cash.

It's great to be back reporting the news from this station once again after an absence of 15 months. And I hope that all of you will help me in getting items to keep this column full every single month.

—JOE SMITH

## Honor Graduate Given Scholarship

SKOKIE SHOPS—**Bob Metrow**, paint shop, is indeed proud of his daughter, **Mary Alice**, who graduated from Lake View high school and

## NEWLYWEDS



IN A wedding ceremony held at St. Francis of Rome church June 8, **Helen Spolec**, Purchasing Department, was married to **Paul Toth**. With the couple are **Helen's** cousin, **Margaret Zelenka**, and a friend of the bridegroom, **Charles Stiek**. A reception was held at the **Wishing Well** in Cicero. The couple honeymooned at **Nestor Falls, Ontario**.

Reported by **Dagmar McNamara**

received a scholarship to Northern Illinois University, De Kalb, at the age of sweet 16.

**Dave Gurwich**, your co-reporter, spent his vacation with his son in Detroit . . . **Joseph Decker**, shopman, enjoyed the beauty of Colorado Springs, Colorado . . . **Al Schmitz**, upholsterer, vacationed in the state of Florida with his family,

Clerk **John Dwyer** vacationed by taking short trips out of Chicago with his family . . . Carpenter **Dick Wilson** started to Idaho for his vacation but had car trouble in Iowa and was forced back.

Carpenter **Robert Buerger** recently purchased a new home in Dunhurst Heights, Wheeling.

Machinist **Joe Oddo** was a grandfather for the first time when his son and daughter-in-law became parents of a boy, **David Lee**.

Machinist **Warren Erlandson**, who recently underwent an operation, has fully recovered and is back at work . . . Electrician **Frank Kramer** is now recovering from an operation at the Northwest Hospital, Central and Addison streets. He would appreciate cards from his fellow employes.

—DAVE GURWICH and  
EVERETT E. ENGLAND

## SAFETY EDUCATION—1919 STYLE



No, You Are All Wrong!

This Gink Wasn't Beat Up  
By His Wife

His Blinker Got in the Way  
of a Piece of Flying Steel

To Prevent Such Accidents

WEAR

GOGGLES

Copyright © Scullin Steel Co.

National Safety Council  
Chicago  
Blinker Based on  
Photo by John H. Brown

LANTERN-JAWED Louie's woeful puss reminded 1919 workers about goggles. The idea is still worth listening to, even if the slang isn't real cool.



## Which Proves A Man's Work Is Never Done

SOUTH SECTION—Vacation time is here which is the excuse for the brevity of this column. Your reporter picked this period to take it easy, but discovered that the better half had other plans, such as finishing the home decorating which had not been completed last spring.

There is no question that *Towerman Homer Alsen* is a 100% Sox fan. In order not to miss some of the exciting games out of town, Homer flew to New York to be present for a series with the Yankees.

*Clerk Charles Sasso*, who was recuperating satisfactorily from his recent illness, was expected back to work shortly, at this writing.

The annual retreat to Mayslake June 21 sponsored by *Edward O'Hara*, Division 308 president, was highly successful with 47 "L" employes making the visit. All sections of the Rapid Transit division were represented. It was heartening to see so many new faces.

*Verna and Roland Hartney* really lived it up on their vacation at one of the swankiest resorts at the Wisconsin Dells.

*Porter Ed Rogers* very happily announced that a baby boy arrived at his home on July 4.

—LEO J. BIEN

## Here's News Of The Kegler Champs

SOUTH SHOPS—Rohe's 7700 Club won first place in the South Shops Bowling League for the 1956-1957 season which ended recently. A trophy was awarded to the winning team consisting of *Carl Welin*, captain; *Irvin Krauledis*, secretary-treasurer of the league, and *Tony Stefanich* and *Charlie Manthy*. Irvin wound up the bowling season by garnering both the high individual average, 178, and the high game, 288. *J. S. Simel* of Beverly won an award as the most improved bowler of the season. All wishing to bowl during the 1957-1958 season should contact the league's incoming secretary-treasurer, *Faulkner McCrea*.

*Pete Sabadosa* of Logan Square was awarded a trophy for winning the seventh annual South Shops golf tournament held June 8.

*Pipefitter Howard West* visited his sister in California during his vacation. He brought back some pictures of deep sea fishing taken by his nephew who is a deep sea diver . . . "Having a grand time and fishing is good" was what *Joseph Hecht*, general foreman, wrote your reporters during the three weeks of his vacation. He and his family traveled up to Boulder Junction, Wisconsin.

*Joseph Bumblauskas*, body shop, and his wife, *Alberta*, became the proud parents of a son who was born June 28. The bundle of joy was named *Paul*. Happy over the new arrival in her family is little *Mary Ann*, who is seven years old.

Your co-reporter, *Evelyn Clark*, suffered the loss of her husband, *Owen*, who at one time worked at South Shops . . . *John Clark*, powerhouse, lost his brother . . . The mother of *Jean Panek*, office, and *William Panek*, bus overhaul, died recently . . . *Howard Langdoc*, miscellaneous, suffered the loss of his sister recently . . . *Printer Henry Siuba* suffered the loss of his mother . . . The wife of *Sam Dugan*, bus overhaul, passed away.

Retiring as of June 1 were *Welder Joseph Stepnik*, who chalked up 33 years of service; *John Bernd*, electrical worker, 38 years of service, and *Anton Daukas*, laborer, 37 years.

Six South Shops employees won a total of \$115.00 in suggestion awards recently. Receiving his 10th award, \$35.00, was *Machinist Donald N. Schaefer* for two suggestions. *Carpenter John Del Medico* won \$25.00; *Upholsterer Wilbur J. Meyers*, \$20.00; *William J. Kosek*, shop tractor operator, \$10.00; *James Oostman*, \$20.00 and *James Jagos* \$5.00.

—EVELYN CLARK and FRANCES LOUWARD

## Take Week's Tour Around Local Lake

WAY AND STRUCTURES — *Eleanor Roche*, Building Division, and her cousin, *Molly*, took a week's auto trip around Lake Michigan. They made stops at Milwaukee, Wisconsin, and at Ludington and Muskegon, Michigan.

*Mary Pat Heavey*, formerly of Public Information, replaced *Margaret Sares*, who transferred to the Equipment Engineering Department.

## TAKES PENSION



CLOSING OUT more than 34 years of transit service with CTA and the former Chicago Surface Lines, *Ludwig P. Gaspar*, (left), stock clerk in charge of the stationery store-room, Merchandise Mart, retired on pension August 1. On behalf of Ludwig's co-workers, *Ray Gavert* (right), divisional storekeeper, presented him with a check and a watch.

