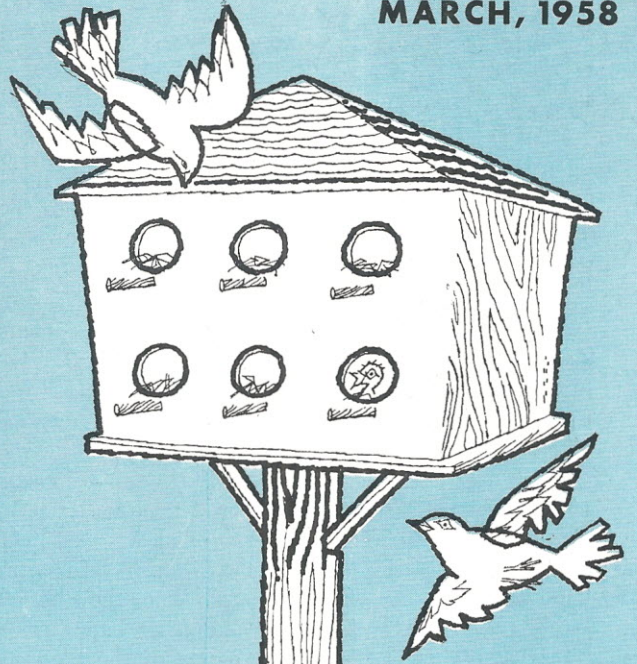




MARCH, 1958

# TRANSIT NEWS



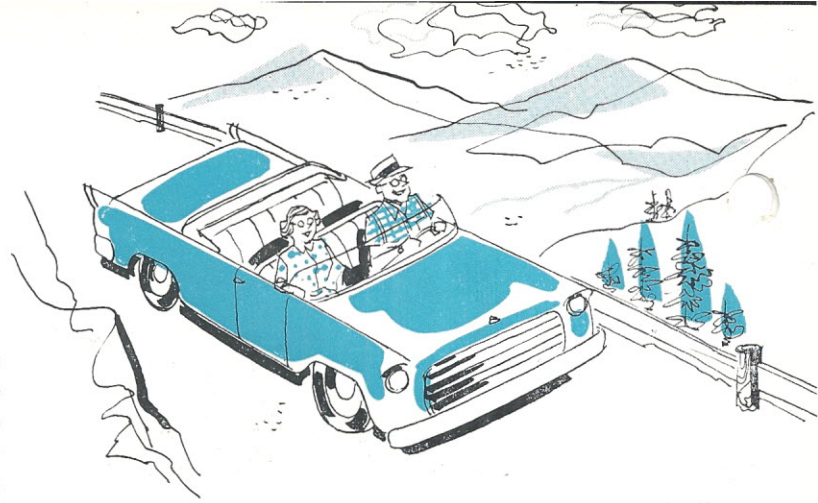
# PENSION PAYMENTS PASS \$6,300,000 IN 1957

EMPLOYEE AND management contributions to the Retirement Plan for CTA employees totaled \$7,692,675 during the 1957 Plan Year, according to the annual report of the Trustee of the Plan, released recently by *H. B. Storm*, secretary of the Retirement Allowance Committee. This sum represents contributions of \$2,566,202 by employees and \$5,126,473 by CTA.

During the same 12-month period, ending December 31, 1957, payments of \$6,305,147 were made to retired employees, their beneficiaries, or refunded.

Since June 1, 1949, when the Plan was inaugurated in its present form, payments to employees or their beneficiaries, refunds of contributions and operating expenses have totaled \$42,695,636.81. The net assets of the Plan as of the end of the year were \$16,800,999, of which \$16,554,847 was invested in United States Government Securities and CTA Revenue Bonds.

The secretary announced that the annual distribution of individual record cards, giving a statement of the exact



amount credited to each employee's pension account at the end of 1957, will be distributed by paymasters during April to all participating employees. These cards should be retained for future reference.

Since June 1, 1941, there have been 8,748 employees retired from the Chicago Transit Authority and its predecessor companies. As of December 1, 1957, there were 5,338 active pensioners receiving monthly benefits from the retirement fund.

