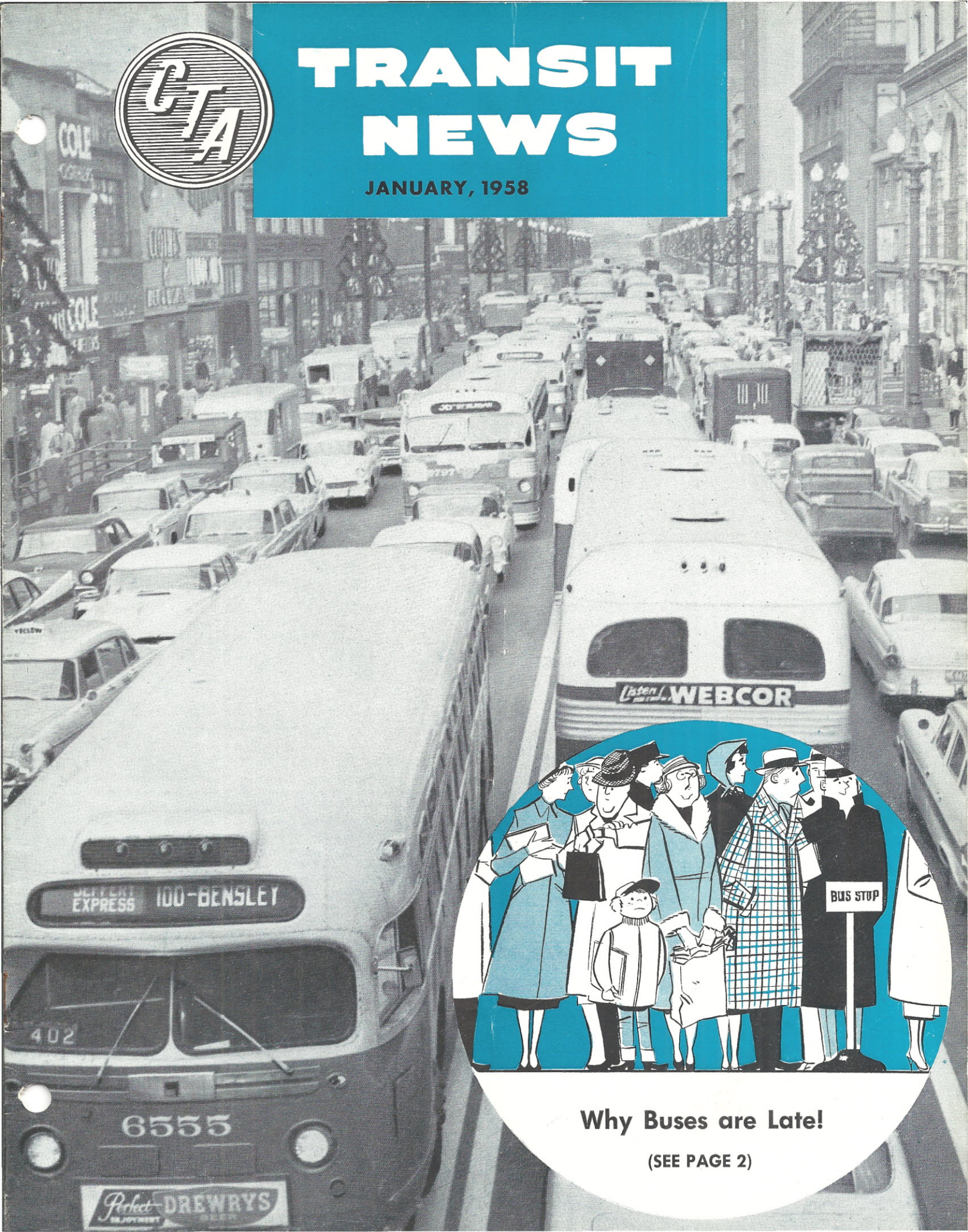




# TRANSIT NEWS

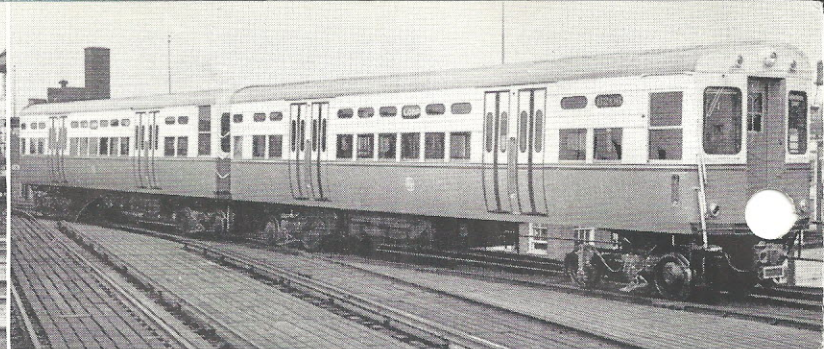
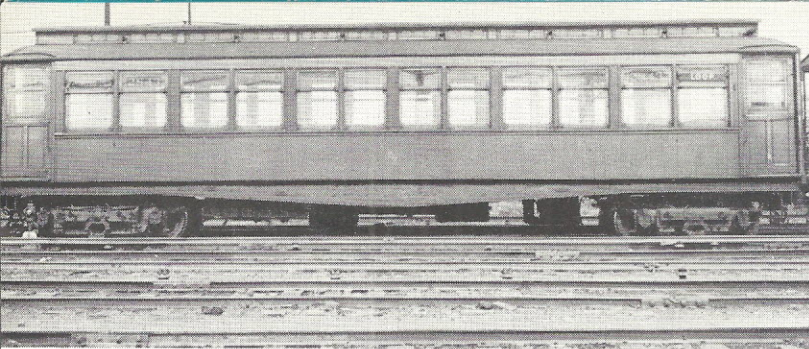
JANUARY, 1958



**Why Buses are Late!**

(SEE PAGE 2)





## Off With the Old; On With the New

CHICAGO'S "OLD DOBBINS," the wood and wood-steel cars that were the "work horses" of the city's rapid transit service for more than a half century, reached the end of the line November 30.

Retirement of these cars of ancient vintage required the expenditure of \$35,089,028.11 for modern, all-metal replacements.

Beginning December 2, all of CTA's rapid transit service is being provided by all-metal cars, a total of 1,126 units.

The last of the wood-steel cars had been assigned to the Evanston Express and Kenwood branch services. Substitution of all-metal cars for the wood-steel cars in the Evanston Express service began October 7. Actually the final in-service trip of a wood-steel car occurred about midnight Saturday, November 30, on the Kenwood branch, the final run ending at Indiana avenue at 12:05 a.m. when service on the branch was discontinued and replaced by bus service.

The final run of the Kenwood rapid transit service also signaled completion of CTA's 10-year modernization program, the most extensive in the city's history in a similar period of time.

More than \$121,000,000 has been spent or committed for modernization of its rolling stock, shops, shop tools and other facilities, all of which is being financed out of fares paid by CTA riders.

Of the 1,166 wood and wood-steel units acquired with the purchase of the Chicago Rapid Transit properties on October 1, 1947, 1,002 have already gone to a fiery end in the flames of the scrap heap where the not readily accessible metal parts were burned away from the wood and later sold for scrap. Twenty-seven cars have been converted to non-passenger uses or have been reserved for possible dis-

OLD WOOD-STEEL cars, left, many of which were put in service on the city's elevated lines in the early 1900's passed from the Chicago scene on November 30 when the last coaches of this type were retired.

Just prior to being released from further duty, the old timers had been operating in Kenwood and Evanston Express service, but with the discontinuance of the Kenwood elevated branch and the assignment of all-metal cars to Evanston Express service the wood-steel units had reached the end of their usefulness. New type cars are shown above.

play in a museum, and 137 are still to be scrapped or converted to non-passenger use.

Modernization of rapid transit rolling stock lagged behind modernization of surface equipment because of CTA's inability in the first years of its operations to obtain ready cash for continuing purchases of rapid transit cars.

It was not until 1950 that an agreement was reached that permitted CTA to include rapid transit cars in the equipment purchased with funds obtained from the sale of equipment trust certificates.

By the end of 1957, CTA had purchased 674 modern, lightweight, speedy, all-metal rapid transit cars. Of this total, 470 were built partly from parts of retired "Green Hornet" streetcars. These converted cars have life-expectancy equivalent to cars built from all new components.

This procedure enabled CTA to save approximately \$9,400,000 in the purchase of rapid transit cars, which was applied to the purchase of approximately 470 modern buses.

**OUR COVER:** CHICAGO'S STATE street, one of the nation's busiest traffic arteries, became even more congested during the Christmas shopping season. This view, looking north from Van Buren street, shows why CTA surface vehicles are unable to maintain schedules during peak traffic periods in the loop and outlying business districts. Private automobiles, taxicabs, trucks and buses are all caught in the tremendous curb-to-curb jam. This is the kind of traffic strangulation that is choking all big cities and hindering surface mass transportation systems the country over.

VOLUME XI

**CTA TRANSIT NEWS**

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David E. Evans, Editor

W. M. Runyon, Assistant Editor

Ellen Miller, Editorial Assistant

W. M. Howlett, Supervisor of Publications

John J. Bowen, Supervisor of Production

H. L. Pollard, Director of Public Information

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### RECENT CTA ADDITIONS TO THE ARMED FORCES

Jessie Lee Houston—Transportation (Lake St.)

John A. Stygar — Transportation (Forest Glen)

Idus Taylor—Transportation (69th)

### RECENTLY RETURNED

Richard A. Kline — Transportation (77th)

H. T. Wade—Transportation (77th)

CTA TRANSIT NEWS



# BOARD APPROVES 1958 BUDGET

FOR CTA operations during 1958, Chicago Transit Board at its regular monthly meeting on December 5 adopted a budget of \$129,647,000 which is \$325,000 short of the amount required to pay operating expenses, debt service and depreciation requirements.

At the same time Chicago Transit Board adopted a capital budget of \$21,000,000 for equipment purchases, track, structure and other improvements scheduled for 1958.

Both budgets were prepared by the operating staff and were recommended by *General Manager Walter J. McCarter*. Prior to their adoption, the budgets were discussed at a public hearing conducted by *Chairman V. E. Gunlock* and other members of the Board.

It was pointed out that the anticipated deficit of \$325,000 will result from a carry-over of an estimated deficit of \$568,000 in deposits to depreciation reserves in 1957. Otherwise the income budgeted for 1958 would exceed operating expenses, debt service and depreciation requirements by \$243,000.

Income for 1958 is estimated at \$129,647,000, an increase of \$4,575,000 or 3.6 per cent, over 1957, and is primarily the result of changes in rates of fare on July 4 and September 1, 1957. Revenue passengers for 1958 are estimated at 549,238,000, a reduction of 5.9 per cent from the estimated total of 583,810,000 for 1957.

## More New Cars and Buses

Operating expenses budgeted for 1958 total \$111,179,000, an increase of \$3,794,000 over 1957. Most of the increase results from the effects of inflationary pressures on the costs of labor and materials. However, approximately one-fourth of it is due to a substantial expansion in rapid transit station, track, building and structure maintenance work programmed for 1958.

Purchase of 100 modern, fast, light weight rapid transit cars and 150 motor buses at an estimated cost of \$9,000,000 is included in the \$21,000,000 budgeted for 1958 capital improvements. Salvageable components of 100 retired "Green Hornet" streetcars will be used in these new cars.

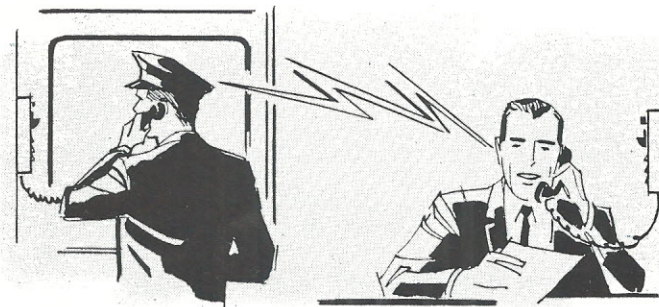
Fifty of the cars will be single units instead of the conventional semi-permanently coupled two-car units, and will be used principally in "owl" service on the lighter rapid transit routes. However, they are designed so that they may also be used in trains with conventional two-car units.

The 50 conventional cars designed for operation as two-car units will replace 50 of the older type of all-metal trailer cars. Lacking motors, trailer cars hold down the operating speeds of rapid transit trains. With this purchase, CTA is launching a program for the retirement of its all-metal trailer cars.

Another outstanding feature of the capital projects program for 1958 is installation of a new type of two-way com-

munications system on the North-South rapid transit route that will enable central control and dispatching in the Merchandise Mart to talk directly with motormen on in-service trains, and even directly to passengers when the occasion warrants.

Funds are not sufficient to equip each train in North-South service with this new tool for better service, but the amount budgeted will pay for the installation of the voice-carrying facilities, and the purchase of a limited number of receiving-transmitting sets.



This installation will be a "first" in the rapid transit field, as was the central supervisory control now in use on most of CTA's rapid transit system, which the two-way communications system will supplement. CTA management plans to extend the initial installation of the two-way communications system as rapidly as funds will permit. Other projects included in the capital budget are:

Construction of a four-track right-of-way in the Wilson avenue station area, and engineering work for installation of additional block signal and automatic train control equipment when funds are available, \$800,000.

Construction of a by-pass track and additional car storage facilities at Howard yard, track and structure work, and purchase of utility equipment totaling \$1,625,000.

Construction of material storage facilities at Skokie shops, an inspection shop and car washer at the Kimball-Lawrence terminal of the Ravenswood route, and an inspection shop at the Douglas Park route terminal at 54th avenue, Cicero; additional off-street bus terminals and improvements at bus garages; construction of new rapid transit station and terminal facilities, including bus terminal facilities, at 63rd and Stony Island avenue; additional exit stairs at 43rd, 47th and 51st street "L" stations of the North-South route; purchase of land near Howard and Hermitage for a contemplated consolidated rapid transit and bus terminal and passenger interchange facilities, and other projects totaling \$2,244,000.

Automation of Calvary substation, 205 Chicago avenue, Evanston, and Harding substation, 1920 S. Harding avenue; installation of block signals and automatic train control equipment at Wentworth and at Harvard curves on the Englewood branch of the rapid transit system; installation of feeder cable to connect certain trolley bus routes with the electric power supply for the new rapid transit facility in the Congress Expressway; and other electrical construction projects totaling \$1,289,000.

The new operating and capital budgets became effective January 1, 1958.





**JIM AND Thelma Downey** (inside square) thought the 82nd birthday of Jim's mother, *Marie*, called for another of the frequent gatherings of the clan. So here are 39 of the Downeys and in-laws, covering four generations. Two of Jim's and Thelma's youngsters, and four of their grandchildren are not shown in this picture.

