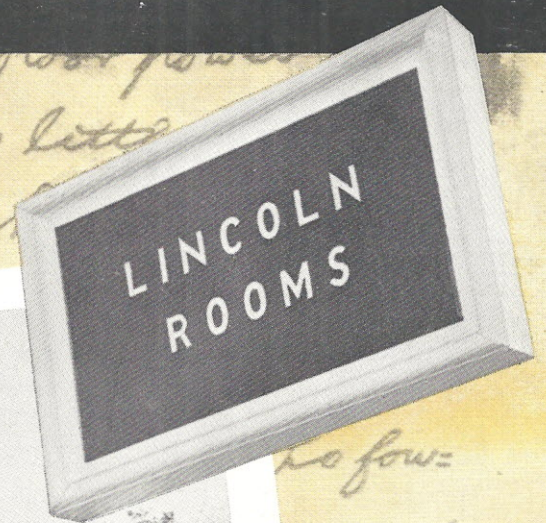


FEBRUARY, 1958



TRANSIT NEWS



...that this nation,
under God, shall have a new birth of free-
dom - and that government of the people,
by the people, for the people, shall not per-
ish from the earth.

Abraham Lincoln.

November 19, 1863.

SELECT

SAA

WINNERS FOR SAFETY IN '57

WINNERS OF four annual Station Achievement Awards for 1957 and of three awards for the final quarter of that year were announced simultaneously recently as the safety campaign for 1958 was launched at CTA's 20 operating stations.

In the competition for the annual plaques, Kedzie came through for the second consecutive year to win the traffic type award; 77th replaced 69th, winner of the 1956 passenger award, to gain the 1957 trophy, and Laramie repeated its last year's victory in the contest for the combined traffic-passenger award.

Lawndale won the special annual award for its continuing outstanding safety performance, having maintained a frequency rate lower than the system-wide average in both traffic and passenger accidents for the past three years.

Winners in the quarterly contest were Kedzie with the largest decrease in traffic-type accidents; 77th, which achieved an important decrease in passenger-type accidents, and Kimball, with the best decline in traffic-passenger type accidents for the fourth quarter of 1957 as compared with the similar period over the past three years.

Date of the presentation of the awards at the respective stations had not been determined at presstime for this issue, but pictures will appear in our next.

The Station Achievement Awards were instituted in 1953, and the annual plaques first given in 1955 for safety records achieved during 1954. Never before in this competition has any station won twice in a row in the annual contest to increase safety of operations.



CHICAGO HAS had more than its share of snow this winter and the resultant traffic snarls and inconveniences have made news headlines and upset the normal routine of the lives of many city-dwellers. But each fresh fall has brought its compensations in the new beauty it has added to ordinary city scenes. Typical is this scene at CTA's Milwaukee-Imlay terminal as night was closing in following an all-day snowfall.

OUR COVER: A great deal of public interest centers during the month of February around the extensive exhibit of the life and times of *Abraham Lincoln* at the Chicago Historical Society in Lincoln Park at North avenue and Clark street. The Lincoln rooms there house a series of dioramas depicting various phases of the Great Emancipator's career from young manhood through the presidential years. There also are many household and personal effects closely associated with Lincoln and his family on display to help re-create the story of the Civil War president. The diorama reproduced on our cover portrays Lincoln, shown at the lower left, as a circuit-riding lawyer chatting with friends between sessions at a country courthouse in the rear center. While it took long hours and sometimes days to complete trips by horseback or in horse-drawn wagons in Lincoln's day, the Chicago Historical Society and many other places of interest in Chicago are quickly and conveniently reached by CTA service.

VOLUME XI

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RECENT CTA ADDITION TO THE ARMED FORCES

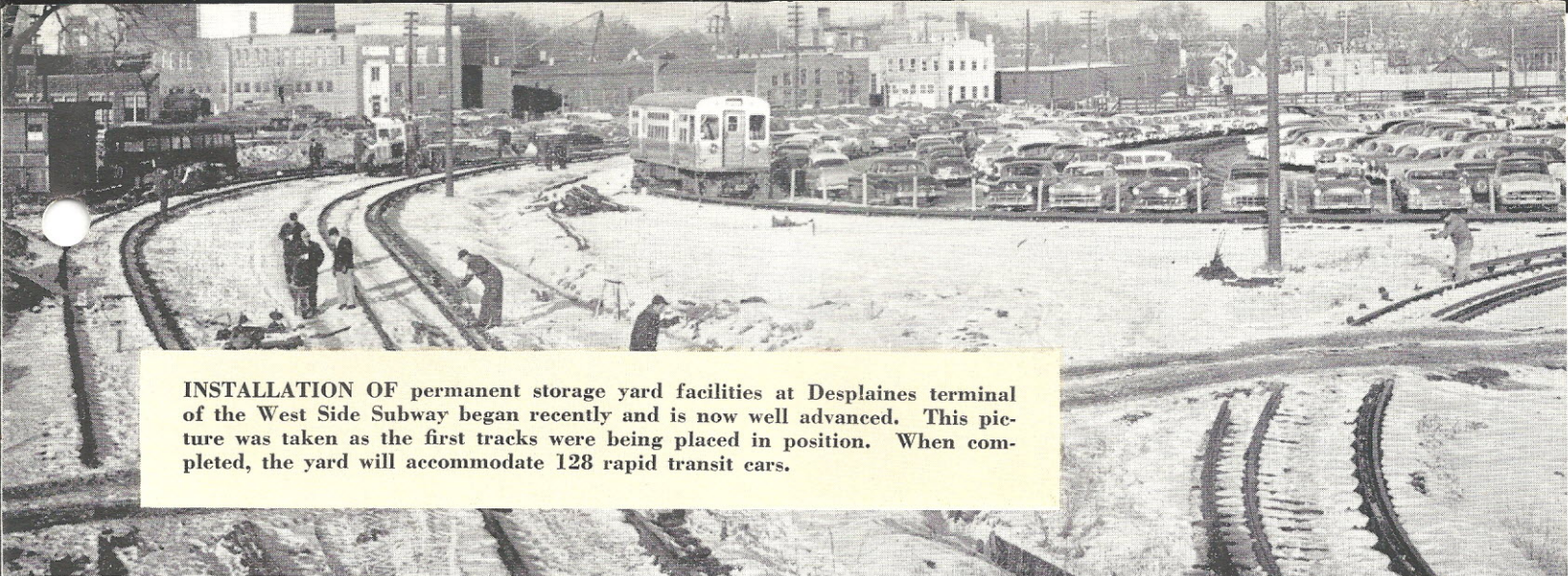
David E. O'Neal — Transportation
(Keeler)

RECENTLY RETURNED

John F. Hartnett — General Office
(Steno-Duplicating)

Middle age is when you feel on Saturday night the way you used to feel on Monday morning.

CTA TRANSIT NEWS



INSTALLATION OF permanent storage yard facilities at Desplaines terminal of the West Side Subway began recently and is now well advanced. This picture was taken as the first tracks were being placed in position. When completed, the yard will accommodate 128 rapid transit cars.

WEST SIDE SUBWAY Trackwork Nears Completion

WORK OF laying tracks by Chicago Transit Authority for the operation of the new West Side Subway being built by the City of Chicago in the Congress Expressway route is virtually complete.

However, operation of trains cannot begin until other construction work, such as building of stations and installation of electrical equipment is finished, it was pointed out.

Work was completed by CTA during 1957 on the permanent track facilities in the median strip from Laramie avenue east to a direct connection with the Milwaukee-Dearborn subway tracks at Congress-LaSalle station.

Temporary tracks are also in place between Lotus avenue and Des Plaines avenue, Forest Park. A short connecting link of trackage is still to be built between Laramie avenue and Lotus avenue, where the permanent rapid transit right-of-way crosses under the eastbound roadway of the Expressway.

Initial operation of trains over these temporary tracks west of Lotus avenue will permit construction of the permanent rapid transit right-of-way along the south side of the Expressway. The temporary tracks are located in what is to be the westbound roadway of the Expressway.

Installation of the permanent tracks from Lotus avenue to the permanent terminal at Des Plaines avenue in Forest Park will depend on the progress made by Cook County and State of Illinois in clearing and preparing the site for the permanent tracks.

As soon as the permanent rapid transit right-of-way west of Lotus is ready, and tracks are in place, rapid transit operations will be switched from the temporary tracks to the permanent tracks, and construction of the remainder of the expressway will get under way.

The new West Side subway is a two-track facility approximately nine and one-half miles long. Right-of-way is available for future expansion if and when passenger traffic volume warrants. Between Halsted street and Kenton avenue (about four and three-quarters miles) two more

tracks may be added, and between Kenton avenue and the terminal in Forest Park (about three and three-quarters miles) a third track may be added. Between Halsted street and Racine avenue there is now a third track for use in switching operations.

One notable departure from usual rapid transit track construction is the use of a heavier rail on the expressway portion of the new route. This rail weighs 115 pounds to the yard, whereas the weight of subway tracks is 100 pounds to the yard and on the elevated system it is 90 pounds to the yard. The power rail weighs 144 pounds to the yard.

In placement of the permanent tracks, the ballasting operation alone was of major proportions. A total of 50,000 cubic yards of crushed stone was needed to ballast the section from the connection with the existing subway tracks to Laramie avenue.

To year-end 1957, the lump sum cost of track construction for the permanent facilities was \$1,500,000. This included tracks laid in the subway tube and the median strip to Laramie avenue. This figure represents both labor and material costs. Among the latter requirements were 2,427 tons of track rail, 1,451 tons of power rail, 602 tons of track fastenings and some 39,000 ties.

Another important project being hurried is completion of sufficient permanent facilities at Des Plaines avenue terminal to permit efficient operation of service. Work is already well advanced on the installation of storage yard facilities for 128 rapid transit cars.

In the terminal area there will be a CTA-suburban bus terminal, repair shop facilities and parking space for 450 automobiles.

Other agencies involved in the construction of the Congress Expressway and rapid transit right-of-way facilities are the County of Cook, State of Illinois, and the Federal Government.



A SIX-MAN team demonstrates the back-pressure, arm-lift method of artificial respiration as taught by the American Red Cross. This is the technique used in the treatment of shock and drowning victims. Members of the team and on-lookers are all CTA employees who completed the recent training course.



CORRECT METHOD of lifting an injured person for transporting him from the scene of an accident is shown here by members of the CTA class in training to qualify for an American Red Cross first aid instructor's certificate. Graduates of the course are rated able to teach beginner's and advanced first aid courses to others.

FIRST AIDERS Finish Training

A CLASS of 34 CTA employees—most of them supervisory personnel—successfully completed an American Red Cross first aid instructors' course at West Shops on January 31.

Four sessions of eight hours each were held on consecutive Fridays to meet the required 32 hours of training necessary to qualify for a Red Cross instructor's certificate.

The course included training in standard techniques of emergency treatment of the injured and other measures designed to help victims of accidents and other mishaps. It also made them eligible to teach first aid to other CTA employees.

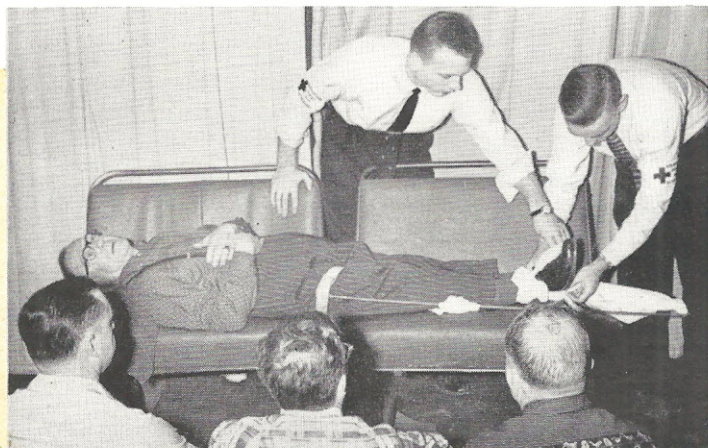
The pictures on this page show various phases of the training program.



VARIOUS TYPES of head, arm and finger bandages are demonstrated in this picture by, left to right, Stanley Eisin, foreman, bus overhaul, West Shops; R. W. Rittrock, signalman, Electrical Department; Robert Egerter, fire prevention and safety co-ordinator, Insurance Department, and John J. Dwyer, fire and safety co-ordinator, rapid transit shops and terminals.



KNOWING WHERE to apply pressure to stop bleeding is important. This is a demonstration by Frank Horvat (left), foreman, Electrical Department, West Shops, and Richard Bulak (right), foreman, machine shop, South Shops, of digital pressure on the brachial artery. Looking on is Charles Karko, foreman, bus overhaul, South Shops.



THE PROPER method of applying a traction splint for leg injuries is another technique taught in the first aid instructors' course. Directing the procedure here is Joseph Seeler (center) staff member, Chicago Chapter, American Red Cross, who conducted the training classes. The "victim" is Frank Rothman, district safety supervisor, South Shops, and applying the splint is John Burke, district safety supervisor, West Shops.