OUR COVER: A CTA family recently went to Garfield Park conservatory for a preview of spring. There they viewed with admiration a wide variety of seasonal flowers in all the glory of full bloom. Particularly interested in the tulips and daffodils (see cover picture) were seven-year old *Mary O'Reilly* (foreground), and her sister, *Maureen*, 6, daughters of the *John B. O'Reillys*. At the right, the O'Reilly family poses among azaleas and camillias, other colorful flowers on display. Left to right in the front row are: *Maureen*, *John*, *Tommy*, age 3, and *Mary*. Standing behind them are: *Eileen Marie*, 12, and *Mrs. O'Reilly*, John is chief clerk in the Way and Structures Department, rapid transit division, and his wife is the former *Eileen Ryan*, one-time west side ticket agent and Stores Department employe of the Chicago Rapid Transit Company, a predecessor of CTA.



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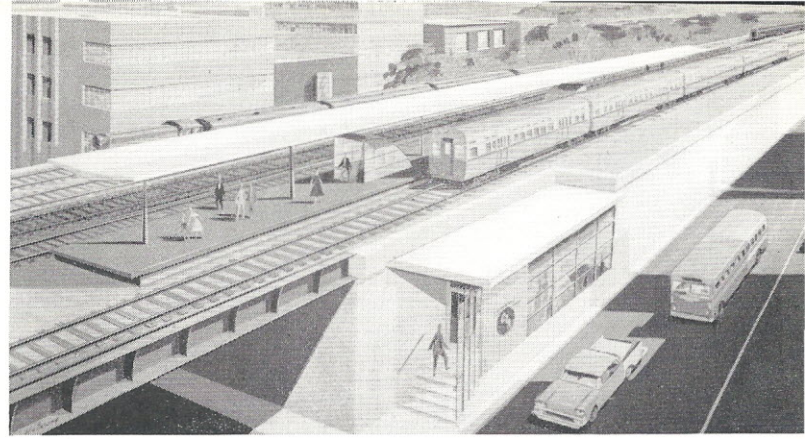
## RECENT CTA ADDITIONS TO THE ARMED FORCES

*Travis J. Bishop*—Transportation (West Section)

*James E. Miller*—Transportation (Kedzie)

Some old-fashioned mothers who can remember their husband's first kiss now have daughters who can't remember their first husbands.

Here's an artist's conception of what the \$4,000,000 Lake Street rapid transit elevation will look like about two years from now when it is scheduled for completion. This view is at a typical station area. Convenient station entrances and exits will be at street level. The project is to get under way as soon as necessary agreements are signed by the participating public agencies. As well as providing faster and safer rides for CTA patrons, 22 grade crossings are to be eliminated.



## Approve Agreements for Lake Street Elevation

CHICAGO TRANSIT Board at its meeting on February 6 approved and authorized *Chairman V. E. Gunlock* to sign a series of three agreements providing for the elevation of the ground-level section of CTA's Lake Street rapid transit route between Laramie avenue, Chicago, and Harlem avenue, Oak Park, at an estimated construction cost of \$4,000,000.

The agreements are now being circulated among the other five co-operating agencies for their signatures.

Construction work on the project, which requires CTA's use of a two and a half-mile long section of the Chicago and North Western railroad's elevated right-of-way, is scheduled to start as soon as the other agencies have signed the agreements. Detailed plans for the project are now being completed.

Cost of the project is to be shared approximately as follows:

CTA, \$600,000; City of Chicago, \$600,000; Village of Oak Park, \$800,000; Cook County, \$1,000,000; and the State of Illinois, \$1,000,000.

### Plan Five New Stations

Two of the agreements relate to the construction and joint financing of the project. The third is a perpetual lease agreement permitting CTA to use a two-track section of the Chicago and North Western's elevated right-of-way for an annual rental payment of \$168,800.

There are to be five stations along the new elevated section of the Lake Street rapid transit route which are to be located as follows:

Between Central and Parkside avenues; between Austin boulevard and Mason avenue; between Cuyler and Ridgeland avenues, Oak Park; between Oak Park and Euclid avenues, Oak Park, and between Harlem avenue and Marion street, Oak Park.