## Dozens of Downeys

WHEN ALL the *Downeys* and their in-laws gather together at the home of Operator *James Downey*, 77th station, and his wife, *Thelma*, one might think the couple were holding a convention. With their 12 children, 23 grandchildren, seven in-laws and Jim's mother, they could occupy every seat on a 45-passenger CTA bus.

Oldest child is *Kathleen*, 32. She and her husband, *Richard Campbell*, are the parents of three children. Their own daughter, *Mary Lou*, is one year older than her uncle, *Daniel*, who is Jim's and Thelma's youngest child.

*James*, 30, and his wife, *Mary*, are the parents of four children, as also are *Jacqueline*, 28, and her husband,

*George Cserep*; and *Mary Ellen*, 27, and her husband, *Laurence DeKnoblough*.

*William*, 25, married *Barbara Reed*. They are the parents of three children, while *Judy*, 24, and her husband, *Eugene Mason*, have two. *Cecelia*, 21, and her husband, *Robert Gonzales*, have three children.

Also living with the couple is Jim's mother, *Marie*, who recently celebrated her 82nd birthday.

Although in many cases, a couple's children, when they are grown, leave home and move to distant parts of the country, all seven of the Downeys' married offspring live right in Oak Lawn. And all are homeowners, as Jim and Thelma point out with pride.

The CTA operator and his wife are active in Lodge 44, Loyal Order of Moose. Jim is chairman of the group's games room committee, and Mrs. Downey heads the entertainment committee of the lodge Ladies' Auxiliary. The couple and their children are members of St. Gerald's Roman Catholic church in Oak Lawn.

Jim began his transit career in 1936 with the former Chicago Surface Lines. He presently operates a bus on Halsted.

## KENWOOD SHUTTLE BUS SERVICE ADDED

CO-INCIDENT WITH the discontinuance of "L" train operation on the Kenwood Rapid Transit branch on December 1, supplementary, shuttle bus service was added to the eastern end of the Pershing road line for the convenience of riders wishing to transfer at the Indiana "L" station.

Mondays through Fridays, from about 6:40 a.m. to 8:30 a.m., 18 extra trips leave the eastern terminal of the Pershing bus line at Lake Park avenue. They travel west in Pershing road to Prairie avenue, south in Prairie to 40th street, west in 40th to Indiana avenue and the "L" station, then north in Indiana to Pershing road, turning eastward at Pershing to return to the terminal. Headways between these buses is seven minutes.

During the evening rush period, Mondays through Fridays, 26 additional trips, also at seven-minute intervals, leave from the Indiana avenue "L" station between about 3:20 p.m. and 6:20 p.m. These buses operate south in Indiana avenue from Pershing road to 40th street, east in 40th to Prairie avenue, north to Pershing and thence east to the terminal at Lake Park.

Through schedules on Pershing road were not changed. Mondays through Fridays, westbound during the morning rush period and eastbound during the evening rush period, through Pershing buses make direct connections with the Indiana avenue "L" station. Westbound in the morning these buses operate at three to four-minute intervals, via Pershing road, Prairie avenue, 40th street, Indiana avenue and Pershing. The eastbound service in the evening is at about five-minute intervals, via Pershing road, Indiana avenue, 40th street, Prairie avenue and Pershing.

At all other times, through Pershing road buses do not make direct connections with the Indiana avenue "L" station, but passengers may make a walking transfer, via Indiana avenue, to and from the Indiana avenue "L" station.

In addition to the east-west bus service provided by the Pershing road line, riders in the area served by the Kenwood "L" shuttle also have at their disposal another east-west bus route, 43rd-Root-Stock Yards, which makes direct connections with the 43rd street "L" station of the North-South rapid transit route.



# New Instructors Complete Training Course

A TRAINING course for new Transportation Department instructors, including men who have been appointed to this classification during the past year, was recently completed at the new CTA Training Center, 2660 N. Clark street.

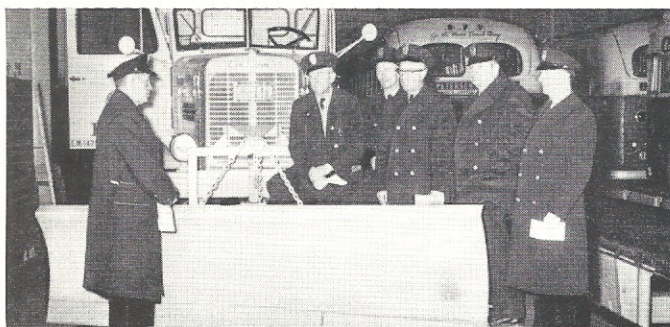
A class of 16 men, representing both the surface and rapid transit divisions, were selected for the course which ran for eight days. Members of the class were given an intensive training in the fundamentals of an instructor's job and also a full review of the job classifications in which they will instruct.

Specifically, the surface system instructors were briefed in the responsibilities of a bus operator's job, while the rapid transit men reviewed the duties of motorman, conductor, porter and ticket agent jobs.

In another recent activity of the training program, a group of over 200 Transportation Department supervisory personnel completed a refresher course on snow operation and trouble shooting in preparation for the winter months.

This also was an eight-day course and two sessions each day of two hours duration were held. Surface system classes

A GROUP of 16 Transportation Department employees, selected for training as instructors, completed their qualifying course recently. The new instructors, who were chosen from both surface and rapid transit personnel, are shown here as the duties and responsibilities of their new assignment were reviewed for them by Instructor Robert Christian (standing) at one of the sessions held at the CTA Training Center.



FIVE SURFACE system supervisors get pointers on use of snow plow equipment from Instructor Clarence Lemke (left) as part of a refresher course for supervisory personnel. The intent listeners are (left to right): Harry Ginter, Thomas Horan, William Younglove, Frank Tutlewski and Frank Clancy.

were held at 77th, Archer and Limits stations, starting November 14. Rapid transit system classes were held at 63rd, Lake, and Howard stations, starting November 20.

The surface course was introduced by Thomas Shanahan, relief district superintendent, and Instructors Joseph Will, Frank Krause and Clarence Lemke conducted the classes. James J. Roche, night district superintendent, was in charge of the rapid transit sessions.

TROUBLE SHOOTING was one of the subjects discussed in the eight-day refresher course for Transportation Department supervisory personnel completed recently. In this picture, Thomas Shanahan (standing, left) relief district superintendent, outlines the course in an introductory talk to one of the groups in attendance. Beside him is Instructor Frank Krause.



## STATION SUPERINTENDENT APPOINTMENTS

NEW ASSIGNMENTS affecting station superintendents at seven locations went into effect during December:

F. J. Buetow, station superintendent, North Avenue; John Frugo, station superintendent, Kedzie; William B. Hornkohl, station superintendent, 52nd; G. T. May, night station superintendent, North Avenue; E. K. Peterson, relief night superintendent, North Side; S. J. Bitel, acting night superintendent, Limits-Keeler, and J. A. Knerr, acting relief night superintendent, South Side.

Effective January 1, Joseph Nonkovich was appointed superintendent of agents and porters for the south side rapid transit division.

The new appointments were announced in bulletins signed by Charles E. Keiser, superintendent of transportation, and T. B. O'Connor, general superintendent of transportation and shops and equipment, and approved by General Manager Walter J. McCarter.

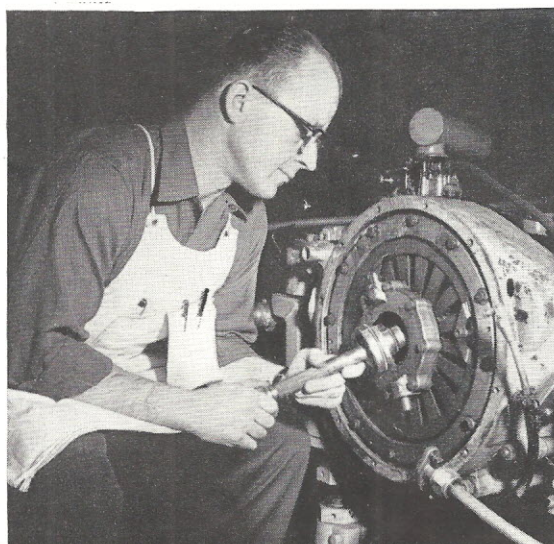




IN HIS right hand, *Ernest H. Fisk*, machinist at Skokie Shops, holds rapid transit car bumper plate and bracket which is placed in the apparatus he is readying with his left hand. The fixture has six small shafts which hold the bumper plate and its bracket in an upright position while the pieces are joined by riveting.



ABOUT TO begin task of aligning bus motor's flywheel with clutch drive disc is *Walter J. Olenick*, toolmaker at West Shops. Larger projecting diameter at end of fixture he designed fits inside shaft hole of clutch drive disk while smaller diameter fits inside of flywheel. Both diameters can be contracted or expanded simultaneously by a twisting motion of the hand such as that used to adjust the graphite in a mechanical pencil. Olenick controls the expansion and contraction of the fixture with his right hand.



*LOUIS J. SKULSKI* shows three tools he designed to make shims and discs for 4000 series rapid transit car door selector switches. Die (in vise) shapes discs. In left hand, he has device to hold discs while workman cuts slots into them. In right hand he holds shim. In foreground, on bench, is device which aids in making of shims.

## Shopmen Score with Suggestions

INGENUITY AND imagination, and a saving to CTA of nearly \$1,500.00, paid off handsomely for three CTA shopmen who, together, received a total of \$200.00 from the Employees' Suggestions Committee for their recent suggestions.

The three are *Walter J. Olenick*, toolmaker at West Shops, who was awarded \$80.00; and two Skokie Shops employees, *Louis J. Skulski*, machinist-toolmaker; and *Ernest H. Fisk*, machinist, who, respectively, were awarded \$65.00 and \$55.00.

Olenick fashioned a tool that makes it easy for a shopman to line up a bus motor's flywheel and clutch drive disk so that he can quickly fasten them together properly.

The invention has saved CTA, during the first year of its use, \$450.00 worth of man hours, which previously were expended in disconnecting the two parts and fitting them together again. These readjustments proved necessary if it were found, during the attaching of a bus's speed-regulating converter to the motor, that correct alignment of the flywheel and clutch drive disk had not been made. The toolmaker, a 22-year transit employee, has received a grand total of \$225.00 for six ideas, all of which have been adopted.

Skulski recently designed three special tools which CTA shopmen used in making a number of discs and shims.

These pieces make up part of a door selection switch, a device on 4000 series rapid transit cars, by which the conductor selects the doors to be opened.

Two of Skulski's tools are used to make and shape a disc, and the third to fashion the shim. By using the fixtures, CTA avoided the hiring of an outside firm to make the pieces and thus saved nearly \$650.00. The machinist-toolmaker, a 30-year CTA employee, has been a suggestion award winner five times and has received \$185.00 for his efforts.

Fisk, a 20-year employee, invented a fixture which holds a 6000 series rapid transit car's rubber bumper bracket in place while a workman rivets it to the bumper. The operation, which formerly required one man to hold the bracket while the other riveted, now requires only the riveter.

The machinist also designed an accessory fixture which prevents an impact set on an air-driven tool, used to rivet the bracket to the bumper, from working loose. Use of the devices has resulted in a \$433.00 savings to CTA. Fisk also has received a total of \$185.00 for five ideas.

Seven other multiple award winners, all Skokie Shops employees, who received a total of \$396.70 in regular and supplementary awards, are: *Machinist Joseph Neboska*, \$125.00 for three awards; *Wireman E. J. Nolan*, \$50.00 for six; *Anthony Porcaro*, assistant to the general foreman, \$60.00 for two; *H. A. Hitterman*, assistant foreman, air brake section, \$40.00 for three; *Machinist Sam Cicero*, \$38.35 for four; *Eugene S. Rymke*, electrical worker, \$35.00 for three; *Machinist Charles Dreasler*, \$28.35 for four, and *Shopman John J. McDermott*, \$20.00 for two.



# 92% of Employees Give to Joint Appeal Fund

AWARD OF a special plaque in recognition of CTA's cooperation with and outstanding record in supporting the Community Fund-Red Cross Joint Appeal was made at a recent luncheon meeting of campaign leaders.

The plaque award was an added distinction accorded CTA in connection with this year's fund appeal which sought to raise \$14,000,000 to aid Chicago's charitable, welfare and service organizations. It highlighted a successful employee solicitation campaign which resulted in a sizable increase in the number of donations obtained through the payroll deduction plan.

Pointing up the support given the Joint Appeal Campaign by CTA employees is some factual evidence disclosed in a report issued recently. The report follows:

A total of \$5,527.25 per month is pledged by CTA employees through authorization of payroll deductions during 1958 to the Joint Appeal Campaign, according to a tabulation of results as of November 30.

In addition, \$4,086.95 has been received in individual cash gifts as of that date.

Contributions are being made by 12,985 employees, 10,622 of whom are participating through the payroll deduction plan and 2,363 through single lump sum gifts. The average monthly gift per participating employee through payroll deductions is 52 cents.

The overall percentage of employees who are contributing either through payroll deductions or cash gifts is 92.98 per cent, as against 90.4 per cent in the previous year's campaign. Likewise, during the recently completed drive, 1,035 new participants have been added through the payroll deduction plan as against 960 in the previous year.

In further support of the Joint Appeal Campaign, a 10-man team of CTA employees helped in the city-wide solicitation effort by contacting schools and colleges of the area to seek contributions from their employees. The team was a unit of the educational section of the General Services and Merchandise Division of the overall campaign organization and was one of the first teams to top its established quota.

A photo of this team appears on this page.



MEMBERS OF the CTA soliciting team who helped in the Community Fund-Red Cross Joint Appeal Campaign are shown here. Their names and departments for which they work are, left to right, seated: *Joseph Zukowski*, Claim; *John J. Bowen*, chairman, Public Information; *Robert Baxter*, Budget, and *Robert Quetschke*, Transportation. Standing: *Frank Maguire*, Specifications; *Jack O'Connor*, Employment; *Harold Brown*, Comptroller; *William Lembachner*, Claim; *Edward Henry*, Training and Accident Prevention, and *Benjamin Twery*, Pension.

CTA'S COMPTROLLER, *P. J. Meinardi* (left), who represented management in accepting Community Fund-Red Cross Joint Appeal Award, is shown with *John J. Bowen*, supervisor of advertising production, Public Information Department, who headed a 10-man CTA employee solicitation team during the recent campaign.



## F. C. Knautz Named to New Post

APPOINTMENT OF *Fran C. Knautz* as superintendent of job classification became effective December 1. He succeeds *James T. Carney*, who retired November 30.