MEMBERS OF the class work with each other in practicing first aid techniques. In this photo, Melvin Johnson (left), assistant carpenter foreman, Skokie Shops, is applying a head bandage to James Ward, instructors' school, while Ray F. Brainard, line foreman, Electrical Department, wraps on a wrist bandage.



Our Public

SPEAKS



Chester C. Jones

RIDERS ON the Hyde Park express route were so pleased with the service they received from *Operator Chester C. Jones*, badge number 2304, 52nd Street, that they got together at Christmas time and collected enough money to present him with a \$30 gift certificate.

Jones, who began his transit career on February 19, 1948, operates the first express Hyde Park run which leaves the depot at 7:14 a.m. He has become a real favorite with his riders and they have expressed their appreciation in letters of commendation, citing his cheerful disposition, courteous manner and careful driving.

ALTHOUGH MANY other CTA employees have had recent letters of commendation written about them, space limitations permit us to print only a few:

"Courteous, Polite, Gentlemanly"

"Operator No. 11374 (*Ed Colberg, Kedzie*) is not only to be commended for being a fine gentleman, but also to be congratulated for his courtesy and politeness. He gives any information on any route to all inquiring passengers and goes out of his way to wait for in-

tending patrons. I always try to board his bus."

"I Was Panicky"

"Recently I stepped off the Ravenswood train to transfer to a subway train at the Fullerton avenue station. I was carrying a shopping bag with parcels at the bottom and my purse on the top. I stood at the edge of the platform and leaned my shopping bag against my leg. The bag tipped and my purse fell onto the tracks.

"I was panicky when I realized I couldn't reach the purse from the platform. Suddenly, from out of nowhere, a man retrieved the purse. He handed it to me and before I had a chance to thank him, he was headed back across the tracks to the lookout post." (Editor's Note: The information contained in the text of the letter identifies the man who retrieved the purse as *Supervisor J. W. Keller*, North-South District.)

Among other employees who have been commended recently in letters from riders are: *Horace J. Turner*, No. 12352, North Avenue; *Irving Weiner*, No. 11836, Kedzie; *Edward Kaczmarek*, No. 710, Forest Glen; *Roosevelt Russell*, No. 14450, North Park, and *Edward Stroh*, No. 11998, Keeler.

A REPORT printed on this page each month lists a comparative tabulation of commendations and complaints received in the Service Section of the Public Information Department. These indicate that there is an over-balance of complaints. The following letters are illustrative of some of the unfavorable reactions of our patrons. Improved personal service could change many passenger attitudes.

"Recently I have had two very irritating experiences. Twice, within a five-day period, I was passed up at the same

corner. In both instances I was standing out in clear view, waving, so the drivers could see me. I'm sure they were able to tell that I wanted to board a bus, but they only slowed down long enough to have the traffic light change, making it possible to proceed without stopping to pick me up."

COMMENT: This complaint easily could have been avoided if the operators concerned would have conformed with CTA operating rules . . . to stop for passengers who are waiting in authorized bus stop zones.

"While on my way to work one morning, I stopped in the elevated station to purchase eight student tokens for my son.

"I told the agent what I wanted and she said she couldn't sell the tokens to me without a student riding card. I then told her that I had made previous purchases for my son, but she insisted that she couldn't sell the tokens to me without the card."

COMMENT: The agent's refusal to sell large tokens on the pretext that a riding card must be presented does not conform to our policy. Actually, the large tokens also are used for shuttle bus fares, for the differential on inter-zone rides and for the additional fare on Evanston Express trains in Chicago.

SHOWN here is a comparison of complaints and commendations received by Chicago Transit Authority for January, 1958; December, 1957, and January, 1957.

	Jan. 1958	Dec. 1957	Jan. 1957
Complaints	1141	949	1469
Commendations	109	75	105

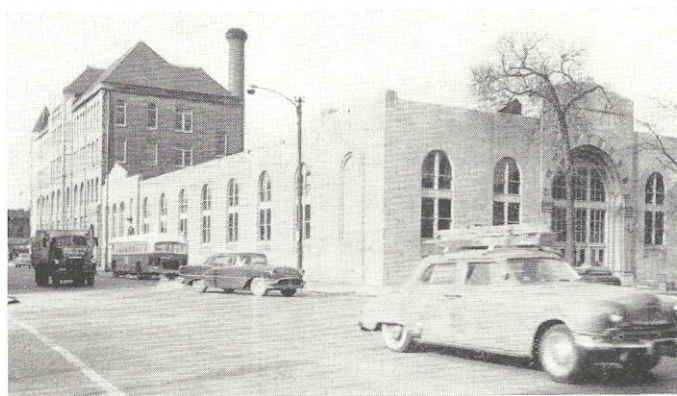


To Serve Our Riders Better...

KNOW YOUR CTA ROUTES



MICHIGAN AVENUE (right), Grant Park and other well-known Chicago attractions and landmarks show up prominently in this view, looking south from the observation tower of the Prudential building. The city spreads to the south and the southeast as far as the eye can see. Note, at bottom left, large area required to accommodate private automobiles.



WELL KNOWN on Chicago's south side for nearly 70 years, De La Salle Catholic high school at 35th and Michigan numbers among its graduates Chicago's Mayor Richard J. Daley; Martin H. Kennelly, former mayor, and Daniel J. Ryan, president of the Cook County board of commissioners. Conducted by the Christian Brothers, the school offers general, academic and industrial arts courses.

A TREE-LINED parkway gives Garfield boulevard its distinguished appearance. This divided-lane thoroughfare runs from Washington Park to Western avenue. View is looking east near Wentworth.

FROM THE outlying Garfield Ridge community, just north of Midway airport and through nine south and southwest Chicago communities, CTA's Garfield surface line (Route No. 6) provides local and express bus service to the Loop at convenient intervals.

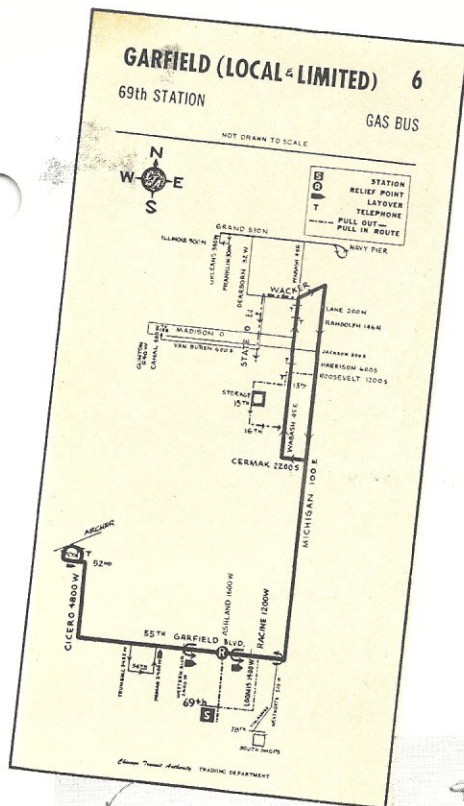
However, coincident with the opening of the Calumet Skyway, when the city will make Michigan avenue a one-way southbound street and Indiana avenue a one-way northbound street, the Garfield and Indiana (No. 38) lines will be combined into one route to be known as Michigan-Indiana. Under the new plans the Garfield leg of the combined line will operate between present terminals at Wacker-Michigan and Archer-Cicero. Buses on the Indiana section will travel between terminals at Wacker-Michigan and 63rd-Calumet. The major change in operations under the new plan will be that buses will travel north in Indiana between Garfield boulevard (55th street) and Cermak road (22nd street) instead of north on Michigan avenue as at present.

From a loop at Archer and Cicero (5200 S. and 4800 W.), Loopbound Garfield buses operate south on Cicero, east on 55th street and Garfield boulevard, north on Michigan, west on Cermak, north on Wabash, and northeast on Wacker to Michigan (340 N. and 100 E.). Outbound buses reverse this route except for traveling south on Michigan all the way from Wacker to Garfield.

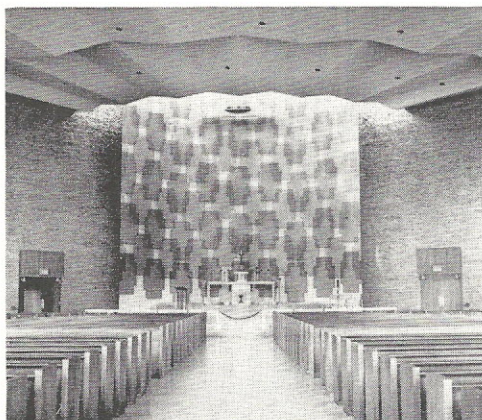
In general, headways, Mondays through Fridays, are two and one-half minutes in morning rush hours, three minutes in afternoon peak periods, seven and one-half minutes in middays and eight minutes in evenings. There is no "owl" service at any time.

On Saturdays, buses run every six minutes in mornings, every eight minutes in midday and afternoon periods, and at 12-minute intervals during evenings. On Sundays and holidays, 14-minute headways are the rule in mornings. Throughout the rest of the day, buses operate on 10-minute headways. Late evening service on all days of the week calls for eight to 10-minute headways.





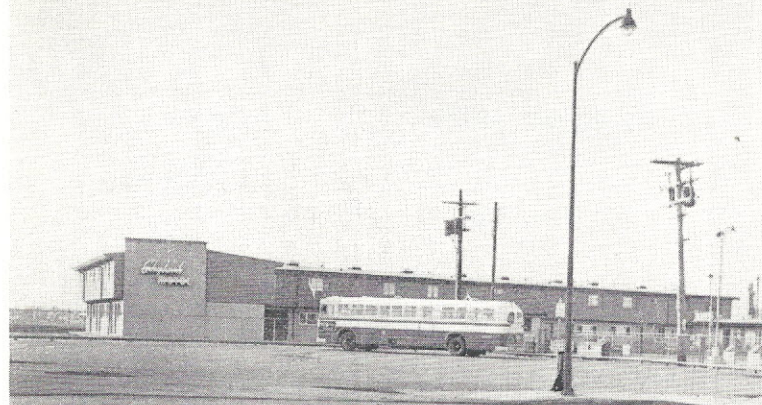
THE AIR LINE Pilots Association, International, whose national headquarters is housed in this building at 55th and Cicero, is the bargaining group for aviators of about 50 U. S. air lines. Offices of stewards', stewardesses', dispatchers' and air line mechanics' groups, which are affiliated with the pilots' organization, also are located here.



ALTHOUGH 69 years old, St. Gall's Roman Catholic parish boasts one of the most modernistic church structures in the entire city. This church building, at 55th and Kedzie, is shaped like a huge wedge of pie with its apex behind the altar. The building, which was completed in December, 1957, holds 1,400 worshippers on the main floor and 1,100 in a basement chapel.



← **GAGE PARK** high school is situated in this attractive setting at 57th and Rockwell. A co-educational institution with an enrollment of about 2,100, it has served students in the Gage Park area for about 20 years.



THE OUTER terminal of the Garfield line, at Cicero and Archer, adjoins the modernistic Skylark motel. At this point, riders may connect with South Cicero (No. 54B), Archer (No. 62) and Archer Express (No. 62A) buses.

Certain morning rush hour vehicles, Mondays through Fridays, travel directly to the Chicago and North Western railroad terminal at Madison and Clinton by going north on Wabash, west on Madison and south on Clinton. On the southbound trip, they travel east on Jackson and south on Michigan over the regular route. Service to the station operates Mondays through Saturdays.

Certain other rush hour buses operate only between Trumbull (3432 W.) or Western (2400 W.) and the Loop.

Buses in express service, which run Mondays through Fridays only, make stops at 51st, 47th, 43rd, 41st, Pershing, 35th, 33rd, 31st, 29th, 26th, 25th, 24th, Cermak, Cullerton, 18th, 16th and 14th between Garfield and Roosevelt. These buses operate from Archer and Cicero from 6:15 a.m. to 7:55 a.m., and from Wacker and Michigan between 4:25 p.m. and 5:42 p.m.

Buses leave Archer and Cicero between 5:31 a.m. and 10:50 p.m. and from the Loop between 6:40 a.m. and 11:50 p.m., Mondays through Fridays. In late evenings, seven days a week, buses run between Archer-Cicero, and Garfield-Michigan from 10:50 p.m. to 12:30 a.m.

On Saturdays, buses operate between Archer-Cicero and the Loop from 5:51 a.m. to 10:50 p.m. and between the Loop and Archer-Cicero from 6:40 a.m. to 11:50 p.m.

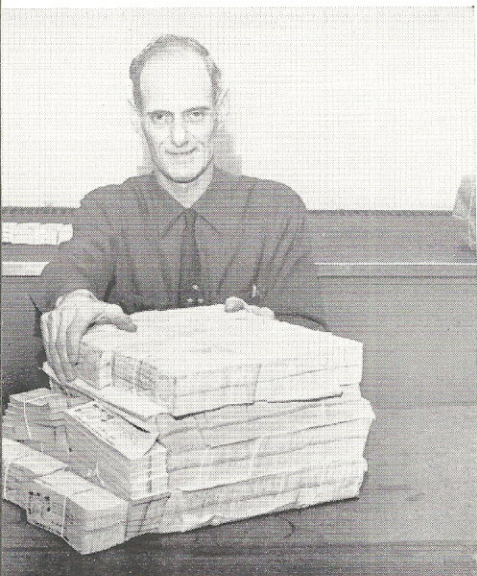
On Sundays and holidays, the first bus leaves Archer and Cicero at 9:30 a.m. Westbound buses operate from Garfield-Michigan to Archer-Cicero from 8:50 a.m. to 10:30 a.m. Buses leave downtown starting at 10:20 a.m. and continue operating from that point until 11:50 p.m.