Chairman Gunlock described the track elevation project as an outstanding example of public agency co-operation to improve public transit and to reduce street traffic congestion and traffic hazards.

"This outstanding public service project is the result of a series of conferences in *Mayor Daley's* office at which representatives of the five public agencies involved agreed that the public benefits to be obtained warranted joint action," Mr. Gunlock said. "These five public agencies are making a substantial investment in the future of the Chicago metropolitan area, which, I am certain, will pay handsome

dividends in the form of improved rapid transit and better and safer street traffic conditions within the project's area of influence. It is conceivable that this project would become the precedent for a series of co-operative agreements among public agencies jointly to finance extensions and improvements of off-the-street rapid transit that are so urgently needed in the Chicago metropolitan area."

Twenty-two grade crossings of the Lake Street rapid transit route, where an estimated 200,000 motorists and pedestrians are subjected to traffic delays and hazards each weekday, will be eliminated by the track elevation project.

More than 500 rapid transit trains operate through these grade crossings each weekday. In the peak hour, there are 48 trains, half in-bound and half out-bound, and the gates at some crossings may be down, blocking both street and pedestrian traffic, for a total of 25 minutes in this hour.

### 22 Grade Crossings Eliminated

The grade crossings being eliminated—14 in Oak Park and eight in Chicago—are at Harlem avenue, Marion street, and Home, Clinton, Kenilworth, Oak Park, Euclid, East Scoville, Elmwood (pedestrian crossing), Ridgeland, Harvey, Lombard, and Humphrey avenues in Oak Park, and at Austin boulevard, Mayfield, Menard, Waller, Parkside, Central, Pine and Long avenues in Chicago.

The North Western railroad is to start construction work on the project by installing a new track adjacent to the two north tracks, thereby converting from a four-track to a three-track operation in the project area. For this cost, the North Western will be reimbursed by the co-operating public agencies.

When the railroad has completed its work, CTA as the managing agency for the project, will take over, realign and equip for rapid transit operation the two tracks on the south part of the railroad's right-of-way. This construction will also include station facilities, electrical, and communication signal facilities, and other fixed transportation equipment. A fence will be erected to separate the two railroads.

After the elevated right-of-way is in use, CTA is to remove its surface tracks, and repave the parts of the north-south streets presently occupied by its tracks. CTA will also convey to the Village of Oak Park whatever rights it has to that part of South boulevard now being used as rapid transit right-of-way between Austin boulevard and Harlem avenue.

# Club Members Say: "IT'S A BUS FOR US!"



READY TO start on the evening's round of visits to homes of members for a five-course progressive dinner, men of the Redeemer Couples Club place a sign on the side panel of their chartered CTA bus. The near zero temperature and icy condition of the streets made driving hazardous, but with an experienced CTA operator at the wheel the bus passengers could sit back, relax and enjoy the ride.



WITH PROPER solemnity and reverence, the group on the bus bow their heads as one of their number offers prayers in a brief service at the outset of their trip. Later, everyone joined in community singing as the bus took them from home to home on the scheduled routing.

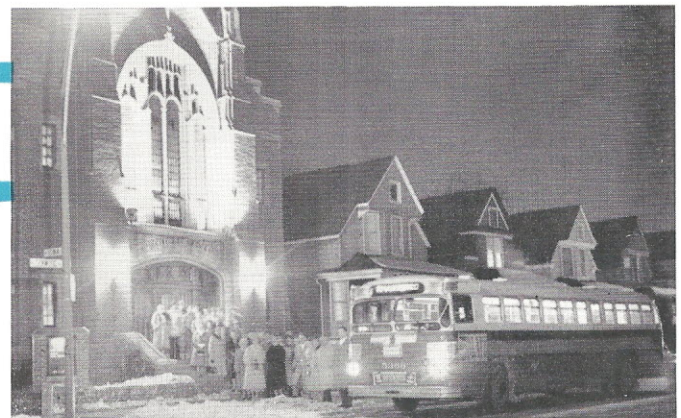
THE DINNER guests were all ready for the first course when this picture was taken as the club members arrived at the home of Mr. and Mrs. Fran Knautz, 5433 W. Berenice avenue. The door, framed with colored lights, was open to extend them a warm welcome on a cold night.