Reported by *Dagmar McNamara*

*Frank Costabile*, laborer, building division, passed away June 21. *Erwin Schuppert*, bricklayer, building division retired August 1. . . *Krsto Nikolich*, laborer; *Walter Hogg*, laborer; *Henry Klien*, watchman, and *Ante Susnyara*, trackman, all of the Track Division, took their pensions August 1.

—MARLENE NEHER

## Can't Keep A Good Man Down!

WEST SHOPS—*Stan Skladzien*, machine shop, returned to work after his recent illness.

West Shops' soft ball team suffered its first setback at the hands of Archer Depot. They are currently in second place.

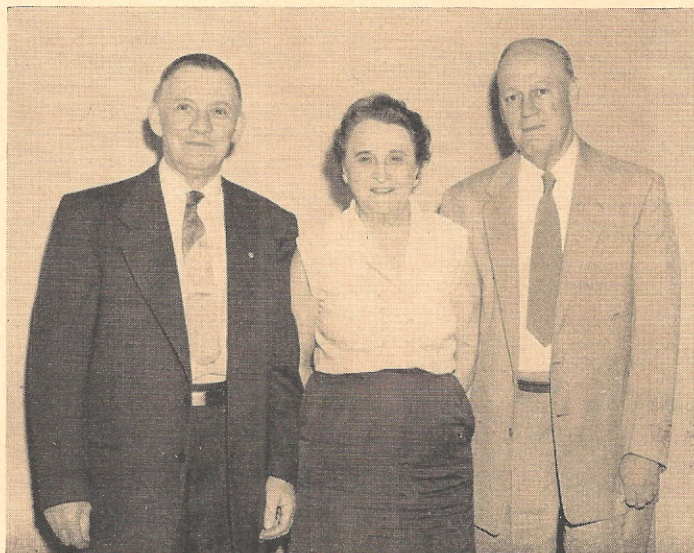
*Ed Wendt*, office, enjoyed his vacation during which he took a motor trip.

*Jim Platt*, Shops, didn't bring any of those oversize bass back from the Ozarks.

*Don Riess*, office, spent his vacation putting his new home in order . . . *Tom Vujnovich*, bus overhaul, took his family up to *Lac Du Flambeau* but, as usual, they ate canned sardines . . . *Frank Spolec*, tin shop, took a trip up to Winegar, Wisconsin.

*W. N. Hauptert*, body shop, went

## GO INTO RETIREMENT



A GRAND total of 113 transit years was chalked up by these three employees, all of whom retired on pension July 1. *Mrs. Lucy A. Winkler*, (center) payroll clerk, Payroll Department, started her transit career back on April 28, 1920. At right is *Leon Salisbury*, contract clerk, whose service spanned nearly 41 years, and at left is *Otto Stach*, abstract clerk, who had been with CTA and predecessor companies since June, 1922. Both he and Leon worked in the Voucher Department.

A farewell dinner for Leon and Otto was held June 27 in the Crystal Room of the North Park hotel. Mrs. Winkler was feted at the Ivanhoe June 20.

Reported by *Helen A. Lowe* and *Mable Potthast*



down to Florida as did *John Oswald*, also of the body shop . . . *Jerry Phillips*, body shop, motored out to Oregon.

—JOHN T. BURKE

## A Story Of A Traveling Dog

**WEST SECTION (Agents)**—That little ditty that *Agent Blanche Thomas* hummed to herself recently could have been entitled "Where, Oh Where, Has My Little Dog Gone?" A short time ago, one of her neighbors was paid a visit by some friends from the far south side. Their little girl took quite a liking to Blanche's little dog and requested permission to play with it. She readily agreed to loan her pooch to the little girl for the afternoon. When the pooch did not return, Blanche made inquiries at her neighbor's home and found to her dismay that the caller had left hours ago with the pooch. After a few frantic calls, she located the people, and was told they thought she had given the dog to the little girl. The dog finally was returned, but the people insisted that they be paid for a new collar and leash.

*Agent Louie Beck* reported that he and his family enjoyed their Florida vacation.

*John Boland*, father of *Agent Ceil Boland*, underwent surgery. . . . *Extra Agent Louise Drew's* husband was hospitalized at this writing.

We expect some great stories from *Agents Frank Zidek, John Filipek, Ed Durkin* and *Extra Agent Joe Ryan* when they return from their respective vacations.

*Agents Margaret McMahon* and *Madeline Hayes* enjoyed a motor trip to Haywood, Wisconsin, for their vacation.

*Agents Bob Griffiths, H. Elderkin, John Bell, Minnie Tonn, Catherine Leahy, Sarah Simmons, Nellie McCann* and *Sadie Brown* recently joined the ranks of the retired.

—GORDON KELLY

## DISABILITY RETIREMENTS

**N. J. Burke**, bus cleaner, Shops and Equipment. Employed 2-20-36.

**Antanas Marcukaitis**, repairman, South Shops. Employed 8-2-23.

**Frank Moltch**, tinner, Way and Structures. Employed 5-19-42.

**Arthur Sawusch**, motorman, West Section. Employed 5-5-23.

**M. F. Scheidler**, record clerk, Accounting. Employed 11-1-43.

## For And About Our Pensioners

**ARCHER**—*John F. Racky*, conductor with the former Chicago Surface Lines who retired on pension in February 1946, died July 2. He had 41 years of service . . . *Frank J. Conway*, another former conductor, who worked out of 77th, passed away on July 6. He retired on pension in December 1949.

—R. H. FORTIER

**BEVERLY**—*Matt Schneider*, who retired in 1954 from 69th street station with 38 years of service, is in excellent health. He now lives at 9111 Longwood drive in Chicago's Beverly Hills community . . . *Conductor Tom Purtell* of 77th who retired recently with 34½ years of service, had a great record. He worked 31 of those years without a chargeable accident.

*Phil Breit*, who is known to many in south side stations, recently retired on pension from 77th. He had 43 years of service . . . *Morton Baker*, who formerly worked at 77th, died recently.

*Bill Bowen*, who has been on disability pension since October, 1955, was back in Hines hospital, as we wrote this. He is in Ward B, Room 329. If you are out that way, he would appreciate your stopping in to say "hello" to him.

—FRANK M. BLACK

**LOOP (Agents)**—*Katherine Sheehan* had a busy time seeing all her relatives in Antigonish, Nova Scotia, where she visited her son. . . . Since the eyesight of her sister, *Gussie*, has been failing, *Nellie Keating* has become chief cook. Her only problem has been the electric stove on which everything turns out a little bit on the dark brown side.

—EDITH EDBROOKE

**NORTH AVENUE**—The old timers' softball game was a flop this year because only two people showed up. Could it be that the old timers are getting too old? This game has been popular in the past. Let's not have it die out. In case you have not seen one of these games, you don't know what you are missing. The umpires have Seeing Eye dogs and the old timers make up their own rules as they go along. They have two pitchers hurling at the same time, the umpires fielding the balls that come within reach, and all other kinds of strange goings-on. How about booking another game soon?