Knautz entered the employ of the former Chicago Surface Lines as a register clerk at Lawndale station on August 7, 1942. The same year he transferred to the Transportation Department general offices as a clerk, and in 1945 he became a street supervisor. Later that year he returned to the general offices as confidential clerk to the superintendent of transportation.

In 1951, Knautz became public information assistant in the service section of the Public Information Department, and in September, 1954, he was appointed assistant superintendent of job classification, the post he held at the time of his most recent advancement.

His appointment was announced in a bulletin signed by *E. A. Imhoff*, general superintendent of personnel, and approved by *General Manager Walter J. McCarter*.





# Our Public

## SPEAKS

WHEN YOU treat passengers pleasantly, they, invariably, will treat you the same way. A friendly atmosphere is contagious and it is a thought worth considering, especially since courteous and efficient service is bound to win friends for CTA. A little extra effort on your part can do a lot toward gaining new patrons. Reprinted below are letters of commendation from passengers who have received excellent service and felt they wanted to write us about it:

### "Courteous and Pleasant"

"Recently I had the pleasure of riding with Operator No. 10670 (*Alfred Norris*, 69th). He had many greetings for his regular riders and friendly answers for all. He gave clear directions to an evident stranger and went out of his way to do 'little extras' to make my ride very enjoyable."

### "A Word of Praise"

"I wish to send a word of praise for the fine ticket agent on duty in the mornings at Ridgeland station in Oak Park. She is a most pleasant person and extremely courteous. Her tag number is 98 (*Katherine McKenna*, West Section).



"She is very conscientious with her work and is considerate to all patrons. She has been most helpful to me in explaining how to get to different destinations."

### "Polite and Accommodating"

"It was a memorable occasion when I rode with Operator No. 8408 (*John Zupko*, North Park). He was extremely



careful but also unusually polite and accommodating. It was gratifying to watch him explain directions to people, especially since a few of them had difficulty in speaking English. His actions were too tempting to pass up the opportunity of saying nice things about this fine driver."

HOWEVER, just one discourteous act may cause an unhappy patron to seek other means of transportation. Also, a dissatisfied passenger could tell some of his friends about an unhappy experience he received on one of our vehicles. This could mean the loss of several future riders.

Reprinted below are a few letters telling of unsatisfactory service patrons have received from our employees:

"Occasionally I am called upon to work on Sundays and get through early Monday morning. This particular morning I scheduled myself to catch my usual bus, but, when I arrived at the corner, the bus was just leaving about 10 minutes ahead of schedule. The result was that I had to wait 20 minutes for the next bus, thereby missing my next connection by just five minutes. Rather than

wait for the next one, I walked a mile to my home."

COMMENT: Schedules are designed to provide regular and frequent service in accordance with passenger volume and demand. Employees who run ahead of time are not only performing a disservice to patrons and CTA, but are running the risk of losing a steady customer.

"Last night two men and myself were waiting for a bus at the corner of Kolmar and Division. We had just missed one bus and the next bus passed without stopping. Then, three more buses in close succession came along and passed us up, ignoring our waving and shouting for them to stop. At least three of these buses also skipped the next stop where a man and woman were waiting."

COMMENT: Failing to give our patrons the service due them by passing up designated stops to allow them to board or alight is a direct violation of CTA operating rules and regulations. Employees should make every effort to give our patrons the kind of service they are entitled to and show every consideration possible toward them.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for December, 1957; November, 1957, and December, 1956:

	Dec. 1957	Nov. 1957	Dec. 1956
Complaints .....	949	924	903
Commendations	75	74	97



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## IBM Department Has Another Benedict

ACCOUNTING—*Emil Rusinak*, IBM, was married to *Beverly Emerson* on November 30. A small reception for family and friends was held at the bride's home.

*Lillian Oesterreich* returned home from the hospital and had the cast removed from her leg on December 18. Lillian, who fractured her leg in an accident, is now well on the road to recovery.

A diamond engagement ring received by *Mary Houlihan*, Revenue Accounting, on Friday, the 13th of December from *Adian Brady* proved it can be a lucky day, too. Recently Mary's sister came over from Ireland and is making her home with her.

*Jean Mocarski*, Accounts Payable, joined the list of prospective brides, having received a diamond ring from *Douglas Wright*.

### Receives Saw

*Owen S. Laughlin*, assistant supervisor of Property Accounting, received a skil saw and accessories from his co-workers December 27. Owen, who retired on pension December 31, had 11½ years of service with CTA and the former Chicago Rapid Transit company.

*Eileen Murphy* was married to *Rudy Neurauter* on December 9 at 7:00 p.m. in St. Nicholas Evangelical Lutheran church. The newlyweds held an open house reception the following Saturday for friends and relatives. A group of her associates tendered her a post-nuptial dinner at the Kungsholm on December 19. Eileen cut a wedding cake which was baked for the occasion by the wife of *William Parrillo*, Payroll Distribution.

*Helen Franson* left Saturday, December 21, on her first trip West. She traveled aboard the Super Chief to visit her aunt in San Diego, and niece in Glendale, California, and to view the scenic splendors of the western states. . . *Hildur Olson* took a week's vacation to be with her sister and family in Minneapolis, Minnesota, over the Christmas holidays.



## SEAFARING TRANSIT MEN

MEMORIES OF their service and experiences as members of Uncle Sam's seagoing Navy come to life one night each week for four CTA employes—*James Frogner*, *Ronald Roy*, *Donald F. Ryan* and *Edward Koeritz*—who don their uniforms as members of reserve units assigned to the Naval Armory at Randolph street and the lake front.

*Frogner*, North Avenue operator, a transit employe for 32½ years, has traveled all over the world during his accumulated 22 years in regular and reserve Naval service. He served in both World Wars I and II.

*Roy*, also a North Avenue operator, served in the regular Navy during World War II and the Korean conflict. Returning to the Far East area only last summer on a Naval Reserve cruise, he visited Tokyo, Japan; the island of Formosa, the colony of Hong Kong and Manila. His trip was his reward for being voted the most outstanding man in the 9th Naval District reserves. He has been in transit service since January, 1946.

*Ryan*, "B" apprentice maintainer, Electrical Department, enlisted in the Navy at the age of 18 and served in the Pacific theater during most of World War II. He has been with CTA since 1950.

*Koeritz*, North Avenue operator, and a CTA employe since 1953, served in the Navy from 1946 to 1948.

In photo, taken during a recent drill at the Randolph street armory, are (from left) *Ryan*, *Koeritz*, *Frogner* and *Roy*.

*Astrid Platto*, Accounting Department, spent the Christmas holidays with her brother and family in Detroit. . . *Margaret Walker*, Material and Supplies, did her Christmas shopping during her week's vacation. . . *Esther Anderson*, Payroll, and *Theresa Hayes*, Revenue, also took part of their vacation during the Christmas holidays.

*Clarence Buthman* is a new addition to the Payroll Distribution Department.

*Carmella Petrella* vacationed in Miami. She stayed at the Carousel motel and, in the course of her sightseeing, visited an old Spanish monastery and gardens. The stones which made up the monastery were brought over from Spain.

Various departments held their Christmas luncheon parties in the offices and exchanged grab bag gifts. The Payroll Distribution chose the "Well" for their festivities.

—MABLE I. POTTHAST and  
HELEN A. LOWE

## It's A Good Thing It Didn't Break Open!

ARCHER—Operator *Ed Kaminski* made the headlines in the Chicago newspapers recently. While he was driving a bus on Archer toward the Loop, he noticed a package in the street from which cars and trucks were swerving away. Ed stopped and picked it up, and found out that it had fallen off a Railway Express truck. After the company was notified, Ed was informed that the package contained deadly radioactive isotopes. He was in line for a reward.

Your reporter forgot to mention in the last column that *Stanley Rogers*, repairman and board member, and his wife enjoyed a wonderful vacation making a tour of the eastern states.

Operator *Jim Contant* and his wife recently celebrated their 21st wedding anniversary.

*Helen Colby*, daughter of Operator *Al Colby*, will be married to *Ronald Mizwicki*, February 15 and *Arlene*, daughter of Operator *Sigmond Wodarczyk*, will be married in June to *Ben Guca*.

### Decorate Tree

Operators *Ed Metke*, *Henry Zwirn*, and *John Lynch* did a wonderful job of decorating the Christmas tree in the trainroom here.

Relief Night Superintendent *Stanley Bitel* was transferred to Keeler and Limits depots.

*Rosemarie* and *Margaret Hartford*, daughters of Operator *D. J. Hartford*, recently were confirmed at Angel Guardian church.

*Mrs. Esther Loth*, daughter of Operator *Frank Mucynski*, gave birth to a boy, *John, Jr.*, at Loretto hospital.

Repairman *Jack Turco*, along with *The Reverend Peter Sarde*, from St. Callistus church, vacationed in Miami, Florida, recently.

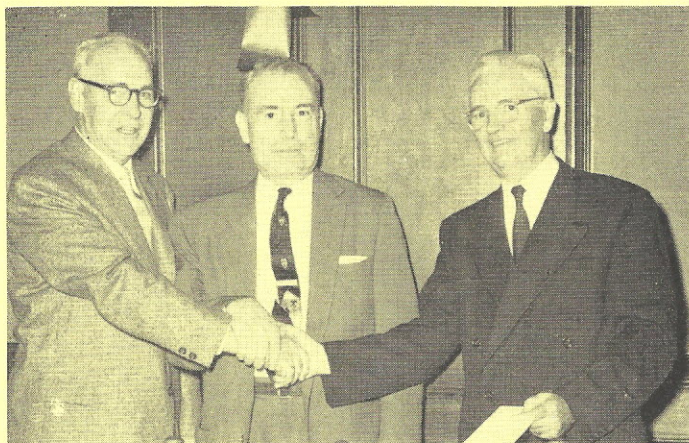
Corporal *Tony Lombardo*, son of Repairman *Tony Lombardo, Sr.*, spent Christmas with his folks at home.

Repairman *Al Kasman* and *Donna Marie Bell*, granddaughter of Operator *Alex Bell*, died recently. . . The mother of Operator *Ed Kaminski* passed away.

—R. H. FORTIER



## TWO CLAIM EMPLOYES RETIRE



**TWO RETIRING** Claim Department employees—*Gerald Gardiner*, legal investigator, and *Charles Gash*, court assistant—with a combined service record of 70 years were honored at a dinner held December 18 at Henrici's restaurant in the Merchandise Mart by their co-workers.

Mr. Gardiner began his career on December 29, 1915, as a dispatcher's clerk with the old North Western Elevated Railroad company. He transferred to the General Office of the former Chicago Rapid Transit company as a legal investigator on June 1, 1945.

Mr. Gash, who had 28 years of service, started out as a statement man with the former Chicago Surface Lines on December 16, 1929. He became a court assistant on May 1, 1942.

In photo, Mr. Gash (left) and Mr. Gardiner (right) are congratulated by *E. J. Healy*, general superintendent of investigations and claims.

Reported by *Charlene O'Connor* and  
*Mary Ann Nykiel*

## Here's One Big Way To Help Others

BEVERLY—A satisfying and humanitarian hobby is that pursued by *John* and *Ann Metke* who transcribe books into Braille for 34 blind children of the Most Holy Redeemer church school in Evergreen Park. The couple recently finished a science text book of 350 pages. A book of this size requires 750 pages of Braille. One room of their home at 8347 S. Throop is used as a workshop and contains a Braille machine as well as other necessary equipment. As if this were not enough, the Metkes, who are fond of square dancing, have a class in square dancing for the blind.

This couple recently returned from a late fall vacation. They flew to the Pacific Northwest and returned by way of Denver, Colorado, where they visited friends. They arrived home in time to celebrate their 21st wedding anniversary on December 19.

Mr. and Mrs. *Joseph O'Connor* came back from Florida one week ahead of time just to get warm. They vacationed on the Keys and also spent some time at Naples.

*Gabriel* and *Mabel DeJonge* visited St. Petersburg, Florida, and then traveled up the east coast, stopping off at Washington, D.C., and New York City . . . *August* and *Adina Schwartz* enjoyed a late fall vacation at Bemidji and Deep River Falls, Minnesota.

Mr. and Mrs. *Joseph G. A. Coleman* had a houseful when the couple's eight children and seven grandchildren showed up for Thanksgiving dinner.

Mrs. *Robert Gonzales*, daughter of Operator *Jim Downey*, presented the Downeys with their 23rd and 24th grandchildren, when she gave birth to twins at St. Francis hospital in Blue Island . . . *Hugo* and *Ann Rohlen* became grandparents for the first time recently. The new addition is a granddaughter, *Sharon Caspar*. The

Rohlens recently moved into their new home at 10631 Lombard, Chicago Ridge.

*Steve* and *Victoria Bogrowski* became grandparents for the sixth time when their daughter, *Arlene Wimmer*, presented them with *Laura Marie*, who was born November 19 at Mercy hospital.

When Mr. and Mrs. *Eric Erickson* celebrated their 30th wedding anniversary, Eric surprised his wife with an automatic washer and dryer which, Eric said, was quite a step from 30 years ago when they started housekeeping with a washboard and tub.

*Rudy* and *Lillian Koprowitz* celebrated 28 years of married life and Rudy's birthday, both on November 17 . . . Operator *George Jahn*, 77th, and his wife, *Florence*, marked up 26 wedded years on November 26.

On Saturday, December 14, the wedding of *Oscar Nelson* and *Elsie Larson* was solemnized at the Evangelical church at 110th and Ewing. The couple honeymooned at the Palmer house and then moved into their new home at 83rd and Aberdeen. Oscar is our number one man at Beverly in point of seniority . . . Another recent wedding was that of *Joseph D. Gertzen*, son of *Joe* and *Mary Gertzen*. Joseph married *Gloria Jean Uttenweiler* at a nuptial mass at St.

Nickolas church.

*George Hitterman*, relief janitor who filled in during *Harry Norberg's* illness, at one time was a noted pigeon fancier. George had as many as 50 pedigree homing and racing pigeons, and his birds took many honors in races around the country. During World War I when the Government needed such birds for duty as messengers, George gave his flock to the Army.

Operator *John B. Phelps* and *Scott Brownlow* of 77th had a successful rabbit and quail hunting trip down at Oquaka, Illinois, at John's home on the Mississippi river . . . Also reporting good luck were *Casimir Noga* of Archer and his friend, *Joe King*, of Beverly who hunted pheasants in the state game preserve near Plainfield.

*Harry Gottsch*, state grand commander of the Military Order of Cooties, attended a three-day council administration meeting of that order at Brainard, Minnesota.

*Marty O'Sullivan*, 11-year-old son of Mr. and Mrs. *Joseph O'Sullivan*, was a member of the Marshfield playground soccer team which won the city championship. A trophy and medals were awarded the boy December 7.