THE EVENING of Saturday, February 8, was bitterly cold and the streets were coated with ice and snow. But that did not deter the Redeemer Couples Club of the Evangelical Lutheran Church of the Redeemer, 900 Lockwood avenue, from going ahead with a progressive dinner party.

Confronted with hazardous driving conditions, the members had the foresight to charter a CTA bus to take them safely and comfortably between the homes where the various courses of the meal were served.

The decision to charter a bus resulted from a suggestion advanced by Fran C. Knautz, CTA's superintendent of job classification, a member of the club. Others helping to plan the dinner readily agreed that with the streets in such dangerous driving condition it would be better not to attempt to use their own private automobiles since the stops to be made ranged from the far west side of Chicago to Berwyn.

When the bus rolled up to the church, loading point for the club members, 38 people were on hand to start out on the evening's progressive dinner itinerary. Fittingly



THE GROUP assembles on the church steps preparatory to boarding the bus for the first part of the journey. Thirty-eight members of the club were in the party.



enough, the driver of the bus was *Operator Michael Maniscalco*, North Avenue, also a member of the Redeemer church.

When the trip was over, the club members expressed themselves as well pleased that they had decided to charter a bus instead of driving separately. The distance covered was 20 miles and, allowing for one-half hour stopovers at the various homes, the trip took approximately four hours.

Arrangements for the trip were made by CTA's Charter Service which in recent weeks has cooperated with many club and social groups in planning transportation by chartered buses to benefit performances at leading Loop theaters and similar entertainment attractions.

Chartered buses are in demand the year-round and have been engaged by schools, churches, sports fan groups and many similar organizations wishing to avail themselves of the privacy and convenience of charter service.

The accompanying picture story of the Redeemer Couples Club progressive dinner party is a visual example of the adaptability of charter service to almost any occasion.



"WILL IT be tomato juice or a fruit cocktail?" the Knautz's (second and third from right) ask as they prepare to serve their guests snacks to stimulate appetites for the courses yet to come. Soon afterward, the diners and their hosts were on their chartered bus headed for the next home on the list.



NEXT STOP was the home of a club member at 2629 S. Oak Park avenue, Berwyn, where the menu consisted of steaming hot soup—a very appropriate addition to a cold weather meal. And there were second helpings, too, for the appreciative guests.



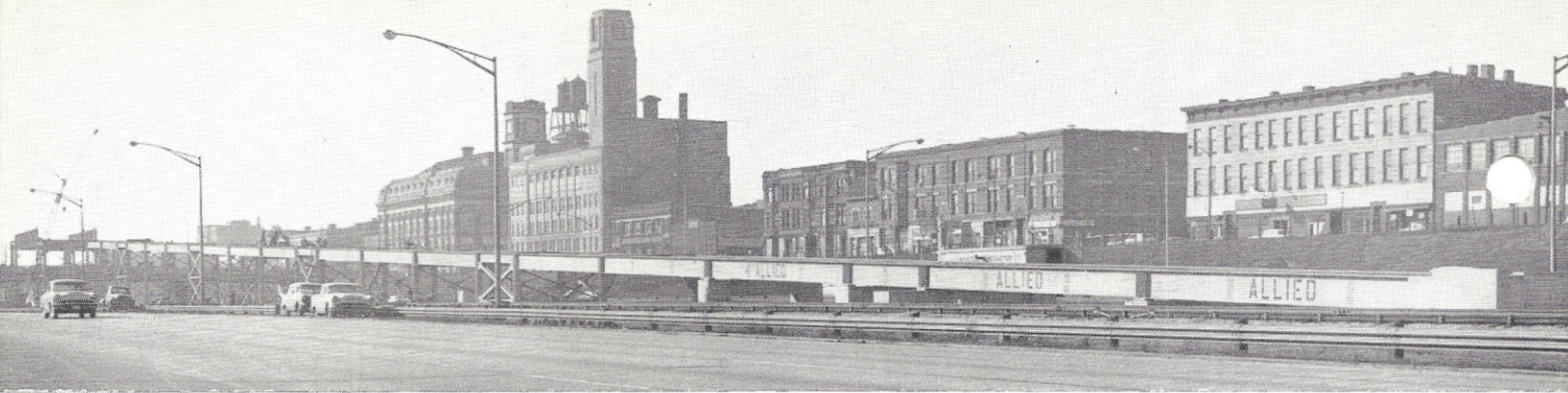
NO DINNER, progressive or otherwise, is complete without a salad course. This was awaiting the guests upon their arrival at the home of other members at 5512 W. Thomas street. Here, the bus party was treated to an assortment of home-made delicacies which won approval of all.