Forty-five LP-gas (propane) buses, all based at 69th Street station, serve the Garfield route, which has a measured round-trip mileage of 26.4. They require between 58 and 80 minutes to make a one-way trip, depending upon time of day and traffic conditions.

The route covers that area operated by the former Chicago Motor Coach company, which ran buses on Garfield from Michigan to Cicero. Under CTA, the route was extended northward on Cicero from 55th to its present terminal at Archer and Cicero in April, 1956.

INQUIRING REPORTERS: Edward F. Stenzel
and Earl W. McLaughlin
LOCATION: North Park

What is your method of overcoming sleeplessness?



ELLSWORTH H. EHRHART, Clerk: "I have found that a person must try to forget what happened during his day's work. If he can do this, he will have no trouble. I have found that taking two aspirins upon retiring is helpful."



PETER MERSCH, Repairman (with Inquiring Reporter Edward F. Stenzel): "All I have to do, if I want to be sure of getting a good night's rest, is to watch television shows for a while. Then I find it pretty easy to drop off to sleep."



LESTER BATES, Operator (with Inquiring Reporter Earl W. McLaughlin): "I find my easiest way to overcome sleepless nights or days is to allow myself to relax. This I can do best with a clear conscience and the proper amount of exercise."

EDWARD GRON, Operator: "My cure for sleeplessness: A good day's work, peace of mind, good will, a full stomach and breathing slowly and easily with the stomach instead of with the chest. And before you know it, the sand man does the rest."



EDWARD B. DAPPEN, Operator: "If I have trouble getting to sleep, I don't have long to wait for I must rise at 4:15 a.m. I find that if I drink a glass of warm milk before going to bed, I get all the sleep I need."



THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Did Vacation Include Shoveling Snow?

ACCOUNTING—*Erna Karge*, Payroll Distribution, took part of her vacation during the week of the January 21 snowstorm and stayed right here in Chicago . . . *Arthur Mueller*, General, consulted his almanac for the best time to stay at home and also chose that week for part of his vacation.

John Pope, Payroll Distribution, and *Ed O'Rourke* and *Emil Rusinak*, both of IBM, visited *Clarence Steffen*, who presently is convalescing at home. They brought him a "get well" gift in the form of a check from his friends here.

Anthony Vitale, Internal Auditing, and *Patrick Leahy*, Material and Supplies, presently are on the sick list . . . *Mae Kearns* is back on the job after a stay in the hospital.

Honored Guest

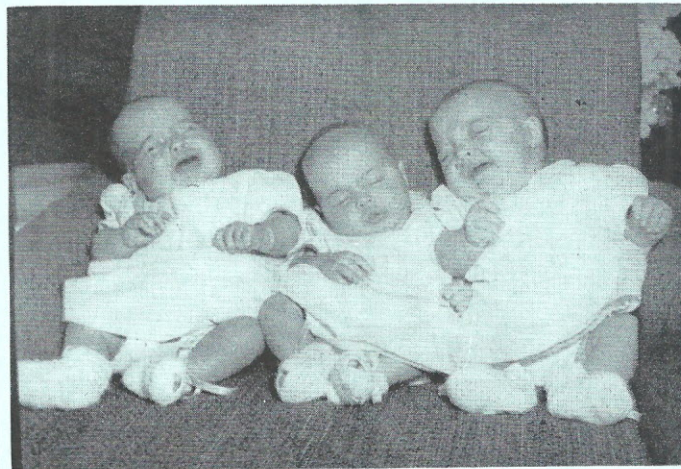
Delia Jennings, Revenue, was guest of honor and received many gifts during a round of farewell parties given by her many friends preceding her retirement on December 31.

Jeannette Kelly, IBM, was recuperating nicely at home after a stay in the hospital, at this writing.

Anne Garrity, Material and Supplies, and her sister, *Margaret Garrity*, Revenue, attended the wedding of their brother, *Gene*, recently. *Gene*, who is in an Army tank unit, was on his way overseas shortly after the wedding.

New officers of the General Office Credit Union were elected at the annual meeting held January 20. They are: *James Touhy*, president; *Harold Eberling*, vice-president; *John Ruberry*, treasurer, and *Doris Stahl*, secretary.

Nora Fitzsimons, mother of *Andrew Fitzsimons*, general accountant, died on December 24. A requiem mass was held at Resurrection church, and burial was at Mt. Carmel cemetery . . . *Chief Accountant George Pellicore* suffered the loss of his brother-in-law on December 29.



PICTURE OF THE MONTH

THESE THREE little sisters really keep their mom and dad hopping. The triplets, named *Sue Ellen*, *Peggy Lynn* and *Nona Faye*, are the granddaughters of Operator *Paul Leidig*, Forest Glen. Born on October 27, they are the daughters of Paul's son and daughter-in-law, Mr. and Mrs. *Eugene Leidig*.

Reported by *George H. Williams*

Joan Georgeson invited a group of friends to see the pictures of her recent European trip. Her father, even though he is in his 80s, did all the work in preparing a tasty seven-course turkey dinner for the guests. Enroute to Joan's house, the group stopped off at the home of *Catherine McAlister*, IBM.

Margaret Guenther, formerly of Payroll Distribution, and her husband became the proud parents of a baby girl on January 22.

John H. Kruty, Payroll Accounting, received \$5.00 for suggesting that traffic-regulating lines be painted on the pavement at the corner of Montrose and Elston avenues to aid CTA buses turning at this point.

—HELEN A. LOWE and
MABLE I. POTTHAST

Stories They Had, Fish They Didn't

ARCHER—Operators *Walter Kerbs* and *Walter Shydowski* went ice fishing recently, and promised Operators *Frank Fox* and *Frank Sladek* at least a bushel of fish. They came back with some good fish stories.

erator *Andy Murray* also passed away . . . Operator *Earl Brown* suffered the loss of his wife, *Mary*.

This column is getting smaller and smaller, fellows. Certainly there must be more news than has been turned in. If I'm not around, write your news items on a piece of paper and leave it with the clerk.

—R. H. FORTIER

Repairman Becomes Party Entertainer

BEVERLY—*Andy Karkoska*, Repairs, who helped entertain troops during World War II, performed some vaudeville acts at the Credit Union party held January 11. New officers elected during the affair were *William O'Brien*, president; *Earl Tibbetts*, vice president, and *Virgil Trimmer*, treasurer.

Roy and *Dorothy Goebig*, whose three sons, *Roy Jr.*, *Charles* and *Gary*, all have birthdays in January, solve the birthday party problem by having one big party for all three . . . *Martin* and *Eunice Morrison*, whose three youngsters all were born in February, do the same thing. This couple met at a U.S.O. dance in London, England, where *Martin* was stationed with the Army during World War II.

New Treasurer

Dante Brunod, former reporter here, recently was elected treasurer of the Holy Name Society of St. John's church, 102nd and Vernon.

Instructor Fremont Snyder received an award for suggesting that stop lights on the front panels of buses be eliminated.

Charlie and *Virginia Berryhill*, during a fall vacation, stopped at the Little Brown church at Nashua, Iowa; the Badlands of South Dakota; Seattle, Washington; Portland, Oregon; Puget Sound, parts of British Columbia and San Francisco. On their way home, they stopped at Salt Lake City and Yellowstone National Park.

Harry Lewis spent two weeks hunting deer with bow and arrow up at Eagle River, Wisconsin . . . *Joe Balnis* did some rabbit hunting

NEW NURSE



MARION A. ERLAND, daughter of **Operator Earl H. Erland**, North Avenue, and **Mrs. Erland**, made her dad and mom real proud of her when she passed her state board examinations in November and thus became a registered nurse. She has taken up her duties at Mt. Sinai hospital. Her brother, **Earl, Jr.**, also recently embarked upon a new profession — law—after passing his bar examinations.

Reported by **Joe Hiebel**

when he and his wife visited relatives in Bicknell, Indiana. They also visited Paris, Illinois, which is your reporter's birthplace.

On the sick list from Repairs, as we wrote this, were **George Scanlon** and **George Toms**, who were flu victims, and **Henry Stuewe**, who was recovering from surgery.

Clerk **Charlie Abt** became the uncle of twin boys on New Year's Day.

Operator Frank Chard was recuperating from an operation . . . **Fred Renn** suffered a fractured leg . . . **Mike Hines** was resting at home after an operation.

Mr. and Mrs. James Ohse and their family moved into a new home at 109th and Hermosa.

Mr. and Mrs. Tom McGuire are the parents of **Marilyn**, born December 30. She joins four brothers, **Tom, John, Bill** and **Marty**.

Victor and Ann Miller, parents of **Operator Marinus Miller**, celebrated their 51st wedding anniversary January 4 . . . **Mr. and Mrs. Charles Glines, Sr.**, parents of **Operator Charles Glines, Jr.**, marked their 61st wedding anniversary at their home.

Ed and Lillian Ricker celebrated 27 wedded years on January 28. . . . On February 6, **Superintendent** and **Mrs. George Evans** observed their 21st anniversary.

Other couples celebrating wedding anniversaries include **Mr. and Mrs. John Healey**, 33 years on February 26; **Mr. and Mrs. Ralph Bramlett**, 30 years on February 22; **Mr. and Mrs. Ralph Layton**, 31 years on February 19, and **Robert and Jeannette Shaffer**, 19 years on February 14.

A new operator here is **Paul Roche**, who quit his own business to work for CTA. He and his family live in Morgan Park.

Tom Burke's brother, **Peter**, 77th, died recently.

Repairman Chester Buckley received \$10.00 for his suggestion that the coin rail assembly be affixed to the fare box's face.

—FRANK M. BLACK

Spends Christmas Country Style

CLAIM-LAW—**Eddie O'Connell**, supervisor of investigators, spent a week on a farm in Walkerton, Indiana, during the Christmas holidays. He's a regular **Charles Atlas** now after driving a tractor and milking the cows.

Elvera Potensa spent her Christmas vacation at home and caught up on her sleep.

Bob Freeman spent a pleasant week in Florida. He added on a few more freckles.

Bill Peterson, assignment clerk, suffered the loss of his father on December 23.

—CHARLENE O'CONNOR and MARY ANN NYKIEL

Takes Pension After Long Service

ELECTRICAL—**Paul A. Drafz**, chief operator of Grand Avenue substation, retired on January 1 after completing 48 years of service. His fellow-workmen presented him with an electric saw as a going-

away gift . . . **Frank Cioffo**, underground conduit man, retired on January 1. On December 30, a dinner was given in his honor by **John Michnick**. There were 69 fellow employees on hand to wish him well. Frank began with the former Chicago Surface Lines on July 9, 1935.

Rose Scheid, secretary, spent Christmas in York, Pennsylvania, and then spent a few days in Washington, D. C., visiting with her brother and friends . . . **Carl Hoffman**, chief operator at Franklin substation, flew to California, where he visited his daughter in Fullerton, a suburb of Los Angeles.

Robert M. Gerwig, lineman's helper, passed away on January 1. He entered service May 7, 1951. . . . **Joseph Herman**, chief operator at Illinois substation, suffered the loss of his mother on December 24 . . . **Leonard Donofrio's** mother died recently.

—GILBERT E. ANDREWS

Memories Of Yule Fete Linger On

FOREST GLEN—Even though it's February, we still remember well our Christmas party. Cake and coffee were served to all the men here Christmas Eve, through the splendid efforts of **Operator Jack Gold**

and his friends. The tree and music also helped put us in the Christmas spirit.

A number of our men were on the sick list as we wrote this.

—GEORGE H. WILLIAMS

A New Desk Set For A New Job

GENERAL OFFICE—(Stenographic)—When **Dorothy Durr** decided to accept a transfer to the Executive Department, her co-workers presented her with a complete desk set to launch her on her new career.

Following a two-year stretch with Uncle Sam, **John Hartnett** returned to his desk. He was stationed at Fort Lewis, Washington.

(Insurance)—**Zoe Guidolin** recently closed her books and said goodbye to her co-workers to await the arrival of a bundle of joy. Her associates presented her with a high chair and sterilizer.

(Engineering)—**John Blomberg** and his wife, **Amy**, celebrated their 40th wedding anniversary recently.