—JOE HIEBEL

**SOUTH SECTION**—Retiring on pension July 1 were *Conductor John McNally*, who had 34½ years of service, and *Agent Harold Race*, who had 16 years of service.

—LEO J. BIEN

**WAY AND STRUCTURES** — *Jackson Squires*, retired watchman, who stopped in to chat with some of his friends, said he was very happy at Alexian Brothers home at Signal Mountain, Tennessee.

—MARLENE NEHER

**WEST SECTION (Agents)** — *Anne Gillespie* spent a delightful and relaxing session at Rice Lake, Wisconsin . . . *Pauline Hessel* is now

at home recuperating after a long stay in the hospital.

—GORDON KELLY

**WEST SHOPS** — *Chris Oppegard*, formerly of the Technical Service Dept., wrote to say the spot he picked in Florida is ideal . . . Recent pensioners visiting West Shops and looking better than ever were *Joe Bolech, Sr.*, body shop, and *Joe Verdeber*, shops service . . . *William Hart*, former chief operator at Milwaukee substation, now retired, wrote from Binghamton, New York, as follows: "Feeling fine and dandy. Best regards to all the boys."

—JOHN T. BURKE

## NEW PENSIONERS

**C. J. Baker**, conductor, 77th. Employed 5-24-13.

**J. J. Bell**, agent, West Section. Employed 11-5-45.

**J. R. Blaa**, radio dispatcher, General Office. Employed 9-14-25.

**A. M. Boucher**, agent, North Section. Employed 6-29-43.

**F. J. Bronson**, operator, 69th. Employed 6-21-18.

**J. M. Casper**, stock clerk, Stores Department. Employed 5-28-24.

**C. B. Cobb**, motorman, Devon. Employed 2-22-23.

**Peter Dukich**, watchman, Track. Employed 6-1-23.

**H. E. Elderkin**, agent, West Section. Employed 3-1-37.

**D. J. Fanning**, medical counsel, Claim Department. Employed 2-1-28.

**L. W. Gierke**, guard, North Section. Employed 9-22-22.

**O. A. Giese**, bus repairman, Keeler. Employed 6-13-27.

**B. H. Griffiths**, agent, West Section. Employed 11-25-42.

**John Hastings**, conductor, Devon. Employed 4-4-24.

**Arthur Heidecke**, superintendent, Transportation. Employed 4-27-05.

**Anna Hurwitz**, agent, North Section. Employed 10-14-41.

**J. T. Johnson**, bus cleaner, Kedzie. Employed 8-27-36.

**John Kerrigan**, bus cleaner, North Park. Employed 3-10-43.

**J. F. Kriz**, painter, West Shops. Employed 2-20-30.

**J. H. Leahy**, agent, West Section. Employed 6-5-45.

**Arthur Levin**, trainman. Kimball. Employed 7-8-14.

**M. M. Mattes**, trainman, West Section. Employed 3-21-44.

**John McCarrick**, janitor, 77th. Employed 5-10-44.

**P. J. McMahon**, conductor, 77th. Employed 2-24-20.

**J. M. McNally**, conductor, South Section. Employed 12-11-22.

**O. J. Nordstrom**, operator, North Park. Employed 11-30-21.

**J. A. O'Connor**, motorman, 77th. Employed 1-22-23.

**C. A. Oppegard**, mechanical engineer, Shops and Equipment. Employed 6-1-21.

**Eugene O'Rourke**, supervisor, District "A". Employed 11-20-26.

**H. C. Race**, agent, South Section. Employed 7-8-41.

**George Rademacher**, motorman, Devon. Employed 4-19-17.

**D. J. Rauwolf**, agent, North Section. Employed 12-11-35.

**R. E. Richards**, repairman, Kedzie. Employed 4-18-23.

**Joseph Ryan**, motorman, Devon. Employed 2-16-23.

**L. H. Salisbury**, contract clerk, Accounting. Employed 8-17-16.

**E. A. Schabelski**, conductor, Devon. Employed 3-13-17.

**C. L. Schueler**, operator, Keeler. Employed 1-9-20.

**S. H. Simmons**, agent, West Section. Employed 1-4-27.

**W. A. Sinkler**, motorman, 77th. Employed 2-21-24.

**O. F. Stach**, abstract clerk, Accounting. Employed 6-26-22.

**Minnie Tonn**, agent, West Section. Employed 10-18-20.

**J. A. Volkart**, supervisor, District "A". Employed 7-21-20.

**L. A. Winkler**, payroll clerk, Accounting. Employed 4-28-20.

**F. J. Wyer**, operator, Kedzie. Employed 5-4-27.



## CLOSES CAREER



RETIRING ON pension July 1, Dr. David J. Fanning, medical counsel, ended a career that spanned nearly 29½ years with CTA and the former Chicago Surface Lines. Starting with the latter as an examining physician for the firm's insurance department on February 1, 1928, he previously had worked for the former Chicago Rapid Transit Company as a medical examiner. On January 31, 1934, he joined CSL's accident investigation department in the capacity of medical examiner and assistant to medical counsel. Starting on September 30, 1936, he served exclusively in a medical-legal advisory capacity for CSL's and, later, CTA's legal department. On March 1, 1942, he attained the position he held when he retired. Active in the field of legal medicine, he was named to "Who's Who In Illinois" in 1946 and was selected to be listed in "World Biography" in 1953. During his career, Dr. Fanning gave talks and published a number of articles concerning legal medicine.

## TRANSITAD

FOR SALE—Little-used Cine-Kodak movie camera kit in good condition. Includes 8 mm. camera, light meter, filters and readaptor ring. Reasonable offer. Phone MOhawk 4-7200, extension 406.