A HEARTY spaghetti dinner at 909 N. Leamington avenue was the main course of the meal. And among those who enjoyed it were the bus operator, *Michael Maniscalco*, and his wife (right foreground), who were invited to make all "eating" stops throughout the trip. But even after all this food there was still one more stop to make, for dessert yet!



AFTER THE dessert course at 1137 N. Leamington avenue, the ladies and their husbands parted company, but not for long. The men took the bus back to the church to pick up their parked cars and return for the feminine contingent. Here, the ladies are waving goodbye from the steps of the Leamington address as the bus departs and the social evening ends.



ENTERING ANOTHER phase of construction on the west side subway project, steel is being placed for the ramp connection between tracks in the median strip and the Douglas Park elevated structure. Trains of the Douglas Park route will use this ramp, located immediately west of Racine station, near Loomis street, when entering or leaving the expressway tracks. Two turnouts to be installed at this location will provide for this operational interchange from grade to elevated level. This photo, taken from the east end of the ramp, shows the view looking west along the new connection.

### Cost-of-Living Allowance Increased

AN INCREASE of three cents per hour in the cost-of-living allowance, bringing the total to eight cents per hour, became effective with the first payroll period in March for approximately 13,500 CTA employees.

The increase resulted from the advance in the cost-of-living index for Chicago for January, 1958, compared with the index of April, 1957, the date of the base index established by the current labor contracts.

Cost of the three cents per hour increase in the cost-of-living allowance is approximately \$85,000 per month. Including the cost-of-living allowance, the wage rate for one-man operators advanced from \$2.36 per hour to \$2.39 per hour.

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



C. A. Burns

### C. A. Burns, CTA Treasurer, Succumbs

CTA TREASURER Charles A. Burns died February 23, after a short confinement in Passavant Memorial hospital.

Mr. Burns was born August 17, 1884, in Sevastopol, Indiana. He attended Rochester College, Rochester, Indiana.

His transit career began on August 15, 1941, when he became auditor and president of the South Side Surface Lines, composed of the Chicago City Railway Company,

### 150 NEW BUSES ORDERED

CTA'S EQUIPMENT modernization program made another impressive stride ahead recently when the purchase of 150 latest type propane-fueled, 50-passenger motor buses was authorized by Chicago Transit Board.

Successful bidder on the addition to CTA's odorless propane bus fleet was The Flxible Company of Loudonville, Ohio, and the Twin Coach Company, of Kent, Ohio, which submitted a joint bid. The purchase price of the new buses totaled \$3,336,000.

Under the terms of the contract, delivery of the new buses is to begin within five months, and units are to be delivered at the rate of 25 per month until the order is filled.

The new buses will be equipped with the latest type of air springing. CTA is now operating 100 buses that have air springing, which is one of the industry's most recent developments.

The purchase of 150 buses will bring CTA's bus fleet up to a total of 3,489 units, including 1,451 propane buses.

Calumet and South Chicago, Southern Street Railway Company and Chicago and Western.

On February 1, 1944, Mr. Burns became comptroller of the former Chicago Surface Lines and was named treasurer on February 1, 1945. When CTA began operating on October 1, 1947, Mr. Burns became acting treasurer of CTA and was appointed treasurer September 23, 1952.

Prior to becoming associated with the South Side lines in 1941, Mr. Burns had served in executive capacities with the Foreman National Bank, First National Bank of Chicago and the Sears Community State Bank.

The only immediate survivor is Mr. Burns' widow, the former Helen Stanton, whom he married in 1917, at Elkhart, Indiana.

Funeral services were held February 25 at Our Lady of Mount Carmel church, 692 W. Belmont avenue. Burial was in Elkhart, Indiana.