Joy Sandell, daughter of **S. O. Sandell**, Electrical Engineering, was married December 21 at the Hilton Chapel on the University of Chicago campus to **Charles Kouvain** from Moline, Illinois, who is

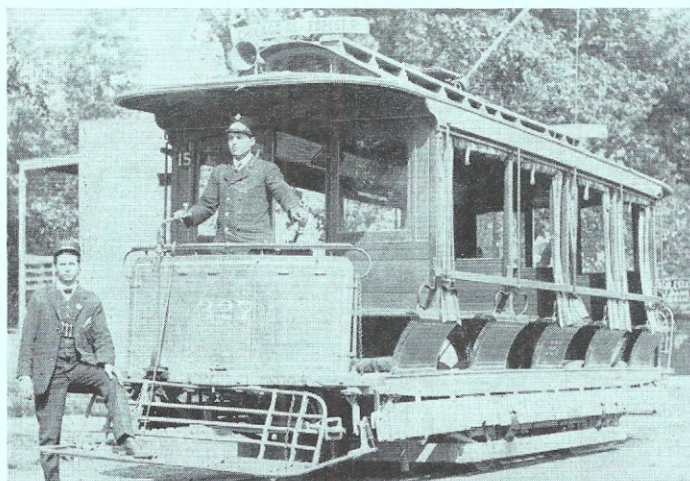
HERE'S A REAL CATCH



THOSE PEOPLE who do their fishing up in the north country may be wasting their time. Here's a winter haul made by this fishing party down at Madiera Beach, Florida, recently. At left are (seated) **Operator Joseph J. Badaluco**, Beverly; his 11-year-old daughter, **Diane**, and his wife, **Frances** (standing). Although Joe is supposed to be the fisherman of his family, **Frances** landed most of the 89 pounds of redsnappers, groupers and amberjacks shown here.

Reported by **Frank M. Black**

TEST YOUR MEMORY



HERE'S A picture for folks with long memories. It shows an open-air electric car of the old Chicago Consolidated Traction company which ran out to Forest Park, probably around the turn of the century. Who has any idea as to the identity of the conductor and the motorman, or the approximate year the photo was taken?

a medical student at the University of Chicago.

Matt Cioffe and his wife, *Vicki*, spent the holidays in Covina, California. They visited at the home of *Vicki's* parents, who formerly lived in Chicago. The New Year's Day parade of Roses at Pasadena was the highlight of their trip. They brought back a good many color slides.

(Public Information) — *Stenographer Mary Stomner* and her husband, *Mark*, spent two weeks in Mexico City and Acapulco.

John J. Bowen has left his position as supervisor of advertising production to join *Mayor Richard J. Daley's* public relations staff.

Before leaving, he was presented with cuff links, a tie clasp, and a wallet and key ring set by his co-workers.

(Transportation) — *Thomas F. Moore*, superintendent of operating stations, has been beaming since his daughter, *Pat Hanna*, presented him with his second grandchild, *Susan Patricia*. The new arrival's big brother, *Kenneth*, has reached the ripe old age of two.

Mickey Daly toured Mexico for two weeks and then flew to Florida. Presently, we are anxiously awaiting news of her month-long tour,

which we hope to pass on to readers of "Inside News" soon.

(Mail Room)—*Andrew Peterson*, mail clerk, won two suggestion awards totaling \$10.00.

(Medical)—A \$5.00 award was made to *Stenographer Regina H. Kuzius* for proposing that a sign stating the location of the Transportation office be posted on the corridor wall just opposite the Insurance Department. This is her second award.

—JULIE PRINDERVILLE

Prospective Bride Showered With Gifts

GENERAL OFFICE—(Chief Engineering)—*Margaret Sares*, Equipment Engineering, was guest of honor at a shower given for her by *Marge Rosick* of the Schedule-Traffic Department on January 12. Other girls from Schedule-Traffic and Specification Engineering, together with former co-workers, *Jo Ann Spanos* and *Jane Chivatero*, surprised *Margaret*. The bride-to-be received many gifts. *Marge Rosick* and her sister prepared a buffet dinner. On February 15, *Margaret* was married to *John Flood*, the brother of *Jane Chivatero*.

(Employees' Suggestion Committee)—*Russ Warnstedt* presently is

in Swedish Covenant hospital for treatment of a spinal nerve condition.

Correction: The retirement luncheon held for *Harold Otis* at the Union League club in December was hosted by equipment suppliers to CTA and not, as reported, by his CTA co-workers. The latter group feted him on December 30.

(Training and Accident Prevention)—As a result of *Ed Henry's* suggestion that a list be prepared for the Legal Department which shows name and department of any employee capable of speaking a foreign language, a list was compiled showing that approximately 75 employees in the general office can either read, write or speak 19 different languages. *Ed* received a \$5.00 award for this suggestion.

—MARY E. CLARKE

Limits Men Have Cause For Pride

LIMITS—This station was the winner of the Station Achievement Award for a very good safety record. After the presentation, coffee and rolls were enjoyed by all who could attend.

John Gilmore suffered the loss of his mother . . . *Fred Bero* and *John Klein* died recently . . . *Tom Cook*, day clerk, passed away in December . . . *Timothy Furey*, *Rudy Micholic* and *Elmer Brookman* died recently.

On our sick list at present is *Operator John Donahue*.

George Vlase made a trip to Mexico City.

Men, why not make 1958 the banner year for our column by giving your reporter the news? Please turn items in by the first of each month.

—IRVING J. METZGER

Retires After 33 Years of Service

LOOP (Agents)—About 70 friends and well-wishers attended a dinner at Drake's restaurant on January 20 in honor of *Elizabeth Hill*, who retired on pension December 31. *Elizabeth*, who began her transit career back on March 12, 1924, was presented with an orchid and a check. She had served as executive board member of Division 308 since 1946.

Julia Curry spent her vacation at home enjoying holiday festivities.

Elsie Kilroy is back at her job after a long siege of illness.

As we wrote this, *Rose Camp*, who suffered a slipped disc, was hospitalized.

—EDITH EDBROOKE

All That Smoke For Baby Boy

NORTH AVENUE—One day, not so long ago, it looked as though there were a fire in the Repair Department. After investigating, your reporter found everyone smoking cigars which had been passed out by *John Ruddle* in honor of a new arrival at his home, a baby boy.

Operator Andrew Clancy, who with his nearly 45 years was the oldest man in point of service at North Avenue, took his pension February 1. He began his transit career on May 15, 1913.

A three per cent dividend was voted during the annual membership meeting of the North Avenue Credit Union held January 10. Members are reminded to present their pass books as soon as possible so that dividends may be entered. Persons who are not members of the Credit Union are missing out on free benefits such as life insurance. *Eddie Winters* or *Eddie Carroll* will be glad to explain how to join the Credit Union.

While most people were celebrating St. Valentine's Day, *Ope-*

50 WEDDED YEARS



LINCOLN'S BIRTHDAY this year had special meaning for *John Kuchenny*, former motorman, *Armitage*, and *Mrs. Kuchenny*, for on that day they celebrated their 50th wedding anniversary. *Kuchenny* retired on March 1, 1950, after 32 years of service. One of the couple's three sons, *Richard*, is an operator at Forest Glen.

Reported by *George H. Williams*

LOTS OF BIRDS



THE PHEASANTS were plentiful near Hitchcock, South Dakota, one day last October when (from left) *Operator William Huffman*, Forest Glen; his son, *Willard*, formerly of *Armitage*, and *Operator Harold Julitz*, North Park, went out. Here they are, after their successful expedition, with part of their bag.

Reported by *Edward F. Stenzel* and *Earl W. McLaughlin*

rator Norman Gnad and his wife were observing their 16th wedding anniversary . . . *Operator* and *Mrs. Sam Tamburino* planned to celebrate their 30th wedding anniversary on February 20.

Repairman Louis Drinka received \$15.00 for suggesting that a choke-throttle cable be installed on spreaders.

—JOE HIEBEL

Forsakes Fields For City Streets

NORTH PARK—*Dan Hudson* gave up farming to come back to CTA as an operator.

Operator Tony Rivas has moved his family from Cuba. Playing in the snow should be a treat for his two boys.

TRANSITAD

FOR SALE: One and one-half acres of vacant property located at San Bernardino, California, near depot and main highway. Three-lot area, 300 feet long, 168.25 feet wide. Street improvements and taxes paid for this year. If interested, contact *Fred M. Schoo*, 425½ Ouachita avenue, Hot Springs, Arkansas.

Operator Thomas Jones and *Bobbie Hughes* were married December 21.

Operator and *Mrs. F. Trejo* are the parents of a daughter, born January 15. They also have one boy.

Former Operator Bob Lemon is a new register clerk at this station.

Repairman Eugene J. Brach was awarded \$10.00 for proposing that door engines on 8000 series buses be turned so that adjustments face front. This is his second award.

—EDWARD F. STENZEL and
EARL W. McLAUGHLIN

Mark 19 Years Of Wedded Bliss

PURCHASING AND STORES—*Mr. and Mrs. Clarence Pipowski* celebrated their 19th wedding anniversary on January 7. Clarence is a stock clerk at South Division.

Kay Keller, formerly of Stores, became the proud mother of *Kathleen*, born January 15.

John Vihnanek, Stores, General Office, announced the arrival of his first granddaughter, *Jill Ann*, born January 21.

Bernard Fitzpatrick became a Stock Clerk II, South Division, in charge of Storeroom 54 . . . *Peter Duffy* was awarded a Stock Clerk I position at South Division . . . *George Deuter*, formerly of South Division, has transferred to the Claim Department.

Emily Krautsak, Purchasing, announced with pride the arrival of her nephew, *Henry Frank*, who was born January 16.

Stock Clerk Edwin L. Oldsberg, Stores, received \$5.00 for suggesting that landscaping at Division and Western be improved.

—DAGMAR McNAMARA

Two Little Girls Mean Two New Granddads

SCHEDULE-TRAFFIC—Two of our employes became Grandfather Club members recently. *Ed Reilly's* granddaughter, *Dawn Marie Reilly*, arrived December 23 and *William Devereux's* granddaughter, *Mary Pat Devereux*, arrived January 6. . . . *Arvid Brandt* had the pleasure of becoming a grandfather for the second time when *Keith* arrived on December 19. However, the beginning of the New Year was saddened for the Brandt family when *Arvid's* mother passed away on January 1, after an extended illness.

Mr. and Mrs. George Bryan vacationed in Chula Vista, California, visiting their daughter and her family.

Peter Mills's sister passed away January 6 . . . The entire department was saddened by the sudden death of *Frank A. Forty*, superintendent, which occurred December 29. It shocked all of us, as it did his family.

—GERTRUDE ANDERSON

Buys New Car . . . But A Small One

77TH—*Joe Rossbach*, at 79th and Western, had everyone believing that he had bought his daughter and son-in-law a new station wagon for Christmas. Joe really did buy one, but it was a miniature.

Joe Cuculich recently became the grandfather of twin boys, *David* and *Donald*.

We're glad to hear that *Arnold Hillstrom's* wife is out of the hospital and at home again.

Andy Birney was on the mend at home as we wrote this.

Supervisor Ernie Frank is back on the job after a long illness.

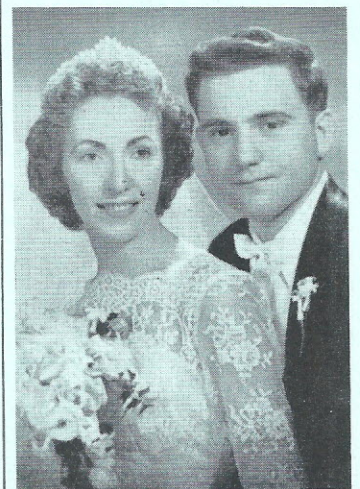
Any news items you might want printed about yourselves will be most appreciated. One item per thousand men isn't a very good representation.

—JOE SMITH

Railfans Re-live Transit Past

SKOKIE SHOPS—*Walter Moench* of Skokie Shops was among a group of rail fans who recently made a special trip on 1700 series wood-steel "L" cars which were retired from service last fall. Other CTA employes on the trip were *George Krambles*, *Bob Heinlein*, and *Glen Anderson*, General Offices; *Roy Zielinski*, North Avenue; *Miles B. Olsen*, supervisor, North and South Sections; *H. R. DiVerdier* and *L. H. Lybins*, North Section, and *Ed Mizerocki*, Wilson Shops. The group traveled on the North-South route from Howard to the Loop and also on the Garfield Park, Lake and Evanston branches.

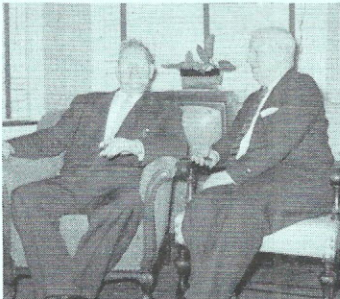
RECENTLY WED



EXCHANGING VOWS last November 9 at St. Cornelius Roman Catholic church were *Terry Focht* and *John Kuta*. Terry is an order typist in the Purchasing Department and her new husband formerly worked in the same department. The couple spent their honeymoon in New Orleans.

Reported by *Dagmar McNamara*

NEW BOARD MEMBER



SUCCEEDING CHARLES BURNS, South Section board member, Division 308, A.A. of S.E.R. and M.C.E. of A., who is seated at left is **Patrick Hickey** (right). Burns, who began his transit career in 1916 as an extra guard on the South Section, had been a board member for about 30 years before retiring on pension January 1.