*Airman Second Class John J. Springer, Jr.*, son of *John* and *Dorothy Springer*, is now stationed at Yakoto Air Force Base near Tok-

## NEW WAGE SCALE IN EFFECT

INCREASES OF 5½ cents per hour in basic wage rates and one cent per hour in cost-of-living allowance became effective with the first pay roll period in December for 13,425 CTA employees.

Both increases were required by the terms of existing wage contracts and add an estimated total of \$189,500 to monthly payroll charges that formerly approximated \$5,250,000.

The basic wage rate for one-man operators is now \$2.31 per hour, and the cost-of-living allowance, supplementing the basic wage rates, was advanced from four cents to five cents per hour.

Under the terms of CTA wage contracts, the cost-of-living allowance is computed quarterly, and is based on the percentage change in the cost-of-living index for Chicago since April, 1957, as determined by the U.S. Department of Labor, Bureau of Labor Statistics. The percentage of increase, or decrease, is then applied to the current base rate of one-man operators.

Contrary to the national trend, the October, 1957, cost of living index for Chicago increased 2.213 per cent over the April index, and this increase applied to the new basic rate of \$2.31 resulted in the one cent increase in cost-of-living allowance beginning December 1.



yo, Japan. John, Jr., who has sent many useful presents to his parents, lately sent his dad a beautiful handcarved pipe made out of ivory.

Agnes Magee, who works in the print shop at 77th, suffered a fractured ankle. She is the wife of Foreman William Magee of Beverly's Repair Department.

Operators Phillip O'Malley and Phil Grasz died during December.

Repairman Vince Sereyka died of a heart attack at home on December 21.

—FRANK M. BLACK

## In New Office At Start Of New Year

CLAIM-LAW—The Law Department started off the New Year in a new office. The office presently is in a state of confusion but should be back to normal soon.

Vernon Thornton, blind case clerk, who was out of circulation for eight weeks because due to an operation is back on the job.

Elaine Balog, former typist, was presented with a bouncing baby girl, Therese Ann, November 21.

Harold Doody, legal man, can be added to the grandfathers' list.

A note was received from G. J. Gardiner, legal investigator, who retired December 31, in which he expressed his thanks to everyone for the party held December 18 in his honor. Charles Gash, court assistant, who also retired December 31, also was honored at the affair.

—CHARLENE O'CONNOR and MARY ANN NYKIEL

## Read This And Your Mouth Will Water

ELECTRICAL—Christmas was celebrated in real style at Blue Island with a dinner held December 23. About 50 Electrical, Stores and Utility Department employees partook of turkey, stuffing, sweet potatoes, jello mold salad, cole slaw, home-made bread, and assorted pies, all prepared by the wife of Dispatcher Melvin Cook.

Robert Cornell, inspector, Line Department, retired on pension December 1 after 41 years of service. A dinner in his honor was held November 26 at the Blue Island offices. About 40 of his fellow-workers were present.

—GILBERT E. ANDREWS

## AGENT CLOSES CAREER



NEARLY 45 years in transit, 39 of them as an assignment agent at the Indiana avenue "L"-subway station, were closed out January 1 by Miss Lulu Hamann, ticket agent at that station. Oldest agent in point

of service, she started her long career on January 29, 1913, with the former Chicago Rapid Transit Company as an extra agent. She became an assignment agent at the Indiana avenue station in 1914 where she remained in this capacity until, in 1953 when under CTA, all assignment agents were centralized at the Madison and Wabash "L" station in the Loop. Choosing to stay at Indiana avenue where she had made many friends, she assumed the position she held at the time of her retirement.

On December 12, she was honored at a dinner by a group of 50 of her co-workers and former co-workers who presented her with a cash purse.

## Another Grandchild To Play With

FOREST GLEN—Operator Edward Mathias became a grandfather for the fifth time recently.

Operator Joseph Verbal left CTA to rejoin Uncle Sam.

Instructor John Cerney passed away recently.

Operator John Sares took his pension December 1.

Don't forget to put any news items you have in the box. Let's have a better column than ever in 1958!

—GEORGE H. WILLIAMS

## Surface Instructor Dies Suddenly

GENERAL OFFICE—(Transportation) John Cerney, an instructor assigned to North Avenue station, passed away after an unexpected and brief illness. He entered service January 10, 1936 . . . Bill Herbert, day superintendent at Kedzie station, died December 16. Jean Herbert, his daughter, was a recent employee of CTA's General Office.

Line Supervisor Ed Heater's three youngsters prayed hard that they would recover from measles so that Santa wouldn't be afraid to pay them a visit Christmas Eve.

Information Operator Max Wilauczus, together with his wife, Irene, and his two daughters, Cathy, two and a half, and Bar-

bara, five, toured metropolitan Chicago during his vacation.

(Insurance)—Shelly Stoper, who recently joined the ranks of Insurance, can relate many interesting experiences she had while associated with her former employer, the Cancer Prevention Center. Shelly is interested in horseback riding, and bowls in a league once a week.

(Building Engineering)—Mr. and Mrs. George Millonas announced the arrival of Elaine, who joins Karen, eight, and Susan, six.

Mr. and Mrs. James Gordon enjoyed a fall vacation in the hills of Arkansas. Since the school season had started, there was plenty of room at all the stopping places, they reported.

(Electrical) — Mr. and Mrs. Adolph Kutz and their son spent Christmas in Adolph's home town of Oglesby, Illinois.

Mr. and Mrs. Robert McCarthy announced the arrival of Theresa Marie on Veteran's Day, November 11. The little girl joins Robert, three, and Mary Beth, one year old.

Julie Willem spent a very happy holiday with her son, Ray, who was home from college.

(Public Information) — Carole Doyle, formerly a Steno II in Service Section, and her husband, Frank, greeted Ferne Marie who was born November 29.

—JULIE PRINDERVILLE

## Her Sisters Picked The Name

GENERAL OFFICE—(Buildings and Structures)—George Millonas and his wife, Neva, welcomed another baby girl on December 2. Her little sisters, Karen, eight; and Susie, six, decided that the new arrival should be named Elaine.

(Traffic Engineering)—A baby girl arrived on November 27 for the Frank E. Barker family. The little lady, named Gail Ann, joins Linda, 10; Billy, seven; Frank, five; and Jeffery, three. Frank J. Barker, employed in Training and Accident Prevention, is the proud grandfather.

(Training and Accident Prevention)—Senator John Donovan announced the birth of his grandson, William Donovan, who arrived December 15. The baby's parents, Gloria and Donald, have two other children, Kathleen and Michael.

It was a happy Christmas for the family of John McKenna. John, who had been in the hospital for several months, returned home in good health and then was welcomed back to work.

Bernie Ford received a supply of red polka dots for Christmas. Yes, he had the chicken pox.

(Employees' Suggestion Committee)—Those who visited Tom Lyons at Hines hospital recently reported that he was recovering from a recent operation and was looking quite chipper.

(Equipment Engineering)—Harold Otis, chief equipment engineer, who retired December 31, was guest of honor at a retirement luncheon held for him at the Union League club by various co-workers in December. Several CTA officials and other personnel attended. He was presented with a portable television set.

—MARY E. CLARKE

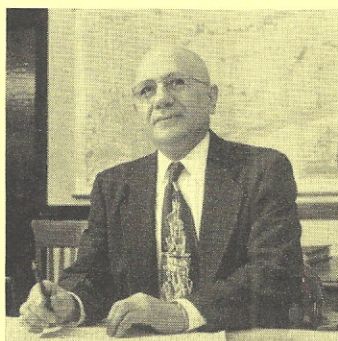
## Little Girl Joins Two Big Brothers

KEDZIE—Operator Victor Juknuis and his wife became the parents of their third child and first daughter, Eileen Joy, on November 12. Their two sons are 15 and 11 years old . . . Operator and Mrs. Robert Harmon received congratulations on the arrival of a baby boy December 1.

Pallbearers at the funeral of William P. Herbert, day superintendent at this station who died December 16, were Thomas F. Moore, superintendent of operating



## SCHEDULE HEAD SUCCUMBS



**FRANK A. FORTY**, Superintendent of Schedules, died December 29 at his home, 5635 N. New Hampshire avenue, Chicago. Death was attributed to a heart attack.

For almost 29 years Mr. Forty had been Superintendent of Schedules for CTA and predecessor companies. He was widely known and highly regarded throughout the nation's transit industry as an outstanding expert in the field of schedule-making. For several years, Mr. Forty served as a member of the Schedule Committee of the Operations Section of the American Transit Association and as a member of the Transit Data Committee which assembles, correlates and analyzes transit operations data for the nation's largest transit companies.

stations; *Myles F. Harrington*, night superintendent, Kedzie; *George Dorgan*, station superintendent, 77th; *Clinton Sonders*, superintendent at Lawndale, *Edward Hawlicek*, instructor, Kedzie, and *John Hanley*, former street car motorman.

We welcome *John Frugo*, our new station superintendent.

Let's all make 1958 a better year by being more careful and preventing accidents.

—C. P. STARR

## Student, Teacher Become Mr. and Mrs.

LOOP (Agents)—*Robert Donohue*, student agent, and *Theresa Donner* exchanged marriage vows at 10:00 a.m. mass at St. Thomas Aquinas church on December 28. Robert is studying business management at Loyola university and Theresa, a former student agent, is teaching first grade at Bidler school.

Graduating from the University of Illinois in 1915 as an electrical engineer, Mr. Forty became a student engineer for the Westinghouse Electric Corporation. Later, he joined the John A. Beeler consulting engineering organization as a consulting engineer.

In 1921, while conducting a survey of Chicago Surface Lines operations for the Beeler organization, Mr. Forty accepted an appointment as a CSL schedule maker. In 1929, he was appointed Superintendent of Schedules and since that time had directed schedule-making activities for Chicago's mass transit operations.

A native Chicagoan, Mr. Forty was born March 4, 1893. Surviving him are his widow, *Clara*; two sons, *Ralph*, 25, a member of the U. S. Navy; *Philip*, 22, who resides at the family home; a daughter, *Mrs. Marilyn Dillon*, 21, of 5106 N. Lowell avenue, and a granddaughter, *Patricia Dillon*. Also surviving are Mr. Forty's mother, *Mrs. Carmella Forty*, who resides at 2442 N. Sayer avenue with Mr. Forty's brother, *Dominick*; and a sister, *Mrs. Anna De Grazia* of 2631 N. Sayer avenue.

Funeral services were held January 2 at the chapel at 6833 W. Grand avenue. Burial was in Memory Garden cemetery, Arlington Heights.

*Katherine Leahy* graced the list of grandmothers after *Paula* was born to her daughter, *Betty*.

*Mary Ohnesorge* and *Marie McInerney* spent their vacations catching up on Christmas chores.

*Eileen Shea's* holiday was saddened by the sudden death of her mother on December 20.

*Helen Lynch*, *Elsie Kilroy*, and *Alice Murphy* were on the sick list, as we wrote this.

—EDITH EDBROOKE

## He Wanted To Be Warm For Christmas

NORTH PARK — *Operator Jack Hughes* spent the holidays on vacation in sunny Albuquerque, New Mexico.

The wife of *Operator Ted Weiss* died recently.

*Operators Frank Viola*, *Bill Buenger* and *Paul Hertel* are back to work after long sieges of illness and injuries.

*Operator Mike Sheridan* and *Receiver Gus Neuhaus* took their pensions recently.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

## Fete Supervisor On Eve Of Retirement

NORTH SECTION—*James E. Snart*, supervisor, and *Mrs. Snart* were guests of honor at a dinner party given by North Section supervisors at the Kenilworth Inn. Mr. Snart took his pension December 1 after 44 years of service.

*Towerman Fern E. Smith* became a grandfather for the first time on November 24. Grandpa was reported doing fine.

*Conductors Alex Strassberger* and *Martin Cunningham* had been on the sick list for a long time, at this writing.

*Extra Guard Bob Lykins* is back at work after a long absence which was caused by an accident.

*Agent Anastasia O'Hara* was married recently. She and her husband honeymooned in Florida.

*Instructor John Brucker's* youngest son was recovering from a bad accident, as we wrote this.

—ANGELO BIANCHINI

## Leaves Office For Domestic Duties

PURCHASING AND STORES—*Kathleen (Kay) Keller*, South Division, was guest of honor at a farewell luncheon where she was presented with several gifts from her many friends. Kay is leaving to become a busy housewife and mother.

South Division employees held their Christmas dinner-dance this year on December 14 at Rainbow Gardens. A wonderful time was had by all.

*Leo Gallagher*, General Office, employed in the Stores Department since February, 1928, took his retirement on December 1. His many friends and co-workers presented him with a watch in honor of the occasion.

*Rudolph Herold*, South Division, enjoyed his vacation while his son was home on furlough . . . *Elmer Gorss*, West Division, vacationed in Florida but had to come back to Chicago to warm up.

*Ed Olsberg*, West Division, returned to work after a recent illness.

*Roy Croon*, West Division, traveled to northern Michigan to hunt.

*Henry Hansen*, West Division, really enjoyed his vacation by having all his family home, includ-

ing five grandchildren, to celebrate Thanksgiving.

*John Vihnanek*, formerly of West Division, is now in General Office as a successor to *Leo Gallagher*.

*Walter Bebbler*, West Division, passed away on December 7 after a long illness . . . *Gerald Gullyer*, Skokie, lost his baby son December 12.

Welcome to *Frank Tamburrino*, formerly of West Division who has transferred to General Office as a replacement for *Bob Sharp* who retired January 1.

*Ed Bruckner*, West Division, and *Mrs. Bruckner* spent three wonderful weeks in Florida.

—DAGMAR McNAMARA

## Trumpetist Stars In Concert, Home Combo

SCHEDULE, TRAFFIC AND BUDGET—(*Schedule-Traffic*)—*Ray*, son of *Richard Goldstein* had an important role in a fall music festival held by Steinmetz high school on December 6. Ray's mastery of the trumpet gave him a place in the symphony orchestra as well as be-

## SUPERINTENDENT DIES

**WILLIAM P. HERBERT**, day superintendent at Kedzie surface station, who began his transit career more than 36 years ago with the former Chicago Surface Lines, died December 16 after a long illness. He was 59.

Entering service as a street-car conductor working out of North Avenue station, on June 29, 1921, he became a starter at that location on October 20, 1934, and on March 1, 1937, a supervisor at Kedzie. He was promoted to assistant station superintendent there on April 16, 1945. Thirteen months later, he was named station superintendent at Lawndale and Blue Island depots. On May 21, 1950, he was named station superintendent at Lawndale and, on January 20, 1954, he attained the position he held at the time of his death.

Funeral services for Mr. Herbert were conducted December 19 at the chapel at 12 Lake street, Oak Park, and at St. Simeon's Roman Catholic church, Bellwood. Burial was at Mt. Carmel cemetery.