## RECENT DEATHS AMONG EMPLOYEES

- GEORGE BELL, 89, retired conductor, Burnside. Died 6-16-57. Employed 6-18-96.
- L. H. BERG, 65, retired motorman, 69th. Died 6-10-57. Employed 7-27-45.
- E. R. BERGSTROM, 53, retired motorman, Armitage. Died 7-8-57. Employed 10-10-27.
- J. A. BLAKE, 70, retired conductor, 69th. Died 6-18-57. Employed 7-12-13.
- M. B. BOGENES, 81, retired motorman, Noble. Died 6-19-57. Employed 6-9-08.
- ANTONI BZIBZIAK, 86, retired foreman, Track. Died 6-3-57. Employed 2-5-08.
- F. J. CONWAY, 76, retired conductor, 77th. Died 7-6-57. Employed 4-3-05.
- FRANK COSTABILE, 53, laborer, Building Department. Died 6-21-57. Employed 11-28-47.
- A. M. CROWE, 78, retired agent, South Section. Died 6-16-57. Employed 6-16-08.
- L. J. EINFELDT, 70, retired car repairman, Devon. Died 6-28-57. Employed 7-31-23.
- DOMINICK FREDERICK, 67, retired painter, Building Department. Died 6-10-57. Employed 9-7-43.
- BERT FREEWALD, 75, retired doorman, Building Department. Died 6-18-57. Employed 1-10-42.
- L. M. HAMMONDS, 76, retired guard, North Section. Died 6-12-57. Employed 12-17-18.
- JAMES HANNON, 72, retired motorman, 77th. Died 6-12-57. Employed 10-2-06.
- L. C. HODAPP, 73, retired conductor, 77th. Died 6-24-57. Employed 9-18-07.
- W. M. JOHNSON, 62, retired electrical worker, Skokie Shops. Died 7-5-57. Employed 7-20-14.
- H. F. KAUFMAN, 75, retired gateman, West Section. Died 6-12-57. Employed 7-17-19.
- G. C. KUCK, 67, retired winder A, West Shops. Died 7-7-57. Employed 1-14-13.
- WILLIAM LAMY, 59, trainman, North Section. Died 7-13-57. Employed 9-25-43.
- J. V. LELLINGER, 69, retired chief court man, Law Department. Died 6-11-57. Employed 3-9-03.
- PATRICK J. LOFTUS, 64, conductor, 77th. Died 6-18-57. Employed 10-29-20.
- JAMES LYNCH, 54, operator, Kedzie. Died 7-8-57. Employed 12-1-33.
- MICHAEL McGREAL, 73, retired motorman, Devon. Died 6-28-57. Employed 7-12-12.
- EMUEL MCKITTRICK, 68, retired porter, North Section. Died 6-10-57. Employed 8-2-45.
- FRANK McMANAMON, 52, supervisor, South Section. Died 7-3-57. Employed 12-27-26.
- WALTER METZ, 52, ticket agent, 61st. Died 7-12-57. Employed 11-14-43.
- FRANK MONNELLY, 60, retired mail clerk, General Office. Died 6-12-57. Employed 3-26-41.
- F. E. MORTELL, 76, retired agent, South Section. Died 7-4-57. Employed 11-23-37.
- RUDOLPH A. NELSON, 49, motorman, 77th. Died 6-19-57. Employed 1-2-34.
- D. J. O'BRIEN, 71, retired motorman, North Avenue. Died 6-11-57. Employed 2-5-09.
- BERNARD OSBORNE, 54, agent, North Section. Died 6-20-57. Employed 11-7-33.
- STANLEY PECHULIS, 67, retired bus repairman, Kedzie. Died 6-25-57. Employed 7-4-10.
- K. J. PENZINGER, 76, retired watchman, Lake Street. Died 6-12-57. Employed 3-3-10.
- H. V. PETERSEN, 74, retired flagman, Burnside. Died 6-21-57. Employed 6-24-10.
- J. F. RACKY, 77, retired conductor, Archer. Died 7-2-57. Employed 8-24-05.
- ANDREW REDICAN, 75, retired motorman, 77th. Died 6-1-57. Employed 5-25-10.
- EDWARD TICHY, 64, retired conductor, 69th. Died 6-16-57. Employed 4-21-26.
- JAMES TRAMUTOLA, 55, retired motorman, West Section. Died 6-24-57. Employed 2-3-23.
- W. C. TRAUTMANN, 66, retired assistant foreman, West Shops. Died 5-31-57. Employed 10-8-20.
- ERNEST TURGEON, 80, retired conductor, Archer. Died 6-18-57. Employed 6-21-13.
- GEORGE VANDA, 50, operator, 69th. Died 7-15-57. Employed 6-27-27.
- ORIE VAN ORT, 59, motorman, Kedzie. Died 7-13-57. Employed 3-2-27.
- GERALD WEIDNER, 62, motorman, Devon. Died 7-5-57. Employed 1-17-24.
- NICHOLAS WERKMEISTER, 60, retired conductor, Devon. Died 6-19-57. Employed 7-22-27.
- E. J. WILL, 87, retired motorman, Lincoln. Died 6-28-57. Employed 11-5-06.
- G. M. ZOLLER, 67, retired conductor, North Section. Died 6-15-57. Employed 8-30-15.

## LAKE STREET "L" SERVICE IMPROVED

TO MEET increased service needs, resulting from the discontinuance of Chicago, Aurora and Elgin interurban service, two six-car trains were added to the Lake Street "L" service, effective July 30.

Approximately 1,000 former CA&E riders are now commuting each weekday via CTA and suburban bus companies, which are providing substitute bus service in the CA&E territory. The interchange of passengers between CTA and the suburban buses is at Harlem and Lake.





## Statement on Stock Yards Service

A JOINT statement was issued July 31 by V. E. Gunlock, chairman of Chicago Transit Board, and James F. Donovan, vice-president of the Chicago Junction Railroad, regarding operation of the Stock Yards and Kenwood rapid transit branch routes. The statement follows:

"On July 31, 1957, the interim agreement between the Chicago Junction Railroad and the Chicago Transit Authority came to an end.

"Prior to its termination, a conference was held between officials of both parties to the contract, at which time the General Manager of the CTA advised the Vice-President of the Chicago Junction Railroad that his engineers had advised him that maintenance of the Chicago Junction Railroad would require an expenditure of \$600,000 in order to operate the service for any considerable future time. Officials of both companies agreed that passenger utilization of the two lines in question had been diminishing and that neither company was in position to invest such a sum, or any part thereof, in an operation with such conspicuous diminishing returns.

"The CTA was commencing studies by which an adequate and satisfactory bus service can be substituted in the area

contiguous to the lines of the Chicago Junction Railroad, and the officials of the Chicago Junction Railroad and of the Union Stock Yard and Transit Company of Chicago are co-operating in these studies, but pending the completion of these studies the operation will be continued as at present."

VISIBLE PROGRESS is being made on the construction of the new rapid transit stations being built along the median strip of the Congress Expressway. Evidence is this photo of the Kostner avenue station platform with the aluminum supports for the canopy already installed. Work is under way on the eight stations to be located between Laverne avenue on the west and Halsted street on the west, all of which are now in various stages of construction.

## CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF JUNE 1957 AND 1956, SIX MONTHS ENDED JUNE 30, 1957 AND 1956 AND  
TWELVE MONTHS ENDED JUNE 30, 1957

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

	Month of June		Six Months Ended		Twelve
	1957	1956	1957	1956	Months Ended June 30, 1957
Revenues	\$9,679,531	\$10,182,252	\$59,179,830	\$60,334,563	\$119,038,822
Operation and Maintenance Expenses	8,305,396	8,201,779	52,940,180	51,592,895	104,058,593
Available for Debt Service	1,374,135	1,980,473	6,239,650	8,741,668	\$ 14,980,229
Debt Service Requirements:					
Interest Charges	398,695	406,279	2,392,173	2,438,412	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	250,000(1)	233,333	1,500,000	1,400,000	
Revenue Bond Reserves (2)	30,000	30,000	180,000	180,000	
	678,695	669,612	4,072,173	4,018,412	
Balance Available for Depreciation	695,440	1,310,861	2,167,477	4,723,256	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (3)	-	-	313,588	-	
Balance Available for Depreciation	695,440	1,310,861	2,481,065	4,723,256	
Provision for Depreciation - Current Period	774,363	814,580	4,734,386	4,826,765	
Deficit in Depreciation Provision or Balance Available for Other Charges (4)	78,923 r	496,281	2,253,321 r	103,509 r	
Accumulated Deficit:					
To end of previous month	2,398,009 r	599,790 r	223,611 r	-	
At close of June	\$2,476,932 r	\$ 103,509 r	\$ 2,476,932 r	\$ 103,509 r	

r - denotes red figure

### PASSENGER STATISTICS

Originating Revenue Passengers	49,460,289	52,007,924	305,704,630	313,599,884	613,387,312
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### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at June 30, 1957

	Delivered to Date	Remaining to be Delivered	Total
1956 Orders:			
El-Subway Cars	50	70	120
Delivered under previous orders		3,464	
Less - P.C.C. Streetcars to be converted to El-Subway Cars		120	3,344
			<u>3,464</u>

### 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 \$500,000 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.

## Service Change

ESTABLISHMENT OF Clinton station on the Douglas branch as an all-stop station for both "A" and "B" trains at all hours became effective July 25. Previously this was an "A" station, but "B" trains did stop except during weekday morning and evening rush hours.

The new arrangement provides greater convenience for riders using "L" service to and from the C & N W station.

Clinton station remains an "A" stop for Lake street trains and certain "B" trains during rush hours.



# MASTER MARKSMEN

A MAN and his son who spend many happy hours pursuing a mutual hobby are *Charles Langer*, District "C" supervisor, and 17-year-old *Dick Langer* who compete in .22 and .30 caliber rifle target shooting matches all over the middle west and usually take first or second honors.

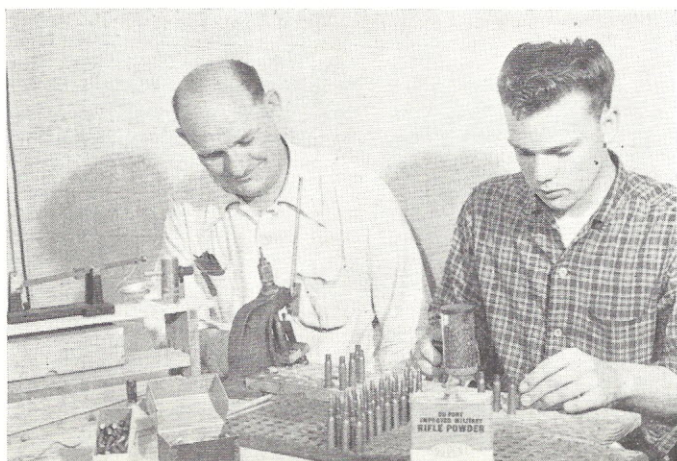
Although a crack shot, Charlie admits—and with pride—that his son outranks him in marksmanship. And no wonder the 23-year CTA employee's proud. For Dick won a chance at last year's state .30 caliber rifle meet to compete for a berth on the United States five-man rifle team which traveled to Australia for the 1956 Olympic Games. However, the youth withdrew because, if he had made the team, he would have missed several months of school.

Dick's uncanny marksmanship has earned him enough medals, plaques, trophies and certificates to fill a table. So true is his aim that he easily groups a cluster of shots so closely together in a target that one must look twice to see that more than a single bullet passed through it.

Such shooting ability enabled Dick last year to cop the Illinois state and the Junior Regional .30 caliber rifle championships. This year, he took part in junior sectional .22 caliber rifle galley shooting competition held at West Allis, Wisconsin, and came out first over a group of youngsters from five states. He barely missed taking first place in a Chicago city high school .22 caliber rifle match recently.

Charlie's own honors include plaques for winning the 1954 state indoor .22 caliber rifle competition and the 1955 Great Lakes .22 caliber rifle championship, as well as various medals in both .22 and .30 caliber rifle marksmanship.

**FATHER AND SON** prepare ammunition for Mid-West Regional .30 caliber rifle meet at Springfield, held July 13 and 14 of this year. Charlie puts primer cap on cartridge case held in vise. Meanwhile, Dick fills the cartridge cases his father has just prepared with powder charges. In succeeding steps, the two will "seat" bullets (shown in foreground) into cartridge cases, place the completely-assembled cartridges into clips; insert each clip into a belt known as a bandoleer and their ammunition will be ready for use.



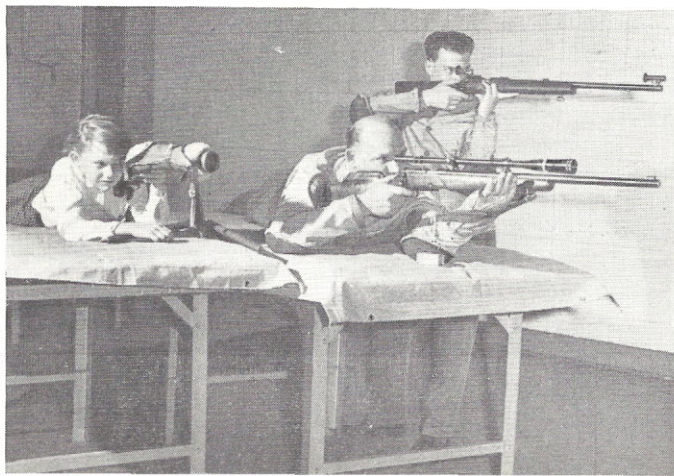
**DICK LANGER** and his father, *Charles*, show off the sleek .22 caliber rifles they use in shooting their way to winning some of the plaques, trophies, medals and certificates in this impressive collection on their dining room table.

Father and son put together their own .30 caliber ammunition. By taking great care in assembling cartridges, they have ammunition more suited to their own weapons and more likely to give them greater accuracy on the range than mass-produced ammunition.