Reported by **Leo J. Bien**

On the sick list recently were *Upholsterer Al Schmitz*, *Electrician Robert Binnie*, *Painter Ed Collins*, and *Electrician Herb Lindquist*. . . . At this writing, *Joe Lelakes*, instrument technician, has been home ill for about two months.

Fred Feinendegen, electrician foreman, reported a pleasant Florida vacation . . . *Welder Jim Clark* is back at work after a vacation in California.

O. M. Lang, painter foreman, and his sons-in-law, *Pete Figure* and *Robert Connolley*, caught 200 blue gills at Grass lake recently.

G. W. Rateike, divisional engineer, suffered the loss of his mother on January 21.

Your reporters recently came across an old picture showing the champion CRT Wilson Shops softball team of 1926. Members of the team who are still working for CTA are *Electrician Walter Leonard* and *Air Brakeman Bertrand Ward*, both of Skokie Shops; *Walter Loewecke* of Linden Shops and *Frank Little* of Wilson Shops. Other members of that team, whom many may remember, were *John Bush*, *Tom Gardine*, *George Myers*, *Dick Wieting*, *Herman Young* and *Bert Taverner, Sr.*, all of whom are deceased, and *Frank Trochman* and *Bert Taverner, Jr.*, who no longer are with CTA. (Editor's Note: Because of its dam-

aged condition, the picture could not be reproduced in the magazine.)

Eight employees received a total of \$100.00 in suggestion awards. Awarded \$15.00 each were *Electricians John Mayer* and *Eugene Rymke*. *Electrician Joseph M. Czaja* received \$10.00 and *Machinist Paul R. Ehmke*, \$5.00. Receiving supplementary awards were *S. M. Plaszczewski*, \$20.00; *Joseph P. Baro* and *Louis Skulski*, \$15.00 each, and *Mitchell P. Faczek*, \$5.00. An idea for a tool to be used to balance the bodies of 4000 series rapid transit cars resulted in a \$15.00 suggestion award for *Shopman D. A. DiOrie*. This is his fifth award.

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

You See, Courtesy Does Pay Off!

SOUTH SECTION—*Conductor Joseph H. Johnson* was commended by a passenger for his helpfulness in interceding when a woman was in need of assistance.

Bob, son of *Motorman John Daneek*, was selected to demonstrate the art of camouflage in Korea where he is stationed with the armed forces. Like all soldiers who are sent overseas, he is counting the days until he returns to the good old U.S.A.

The honored guest at a banquet held at Nielson's restaurant recently was *Charles Burns*, who retired after 42 years of service. About 200 of his fellow employees attended the dinner.

Motorman Victor Cerulli is one of those do-it-yourself individuals. One of the first projects to be tackled, it appears, will be that of putting down oak veneer squares on the floor of his trailer. For information on remodeling your home, see Victor.

Agent James Toomey traveled to Cleveland via the Indiana and Ohio turnpikes. He said time saved by using these roads is unbelievable.

Conductor Prosper Standaert has been on the sick list.

The shortness of this column reflects a lack of material. Won't you cooperate by sending in an item or two?

—**LEO J. BIEN**

Here's How To Enjoy Snow

SOUTH SHOPS—*Ted Wahlberg*, senior foreman, spent the holidays visiting his son in Albuquerque, New Mexico. Ted reported that they had their first snow in Albuquerque during that time and the children were up at 6:00 a.m. to enjoy it before the snow melted in the hot sun.

Some people may complain about the mail service in Chicago, but not your co-reporter, *Frances Louward*. When on vacation in October, she stopped off in Mexico where she mailed some cards to relatives and friends. She found it hard to convince them that she did send cards since they were not received. Soon afterward, your co-reporter was proven "not guilty" when the cards finally did arrive some time in December.

Sunny California was the chosen vacation spot of *Welder John Lipinski* and his wife . . . *Joseph Wack* also spent a month in the sunny state.

Andy Ziegelmeir, machine shop, vacationed in Sarasota, Florida.

In the grandfathers' ranks again are *Pat Quinn* and *Harry Ott*, bus overhaul; *Foreman Bill Donaldson*, print shop, and *Carpenter A. Cirocke*.

Ray Kura, bus overhaul, and his wife welcomed their first child, *Jeannette Margaret*, on December 17 . . . *Stan Nieman*, also of bus overhaul, is boasting of his son, *Jerome Stanley*, who was born on December 21.

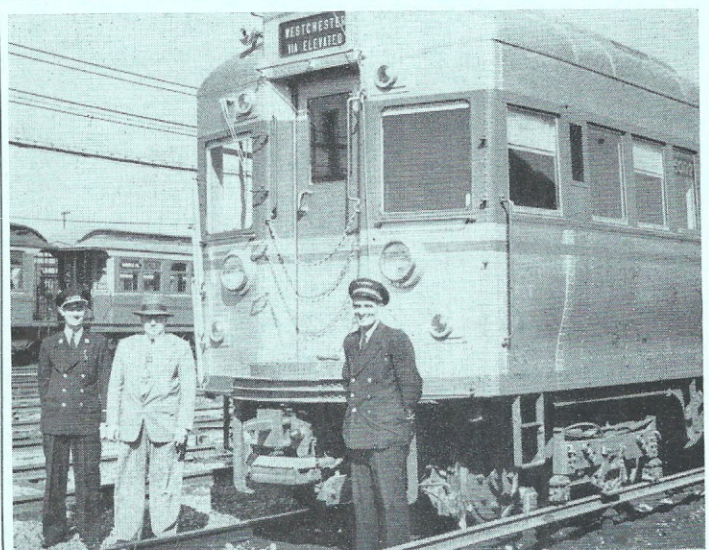
Machinist Jack Kennedy is back at work after suffering injuries to his hand while changing a tire on his car.

A welcoming hand was out to *Machinist Charles Riley* when he returned to work after being on the sick list for some months.

William Bell, auto specialist, and *Ronnie Laurencell*, auto mechanic, were awarded \$20.00 for their joint suggestion that connecting links be cut, and two lugs be installed on 12-volt batteries to prevent their "going dead."

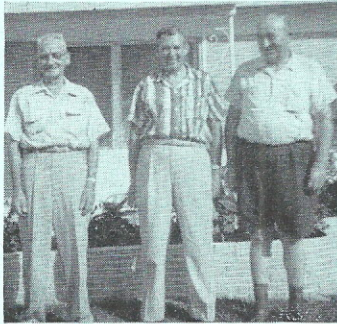
—**EVELYN CLARK** and
FRANCES LOUWARD

A GOOD START



THE BEGINNING of a new era in Chicago rapid transit is symbolized in this 1947 picture of (from left) *Roy Rourke*, supervisor, West Section; *Arthur Heidecke*, superintendent of rapid transit operations, now retired, and *William Murbach*, supervisory instructor. The men stand in front of one of the newly-delivered Pullman Car Company articulated rapid transit units on which the former Chicago Rapid Transit Company ran tests. In background are a group of wood-steel cars, at that time common equipment on CRT lines. Today, CTA has put to the torch nearly all of such cars and replaced them with all-metal "Green Hornet" equipment.

IN FLORIDA'S SUN



THE WEATHER was balmy, as it usually is in Ft. Lauderdale, Florida, and it was good enough reason for *Willis E. Goodall*, (right), retired district superintendent, to wear shorts and a light shirt. Also appropriately attired, as they stand in front of Mr. Goodall's new home, are (from left) *Arthur Peterson*, former conductor who worked out of the old Noble and, later, Devon stations, and *Ed Devine*, buyer, Purchasing Department, a vacation visitor.

Reported by *Mary E. Clarke*

Wilson Repairman Given Promotion

TERMINAL INSPECTION SHOPS — (*Wilson*) — *August Mischke*, repairman "B," was promoted to repairman "A."

(*Douglas Park*)—*Repairman Joe Serritella* returned to work after being off sick for about six weeks. . . . However, *Repairman Sam Salvaggio* was still off sick as we wrote this.

(*Laramie*)—The boys have been hit hard by the flu bug. *Repairmen John Cappacio*, *Bill Thornton* and *Nick Suero*; and *Cleaner Charlie Romano* presently are home sick . . . *Repairman Milton Reich* is back at the job after a bout with the flu.

Pensioners' Club Meets

THE CTA Pensioners' club of St. Petersburg, Florida, will hold its next meeting Tuesday, March 4, at the Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners residing in that vicinity are invited to attend these meetings, which are held on the first Tuesday of each month at the above address.

(*Lake Street*)—*Foreman Ralph Danielson*, also a flu victim, returned to work.

Repairman Neil McGill was awarded \$25.00 for suggesting a new type trip gauge for the 6500 series rapid transit cars. This is his second award.

—JOE FEINENDEGEN

Trackmen Go Into Retirement

WAY AND STRUCTURES — *Rosario Damico*, laborer, Track, and *Frank Marianovic*, trackman, retired February 1. Rosario had 21 years of service and Frank had 30.

Anna Marc, wife of *Frank Marc*, painter, West Section, died January 15.

—MARLENE NEHER

We Hope Florida Stayed Warm Enough

WEST SECTION (Agents) — *Agent Frank Zima* and his wife are spending a month's vacation in sunny (we hope) Florida, at this writing.

Agent George Pechous recently underwent surgery at Hines hospital.

Agent Louise Drews spent an enjoyable week in Cleveland, Ohio, where she visited relatives.

Agent Catherine Dee is on the sick list at this time.

Agent Gertrude Holbrook joined the ranks of the retired the first of the year. She had 18½ years of service.

Robert Hunt of Columbus, Ohio, who was the brother of *Agent Edith Mauro*, died January 3.

—GORDON KELLY

Some Like Sun, Others Like Snow

WEST SHOPS—*John Straka*, bus overhaul, and his family came back from Florida into a lot of pretty snow . . . *Pat Curnane*, miscellaneous, spent his vacation at home shoveling snow.

The West Shops Credit Union held its annual meeting on January 23 at which it was announced that the organization would pay a three per cent dividend. *Leif Halverson* was reelected president and director, and *Paul Zazula* was reelected assistant treasurer and director. *Elroy E. Blake* was elected vice president and director, and *Erwin Krumery* was elected to the credit committee.

NEW PENSIONERS

A. J. Andracki, car repairman, Shops and Equipment. Employed 5-9-44.

W. G. Brownley, conductor, 77th. Employed 5-4-21.

G. J. Cederborg, carpenter foreman, Way and Structures. Employed 9-29-29.

Andrew Clancy, operator, North Avenue. Employed 5-15-13.

Rosario Damico, laborer, Track. Employed 7-18-36.

L. A. Forde, agent, North Section. Employed 6-24-37.

Donald Gill, operator, North Park. Employed 7-9-18.

E. D. Hard, motorman, 77th. Employed 7-21-20.

J. E. Heady, motorman, South Section. Employed 11-16-25.

E. C. Heveran, conductor, South Section. Employed 11-9-16.

Delia Jennings, clerk, Accounting Department. Employed 3-29-43.

H. H. Klick, motorman, 77th. Employed 12-20-12.

Frank Krska, motorman, 77th. Employed 9-4-23.

A. W. Lundquist, motorman, 77th. Employed 7-27-10.

Edgar Magnuson, operator, 69th. Employed 8-2-13.

Thomas Makres, car repairman, 77th. Employed 4-14-27.

Frank Marianovic, trackman, Track. Employed 4-16-27.

H. J. McGuire, supervisor, Central District. Employed 12-11-24.

Joseph McManus, motorman, North Section. Employed 12-17-36.

Jim Meschewski, bus overhaul, and his wife had a visit from Mr. Stork, who left *Baby Nancy* at their home.

Fred Hauser, Electrical, had a lucky ticket on the Irish Sweepstakes.

George Hamilton, paint shop, took a trip down to Mexico to see what warm snow looks like.

Carpenters Gus Angel, *John Sucherk*, body shop, and *Alex Szymanski*, miscellaneous, died recently . . . *Dorothy Moran*, office, suffered the loss of her father . . . *Miles Coleman*, industrial engineering lost his mother . . . The father of *Bill MacFarlane*, plant engineering, passed away.

Henry Brazington, miscellaneous, vacationed in Lake Worth, Florida.

—JOHN T. BURKE

A. J. McMullan, motorman, 77th. Employed 9-14-25.

W. H. Nelson, conductor, North Section. Employed 6-23-20.

C. M. Nielsen, engineering assistant, South Shops. Employed 7-9-51.

G. W. Perdue, repairman "A," Wilson Shops. Employed 7-26-20.

J. L. Posuch, gateman, West Section. Employed 11-13-47.

E. J. Riordan, conductor, South Section. Employed 4-11-23.

J. L. Schumacher, conductor, South Section. Employed 8-4-13.

A. E. Scott, porter, South Section. Employed 6-15-43.

Stanley Skladzien, machinist, West Shops. Employed 4-16-19.