Surviving him are his wife, *Margaret*; two sons and two daughters, four grandchildren, a brother and three sisters.



ing trumpet section leader with the concert band. In the special group, Ray played a trumpet solo. In addition to his musical activities in high school, Ray is the leader of a "combo" which raises the roof at the Goldstein home when they get going in practice sessions.

Barney O'Neill became a four time grandfather December 12. This makes the score two girls and two boys.

Sam DeSalvo surprised the group with the announcement of his marriage to Laura Steines on November 23. After a family reception the newlyweds spent a two-week honeymoon in New Orleans . . . Bob Hengl and Susan Gerbozy exchanged wedding vows, also on November 23. They expect to take a wedding trip after the fishing season gets under way in Wisconsin.

Mr. and Mrs. Roy Williams are enjoying their new daughter, Susanne, who was born December 7.

Schedule Maker Norman Johnson died suddenly on December 15. Norman started his career with the former Chicago Surface Lines as a traffic checker September 13, 1927. Promotion to schedule clerk in 1929 and to supervisor of schedule clerks in 1940 preceded his promotion to schedule maker in September, 1943. He held this position until his death.

(Budget)—Clarence Steffen was on the sick list, as this was written.  
—L. C. DUTTON

## Back On Job And Better Than Ever

SKOKIE SHOPS — Machinist Paul Ehmke recently returned to his job after a long illness . . . Al Schmitz, carpenter, was off sick for a few days.

Carpenter Ted Symanski suffered the loss of his father on December 19.

—DAVID GURWICH and  
EVERETT E. ENGLAND

## Hunting In South's Good In Late Fall

SOUTH SECTION — Porter Joseph Gaines picked the late fall months for his vacation with good reasons. Nashville, Tennessee, during that time is most enjoyable and the hunting is great, he said. You can take it from Joe that he got his limit of rabbits and quail every time he went out.

Motorman Frank Vosmik's picture appeared in a newspaper recently when he was interviewed

by the man on the street. It was not known until then that here was another fishing enthusiast, to be added to our long list.

Conductor Stanley Zielinski observed his birthday November 29, his 39th?

Motorman Judson Fannin was in a very happy mood on November 13. This was the day on which Mrs. Fannin presented him with a baby daughter, Karen.

Clerks Charles Sasso and John Heffernan, who worked at 61st Street, went on pension December 1. Their friends surprised them with a get-together party and a good time was had by all.

Agent Michael Donohoe wishes to express his thanks to all those who so thoughtfully sent cards of sympathy to him during his recent misfortune.

Conductor Samuel Pollock and Clerk John Moran only did their job, but it did not go unrecognized by a passenger who had lost her purse. Their cooperation in seeing that the lost purse was returned to the rightful owner resulted in a letter of commendation from the benefactor in addition to a reward.

Agents Lulu Hamann and Birdie Muldoon were surprised by their friends who gave a party for them. The 47 who attended had an enjoyable time.

Former Towerman Edward Collins is our new clerk at 61st Street.

Those also going on pension as of January 1 were Porter William Davis and Agents Mabel Brafford, Stachia Nolan, and Emma O'Neill.

At the polls during election of Division 308 officers were Motorman Bart Page, Conductor Frank O. Anderson, Motorman Joseph Serritella, Towerman Otis Young, Conductor Rheinhold Pearson, Foreman Ernest Lindlar, Superintendent of Agents James Christopher, and Conductors John Rioridan, Thomas Christy and Harry Metcalf.

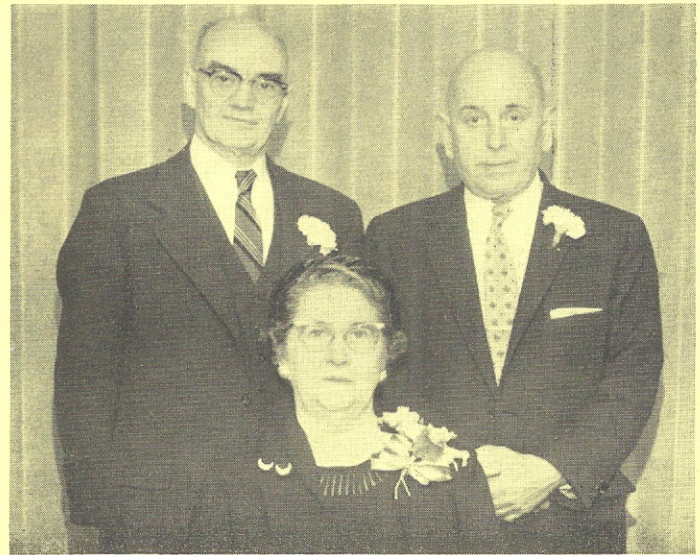
—LEO J. BIEN

## His Friends

### Didn't Forget Him

TERMINAL INSPECTION SHOPS — (Wilson) — The co-workers of Cleaner Kelm Lussem at Wilson, Howard and Linden Shops recently demonstrated they had the true Christmas spirit when they presented him with a Christmas gift in the form of a cash purse. Lus-

## ACCOUNTING PERSONNEL RETIRE



THREE ACCOUNTING Department employees—Lawrence J. Francoeur, general accountant; Lawrence A. Collins, bookkeeper, and Mrs. Delia Jennings, mileage clerk—who retired on pension December 31, were guests of honor at a dinner at Toffenetti's restaurant held January 6 by their fellow-workers.

Mr. Francoeur began his career on March 22, 1905, as a bookkeeper with the old Chicago City Railway Company. A talented violinist, he began a musical career in 1909.

He returned to the Chicago transit firm in 1911. From 1913 to 1916 he studied accounting at Northwestern University School of Commerce night school. In January, 1940, he became chief accountant with the Chicago Surface Lines and, in January, 1948, was named assistant general accountant. On March 1, 1957, he became general accountant.

Mr. Collins entered service in June, 1942, with the Chicago Surface Lines as did Mrs. Jennings in March, 1943.

From left are Mr. Francoeur, Mrs. Jennings and Mr. Collins.

sem is confined to a hospital because of an accident he recently suffered.

Robert Ruppe, superintendent of Shops and Equipment, recently suffered the loss of his wife.

Repairman Stanley Dobek was awarded \$25.00 by the Employees' Suggestion Committee for designing a special wrench to be used on the pilot bearing on 6000 series rapid transit cars.

(Lake)—Repairman Elmer Sayle spent his vacation around Chicago visiting friends and relatives. Elmer has been with the CTA since 1919 . . . Clerk Jimmie Durr also spent his vacation around Chicago.

(Douglas)—The boys were looking forward to seeing Repairmen Sam Salvaggio and Joe Serritella return to work. The two were off because of sickness.

(Laramie)—Repairman Lou Ricciardi spent his vacation around Chicago.

(Kimball)—Cleaner Herman Geissler, who was off because of sickness, returned to work.

Repairman Bill Buerger and Mrs. Buerger, who recently celebrated their 40th wedding anniversary, received quite a surprise when Bill's friends ran a party for him, his wife and family.

—JOE FEINENDEGEN

## A Story Of Two Basketball Brothers

WAY AND STRUCTURES — Bill Heavey, brother of Mary Pat Heavey, Building Division, and son of Mechanic Matt Heavey, North Park, recently was elected captain of the basketball team at DePaul high school, where he is a junior. His brother, Jim, a sophomore at the same school also is on the team. Both were disabled temporarily after recent games. Bill suffered



## TAKES PENSION



**CLOSING OUT** a career of more than 45 years with CTA and predecessor transit properties, *Harold A. Otis*, engineer of car equipment in the office of the General Superintendent of Engineering, retired on pension December 31.

Mr. Otis was graduated from the University of Illinois in 1912 with a B. S. degree in Electrical engineering.

Starting out on June 24, 1912, as a wireman in the electrical department of the old Metropolitan West Side Elevated Railroad Company, he became, successively, draftsman, engineering assistant to the superintendent of shops and equipment, and engineer of car equipment. In April, 1921, he became assistant general superintendent of the Chicago and Interurban Transit company and, in February, 1922, engineer of car equipment for that firm. After the formation of the Chicago Rapid Transit Company, he served as consultant engineer of car equipment for the North Shore Line, Chicago, Aurora and Elgin, and Chicago, South Shore and South Bend railroads when these firms and the Chicago Rapid Transit company were closely associated. In February, 1948, shortly after the formation of CTA, he attained the position he held at retirement.

Above, Mr. Otis (right) receives watch, a gift from his co-workers, which is presented by *Charles E. Keevil* (left) equipment engineer as *J. N. Jobaris* (center), who has now succeeded Mr. Otis, looks on.

an infected leg, and *Jim* a broken nose.

*John J. Reddington*, plumber-apprentice, Rapid Transit Division, died November 26, 1957. He had 18½ years of service . . . *Herizone McKinney*, laborer, Rapid Transit Division, died November 26 . . . *John Nasello*, watchman, Track Division, died December 15.

—MARLENE NEHER

## CTA Doesn't Run Pullman Cars Either!

**WEST SECTION—(Agents)**—During his many years in the transportation business, *Agent Frank Zima* has become more or less accus-

tomed to receiving strange requests. However, the one given him by a passenger recently just about took the cake. It seemed that this person was somewhat befuddled as to his whereabouts and he asked Frank for a room. Frank had quite a time trying to convince him that all he could sell was transportation and that he would have to go elsewhere to achieve his desires.

P.S.—Frank neglected to inform your reporter whether the man wanted the room with or without bath.

*Porter Herbert Kugh* and his wife, *Rosella*, welcomed a new addition to their family November 25.

*Agent Mary Riordan*, who was hospitalized recently because of

## NEW PENSIONERS

**C. A. Bonow**, motorman, 77th. Employed 3-6-29.

**J. T. Carney**, superintendent, Job classification. Employed 9-15-43.

**R. P. Cornell**, line helper, Electrical Department. Employed 9-15-16.

**A. J. Dawson**, conductor, North Section. Employed 5-31-17.

**Hugh Donnan**, motorman, 77th. Employed 12-1-23.

**W. A. Feykes**, conductor, 77th. Employed 3-3-23.

**Martin Foitik**, machinist, West Shops. Employed 3-2-23.

**Leo Gallagher**, clerk, Stores Department. Employed 2-20-28.

**J. J. Gleason**, gateman, West Section. Employed 8-28-23.

**Dominick Guddeme**, laborer, Track. Employed 7-21-20.

**T. W. Hanley**, conductor, 77th. Employed 9-13-23.

**J. F. Heffernan**, clerk, South Section. Employed 11-2-42.

**Anthony Heneghan**, motorman, 77th. Employed 12-30-19.

**Christine Herranen**, agent, North Section. Employed 1-4-45.

**C. W. Johnson**, conductor, 77th. Employed 4-10-15.

**Nick Kashul**, repairman, North Avenue. Employed 9-25-19.

**Peter Marciniw**, laborer, Track. Employed 4-17-34.

**W. F. McEvoy**, motorman, 77th. Employed 9-6-23.

**J. J. Nyhan**, conductor, 77th. Employed 6-28-22.

**W. H. Pahl**, motorman, North Section. Employed 8-2-12.

**E. T. Peterson**, motorman, 77th. Employed 3-17-26.

**Joseph Sadula**, carpenter, South Shops. Employed 4-16-45.

**J. T. Sares**, operator, Forest Glen. Employed 12-5-28.

**C. A. Sasso**, clerk, South Section. Employed 9-24-12.

**T. A. Shadbaras**, repairman, Shops and Equipment. Employed 4-25-14.

**Michael Sheridan**, operator, North Park. Employed 12-14-26.

**John Stiglich**, gang foreman, Track. Employed 9-13-30.

**G. J. Toman**, operator, Forest Glen. Employed 1-14-20.

**K. R. White**, motorman, North Section. Employed 4-16-20.

**Peter Wilp**, carpenter "A," West Shops. Employed 6-27-34.

**Joseph Wirth**, laborer, West Shops. Employed 10-17-23.

**Leonardo Zagaglia**, laborer, Track. Employed 5-5-20.

## DISABILITY RETIREMENTS

**N. J. Arns**, motorman, North Section. Employed 3-15-20.

**J. M. Coursey**, motorman, North Section. Employed 1-19-24.

**Pasquale Difino**, laborer, Track. Employed 1-26-25.

**W. P. Murphy**, supervisor, District "C." Employed 1-12-23.

**J. E. Snart**, supervisor, North-South Sections. Employed 10-11-13.

**F. W. Vassmer**, conductor, North Section. Employed 3-23-17.

a winter vacation this time next year.

The welcome mat is extended to *Extra Agents Fred Manzel* and *Bruno Schultz*. Both of these men formerly worked at North Avenue station.

*Agent Con Flannagan*, accompanied by his daughter, departed the middle of last month for an extended trip to Ireland. They expected to spend most of their time in Roscommon county, about three miles from the birthplace of the late *John McCormick*, famed Irish tenor.

—GORDON KELLY

## TRANSITAD

**FOR SALE—Noble Ultralite Masterpiece Deluxe accordion, 120 base. Has seven treble switches, two base switches and 41 treble keys. For further information call JUNiper 8-8303.**



## For And About Our Pensioners

**ACCOUNTING**—*Ben Ratner*, retired Voucher Department supervisor, wrote from his home in Los Angeles that he and his wife recently visited their son in Bloomfield, New Jersey, and took tours to various cities in the vicinity.

*Lucy Winkler* visited her friends and former co-workers here recently. Lucy said she was enjoying her retirement and is doing some of the things she never before had time for.

—**MABLE I. POTTHAST** and **HELEN A. LOWE**

**ARCHER**—*Art Wakefield*, former repairman, who now lives in St. Petersburg, Florida, paid the boys here a visit recently. . . *Melvin Shattuck*, retired motorman, died recently.

—**R. H. FORTIER**

**BEVERLY**—*Jim Connolly*, formerly a 69th Street motorman, who chalked up 42 years of service, and his wife, *Mary*, returned from a trip to California. The couple are caretakers at the funeral chapel at 851 E. 75th street.

*Operator John Mannion* keeps in touch with *E. A. Bergstrom*, who put in 34 years at 52nd street station, and who now is living at 3214 Montrose avenue, LaCrescenta, California. . . While vacationing in Florida, *Operator Gabriel DeJonge* and his wife ran across *Robert E. Brown*, formerly of 77th. Mr. Brown now works for the Florida Power Company. His address now is 803 Oakcrest boulevard, Silver Springs.

Despite the fact that *Frank O'Daugherty*, former motorman at 77th, was the first motorman to

take your reporter over the road back in January, 1929, he hasn't aged a bit. Frank, who now works for Marshall Field, says hello to all his friends.

*John Bischak*, who retired from Track, Way and Structures, resides at 3701 W. 66th place. His son, *Andy*, works at 69th street.