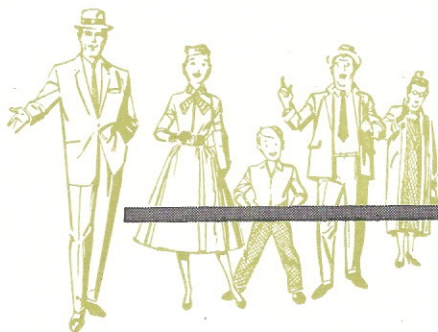
Target shooting first became a Langer family interest about 25 years ago. At that time, Charlie's wife, *Ann*, shared his enthusiasm and the couple pursued their hobby until their children, *Joyce Ann*, *Dick* and *Janice*, came along and the duties of raising their youngsters took up most of their time. About six years ago, Charlie and his son went on a hunting trip during which the CTA supervisor discovered that his son, then 11 years old, had the makings of a fine marksman. Getting the boy interested in target shooting, he helped him to perfect his technique and, at the same time, renewed his own old hobby.

Until Dick fulfills his ambition of studying electrical engineering at the University of Illinois, he and his dad plan to keep firing together and gain still further enjoyment and honors from their mutual pastime.

**CHARLIE**, **FIRING** in the prone position, and *Dick*, firing in the standing position, practice for their next meet. Charlie's rifle is equipped with telescopic sights, for some of the meets in which they compete specify their use. At left, 10-year-old *Janice Langer*, watching the accuracy of their shoot through sight scope, picks up valuable pointers in firing.







# Our Public

## SPEAKS

**ADVERTISING IS** an important phase of business in the promotion of a service or product.

In the transportation field, the advertising of its service is best done through the employees who are in direct contact with the public.

Many CTA'ers have been our best advertisements through their courteous, efficient mannerisms in the performances of their duties. Reprinted below are a few recently received letters of commendation which emphasize the importance of actively advertising good service:

### "Good Will Ambassador"

"I am a housewife who manages to ride CTA buses quite often. Recently I rode with one of the most pleasant drivers I've seen in a long time. Driver No. 1622 (*Franklin F. Sprecht*, North Avenue) was not only pleasant but a real gentleman.

"As the bus approached one of the intersections, a young woman with two small babies and a large shopping bag was struggling along hurrying to get on the bus. When our operator saw this he got off the bus to give the woman a hand. He returned to the bus with the two small children in his arms. After he placed them in the front seat, he returned to his own seat, collected the fare from the woman, and began driving as though he had done absolutely nothing to help the woman. He is surely a good will ambassador."

**HERE IS** what two women recently had to say about *Operator Patrick Cronin*, badge No. 2154, Limits.

### "Courteous and Patient"

"Operator No. 2154 was very courteous and patient with an elderly lady who was a passenger on his bus. She was very confused with directions. He



explained everything in detail to this lady.

"Operator Cronin is an exceedingly courteous driver. He says good morning to all his passengers when they board his bus, and instructs them to be careful when they are getting off. Also, he operates his bus very smoothly."

**CONTRARY** to the nice things that are said about CTA service, there are occasions that arise where our patrons feel situations could either have been avoided or handled in a different manner. Here are a few examples of such letters:

"Recently I boarded a northbound elevated train and asked the conductor if he would please call my station because I was very unfamiliar with the north side.

"After a considerable length of time had passed, I again approached the conductor and asked him how much further it was before we'd be coming to my stop.

"The conductor told me that we had passed that station about five minutes ago and he couldn't be bothered with calling out all the stations. Also, he acted as if I had inconvenienced him by talking to him."

**COMMENT:** All surface operators and rapid transit conductors are required to call out the names of all stopping zones or stations. The conductor in question not only violated CTA operating rules and regulations, but he performed a disservice to a patron through his discourteous manner.

"This morning a southbound bus passed me up, even after I signaled and shouted to get the driver's attention. I think this was very unfair, as it inconvenienced those of us who were on our way to work. If we all lose our jobs because of tardiness caused by inconsiderate drivers, we won't be able to ride CTA vehicles."

**COMMENT:** The thought behind this letter is very explicit. If drivers continue to pass up our patrons, making them tardy for their jobs or appointments, they will not be the only people who will lose out. Patrons will have to seek other means of transportation and, without patrons, CTA cannot operate its service.

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

	July 1957	June 1957	July 1956
Complaints .....	1350	689	933
Commendations ....	80	87	98





**INQUIRING REPORTER:** Joe Smith

**LOCATION:** 77th Street Station

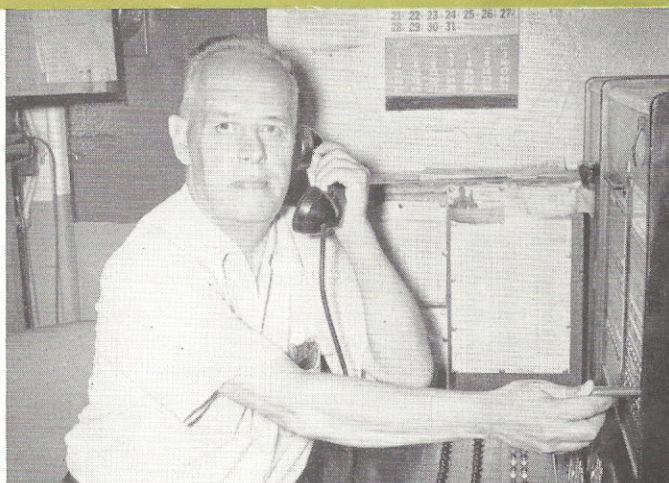
***If you were denied all modern conveniences, which one would you miss the most?***



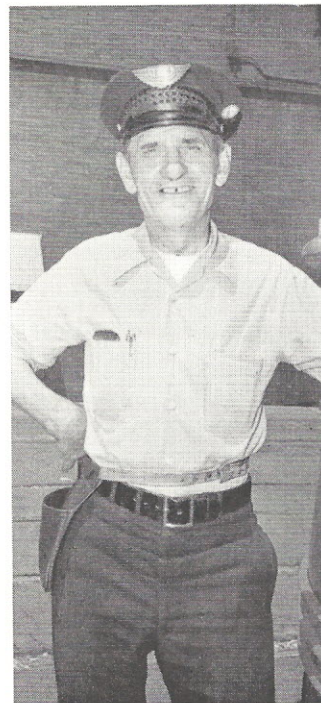
**ALBERT HEINRICH**, Operator: "I don't think I'd miss anything more than my automobile. Since I use it a lot, especially to take rides out in the countryside on my time off, I just couldn't do without it."



**JOHN E. THEIS**, Clerk: "If I were deprived of every convenience, I'd miss the kind of heating that comes from furnaces or any other such device manufactured according to modern engineering methods. Modern heating units are time and work savers. They require very little attention and some of them are serviced regularly by the companies that make them."