K. C. Thompson, agent, South Section. Employed 12-4-45.

HAS HIGH HOPES



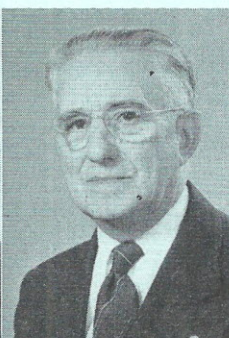
BASKETBALL AND hockey make the headlines now, but it won't be long before baseball dominates the sports scene and teams of the CTA Softball league swing back into action. And here's a picture of a manager of one of these nines, *Operator Ben Kerpen*, pilot of the North Park Wildcats. Ben hopes his boys will do even better in 1958. They copped the third place trophy last year. Photo was taken by Ben's daughter, *Karen*, who was the team's scorekeeper.

Reported by *Edward F. Stenzel* and *Earl W. McLaughlin*

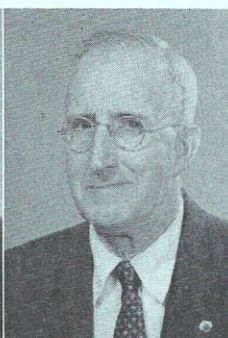
40-YEAR EMPLOYEES RECENTLY RETIRED



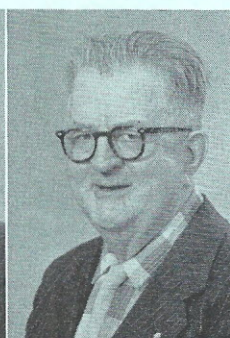
Edgar Magnuson, operator, 69th, February 1, 44 years.



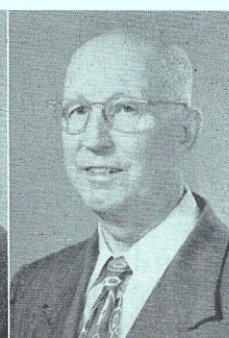
Joseph L. Schumacher, conductor, South Section, February 1, 44 years.



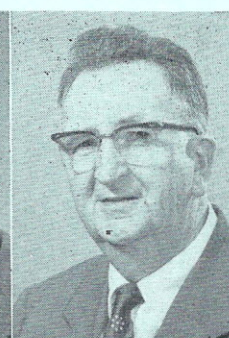
Albert A. Johnston, conductor, 77th, February 1, 42 years.



Henry H. Klick, motorman, 77th, February 1, 45 years.



Edward C. Heveran, conductor, South Section, February 1, 41 years.



Andrew Clancy, operator, North Avenue, February 1, 44 years.

For And About Our Pensioners

ARCHER—*P. R. Vasel*, former conductor, paid a visit to this station recently. He lives at 566 Iris street, Redwood City, California.

—R. H. FORTIER

BEVERLY—*Mr. and Mrs. Bill Bowen*, who were visiting in the East as this was written, had a special Valentine's Day when they celebrated their 39th wedding anniversary . . . *Mr. and Mrs. Lou Bartelheim* celebrated their 54th wedding anniversary on February 2. *Lou*, former night superintendent at the old 38th street station, and his wife have two sons, *Augie* and *Art*, who are supervisors.

Curtiss Best, brother-in-law of *Emil Beck* and former employe of Burnside and 77th depots, is spending the winter in Florida . . . *Mike Dragen*, formerly of South

Shops, recently visited a daughter in Burbank, California.

Al Sasek, who retired from 69th, recently was severely beaten by robbers, but had recovered sufficiently, at this writing, to return to his duties at the Union Bank.

Tony Mulhearn, formerly a motorman out of 77th, now works at a beverage plant on 83rd street.

Linus Davenport, who lives in Mesa, Arizona, was recovering from an operation.

Former Motorman *George Brown*, who used to work out of 77th station, is in Chicago for the winter. He operates a resort near Fort Smith, Arkansas.

—FRANK M. BLACK

ELECTRICAL — *John Woods*, who lives in Miami, Florida, wrote that it was a little cold for about three days but later warmed up considerably . . . *Harry Burke*, formerly of Milwaukee substation, passed away on January 1.

—GILBERT E. ANDREWS

GENERAL OFFICE — *Frank A. (Chick) Thulstrup*, who worked for over a half century in the Transportation Department of the Chicago Rapid Transit company, recently paid a visit to this department to renew acquaintances. He and his wife, *Gertrude*, came from Newburgh, Indiana, to visit their two sons and daughter and their grandchildren.

Greetings were recently received from *Fred* and *Rose Sirr* and *Mrs.*

Lillian Hardin from their home at Green Forest, Arkansas. *Mrs. Hardin* is the widow of *Harry G. Hardin*, former general superintendent of transportation, rapid transit system, who retired in 1950 and died in 1955.

—JULIE PRINDERVILLE

NORTH PARK — *Bill Spackman*, whom many will remember as a night clerk at the former Devon station for many years, died December 6. He began his transit career on May 1, 1901.

—EDWARD F. STENZEL and
EARL W. McLAUGHLIN

IF YOU KNOW a CTA employe who is not receiving his copy of CTA TRANSIT NEWS, please have him fill out the following form and return to the Public Information Department, Room 742, Merchandise Mart, Chicago 54, Ill.

I am not receiving my copy of "TRANSIT NEWS" through the mail. Please send it to:

Name.....Badge No.....

Home Address
(Street and Number)

(City) (Zone) (State)

I am employed in the.....

department, located at.....
I have recently moved from:

Old Address.....
(Street and Number)

(City) (Zone) (State)

DISABILITY RETIREMENTS

P. M. Cusic, traffic clerk, Revenue Accounting. Employed 11-4-36.

A. A. Johnston, conductor, 77th. Employed 2-26-15.

A. P. Joyce, gateman, West Section. Employed 8-1-41.

C. J. Merlin, janitor, 52nd Street. Employed 9-8-42.

J. F. Sauerzapf, motorman, 77th. Employed 3-23-21.

R. C. Slevert, gateman, West Section. Employed 12-4-41.

RECENT DEATHS AMONG EMPLOYEES

AUGUST ANGEL, 55, carpenter, West Shops. Died 1-5-58. Employed 5-20-27.
 A. J. AYE, 88, retired motorman, Burnside. Died 1-4-58. Employed 9-15-96.
 HENRY BOKOR, 79, retired blacksmith helper, West Shops. Died 1-8-58. Employed 9-9-08.
 S. C. BRATH, 74, retired bus cleaner, Blue Island. Died 1-6-58. Employed 5-18-13.
 E. L. BROOKMAN, 71, retired superintendent, North Avenue. Died 12-12-57. Employed 8-2-09.

For And About Our Pensioners (Cont.)

SOUTH SECTION—Former Conductor Lloyd Echard and Mrs. Echard stopped off at Long Beach and San Jose, California, on their way to Texas, where they planned to stay for a short time.

Robert Staples and Thomas Franco stopped in at 61st office to say hello. Both looked hale and hearty, bearing out that being on pension agrees with everyone. Mr. Staples plans to make his home in Mexico.

Lula Hamann spent her holidays in Green Bay, Wisconsin, with her niece. Miss Hamann says she will never forget the party that was held when she went on pension. Also, Lulu, the trainmen at Indiana will never forget the excellent coffee you used to make.

—LEO J. BIEN

SOUTH SHOPS — Retired Senior Foreman Joe Gasser, who dropped in to see us, was looking great . . . Cards were received from John Sake, former foreman, now residing in St. Petersburg, Florida, and from Paul Peterson, former machinist, who is now living in California.

Harris Hansen, former tinner, who had been on a disability pension for some time, died recently.

—EVELYN CLARK and
FRANCES LOUWARD

WEST SHOPS — Extending holiday greetings were Joe Rogg of Winter Park, Florida, and Ted Shumon of Phoenix, Arizona.

—JOHN T. BURKE

H. L. BURKE, 75, retired substation operator, Electrical. Died 1-1-58. Employed 1-14-01.

P. J. BURKE, 71, retired conductor, 77th. Died 1-5-58. Employed 4-28-21.

J. J. CAVANAUGH, 75, retired motorman, Lawndale. Died 12-19-57. Employed 7-25-07.

THOMAS COOK, 42, clerk, Limits. Died 12-21-57. Employed 12-11-36.

JOHN CRAIG, 75, retired painter, West Section. Died 12-11-57. Employed 5-3-26.

C. C. DAMICO, 81, retired laborer, Track. Died 12-27-57. Employed 4-17-21.

P. J. DOLAN, 67, retired gateman, West Section. Died 12-15-57. Employed 5-27-29.

M. J. DONNELLY, 72, retired motorman, Cottage Grove. Died 12-21-57. Employed 3-12-13.

WILLIAM L. DUKE, 50, agent, South Section. Died 1-15-58. Employed 8-23-43.

STEVE ELBE, 62, operator, 69th. Died 1-16-58. Employed 11-27-25.

T. J. FITZGERALD, 68, retired motorman, North Avenue. Died 1-6-58. Employed 10-4-19.

JOHN T. FLYNN, 60, doorman, 77th. Died 1-11-58. Employed 10-15-24.

J. E. FOLAN, 57, retired agent, West Section. Died 1-5-58. Employed 4-22-42.

FRANK A. FORTY, 65, superintendent, Schedule-Traffic Department. Died 12-29-57. Employed 10-1-21.

ROBERT M. GERWIG, 34, helper, Electrical. Died 1-1-58. Employed 5-7-51.

H. A. HANSEN, 65, retired tinner, South Shops. Died 1-7-58. Employed 7-11-25.

F. W. HAYES, 89, retired motorman, Blue Island. Died 1-7-58. Employed 11-21-95.

HALVOR HEKTOEN, 69, retired conductor, 69th. Died 12-6-57. Employed 3-7-21.

F. E. HOAG, 90, retired court assistant, Law Department. Died 12-21-57. Employed 5-1-18.

I. J. JANUS, 71, retired motorman, South Section. Died 12-31-57. Employed 1-7-15.

F. B. LAMPE, 63, retired gateman, West Section. Died 12-9-57. Employed 7-22-36.

CHARLES LIPKE, 60, guard, South Section. Died 1-15-58. Employed 10-6-44.

MICHAEL LOFTUS, 58, repairman, 77th. Died 1-9-58. Employed 7-4-34.

THOMAS McHUGH, 78, retired conductor, Lincoln. Died 12-25-57. Employed 7-13-05.

M. R. MICKOW, 76, retired switchman, West Section. Died 12-27-57. Employed 9-24-03.

J. F. MIKA, 75, retired car cleaner, Armitage. Died 12-25-57. Employed 3-3-25.

RUDOLPH MIKULICIC, 69, retired motorman, Devon. Died 12-11-57. Employed 10-3-18.

MICHAEL MORLEY, 77, retired motorman, North Avenue. Died 12-23-57. Employed 7-16-09.

ANDREW R. MURRAY, 58, operator, Archer. Died 1-8-58. Employed 4-12-23.

EDWIN PETERSON, 74, retired motorman, Devon. Died 12-23-57. Employed 10-3-23.

A. J. PORZEL, 67, retired guard, West Section. Died 1-6-58. Employed 1-20-44.

FRANK S. POTEPA, 55, agent, North Section. Died 1-10-58. Employed 10-13-25.

M. M. PRATAPAS, 73, retired car repairman, 69th. Died 10-1-57. Employed 2-7-24.

JOHN RAMMEL, 67, retired janitor, Limits. Died 1-5-58. Employed 3-2-20.

A. L. SCARSE, 68, retired conductor, West Section. Died 1-14-58. Employed 9-11-06.

MATHEW G. SCHMIDT, 55, repairman, Shops and Equipment. Died 12-23-57. Employed 11-4-42.

VINCENT W. SEREYKA, 42, repairman, Shops and Equipment. Died 12-21-57. Employed 11-1-41.

M. R. SHATTUCK, 81, retired motorman, Archer. Died 12-17-57. Employed 4-25-02.

F. J. SHIPPY, 67, retired conductor, Devon. Died 12-13-57. Employed 10-16-06.

ALEX SZYMANSKI, 63, laborer, West Shops. Died 12-20-57. Employed 4-21-23.

G. T. THOMAS, 58, retired agent, North Section. Died 12-24-57. Employed 5-24-29.

M. E. TRACEY, 70, retired agent, South Section. Died 1-9-58. Employed 9-30-18.

JAMES WALLACE, 74, retired conductor, Limits. Died 12-15-57. Employed 2-27-06.

G. F. WARDE, 65, retired motorman, Kedzie. Died 12-13-57. Employed 8-2-17.

COOL OUTSIDE



MOVE OVER, little penguin, for a gent who really was cool last December 12 when the mercury hovered way down around the zero mark. Certainly Supervisor Malcolm Lyons, central district, dressed the way he was that frosty day, would make an excellent endorsement for a store advertising its coolness in summer.

If you've moved recently,
please notify

CTA TRANSIT NEWS



Operator's Tip Helps Nab Stick-up Men

ALERTNESS ON the part of *Operator Gerald Farrell*, Badge No. 7690, Forest Glen, helped nab a hold-up gang, specializing in robbing bus drivers, only a few hours after he himself had been victimized early on the morning of January 5.

Farrell, driving a northwest-bound Elston-Clybourn bus at 4:06 a.m. on that date, noticed that a car had been following and passing him several times as he proceeded on his route. Becoming suspicious of the car and its occupants, he took down the license number.