*Ed Loebert*, who worked the one-man cars with *Charlie Custer*, *Harry Leach*, *Al Piker* and the late *Charlie Holloway* and *Bill Lake*, is in the best of health. Ed, who spent 47 years at 77th, now lives at 75th and Wentworth. He spends his summers at Dowagiac, Michigan, and the winters in Chicago. He retired in 1953.

*Robert Nabe*, a former conductor at 77th, now is a Brinks guard and makes daily visits to Beverly depot. . . *Louis Bendkowski*, 10209 S. Charles street, who worked for 28 years at South Shops, planned to leave for Florida this month. . . *Mike Hickey*, former supervisor, makes his home in Chesterfield, Illinois.

*Robert Ashton*, who retired five years ago from 77th with 28 years of service, now spends most of his time in St. Petersburg, Florida.

*G. Earl Ferguson* spent five and one-half months in the Veterans' hospital at 333 E. Huron street. He underwent a successful operation on his eye. He now lives at 628 E. 89th street. His brother, *Albert*, also a pensioner, lives only a few doors away at 623 E. 89th street. Both men are former 38th street and Burnside employees.

—**FRANK M. BLACK**

**ELECTRICAL**—Eight retired employees of this department wrote and extended New Year's greetings to all. They were *Leo Behrendt*, *Leo Davis*, *William Hart*, and *G. P. Vachet*, all of whom live in Chicago; *William Becker* of Lombard, Illinois; *Lars Rasmussen*, Park Ridge, Illinois; *Arthur Leland*, St. Joseph, Missouri, and *Theodore Kawol*, Phoenix, Arizona.

—**GILBERT E. ANDREWS**

**GENERAL OFFICE**—*John Kramer*, District "B" superintendent who retired November 1, suffered the loss of his wife recently. . . *Elmer Brookman*, former superintendent at North Avenue depot, recently passed away.

Christmas greetings were received from *Eddie and Nellie Hansen* of Sebring, Florida, and from *Joe and Florence Blaa* from Pinellas Park, Florida, who stated they were thinking of paying a visit to Chicago to "warm up" a bit. . . *Mrs. Katherine Odill*, former Loop agent, sent Christmas greetings. She said that she is now acquainted with the Blaas. . . *Frank Baxter*, *M. W. Bridges* and *Walter Helmer* also sent greetings.

—**JULIE PRINDERVILLE**

**LINCOLN**—One of the men who used to work out of this station, which was closed March 7, 1951, is 91-year-old *Myron A. Gilson*, retired conductor. Mr. Gilson, who worked for the former Chicago Surface Lines from 1917 to 1943, is now living at the Michigan Masonic Home and Hospital at

Alma, Michigan. He wrote that he would like very much to hear from or receive visits from his former co-workers.

**LOOP (Agents)**—*Helen Ryan* made her annual trek from Pewaukee, Wisconsin, to spend the winter months in San Diego, California.

—**EDITH EDBROOKE**

**NORTH PARK**—*Chris Curtis*, *Rudy Mikulicic* and *James Wallace*, all former streetcar motormen working out of Devon station, passed away recently.

—**EDWARD F. STENZEL** and **EARL W. McLAUGHLIN**

### PENSIONERS MEET

**FULLY 64** former CTA employees now make up the membership of the CTA Pensioners' club of St. Petersburg, Florida, whose December meeting was a great success, wrote *H. H. Gauer*, secretary. February meeting of the group will be held Tuesday, February 4, at the Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners residing or visiting in that vicinity are invited to attend these meetings, which are held on the first Tuesday of each month at the above address.

**NORTH SECTION**—*Arthur W. Washo*, former North Section assistant station superintendent who retired in June 1952, and his wife were honored on their 50th wedding anniversary by members of the First Congregational church of Prescott, Arizona, on December 8. Present at the coffee hour following the morning service were the couple's two children who also live in Prescott; *Robert E. Washo* and *Mrs. George O. Jensen*.

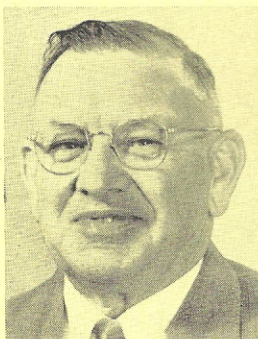
The couple were married in Chicago on December 11, 1907, and Arthur began working as a guard for the old North Western Elevated Railroad company in 1908.

—**ANGELO BIANCHINI**

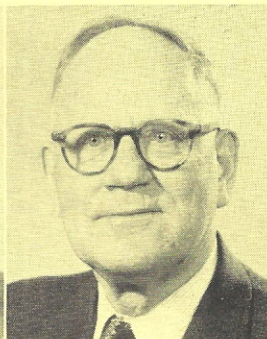
**SKOKIE SHOPS**—Pensioners *Guiseppe (Joe) Giuliano*, *Gus Hyde* and *Harry Meeder*, former machinist-foreman who now lives in St. Petersburg, Florida, said they wished to be remembered to everyone here at Skokie Shops.

—**DAVID GURWICH** and **EVERETT E. ENGLAND**

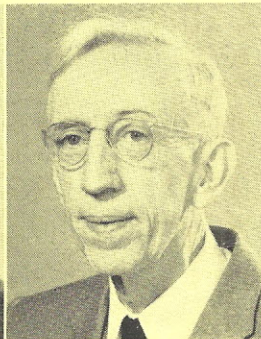
### 40-YEAR EMPLOYEES RECENTLY RETIRED



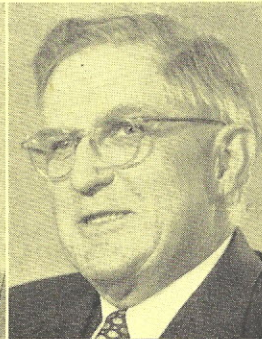
**William C. Moos**, operator, Archer, January 1, 44 years.



**Gustave J. Neuhaus**, receiver, North Park, January 1, 48 years.



**Peter J. Barry**, conductor, 77th, January 1, 44 years.



**Walter J. Holdhan**, conductor, North Section, January 1, 40 years.



# RECENT DEATHS AMONG EMPLOYEES

R. J. BARRY, 76, retired conductor, Cottage Grove. Died 11-16-57. Employed 7-29-04.

WALTER A. BEBBER, 61, laborer, Stores. Died 12-7-57. Employed 9-15-20.

FRED BERO, 60, supervisor, Central District. Died 11-16-57. Employed 3-22-24.

JAMES BYROM, 75, retired motorman, Kedzie. Died 11-10-57. Employed 2-10-23.

JOHN H. CERNEY, 48, instructor, Transportation. Died 12-1-57. Employed 1-10-36.

FRANCIS G. CHAPPELL, 62, trolley tender, Stores. Died 11-29-57. Employed 7-16-14.

C. K. CURTIS, 60, retired operator, North Park. Died 11-27-57. Employed 9-30-25.

PATRICK DUNNE, 61, watchman, Way and Structures. Died 11-25-57. Employed 9-17-30.

JACKSON FLYNN, 54, retired operator, 52nd. Died 11-29-57. Employed 2-15-27.

HERBERT F. FREESE, 54, repairman, Forest Glen. Died 12-13-57. Employed 3-17-42.

TIMOTHY FUREY, 64, repairman, Limits. Died 12-13-57. Employed 9-29-13.

DANIEL GALVIN, 68, retired trolley tender, Way and Structures. Died 11-26-57. Employed 2-2-21.

PHILIP GRASZ, 57, retired operator, Beverly. Died 11-23-57. Employed 5-21-20.

WILLIAM P. HERBERT, 59, station superintendent, Kedzie. Died 12-16-57. Employed 6-29-21.

J. T. HRODY, 57, retired gateman, West Section. Died 11-22-57. Employed 11-19-24.

J. W. HUGHES, 76, retired conductor, Kedzie. Died 12-1-57. Employed 8-7-07.

NORMAN JOHNSON, 56, clerk, Schedule-Traffic Department. Died 12-15-57. Employed 9-13-27.

C. C. JAMESON, 67, retired janitor, Kedzie. Died 11-9-57. Employed 6-25-26.

E. C. KADOW, 75, retired motorman, North Section. Died 11-23-57. Employed 5-27-05.

J. P. KALKA, 76, retired gateman, West Section. Died 10-15-57. Employed 9-9-37.

ALPHONSE A. KASMAN, 52, repairman, Archer. Died 11-23-57. Employed 2-2-26.

ARTHUR C. KATTER, 64, conductor, 77th. Died 12-3-57. Employed 2-5-21.

ANNA KELLY, 86, retired ticket agent, North Section. Died 11-9-57. Employed 11-6-93.

JAMES KIRBY, 74, retired motorman, Cottage Grove. Died 11-28-57. Employed 2-27-06.

F. X. KLEIN, 84, retired motorman, North Avenue. Died 9-11-57. Employed 10-21-08.

J. J. KLEIN, 77, retired conductor, Lincoln. Died 11-15-57. Employed 2-12-13.

EDWARD KOWALD, 57, operator, North Avenue. Died 11-18-57. Employed 9-21-23.

JOHN McAULEY, 74, retired motorman, North Avenue. Died 11-7-57. Employed 2-12-13.

L. H. McDONALD, 77, retired motorman, 69th. Died 11-17-57. Employed 8-29-22.

FRANK McGOVERN, 83, retired motorman, 69th. Died 11-16-57. Employed 4-20-05.

HEARIZONE McKINNEY, 52, laborer, Track. Died 11-26-57. Employed 5-9-45.

FRANK MIKA, 68, retired repairman, North Avenue. Died 11-29-57. Employed 12-19-19.

E. A. MOOTZ, 75, retired motorman, Lincoln. Died 12-3-57. Employed 10-8-18.

JOHN NASELLO, 62, watchman, Track. Died 12-15-57. Employed 10-25-30.

FRANK NECHI, 58, guard, North Section. Died 11-19-57. Employed 12-27-17.

PHILIP A. O'MALLEY, 56, conductor, Beverly. Died 12-1-57. Employed 12-22-25.

PIETRO PIETROLONARDO, 67, retired carpenter's helper, Throop Street. Died 11-27-57. Employed 9-3-18.

EMIL J. PRISCAL, 58, janitor, Transportation. Died 12-2-57. Employed 12-16-22.

JOHN POPILL, 82, retired watchman, Stores Department. Died 11-22-57. Employed 2-17-22.

JOHN R. QUINLAN, 63, operator, Kedzie. Died 12-4-57. Employed 12-30-19.

JOHN REDDINGTON, 54, plumber, Way and Structures. Died 11-26-57. Employed 2-3-39.

R. M. SALEWSKY, 71, retired motorman, North Section. Died 11-27-57. Employed 1-17-07.

J. J. SHEERAN, 68, retired motorman, Devon. Died 11-12-57. Employed 3-14-23.

WILLIAM SKOPIS, 68, retired car cleaner, Devon. Died 11-23-57. Employed 2-28-27.

WILLIAM SPACKMAN, 78, retired clerk, Devon. Died 12-6-57. Employed 5-1-01.

ADOLPH SPULAK, 64, board member, Division 308. Died 12-10-57. Employed 1-24-28.

E. F. STANTON, 73, retired conductor, Kedzie. Died 11-8-57. Employed 1-13-14.

JOHN SUCHEREK, 49, machinist, West Shops. Died 12-15-57. Employed 8-3-28.

HUGART M. TRUSS, 61, porter 61st. Died 12-4-57. Employed 10-14-43.

STEPHAN VIDOVIKH, 73, retired laborer, Track. Died 8-18-57. Employed 11-10-23.

ARTHUR F. VOGEL, 62, operator, Forest Glen. Died 12-6-57. Employed 6-1-21.

A. J. YANOWSKY, 61, retired conductor, 77th. Died 12-5-57. Employed 2-18-29.

## TRAIN GROUP TO TEACH FIRST AID

THIRTY-FIVE CTA employees began training to qualify as first aid instructors in a class started January 10 at West Shops.

They are receiving the training under the direction of an American Red Cross first aid instructor and upon completion of the course will be certified as first aid instructors able to teach first aid methods to other CTA employees.

The course requires 32 hours of training and eight-hour sessions are being held each Friday for four weeks, through January 31.

Members of the class were selected from various CTA departments, including Shops and Equipment and Way and Structures.

## YULE SPIRIT



ITS SOUTH wall decked in festive Christmas colors and designs, the Merchandise Mart at night during the Yule season resembled a huge Christmas card. Undoubtedly, it helped put the Christmas spirit into thousands of Chicagoans and persons from out of town. View is from Wacker drive west of Orleans street.



## Jeffery Route Revised

EFFECTIVE DECEMBER 15, 1957, the southern terminal of CTA's Jeffery local buses (No. 5) was changed from 113th street and S. Green Bay avenue to E. 106th street and S. Torrence avenue and the eastern terminal of the 103rd-106th bus route (No. 103) was extended southward to 112th street and Avenue "C."

Under the new arrangement, alternate southbound Jeffery local buses operate east in 95th street from Jeffery to Yates and south in Yates. Every other southbound bus operates south in Jeffery to Van Vlissingen, southeast to 100th, and east to Yates. From 100th and Yates, all Jeffery local buses operate south to 103rd, east to Bensley, south to 106th and east to the terminal at Torrence

avenue. From 106th and Torrence, all northbound buses operate north in Torrence to 103rd, west to Yates and north to 100th. From Yates and 100th, alternate buses operate north in Yates to 95th, west to Jeffery and north in Jeffery. Every other bus operates west in 100th to Van Vlissingen, northwest to Jeffery and north in Jeffery.

Formerly, Jeffery local buses operated east in 100th street from Yates avenue to Indianapolis boulevard, southeast to Avenue "B," south to 106th street, west to Avenue "C," south to 112th street, west to Green Bay avenue, south to 113th street, east to Avenue "O," north to 112th and thence return over the same streets used for southbound trips.

Recent checks taken on leaving loads eastbound and arriving loads westbound at 100th and Bensley between 6:00 A.M. and 9:30 P.M. showed an average of only seven passengers per bus on weekdays and four passengers per bus on Saturdays. Sunday riding was even lighter.

The establishment of the new terminal at 106th street and Torrence avenue provides service to the Trumbull Park housing project and the Wisconsin Steel Company and should benefit more riders.

The routing of Jeffery Express buses (No. 5A) was not changed.

The new operation at the eastern terminal of the 103rd-106th route is south in Avenue "D" from 106th street to 112th street, east to Avenue "C" and north to 106th.

\* \* \*

CTA'S JEFFERY Express (No. 5A) bus service was expanded, effective December 2, to include the pre-rush afternoon period with the addition of four southbound trips leaving the Loop terminal at State and Wacker, Mondays through Fridays, starting at 3:35 P.M.