# Our Public

## SPEAKS

MORE AND MORE emphasis is being placed on the importance of promoting good public relations. Competition is keen and merchants throughout the country are realizing that it is not only enough to stock the best products, but it is more important to maintain the best sales force to sell them.

In this instance, CTA is no different. Service is our product and we must provide the most efficient, convenient, courteous service possible. Moreover, it depends upon our employes who come in direct contact with our customers to promote and sell our product.

A friendly smile, a courteous reply or a tactful manner in handling a difficult situation promotes better relationships between CTA and its patrons.

Reprinted below are a few recently received letters of commendation from riders who appreciated the service shown them:

### "Courteous and Competent"

"I took the liberty of writing to call your attention to the considerate and competent manner in which Bus Operator No. 800 (*Maurice Thorington*, Forest Glen) handled a rather aggravating situation. I boarded his bus, which was equipped with a "Tokens and Quarters" fare box, and deposited a dime in the machine. After the dime was deposited I realized the silly mistake. The fare box was clearly marked.

"The operator was extremely courteous in explaining that the dime would register as a token and politely asked if I would please fill out a card indicating that a dime had been inserted in error. I was greatly impressed by the competent manner in which he handled this situation."

### "He's Tops"

"In all the years that I have been riding streetcars and buses, Operator No. 13522 (*Karl Leonhardt*, North Park), in my estimation, is tops. I boarded his bus recently and asked how I could get to my destination and he was more than polite in instructing me. Later, a blind man boarded the bus and the operator led the man to a seat. When he was ready to alight, the operator, again, got up from the driver's seat and helped the man off the bus."

### "Indeed A Pleasure"

"For the many people who ride the Lawrence avenue bus, it is indeed a pleasure to have Operator No. 6668,



(*Michael Kompanowski*, Forest Glen) at the wheel. He greets his passengers with a smile and a 'good morning'. It is always a pleasure to meet a man who likes his job and you can tell Operator 6668 does by the way he handles his bus and treats his passengers."

COUNTERBALANCING the letters of commendation are these letters, which, of course, are neither complimentary nor gratifying to receive:

"Recently, I was among a group of people who were waiting for a bus at a proper bus stop. When the bus ap-

proached us, the driver stopped about 50 feet from the corner, allowing a man to get off, and passed us right by. Because of his inconsideration, I was late for work and docked for my tardiness."

**COMMENT:** Passing up passengers is not only a disservice to the patrons, but to the CTA as well. Designated stop zones are for the purpose of allowing people to board or alight. Every rider is important to the welfare of all CTA employes, and is entitled to receive every consideration possible.

"Recently I alighted from a bus and walked into the "L" station. I handed the agent my transfer and went on my way. I had just about reached the door when the agent called to me. When I went back she told me that my transfer was six hours late. Instead of being punched 6:15 a.m. it was punched 12:15 p.m. I don't know what the operator who issued me the transfer had on his mind, but it certainly couldn't have been business."

**COMMENT:** A great deal of inconvenience is caused to patrons by the issuance of an improperly punched transfer. All employes are expected to be alert and efficient in the handling of cash, tokens and transfer transactions.

SHOWN here is a comparison of complaints and communications received by Chicago Transit Authority for February, 1958; January, 1958, and February, 1957:

	Feb. 1958	Jan. 1958	Feb. 1957
Complaints .....	879	1141	792
Commendations ..	79	109	75

# New Facility at 63rd-Loomis Terminal

ADDED CONVENIENCE for CTA patrons using the 63rd-Loomis terminal of the Englewood rapid transit branch was provided starting February 11 when a new entrance-exit stairway at the west end of the station platform was placed in service.

The new stairway, which provides access to and from sidewalk level on the west side of Loomis street, augments the present service facilities at the station by making available a new morning rush-hour entrance and a 24-hour exit to passengers using this station.

The new installation also includes an agent's booth, with an agent on duty from 6:30 a.m. to 9:30 a.m., weekdays, and a time-stamping transfer machine for the convenience of CTA riders transferring from the "L" to surface vehicles serving the station.