At Clybourn and Wrightwood, three men boarded his bus and the first produced a knife and said "This is a stickup." The bandit took the changer off the tray and made Farrell stand up as he went through his pockets. The three men then departed, taking along with them Farrell's wallet, bag, trip sheet holder, punch and changer.

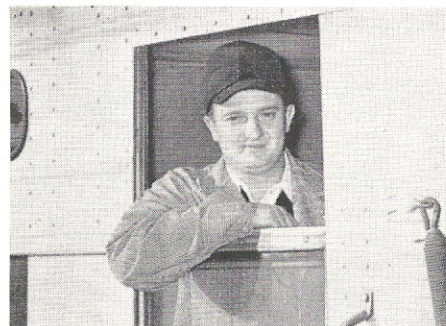
A few blocks away the CTA operator saw a police squad to whom he gave the license number of the suspicious car.

He also called the dispatcher. The police traced the owner of the car to his home and found him asleep with Farrell's wallet under his pillow. Another man in the group had other items taken in the hold-up.

As a result, the police placed five suspects under arrest and at a subsequent court hearing, the men confessed other hold-ups of CTA bus operators.

Thus the alertness of Farrell, a 10-year employe, and the cooperation of CTA and city police, helped to prevent what might have been another wave of similar hold-ups by the apprehended men.

Alertness Rewarded



Valenta

A REWARD check for \$25.00 was received recently by CTA *Motorman Edward Valenta*, Badge No. 25871, for his alertness and quick thinking in spotting a fire and rousing the tenants in a building at 1390 W. Lake street at 2:15 a.m. on the morning of January 5.

When Valenta noticed the fire on the roof of the six-flat building, he stopped his train and blew the whistle until one of the tenants appeared at a window to investigate the noise. Valenta told him the building was on fire.

As a result, all of the 12 to 15 tenants were able to get out without any injuries and the fire was confined to three apartments on the top floor.

According to the building owners, *Angie Podesta* and her brother, *John Boggiano*, who sent the check, the fire started from a defective oil stove and moved up inside the chimney to the roof.

Valenta, employed on the Douglas Park route, has been with CTA and the former Chicago Rapid Transit company since November 26, 1946.

CHICAGO TRANSIT AUTHORITY

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

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

This statement is subject to such changes, if any, as may be disclosed by final year end audit.

	Month of December		Twelve Months Ended December 31	
	1957	1956	1957	1956
Revenues	\$11,066,034	\$10,034,924	\$124,472,935	\$120,193,554
Operation and Maintenance Expenses	9,364,261	8,837,707	106,761,401	102,711,307
Available for Debt Service	1,701,773	1,197,217	17,711,534	17,482,247
Debt Service Requirements:				
Interest Charges	388,261	398,660	4,727,766	4,830,374
Deposit to Series of 1947 Serial Bond				
Maturity Fund	166,666(1)	250,000	2,500,000	2,900,000
Deposit to Series of 1947 Sinking Fund (2)	95,767	—	574,600	—
Revenue Bond Reserves (3)	7,000	30,000	222,000	360,000
	657,694	678,660	8,024,366	8,090,374
Balance Available for Depreciation	1,044,079	518,557	9,687,168	9,391,873
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	—	—	313,588	—
Balance Available for Depreciation	1,044,079	518,557	10,000,756	9,391,873
Provision for Depreciation:				
Prior Period Deficiency	—	—	223,611	—
Current Period	885,283	802,794	9,957,835	9,615,484
	885,283	802,794	10,181,446	9,615,484
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	158,796	284,237 r	180,690 r	223,611 r
Accumulated Deficit:				
To end of previous period	339,486 r	60,626	—	—
At close of December	\$ 180,690 r	\$ 223,611 r	\$ 180,690 r	\$ 223,611 r
r - denotes red-figure				
PASSENGER STATISTICS				
Originating Revenue Passengers	46,588,509	51,336,089	582,065,867	621,282,566

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at December 31, 1957

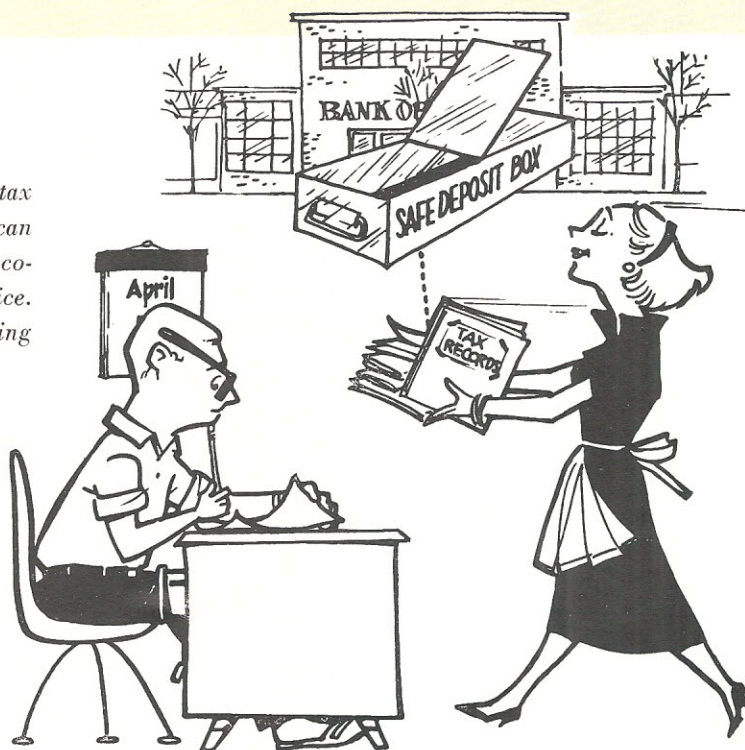
	Delivered to Date	Remaining to be Delivered	Total
1956 Orders:			
El-Subway Cars	118	2	120
Delivered under previous orders	3,464		
Less-P.C.C. Streetcars to be converted to El-Subway Cars	120		3,344
			3,464

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 \$16,715.50, 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 \$,000,000 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.

Test your tax I.Q.

Test your knowledge of the federal income tax law on this quiz prepared by the American Institute of Certified Public Accountants in cooperation with the Internal Revenue Service. You will find the correct answers on the facing page.



1. **LAST OCTOBER** your two-year old car skidded on a wet road and grazed a telephone pole. The damage was not covered by insurance and it cost you \$100 to have the car repaired. To claim a casualty deduction . . .
 - (a) You must have the damage repaired within 30 days of the accident.
 - (b) You may simply deduct the amount of the repair bill.
 - (c) You must prove that you were using the car to go or return from work.
2. **WHILE PLAYING** hide-and-seek in your backyard, the neighbor's children trampled and killed several of your more expensive bushes. The cost of replacing this shrubbery . . .
 - (a) May be deducted if it does not exceed the original cost of the bushes.
 - (b) May be deducted only if the children's parents refuse to pay damages.
 - (c) May not be deducted under any circumstances.
3. **YOU HAVE** a savings bond taken out of your pay each month. These bonds are kept by you, but they list you and your son as joint owners. When he cashes them in to pay his college educational costs, the accumulated interest will be regarded as taxable income to . . .
 - (a) You as the real owner of the bonds.
 - (b) Him as the real owner of the bonds.
 - (c) Neither of you since the money will be used for educational purposes.
4. **YOU FILLED** very few inside straights during the past few months and lost approximately \$200 to the boys in your Thursday night poker club. You should . . .
 - (a) Deduct the loss in computing adjusted gross income.
 - (b) Subtract the loss from adjusted gross income.
 - (c) Give up poker and start watching television on Thursday nights.

5. WHICH OF the following is **not** taxable income?

- (a) Sick pay.
- (b) Jury fees.
- (c) Company suggestion awards.

6. THE BILL of sale which you received when you bought your new car last year listed these items: state sales tax \$65; federal excise tax \$175. On your federal tax return, you may . . .

- (a) Deduct only the state tax.
- (b) Deduct only the federal tax.
- (c) Deduct both federal and state taxes.

7. YOUR DAUGHTER, who was hospitalized for several weeks during the

earlier part of 1957, was married in November. If she files a joint return with her husband, you may . . .

- (a) Not claim her as a dependent but you may deduct her medical expenses.
- (b) Claim her as a dependent and deduct her medical expenses.
- (c) Not claim her as a dependent and you may not deduct her medical expenses.

8. AFTER YOU have filled your 1957 tax return, the Government is allowed to check your return and bill you for additional tax. The period of time in which this may be done ends . . .

(a) On the day you file your 1958 return.

(b) Two years after you file your 1957 return.

(c) Three years from the due date of your 1957 return.

9. YOU PURCHASED a lot on a near-by lake with the idea of eventually building a family summer cottage. You paid real estate taxes this year which . . .

(a) Are not deductible since the property did not produce any income.

(b) Are deductible regardless of income produced.

(c) Can be added to the original cost of the property.

CORRECT ANSWERS

1. (b) The IRS has ruled that "if the repairs do nothing more than restore the property to its condition immediately before the casualty and do not add to (its) value, utility or useful life, such repair costs may be used as a measure of the value of the destroyed portion." Where you were going at the time of the accident does not affect the deductibility of car damages.

2. (c) Damage to your shubbery caused by children, dogs, or errant lawnmowers is not deductible. If your lawn or home is damaged by fire, storm or flood, the loss not covered by insurance is deductible. When large amounts are involved it is wise to have an expert appraisal made immediately after the casualty.

3. (a) Since you bought the bonds and kept control of them, the Government regards you as the actual owner. You will be liable for the tax. The accumulated interest will be taxable to your son only if you make a clear and irrevocable gift of the bonds to him when you buy them.

4. (c) Watching television can be most relaxing and it might even help you to forget your poker losses—which is

the thing to do because net gambling losses are definitely non-deductible. Net gambling gains are taxable as income; so if you won money in a football pool, you may use your poker losses to offset these gains.

5. (a) Company suggestion awards and jury fees are taxable income. Sick pay is not, however. If you were absent from work due to injury or sickness, and received payments from your employer or his insurance company, these payments are tax free. There are two limitations: the maximum tax free amount is \$100 per week; the payments are **not** tax free until after the first seven calendar days of absence unless the absence was for sickness during which you were hospitalized for at least one day.

6. (a) Federal excise, income, estate and gift taxes are not deductible on your return. State and city sales, income, real estate and gasoline taxes paid during the year are. Easily overlooked items that also are deductible: interest charges on auto loans, home mortgages and time payment charge accounts.

7. (a) If you provided more than one-

half of your daughter's support during the year, you may claim her medical expenses as a deduction on your return.

8. (c) In the absence of fraud or substantial understatement of income, the Government has three years from the due date of your 1957 return to check your return and bill you for additional tax. Since the due date of most individual returns is April 15 and for investigation purposes all returns are treated as though filed on the due date, you should be sure to save all check stubs and receipted bills to prove your declared deductions for 1957 until April 15, 1961.

9. Either (b) or (c) is correct. Real estate taxes which you pay are deductible whether the property produces income or not. You may deduct them on your tax return, or if you prefer, you may add them to the cost of the property. While adding them to the cost of the property will not give you an immediate tax advantage, it will decrease the gain you might realize from the sale of the land later. The avoidance of a capital gains tax may save you more tax dollars than would a yearly deduction.



AT TOP is a portion of what may be one of six original drafts of Lincoln's Gettysburg Address. Five copies are accounted for but a sixth has never been found. Below, spread out on the desk in front of Fred S. Martin are letters, clippings and other paraphernalia relating to the document. At extreme left is a copy of the speech and in center is an 1868 issue of the New York Ledger in which Fred found the copy.

Lincoln Document Found Among Heirlooms

PERSONS WHO browse through family heirlooms sometimes come up with some amazing discoveries. And that's what happened to *Fred S. Martin*, CTA legal investigator, when he was rummaging through his late grandfather's effects a couple of years ago in Sioux City, Iowa.

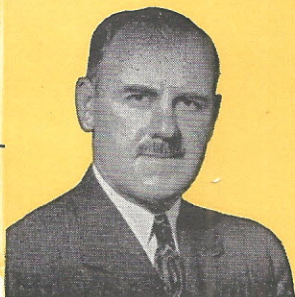
It seems that a piece of paper, yellowed with age, and which may be one of the six original drafts of *Abraham Lincoln's* Gettysburg Address, was neatly tucked away in an old newspaper.

Fred, in tracing back his ancestry, recalled that his grandfather, *Charles D. Martin*, risked his life several times in the fight against slavery and knew personally the *John Brown* who led the raid against the government arsenal at Harpers Ferry. Also, he befriended a *William D. Wills*, nephew of the *Judge Wills* in whose home Lincoln wrote the address the night before that memorable November 19, 1863. It is a known fact that Judge Wills received a copy of the speech, but the big question is whether or not the

Judge gave this valuable piece of paper to his nephew and if so, did the nephew make a gift of this to Fred's grandfather.