Following the first bus at 3:35 P.M., three additional buses leave State and Wacker at 3:50 P.M., 4:02 P.M. and 4:12 P.M. The regular rush period express service remains unchanged.

This pre-rush afternoon service, which supplements the regular Jeffery Express morning and evening rush-period service and the mid-morning Jeffery Express service, provides a fast, convenient ride for shoppers returning to the southeast section of Chicago.

These supplemental buses follow the same route as regular Jeffery Express buses, namely, south in State street from Wacker drive to Van Buren street, east in Van Buren to Michigan avenue, south in Michigan to Balbo, east in Balbo to Columbus drive, south in Columbus to Lake Shore drive, southeast in Lake Shore to 51st street, west in 51st to Hyde Park boulevard, south in Hyde Park to Cornell drive, southwest in Cornell to 57th street, west in 57th to Stony Island avenue, south in Stony Island to Marquette road, east in Marquette to Jeffery, south in Jeffery to Van Vlissingen road, southeast in Van Vlissingen to 100th street, and east in 100th to Yates.

### CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF NOVEMBER 1957 AND 1956, ELEVEN MONTHS ENDED NOVEMBER 30, 1957 AND 1956 AND  
TWELVE MONTHS ENDED NOVEMBER 30, 1957  
(Revenues applied in order of precedence required by Trust Agreement)

	Month of November		Eleven Months Ended		Twelve
	1957	1956	November 30,	1956	Months Ended
			1957		Nov. 30, 1957
Revenues	\$10,581,751	\$9,946,169	\$113,406,901	\$110,158,630	\$123,441,825
Operation and Maintenance Expenses	8,982,782	8,681,731	97,397,141	93,873,600	106,234,847
Available for Debt Service	1,598,969	1,264,438	16,009,760	16,285,030	\$ 17,206,978
Debt Service Requirements:					
Interest Charges	388,651	398,661	4,339,505	4,431,714	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	166,666(1)	250,000	2,333,333	2,650,000	
Deposit to Series of 1947 Sinking					
Fund (2)	95,767	-	478,833	-	
Revenue Bond Reserves (3)	7,000	30,000	215,000	330,000	
	658,084	678,661	7,366,671	7,411,714	
Balance Available for Depreciation	940,885	585,777	8,643,089	8,873,316	
Transfer from Operating Expense Reserve to					
meet deficit in Debt Service Requirements(4)	-	-	313,588	-	
Balance Available for Depreciation	940,885	585,777	8,956,677	8,873,316	
Provision for Depreciation:					
Prior Period Deficiency	-	-	223,611	-	
Current Period	846,540	795,693	9,072,552	8,812,691	
	846,540	795,693	9,296,163	8,812,691	
Balance Available for Other Charges or					
Deficit in Depreciation Provision (5)	94,345	209,916	339,486	60,625	
Accumulated Deficit:					
To end of previous period	433,831	270,541	-	-	
At close of November	\$ 339,486	\$ 60,625	\$ 339,486	\$ 60,625	

r - denotes red figure

#### PASSENGER STATISTICS

Originating Revenue Passengers	45,324,119	51,993,391	535,477,358	569,946,477	586,813,447
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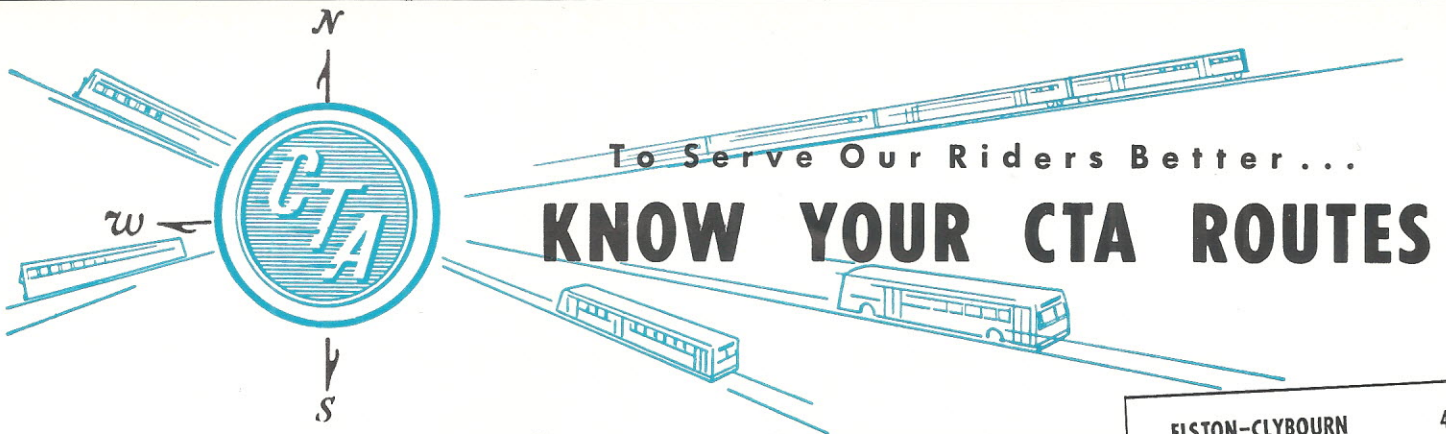
#### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at November 30, 1957

	Delivered to Date	Remaining to be Delivered	Total
1956 Orders:			
El-Subway Cars	114	6	120
Delivered under previous orders	3,464		
Less - P.C.C. Streetcars to be converted to El-Subway Cars	120		3,344
			3,464

#### NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1958.
- (2) Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase after invitation for tenders or in the open market.
- (3) 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.
- (4) 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.
- (5) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.





(This is the 37th in a series on CTA routes)

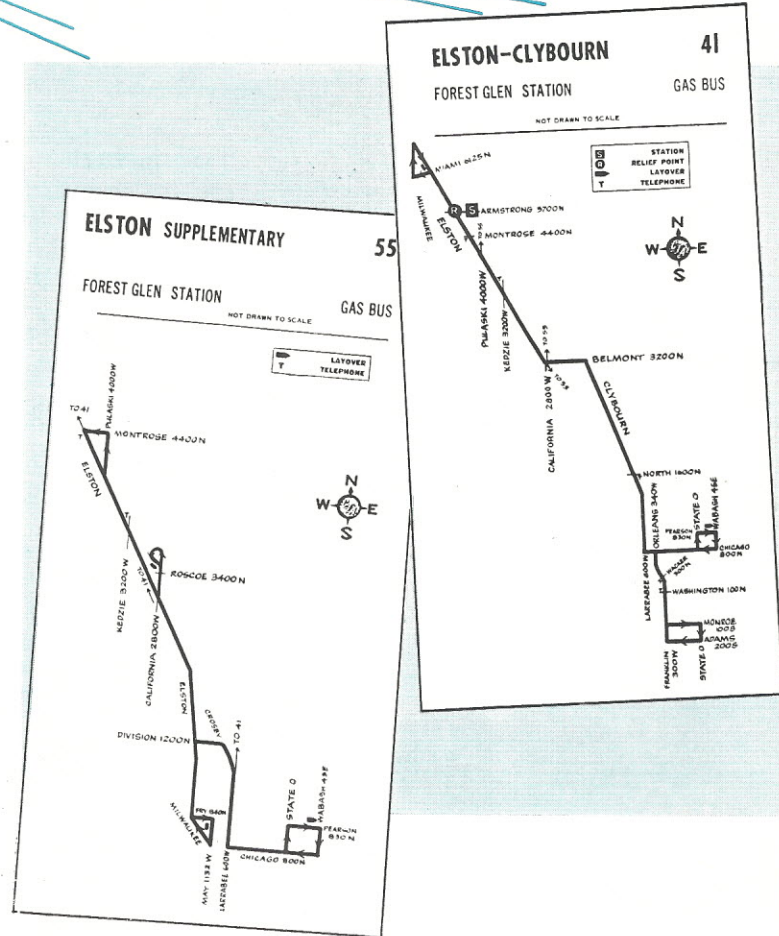
FROM HORSECARS and cable cars to the modern buses of today—such has been the progress of transit along Elston and Clybourn avenues which CTA now serves with its Elston-Clybourn (No. 41) and Elston Supplementary (No. 55) surface lines.

Providing service to the communities of Avondale, Irving Park, Albany Park, Jefferson Park, Norwood Park and Lincoln Park, as well as the area commonly known as the Near North Side, these lines pass through sections of the city which were well established in the days of *Abraham Lincoln's* presidency. Indeed, during the final year Lincoln was in office—1865—horsecars began operating on Clybourn.

Elston-Clybourn buses give round-the-clock service seven days a week, while Elston Supplementary vehicles run during weekdays only.

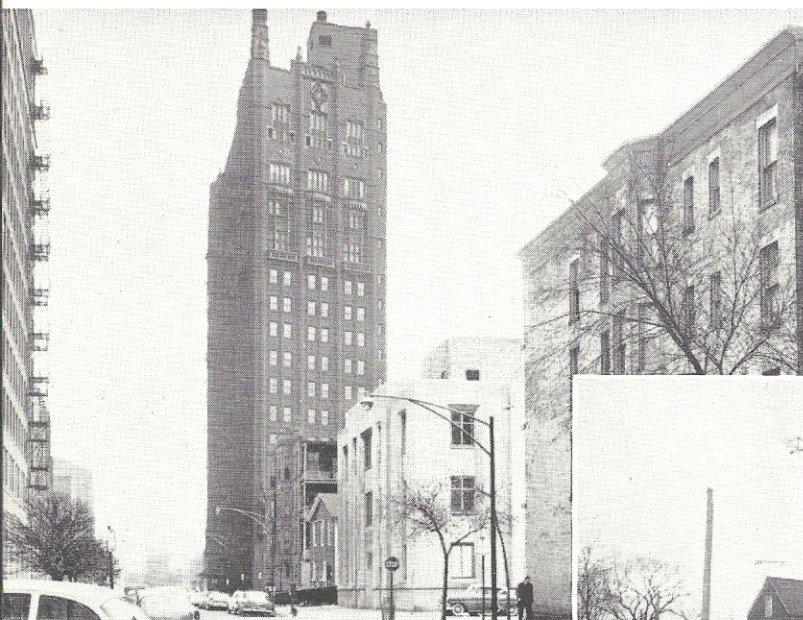
Mondays through Fridays, Elston-Clybourn buses run between an outer terminal at Elston and Miami (6125 N. and 6212 W.) and State and Adams (1 E. and W. and 200 S.) in the Loop from 4:18 a.m. to 5:35 p.m. They leave State and Adams for the outer terminal between 5:13 a.m. and 6:35 p.m. During these hours, they provide a direct connection with the North-Clybourn station of the North-South "L"-subway.

Routing for Loop-bound buses is west on Miami, north-



**LEWIS TOWER**, at 820 N. Michigan, is the center of Loyola university's downtown campus, which includes the institution's college of arts and sciences, graduate school, institute of social and industrial relations, schools of law and social work, college of commerce and evening school divisions. *Frank J. Lewis* presented the tower bearing his name to the university in December 1945.

**CONSTRUCTION OF** the Northwest expressway meant that Elston avenue near Cicero avenue had to be relocated. New section of street is in foreground while, at right, trailer stands on portion being torn up. In distance is southbound bus on Cicero avenue.





west on Milwaukee, southeast on Elston, east on Belmont, southeast on Clybourn, south on Larrabee, east on Chicago, south and southeast on Orleans, south on Franklin, east on Monroe and south on State to Adams. On the northbound trip, buses loop west on Adams and north on Franklin over the inbound route in reverse.

At all other times, buses operate between Elston and Miami and Chicago and State (800 W. and 1 E. and W.),



**OFF-STREET** terminal at Roscoe near California is northern point of daytime Elston Supplementary service between this point and the Milwaukee-Dearborn "L"-subway station at Chicago and Milwaukee avenues. Trolley buses of the Kedzie-California (No. 52) line also terminate their northbound runs here.

where patrons can connect with the North-South "L"-subway. Buses bound for the latter point deviate from the Loop route as follows: East on Chicago from Larrabee to State, north on State and east on Pearson to Wabash. Returning north, buses loop south on Wabash, west on Chicago and north on Larrabee over the inbound route in reverse.

Five-minute headways are the rule during both morning and afternoon rush periods, Mondays through Fridays. During middays and evenings, headways lengthen to 10 and 13½ minutes, respectively. "Owl" service at half-hour intervals is provided seven days a week.

On Saturdays, buses run every 12 minutes during morning and evening rush periods and midday base periods. During evenings, they run every 15 minutes. On Sundays and holidays, intervals which are 19 minutes in mornings, shorten to 16 minutes in midday and evening periods.

Buses of the Elston Supplementary route provide service on 10-minute headways during morning peak hours, and seven and one-half minute intervals in afternoon rush periods. During middays, they run every 12 minutes.

In rush hours, buses on this line with a few minor exceptions operate between Elston and Bryn Mawr (5500 W. and 5600 N.) and Chicago and State, the transfer point to the

North-South "L"-subway. In midday most buses run between California and Roscoe (2800 W. and 3400 N.) and Chicago and Milwaukee avenues (800 N. and 1132 W.) connecting with the Milwaukee-Dearborn "L"-subway.

The Elston-Clybourn line is 12.16 miles between Elston-Milwaukee and Adams-State. Travel time ranges from 55 to 73 minutes. Between Elston-Milwaukee and Chicago-State mileage is 11.15 and travel time is 47 minutes.

Travel time on the Elston Supplementary line between Elston and Bryn Mawr and Chicago-State, a distance of 10.95 miles, ranges from 50 to 64 minutes. Between California and Roscoe and Chicago and Milwaukee, a distance of 8.4 miles, 18 to 20 minutes are required for the trip.

The 27 vehicles which serve Elston-Clybourn and the 10 operating in Elston-Supplementary service are based at Forest Glen.

Horsecars plied Clybourn until May, 1891, when cable cars began operating on the thoroughfare. They, in turn, made way for electrically-powered cars in 1906. In 1947, buses replaced streetcars.



**THE FRANCES Cabrini** apartments, built by the Chicago Housing Authority, contain dwelling units ranging from two and one-half to seven and one-half rooms. Each of these 10-story buildings, which are on the south side of Division street and which, in this picture, are seen as looking west from Clybourn, has room for 136 families.



**THESE NEAT HOMES**, in the Jefferson Park community, are located on Lotus avenue, just south of Elston and Bryn Mawr avenues. Nearby is the terminal point for certain buses of both the Elston-Clybourn and Elston Supplementary lines.



INQUIRING REPORTER: Julie Prinderville

LOCATION: General Offices

## What Is Your Reaction to Man-Launched Satellites?

**WILLIAM J. ROONEY**, Clerk, Transportation Department: "I am in favor of them, as they represent another stride toward finding out what is on other planets. In time to come, it will be just another means of going on one's vacation. I hope that I am around when the first ship sails, because I would like to see some of my good friends making this trip."