To further facilitate transfer between surface and "L" service at 63rd-Loomis, operations of two bus routes in this area were revised. Affected are the Ashland-Downtown (No. 45) and Marquette (No. 110) routes.

From 4:00 p.m. to 7:05 p.m., weekdays, the revised routings of these lines are:

Ashland-Downtown: East on 59th from Ashland to Loomis, south on Loomis from 59th to 69th, west on 69th to Ashland, thence south over the regular route.

Marquette: East on Marquette to Ashland, north to 63rd, east to Loomis, south to 67th, thence west over the regular route. Marquette buses also will operate over this route from 4:00 p.m. to 6:40 p.m. on Saturdays.

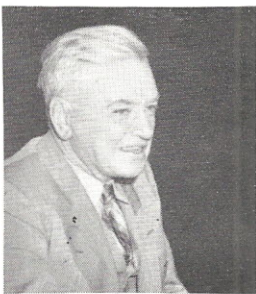
Formerly, during these hours, southbound Ashland-Downtown buses operated east in 59th from Ashland to Loomis, south in Loomis to 63rd, west in 63rd to Ashland and south to their terminal. Marquette buses operated east on Marquette to Loomis, north on Loomis to 63rd, west on 63rd to Ashland and south on Ashland to Marquette.



A NEW entrance-exit stairway at the west end of the 63rd-Loomis terminal station platform of the Englewood rapid transit branch was placed in service recently. An agent's booth is located in the small building in the fenced-off area at the foot of the stairway. This view looking east across Loomis street shows the main station in the background.

There is no change in bus routings during weekday and Saturday mornings, or on Sundays and holidays.

This improvement of stairway and transfer facilities at 63rd-Loomis terminal benefits many of our patrons, particularly those who heretofore have had to walk across busy Loomis street to board buses. The station is one of the busiest transfer points on the rapid transit system and the new installation should help to speed interchange of passengers during both the rush periods.



P. W. Collins

## **P. W. Collins, Board Member, Dies**

PHILIP W. COLLINS, a member of Chicago Transit Board since its establishment in 1945, died February 13 in St. Luke's hospital following a short illness.

For many years, Mr. Collins was active in American Legion affairs in the state and in the nation, and a leader in local, state and national politics. He had been engaged in the general insurance business in Chicago since 1922.

In 1945, when formation of Chicago Transit Authority was proposed for the solution of Chicago's local transit

problems, Mr. Collins was one of the active leaders who worked vigorously for the enactment of the Metropolitan Transit Authority Act.

When Chicago Transit Board was established in June, 1945, Mr. Collins was appointed a member of the board by his close friend, former *Governor Dwight H. Green*; re-appointed by Governor Green in 1948, and re-appointed by *Governor William G. Stratton* in 1955.

During his long period of activity in politics, Mr. Collins served as a member of the Illinois Commerce Commission, as Chairman of the Illinois Tax Commission, and as State Director of Revenue.

A native Chicagoan, Mr. Collins was born July 19, 1891. He is survived by his widow, *Rella*; by a son, *Philip W. Collins I*; by two daughters, *Mrs. Irene Hinkamp* and *Patricia Collins*, and a sister, *Mrs. Alice Gamble*.

Funeral services were held February 17 at Holy Name Cathedral. Interment was at Calvary cemetery.



# THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

## Helps Wife's Parents Mark Anniversary

ACCOUNTING — *Thomas McGrath*, supervisor, Material and Supplies, took a week of his vacation to be on hand for the golden wedding celebration of his wife's parents, *Mr. and Mrs. Edward O'Brien*, on February 4. After a mass at St. Giles church, a breakfast and open house were held at the McGrath home.

*Jean Mocarcki*, machine operator, Vouchers, was married February 21 to *Douglas Wright* in a private ceremony at St. Nicoli Evangelical Lutheran church. Jean's co-workers presented her with linens and household articles.

*William Folta*, assistant general accountant, has a brand new grandson who was born to his daughter, *Mrs. Richard Novak*, and her husband on February 3. The young man has been named *Michael Richard* . . . *Raymond Schramm*, supervisor in the Vouchers department, is proud of a new granddaughter, *Janet Mary*, who was welcomed by his son-in-law and daughter, *Mr. and Mrs. Reno Nিকেle*, on February 7. The little girl joins a brother, *Christopher Joseph*.