**ART HEENE**, Switchboard Operator: "Just plain, everyday electricity is indispensable, as far as I am concerned. Without it, hardly any of the modern gadgets of today could be used. Just think of the countless handy appliances that work after one plugs them into an electric socket."

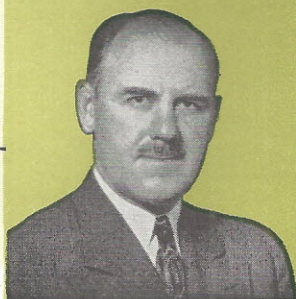


**WALTER ECKEL**, Conductor: "In my opinion, there's nothing like the modern, comfortable mattresses that go with today's beds. If I couldn't get a good, restful night's sleep, I wouldn't have much use for modern conveniences of any kind."



**THOMAS J. CULLEN**, Operator: "Modern refrigeration is something I would have a hard time getting along without. It makes possible storing, and keeping fresh, perishable foods for a long time, as well as air conditioning of the home in real hot weather."





# medically speaking

By Dr. George H. Irwin  
CTA Medical Director

## THE FAMILY MEDICINE CHEST

AS THE OPENING of schools this fall approaches, some thought should be given by parents to the preparation and care of their children who are returning to school. Naturally, this will call for an inspection of the supplies of necessary items for good first aid care.

In this article the family medicine chest will be discussed, along with some general suggestions to parents regarding the prevention of illness and accidents of the children.

When the schools open thousands of children will mingle in the classrooms and join together in play activities. They therefore are exposed to circumstances which might increase the incidence of illness and injuries.

The parents can play a very important part in the prevention of trouble. Urge your children to get plenty of rest so that their resistance will be good. Explain to them the increased possibilities of illness and injury after school is

opened. Help them to understand that being careful and courteous in all school activities will prevent accidents and save lives.

The older children also should know where the family medicine chest is, what it contains and how to use the supplies.

The family medicine chest should always be placed so that the younger tots cannot gain access to it.

First of all, the medicine chest should be inspected and replenished now. Do not postpone this duty until the need or emergency has come. The family medicine chest should be something more than a parking place for used razor blades and other miscellaneous junk. The American Medical Association recommends a list of first aid supplies and their uses which may be helpful to you. Tack it in your medicine cabinet.

### FIRST AID SUPPLIES

### WHAT THEY ARE FOR

Tincture of green soap, absorbent cotton, sterilized roll or picking package.	Washing injured parts. Swabs or pledgets for applying medication or wiping wounds.
Small sterilized gauze dressings in transparent envelopes, band-aids, adhesive tape roll (one-inch size), and scissors.	For dressing small wounds, fasten dressings or splints. Cut dressings.
Toothpicks.	Making swabs.
Mixture of 70% alcohol and 30% water or rubbing alcohol.	Disinfecting skin and minor wounds.
Tincture of iodine, mercurochrome or merthiolate.	Disinfecting dirty wounds—do not use more than once—or on wet skin or on mucous membranes.
Boric acid solution (pint bottle with excess of crystals in bottom).	Cleansing wounds and removing dressings which have stuck.
Epsom Salts.	A handful in basin of hot water for soaking sprains, bruises and infections when ordered by your doctor.
Hot water bottle with cover and ice bag.	Local relief of pain.
Tourniquet (three feet of soft rubber tubing).	Apply above point where red blood spurts. Call doctor at once. Release every 15 or 25 minutes and then re-apply.
Drugs for internal use, such as aspirin and a few others for limited use.	For use only as directed by a doctor.
Graduated medicine glass.	For measuring liquid medicine.
Mineral oil, petroleum jelly (tube or jar—not medicated).	For relieving eye irritation from foreign body, minor burns, general lubricant.

After carrying out first aid treatment, if the injury is more than a minor scratch or bruise, call your family doctor for further instructions.



A NEW addition to Chicago's ever-changing scene is the newly landscaped Wells Street Plaza cloverleaf looping about the Congress expressway at Wells. The landscaping also extends along the river, where grass and trees add a touch of greenery to the formerly drab scene. This picture is unusual in that it presents a view looking east across Chicago's skyline. Most views published heretofore look west across Grant Park with Michigan avenue buildings in the foreground. The river, in the foreground of this view, is destined to become a busy channel of waterway travel of which Chicago will be a hub with the completion of the St. Lawrence Seaway and the Calumet-Sag and Calumet Harbor projects scheduled to be placed in operation in 1959. Subway tubes of the new west side rapid transit route go directly under the plaza.



## Garden Helps

ONE OF the most important things for the gardener to do in the month of August, is to check up on the lawn. Get rid of the weeds by hand pulling, hoeing or spraying with weed killer. If bare spots are lower than the surrounding area, fill them up to level with good soil so water will not stand there after rain. If the bare spots have hard compacted soil, spade or loosen with a hand cultivator. In either case, apply some good, complete fertilizer to the bare areas, stirring it into the surface so that it is well mixed with the top inch or two.

Then sow the grass seed, mixing it also into the top surface of soil but not permitting the seed to get deeper than  $\frac{1}{8}$  or  $\frac{1}{4}$  inch below the surface. Compact the soil by stepping on it, or use the spade, striking the surface lightly. Keep these newly planted spots moist, using the finest spray of the hose or sprinkling can so as not to wash the seed out. You will be surprised how quickly this newly planted seed grows in August because of the cool nights which favor rapid growth of grass seed.

If your whole lawn is hopelessly filled with weeds or crab grass and should be entirely replanted, we suggest you write the Chicago Horticultural Society, 116 S. Michigan avenue, Chicago 3, Illinois, sending them five cents in stamps and ask for the August, 1956, issue of "Garden Talks" which contains a complete article on rebuilding an entire lawn.

If you have day lilies (*Hemerocallis*) in your garden, check them over to see if they are growing so thick that they ought to be divided. Don't divide them, however, until all bloom is past. If you have no day lilies, be sure to visit neighboring gardens where they are growing. There are long-blooming varieties to be had these days that are very beautiful, very hardy and free from diseases and pests.

Some varieties start to bloom early in June and last for several weeks. Others that start blooming later can continue the decorative effect in the garden clear through till September. Colors are now available from the brightest, purest yellow through orange and salmon, and with combinations of lighter and darker stripes, along with darker shades that range to deep maroon. Hardly any plant is more rewarding and easy to grow than the day lily.

Have you seen the lovely Oriental poppies in any neighbor's garden? You can now get varieties of these that have flowers standing on stalks as high as three feet above ground and at least five to seven inches in diameter, with the daintiest tints of salmon, pink and white with dark centers that make the display in the garden very striking. Oriental poppies have bloomed before August in the Chicago area, but now is the time to plant them if you want to add them to your garden, or if you now have them and the plants are pretty thick they should be divided at this time.