← **JOHN STANTON**, Radio Dispatcher: "It should be the fervent prayer of everybody in the world that the knowledge obtained from these satellites will be used for the advancement of mankind and never for purposes of warfare."



→ **ROBERT C. QUETSCHKE**, Clerk, Transportation Department: "The United States should put one up there if for nothing else than as a security measure! Although I realize that developments of this nature are beyond my knowledge and scope of reasoning, they excite my curiosity."

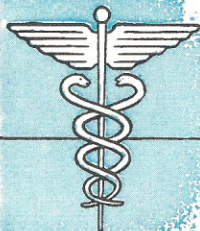
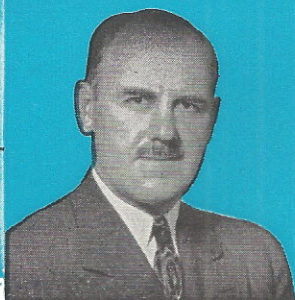


← **ANN GOLDING**, Clerk, Insurance Department: "The Russians' success in launching the first man-made satellite has awakened our government. However, I believe that the results of this launching, which will be far-reaching, won't be felt for many years."



→ **JOAN FITZGERALD**, Supervisor of Stenographic Services, Stenographic Department: "In my opinion, it is just an experiment to prove that space ships can be kept outside the earth's atmosphere and that living things can survive out there."





# medically speaking

By Dr. George H. Irwin  
CTA Medical Director

## THE USE AND ABUSE OF VITAMINS

VITAMINS ARE used by more people of the world than any other drugs. In view of this fact, it is wise for people to have some knowledge and understanding about this subject. Briefly, I will try to define vitamins and say a few words about their origin, function and their value to the human body. Also, mention will be made about the harm which may come from improper use.

A vitamin is a general term for a number of unrelated organic substances found in many foods. They are necessary for the normal functioning of our body. Vitamins are nutrients present in animal and plant life, such as proteins, carbohydrates, fats and minerals. Not too much was known or understood about vitamins until about the second decade of this century.

The necessary vitamins are all found in a well-balanced diet. Some are also made synthetically by many drug manufacturers. A chart compiled by the American Medical Association showing the principal vitamins, their function and origin is as follows. This may be helpful in clarifying your ideas.



A few important facts to remember are:

Vitamins can be lost. The season, the degree of ripeness and freshness as well as the storage and method of cooking may cause a wide variation in the vitamin content. For example, the chef who adds baking soda to fresh peas gains a bright green color but destroys the Vitamin B<sub>1</sub> and C. Long boiling and discarding the juice loses a great many vitamins.

Not all vitamins taken into the system are absorbed.

Some of the most important uses of vitamins are to prevent the deficiency diseases such as rickets, scurvy, pellagra and as supplements in the diet for the chronic diseases, certain surgical cases and in many of the aged people.

Avoid self administration of vitamins. If you are on a well balanced diet you may not need extra vitamins.

Only take the vitamins which your doctor prescribes.

Taking unnecessary vitamins over a long period of time may cause headache, dizziness, constipation, diarrhea and many other serious conditions.

Vitamins alone do not cure colds, obesity, cancer or that tired blood we hear so much about.

So if you suspect you need vitamins, do not purchase them because your neighbor tells you of a good vitamin which helped them. It is much wiser to have a careful examination and then follow your doctor's advice.

VITAMIN	WHAT IT DOES	WHERE TO FIND IT
<i>Vitamin A</i>	Important to growth, normal vision, skin and mucous membrane. Protects against night blindness and helps body to resist infection.	Fish-liver oils, egg yolks, butter fats—green or yellow vegetables. Fortified oleomargarine.
<i>Vitamin B<sub>1</sub></i> <i>Thiamine</i>	Essential for sugar metabolism and normal heart, digestive and nerve action, prevents beriberi and neuritis.	Brewer's yeast, whole grain or enriched bread and cereals, meats, nuts, eggs and in most vegetables.
<i>Vitamin B<sub>2</sub></i> or <i>A (Riboflavin)</i>	Essential for metabolism of food for good nerves, healthy skin and eyes.	Same as in B <sub>1</sub> plus cheese.
<i>Niacin</i>	Essential for metabolism of food for normal digestion. Protects against pellagra.	The same as in B <sub>1</sub> and B <sub>2</sub> .
<i>Vitamin B<sub>6</sub></i> <i>Pyridoxine</i>	Important for growth of infants. Prevents anemia, muscular weakness and convulsions.	In whole grain breads and cereals, rice, bran, egg yolk, liver, yeast, wheat germ, milk and green vegetables.
<i>Vitamin B<sub>12</sub></i>	Effective in pernicious anemia.	Liver, kidneys, milk, meats and eggs.
<i>Vitamin C</i> <i>Ascorbic acid</i>	For normal bone and teeth formation. Protects against scurvy, fragile blood vessels and easy bleeding.	Citrus fruits and green leafy vegetables, particularly raw cabbage, tomatoes, potatoes and green peppers.
<i>Vitamin D</i> <i>Sunshine vitamin</i>	Regulates calcium and phosphorous in bone and teeth formation. Protects children against rickets, convulsions.	Fish-liver oils, egg yolks, sunlight, artificial irradiation, fortified milk and margarine.
<i>Vitamin K</i>	For normal blood clotting.	Green leaves of plants, such as alfalfa, spinach, cabbage. Liver manufactured by bacterial action in intestines.





'Twas A big night for the kiddies when CTA Post No. 1216, American Legion, held its annual Christmas party for children of members on the evening of December 17. There was entertainment and gifts for the youngsters and, of course, Santa Claus to preside over the festivities. Three of Santa's ardent fans are shown here with the old gentleman, personified by Charles J. Krotz, Electrical Department General Offices. They are, left to right: Phyllis Keating, daughter of Operator Lawrence E. Keating, Lawndale; Katherine Buerger, daughter of Robert Buerger, Skokie Shops, and Douglas Valentino, son of Calvin Valentino, Skokie Shops, who is commander of CTA Post.

## Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



ON BLUSTERY winter evenings in January get some pleasant relief by thinking, and planning, about your garden for 1958.

The new, bright-colored garden catalogs are ready for you now. Most of them come merely for the asking although others require a small payment which is refunded or credited on your next order. These catalogs are filled with suggestions for your garden. Bear in mind, however, that all nationally known dealers carry many kinds of seeds and plants that are not suited to Chicagoland gardens. So after you find something of interest be sure to check with a reliable garden book or encyclopedia, or a seasoned gardener to make sure you are not buying something that would not possibly succeed with you.

For a brief list of names and addresses of reliable suppliers who issue unusually complete and useful catalogs, send five cents in stamps to the Chicago Horticultural Society, 116 south Michigan avenue, Chicago 3. You will find a host of ideas of some of the finest plants you could possibly grow. They will be the kind that will startle your neighbors and make you the envy of your garden friends. In the following paragraphs we give brief suggestions for some of the flowers you should grow this year. In general they include what are known as the all-American selections, chosen by vote of some of the leading gardeners from all over the country. That means that any one of them will be suitable for your garden because it has been tried under all sorts of climates and conditions by folks who know what they are talking about.

Let's consider roses first. "White Knight" is a hybrid tea with five inch flowers of a virgin white satiny gloss finish.

"Fusilier" is a floribunda (a kind with large flowers in clusters). Its flowers are a vivid orange red. "Gold Cup" is another floribunda of a fine yellow color and having fragrant four-inch flowers.

The all-American selection of annuals has much to offer you, too. "Maytime" is a hybrid petunia with light salmon pink blossoms as much as three and one-half inches in diameter. Its plants are only about 12 inches high but grow much wider than they are tall. Dwarf marigolds called "Harmony" come in orange, yellow, gold and mixed colors. They make ideal edging plants. "Petticoat" is a petunia that comes with flowers in 20 different colors and combinations of colors. "Climax" is a giant marigold in light yellow and vivid orange, with blossoms five inches across. "Panorama" is a new snapdragon that took 10 years to produce. It stands the heat of summer and brings flowers of white, yellow, pink, crimson and lavender.

In order to have some bright flowering material in your garden in late summer give thought to the Clematis. Day-lily (Hemerocallis) and some of the true lilies like "Auratum," a white gold-banded lily blooming in August and September.

Of all the foregoing Clematis is most important. It is a long lasting vine that will remain in your garden for many years and bloom all through the late season. Three excellent kinds are "Jackmani," very hardy with purple flowers, five inches across; "Henryi" with glossy wax-like flowers; and "Crimson Star" with large red flowers.

If you are thinking of planting any evergreens, be sure to recognize how tall or how wide a plant you want and whether it has very fine feathery needles or longer, thicker ones. The Chicago Horticultural Society has mimeographed sheets that give sketches showing the shape of various kinds of evergreens, their suitability for different locations, the size they become in the course of time, along with their common and botanical names, so you can be sure when you order one that you are getting what you want. Send five cents in stamps if you would like a copy mailed to you.





## HAMBURGER

# Hath Charms

For Many A Busy Cook

HAMBURGER HATH many charms. Few foods are as kind to a lady's budget, so quick and easy to prepare, so adaptable, versatile and so popular. Everybody loves hamburgers—be they eaten out in the corner stand or consumed with gusto and finesse at the fanciest eatery in town.

America's fondness for hamburger is clearly indicated by the fact that its consumption per year is now approximately eight pounds per capita. Hamburger is no longer merely a budget stretcher or a hiking companion to be quickly prepared, quickly eaten and just as quickly forgotten. Knowing cooks take as much pride in producing succulent burgers as they do in their fanciest creations.

The basic elements of good hamburgers are high quality fresh beef and as little handling as possible.

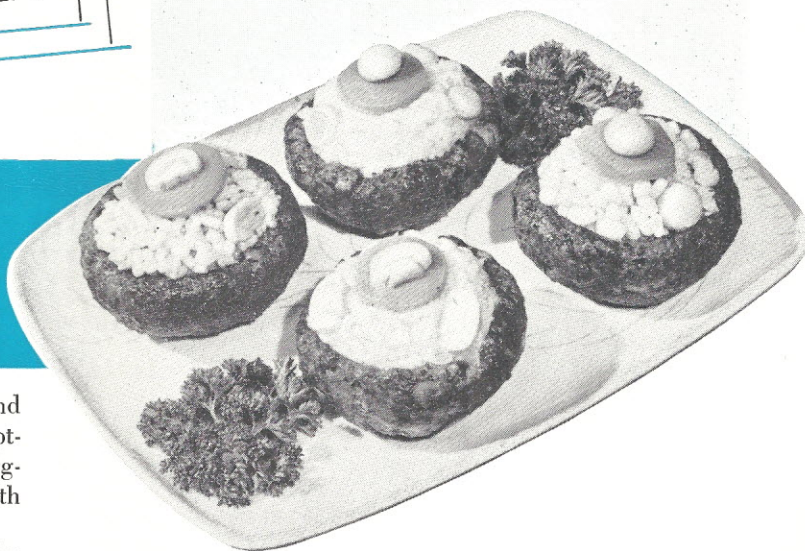
Hamburger is great fare for so many occasions . . . on a toasted bun for parties and picnics, spread on a slice of bread and broiled for a quick lunch, or given a fancy touch or two for the family's dinner. For example, make broiled burger baskets . . . heavenly hamburgers filled with golden corn and mushrooms.

- 1½ pounds ground beef
- 1 teaspoon salt
- ¼ teaspoon pepper
- 1 can (1 pound) yellow or white whole kernel or cream-style corn
- 1 can (3 or 4 ounces) whole or sliced mushrooms
- 2 tablespoons chopped onion
- 2 tablespoons butter or margarine

Break up meat with fork in large mixing bowl. Sprinkle with salt and pepper; toss gently with fork just until blended. Divide meat into 4 patties; shape into baskets by making an indentation in center of each patty. Broil about 2 inches from heat about 5 minutes or until meat is browned. Do not turn. While burgers are broiling, drain whole kernel corn\* and mushrooms. Add onion to liquid and boil rapidly until reduced to ¼ cup. Add corn, mushrooms (reserving some for garnish) and butter; heat to serving temperature. Spoon into burger baskets. If desired, garnish with pimiento and mushrooms.

\*If yellow or white cream-style corn is used, drain mushrooms. Add onion to liquid and boil rapidly until reduced to 2 tablespoons. Add corn, mushrooms and butter; heat to serving temperature.

HAMBURGER, THAT most versatile of meats, is the basic ingredient of this tasty treat: Heavenly Burger Baskets with Corn.



## RHUBARB PANDOWDY TEMPTING DESSERT

AS A departure from the traditional English meat pie, the New England housewives, way back when, cleverly concocted a kind of pie made with fruits—and they called these sweet desserts such quaint names as flummeries, pandowdies, slumps and so forth.

Of these the homey pandowdy still retains its popularity, though the recipe may have been modernized through the years. For example, this recipe for Rhubarb Pandowdy calls for a crust made with whole bran cereal that adds a delicate nutty flavor and a nice flakiness. \*Although fresh rhubarb is suggested here, frozen rhubarb may be used.

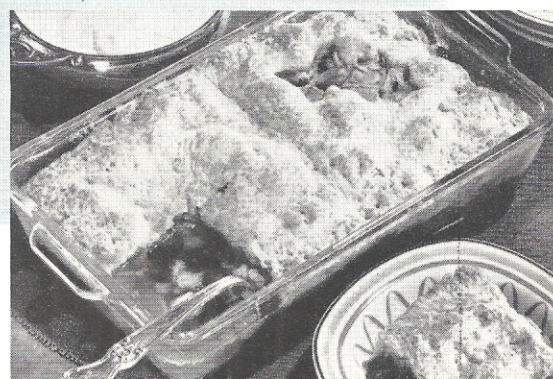
Spread rhubarb in greased 10 x 6-inch baking dish. Sprinkle with sugar and dot with butter. Combine bran and milk; let stand about five minutes. Sift together flour, baking powder, salt and sugar. Cut in shortening until mixture resembles coarse cornmeal. Add bran mixture, stirring only until combined. Drop by large spoonfuls onto rhubarb and spread lightly to cover. Bake in moderately hot oven (400°F.) about 40 minutes.

YIELD: 6-8 servings.

### Rhubarb Pandowdy

- 4 cups diced fresh rhubarb\*
- 1½ cups sugar
- 1 tablespoon butter or margarine
- ½ cup whole bran cereal

- ½ cup milk
- 1 cup sifted flour
- 2 teaspoons baking powder
- ½ teaspoon salt
- 2 tablespoons sugar
- 2 tablespoons sugar
- ¼ cup shortening





# LET'S GIVE HIM A GOOD HAND!

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