Subsequently, Fred produced this copy of the speech at a convention of the American Society of Questioned Documents. Five society members, after scrutinizing the specimen for two full hours, told Fred they felt certain that the speech, written on U. S. Government bond paper, was a true original. Then, however, they explained to him that a two-year investigation, costing \$10,000, would be required before they could issue a notarized written opinion stating that Fred's copy was authentic.

At this time, Fred is undecided about what he is going to do with this "piece of paper," but the big question still remains . . . Is this the sixth original draft of Lincoln's Gettysburg Address? Only time and research hold the true answer.



medically speaking

By Dr. George H. Irwin
CTA Medical Director

PNEUMONIA'S WATERLOO

THE ABOVE title was given to an article on Pneumonia in *Hygeia* published by the American Medical Association in 1952. It is a great satisfaction to write on this subject because medical science has made striking gains in the control of pneumonia mortality. The following statistics show what wonderful progress has been made:

1935—death rate from pneumonia per 100,000 was 55.4.

1955—death rate from pneumonia per 100,000 was only 7.8.

A 75 percent reduction in mortality is a common experience in many medical groups.

The above figures are general averages for all age groups. It should be pointed out, however, there is considerable variation in the mortality rate at different ages. The death rate is much higher in children and also in the older persons (55 to 75). This great accomplishment in mortality reduction is due mainly to the discovery and use of the sulfa drugs and penicillin and other antibiotic preparations.

What is pneumonia? Pneumonia is a disease of the lungs which is manifested generally by an abrupt onset of chills, fever, chest pains, cough and bloody sputum. The germs settle in the millions of microscopic air-pockets of the lungs. This results in varying degrees of consolidation which inhibits the normal amount of oxygen to enter the lungs.

Causes of Pneumonia: Direct causes are most commonly bacterial infections. The pneumo-coccus germ is responsible by far for the majority of cases. The streptococcus, staphylococcus, TB germs and virus infections such as influenza and the common cold often play a part. Winter and early spring are the seasons in which the disease is most prevalent. The majority of these causative agents come from contaminated air and secretions. They enter the body through the respiratory tract.

Clinical types of pneumonia are many. Lobar and bronchopneumonia head the list, but many other forms such as viral, hypostatic and tubercular also are encountered.

The treatment may be divided into two parts, prophylactic or preventative and the actual medical phases. The former, of course, refers to what the person himself may do to prevent the disease. The latter is the actual treatment your doctor prescribes after pneumonia is already present.

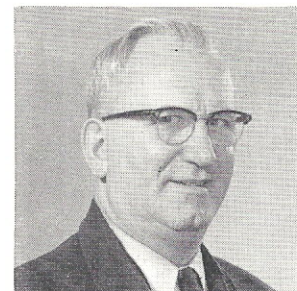
If you wish to reduce the possibility of developing pneumonia, do all you can to keep up your resistance. Get plenty of sleep regularly, avoid fatigue, large crowds of people and prolonged body chilling. Be especially careful in the previously mentioned seasons. Finally, you will help yourself to get well quicker by calling the doctor early.

The actual medical treatment is most effective if it can be carried out in the hospital. Many people may recover when treated at home. However, they get well quicker, as a rule, in the hospital. Speedy recovery is more likely in the hospital because the patient can be isolated. Moreover, your doctor has much better control over the disease. Proper medication with the correct antibiotics may be more efficiently administered. Oxygen is readily available in the hospital and very beneficial. Balance of body fluids by intravenous therapy is sometimes necessary. Frequent blood counts and x-ray pictures are important to the physician for checking on the progress of the disease.

In conclusion, please remember that pneumonia can still be a deadly disease. The mortality figures show that it has been tamed down to a very great extent in the past 25 years.

I urge you to do your part by keeping physically fit. The medical profession will do its part by rendering the most modern scientific treatment available.

Top Seniority Man Retires



FEBRUARY 1 was a memorable day for *Alfred W. Lundquist* of 809 Maple Drive, Chicago Heights, who celebrated his 65th birthday and retired on a CTA pension on that date.

Lundquist, a motorman on the Wentworth streetcar line, completed 47 years and six months of service and at the time of his retirement was at the top of the Transportation Department seniority list.

He started at the age of 17 as a conductor for the former Chicago City Railway Company on Wentworth, State and Halsted cars, working as a motorman on the Halsted line for 21 successive years. He transferred to the Clark-Wentworth line when buses replaced streetcars on Halsted street on May 28, 1954.

Lundquist, who started his transit career on July 27, 1910, recalls that a conductor's pay was 23 cents an hour at that time and he often worked a 12-hour day.

His brother, *Elmer A. Lundquist*, a conductor on the Wentworth line, recently completed his 44th year of transit service.

New Administrative Appointments

APPOINTMENT OF two new CTA administrative department heads became effective in January when *Leroy C. Dutton* was named superintendent of schedules and traffic, and *A. J. Fitzsimons* was advanced to the post of general accountant.

Mr. Dutton, who succeeded *Frank A. Forty*, deceased, is a 32-year veteran of transit service. He joined the Chicago Surface Lines on March 2, 1925, as a traffic checker and was advanced successively to traffic clerk on April 1, 1928; to schedule clerk on May 1, 1929; to schedule maker on June 1, 1936, and to assistant superintendent of schedules and traffic on May 1, 1945. His new appointment became effective January 3.

Mr. Fitzsimons entered the employ of the former Chicago Surface Lines on February 1, 1942, as an accountant. On January 1, 1948, he became assistant budget supervisor, and on January 1, 1951, assistant general accountant, the post he held at the time of his advancement on January 1 of this year.

An accounting graduate of Northwestern University Evening School of Commerce, Mr. Fitzsimons had extensive experience in his field before he joined the transit company.

He served for various periods with the Chicago Great Western Railroad, as financial secretary to *Edward N. Hurley*, with the Tax Department of Midwest Utilities Company, and as office manager for the Central Service Corporation of Chicago.

Mr. Fitzsimons succeeds *L. J. Francoeur*, who retired December 31. He was succeeded as assistant general accountant by *W. B. Folta*.

Two other appointments affecting general offices administrative personnel also were made recently. Effective January 1, *J. N. Jobaris* was named Engineer of Equipment, replacing *Harold A. Otis*, who retired on that date, and *E. C. Kaross* was advanced to assistant supervisor of property accounts, succeeding *O. S. Laughlin*, retired, also effective January 1.

Mr. Jobaris began his transit career in 1929 in the Shops and Equipment Department with the Chicago Surface Lines. After returning from World War II, he worked as an engineer at the West Shops. In 1948, he was transferred to the office of the General Superintendent of Engineering as equipment engineer, the post he held at the time of his recent appointment.

Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



GARDENING IS a lot of fun, and brings rich rewards for the effort one puts into it. But without intelligent planning we can make a lot of unnecessary work for ourselves and not get results that are in proportion to the effort involved.

So, this month, let's think about the easy way to garden. Here are a few suggestions that everyone can apply to his local gardening conditions.

One great mistake is to order trees or shrubs or perennials or seeds without any definite plan as to where we will plant them, and how they fit in the place. Chances are we will finally put them somewhere just for the sake of planting them, or getting rid of them. Then it may be that they get too much shade or they are shading some other plants and before we get through we have to do more work to make the whole place look better and produce the flowers or other effect we are seeking. So, every time you see an attractive plant described in a magazine or in an ad, ask yourself, "what good would it be in my garden?" "Is there a suitable place available where it will thrive and not interfere with other plants or become a nuisance to take care of?" By this line of reasoning you will have a garden that looks orderly and interesting rather than cluttered with a hodgepodge of plants of various sizes, shapes and colors.

A good plan is to use curved lines in your garden. If you have shrubbery beds, curve the lawn sometimes a little away from the shrubs and then again, gradually approach-

ing in to the shrubs. Where there is an exposed part of the soil, you can always plant spring flowering bulbs or even some summer flowering plants that can live there and get enough sunlight and root space. If you have a flower bed along a fence, it would be straight at the fence side but at the garden side or lawn side have it curve gracefully in and out. Don't try to make the curve symmetrical, either, because then as the grass grows a little bit further out in one place than another it appears very irregular again, whereas if the curve itself is a gradual one it will not be easy for the casual observer to see any irregularities.

Apply fertilizer to your lawn in late winter or very early spring at a time when there is no snow on the ground and, if possible, when you are expecting an early rain or snowstorm. In March, for example, the lawn is still dormant and will not be injured by burning from the fertilizer, even though you use a fairly heavy application. If you apply the fertilizer while the ground is reasonably dry you can rake some of it so that it is not concentrated in one spot. You may find it convenient to mix a little black soil or some powdered compost with your fertilizer before you spread it. Spread the fertilizer early in the year so there will be some snowfall over it and help to carry it into the ground. You will be surprised what a beautiful thick, green and luxurious lawn you will get and you will save yourself work later on in clearing out weeds.

Weeds in the flower bed and among the shrubbery need not be the cause of great labor if you will hoe them or cultivate the soil when the weeds are so tiny you can just about see them coming on. If you wait until they are large, of course, you are going to have more trouble with them, and they will have drawn a lot of food from your soil and would have shaded your other wanted plants.



EGGS GOLDENROD

DURING THESE LENTEN days you're undoubtedly on the lookout for appetizing ways to serve meatless standbys—and this new recipe for Eggs Goldenrod with Shrimp Sauce may well be what you're looking for.

You simply quarter hard-cooked eggs and arrange them on crunchy shredded wheat biscuits which have been split and heated in the oven. Over this pour a sauce made of frozen condensed cream of shrimp soup and rich milk. Garnish with sieved egg yolk. It takes just minutes to prepare—and is as good to look at as it is to taste.

Eggs Goldenrod with Shrimp Sauce

1 (10 $\frac{1}{4}$ -ounce) can frozen, condensed cream of shrimp soup
4 shredded wheat biscuits
 $\frac{3}{4}$ cup rich milk

DURING THIS LENTEN season, the recipe for Eggs Goldenrod may well break the monotony of the usual meatless meals and add another "favorite dish" to your family's menu.

$\frac{1}{2}$ teaspoon salt
 $\frac{1}{8}$ teaspoon pepper
4 hard-cooked eggs

Split shredded wheat biscuits from side to side. Heat in moderate oven (350° F.) about 10 minutes. Place, cut side up, in heated serving dish. Heat soup slowly with milk and seasonings, stirring frequently, until smooth. Quarter eggs, reserving one of the yolks for garnish. Place on top of shredded wheat biscuits; cover with hot shrimp sauce. Garnish with remaining egg yolk pressed through sieve. Serve at once. Yields 4 servings.

THANKS TO THE CHERRY TREE

PINK AND pretty, cherry tarts are the answer to the homemaker hostess' plea for a dessert with a party air. These tarts are economical of pre-meal time, too, for they can be prepared well in advance of dinner.

To make the cherry-pineapple filling, cook marshmallows with pineapple juice. Add food coloring and let the mixture chill and partially set. Then fold in whipped cream and add colorful candied cherries. Turn the filling into cooled, baked tart shells and chill.

Border each tart with slivered almonds or whipped cream. Later, bits of candied fruit or silver decorettes set an appetizing mood.

Cherry Tarts

Tart Shells:

1 $\frac{1}{2}$ cups sifted enriched flour
 $\frac{3}{4}$ teaspoon salt
 $\frac{1}{2}$ cup shortening
2 to 3 tablespoons cold water

Sift together flour and salt. Cut or rib in shortening until mixture is crumbly. Sprinkle with water, mixing lightly until dough begins to stick together. Turn out on floured board or pastry cloth and press dough together. Roll out $\frac{1}{8}$ -inch thick. Cut into 6 equal circles and fit into tart pans. Trim and flute edge. Prick bottom and sides with fork. Bake in hot oven (450° F.) 10 to 12 minutes. Cool. Fill with tart filling. Makes six $3\frac{3}{4}$ -inch tarts.

Tart Filling:

$\frac{1}{2}$ pound marshmallows, diced
 $\frac{3}{4}$ cup unsweetened pineapple juice
Few drops red food coloring
 $\frac{1}{2}$ cup whipping cream
 $\frac{1}{2}$ cup chopped candied cherries

Combine marshmallows and pineapple juice in saucepan. Place over low heat until marshmallows melt, stirring frequently. Stir in food coloring. Chill until mixture is partially set, stirring once or twice. Whip cream until soft peaks are formed. Fold into marshmallow mixture. Fold in cherries. Fill cooled tart shells. Chill until firm.

AN ECONOMICAL and delicious dessert, Cherry Tarts are a delectable ending for any buffet supper or family dinner.



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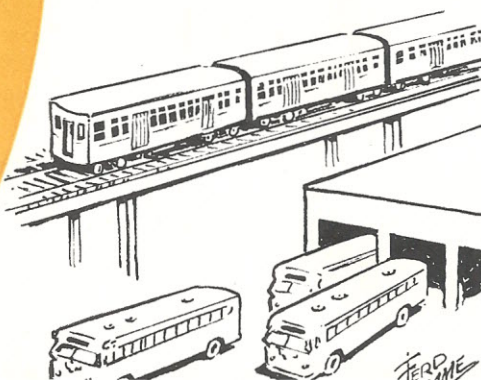
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