By all means keep a careful check on your evergreens during the dry period of August. Give them plenty of water, often using the strongest stream of the hose and holding the nozzle very close to the needles so as to wash them off thoroughly. Besides removing any adhering dust, this spray of water will wash off any red spiders that infest the plant.

If your garden contains Regal lilies, Rubrum lilies, or other lilies that grow from bulbs, be sure to cut off the flower stalk at the top after the blooms have faded or dropped. This will prevent formation of seed which otherwise takes considerable strength from the bulb. Do not cut off any of the stem that carries leaves because these are necessary for the sunlight to help produce food which goes back down into the bulb to give you a better plant next year.



# Delight the Tots With A Party



**HEAP BIG INJUN** can't wait until his friends arrive for the party so he can show off all the fancy decorations he helped his mother to make.

**BEFORE LONG**, the children will be back in school and summer vacation will be another memory for them.

Why not brighten "vacation's end" with a real, honest to goodness "farewell to summer" party with all the trimmings. This will be a special something for the children to remember during the months ahead in school.

Wigwams and injuns . . . bright balloons and ribbon lollypops . . . gay wrappings and festive place mats — there's no end to the exciting decorations you can make for a children's party.

We have prepared a special instruction booklet that tells how to make all kinds of hats, favors and the likes for children's parties. The cost in making these is so little and they're loads of fun to make!

No matter what motif you use—circus, toy soldiers, farm, Japanese—one thing is sure: Junior's social stock will zoom. And the hard days ahead in school may well be lessened with the memory of an exciting "farewell to summer" party.

Write to Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois, for a free party decoration instruction booklet.

CTA TRANSIT NEWS



## Something New In Entertaining

IT'S ALMOST as much fun to "try out" a new recipe as it is to entertain a fellow homemaker with its results.

We have obtained a new booklet entitled "Entertaining With Curry" and it's "chuck full" of different recipes that include curry powder as a basic ingredient.

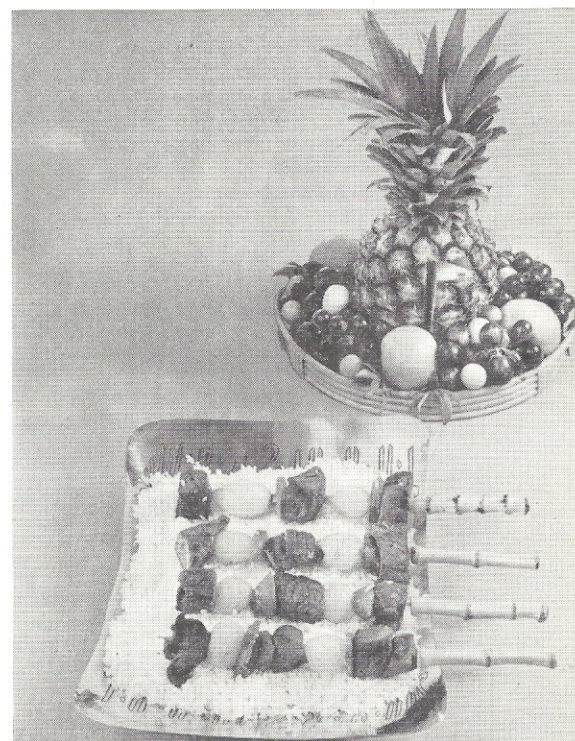
Now stick curry, sometimes known as kebab curry, is one of the lesser-known curries from the Far East. To make it, round steak is cubed and skewered with mushrooms and thin slices of preserved ginger. Then the skewered foods are cooked gently in the oven in a sauce that's spiced with cloves, cinnamon and curry powder.

For a menu that's truly Indian, serve stick curry with freshly cooked rice, flat crusty bread or rolls and assorted condiments which might include chutney, mustard pickles, chopped nuts and tiny pickled onions. Assorted fresh fruit makes a good choice for dessert.

Here is the recipe for stick curry:

- 1 pound round steak, cut in 1-inch chunks.
- 12 to 16 button onions, peeled
- 12 slices preserved ginger
- ¼ cup butter or margarine
- 1 clove garlic, minced
- 2 tablespoons curry powder
- 1 cup beef broth or water
- ⅛ teaspoon cloves
- ⅛ teaspoon cinnamon
- ¼ teaspoon salt
- 1 teaspoon lemon juice

Alternate meat, onions and ginger on 7-inch skewers. Arrange skewers in a shallow 8 or 9-inch baking dish. Melt butter in a large skillet. Add garlic and curry powder and saute about 2 minutes, stirring constantly. Gradually stir in broth. Add cloves and cinnamon. Pour sauce



**FOR PREPARING** Indian Stick Curry, use skewers which can be put in the oven—wooden, metal or metal with detachable handles such as these screw-on bamboo handles.

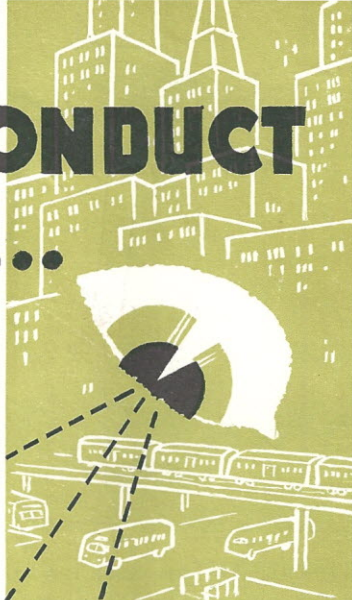
over skewered meat. Cover and bake in a 300° oven 1½ hours or until meat is tender. Turn skewers once during cooking. To serve, place skewered meat on hot platter. Add salt and lemon juice to saute, then spoon it over skewered meat. Serve with rice, mixed green salad and top it off with a fresh fruit dessert.

This recipe is just one of the many in the new booklet which may be obtained by writing to Women's Page Editor, CTA TRANSIT NEWS, P. O. Box 3555, Chicago 54, Illinois, for your free "Entertaining With Curry" booklet.



# COURTEOUS CONDUCT IS NOTICED...

The following paragraphs, taken from an article appearing in the July 6, 1957, issue of the Chicago Sun-Times, prove that courteous service on the part of CTA employees does not go unnoticed by our riders:



"Politeness gushed from CTA operators Friday at a rate higher than the fares.

"They explained patiently to everyone just how the new fare structure worked. They had soft words and a smile for each situation. Even the cries to 'Watch your step!' became soothing instead of strident.

"These most courteous operators were probably also the busiest employees the CTA has ever had. Many passengers demanded individual explanations of the new token arrangement and other changes."



There's the proof. Courteous service is noticed—and appreciated by our patrons.



**SO LET'S GO ALL THE WAY....  
MAKE Every DAY "Courtesy Day!"**

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