*Caroline Naumiak*, formerly of Billing, became the mother of a baby boy on February 21. Caroline and her husband recently moved into a new home in Fox Lake.

—HELEN A. LOWE and MABLE I. POTTHAST

## Fish Were Cool to Ice Angler's Bait

ARCHER—Our ice fishermen, *Operators Wally Shydowski, Frank Sladek* and *Walter Kerbs* found lots of ice, but no fish.

*Operator Wallace Wroble* became a grandpappy for the third time on February 3. *Robert*, Wallace's son, is the proud daddy of *Thomas Bradley*, who was born at South Shore hospital.

*Stuart Sims*, District "B" superintendent, and his wife celebrated 36 years of wedded life on March 18 . . . *Supervisor Jerry Pierczyn-*



## AWARD WINNERS

PRESENTATION OF a quarterly Station Achievement Award to *Kimball* on February 5 called for a get-together with coffee and cake at the terminal. Here, after the plaque was presented and after partaking of the refreshments,, some of the motormen, conductors and other employes gathered outside and proudly displayed the plaque. The award was earned by the rapid transit terminal on the basis of the best decline in traffic-passenger type accidents during the final three months of 1957, as compared with the similar period over the past three years.

*ski*, District "B," and his wife celebrated 19 wedded years on February 26 . . . *Supervisor Robert H. Johnson*, Loop district, and his wife were married 29 years on March 15.

*Operator Carl Bohse* was married recently.

*Clerk Frank Schmdtz* cut a big slice out of his finger taking a blade out of his safety razor. He's seriously considering switching to an electric model.

At our recent annual Credit Union meeting, all incumbent officers were reelected by acclamation.

*Supervisor George Harrington*, District "B," recently underwent a serious operation. At this writing, he is in Oak Park hospital . . . *Supervisor Bill Olson*, District "B," is off sick at present.

The mothers of *Operators Bunny Kwiatkowski* and *Ed Stepnicka* passed away recently.

—R. H. FORTIER

## Alarm Clock Has An Alarming Habit

BEVERLY—*Marinus Cooper's* alarm clock has a nasty habit of going off an hour ahead of time. Ever since the morning he found himself at the depot at 3:00 a.m., he has double-checked the time by telephone before rising at 4:00 a.m.

*Henry and Alma Wade* will celebrate their 34th wedding anniversary on March 26.

*John and Katherine McCarthy* took a count recently and discovered that they now have 10 grandchildren. Latest addition is a little boy, *John Mark*, who recently was born to their daughter and son-in-law, *Eileen* and *James Gannon*. The baby is the Gannons' eighth child . . . *Clerk Martin Conway* recently was presented with his

second grandchild, *Patrick William*.

*Charles and LaVerne Yost* and their daughter, *Judy*, spent three weeks at Pompano Beach, Florida. They also visited Fort Lauderdale and Miami, as well as Africa, U.S.A., a large outdoor zoo. They ended up visiting LaVerne's parents at Margate.

*Joan Fisher*, daughter of *Jack and Betty Fisher*, received a scholarship to Western State Teachers' college at Macomb, Illinois.

*Emil and Pearl Beck* left for Avon, Florida, on February 17 for a four-week vacation with friends. . . . *Don and Camille Kenyon* spent three weeks in Hot Springs, Arkansas. Camille, who went there for her health, was feeling much better upon their return . . . *Ed Trost* and *Bob Stewart* stayed inside near the heater during their vacations. . . . However, *Joe Thurston* and his brother, *Carroll*, of 69th, headed north to Westboro, Wisconsin, to do some ice fishing.

## Flu Bug Strikes

It seems as though nearly everyone has had the flu. On the sick list, as we wrote this, were *Ralph Short, Mike Hynes, Ray Cole, Fred Reen* and *Tom Judge* . . . The wives of *Operator Harold Bradshaw* and *Repairman Chester Buckley* have recovered from recent operations. . . *Art Neff* is back from a 12-day bout with the Egyptian flu—he said he caught it from his mummy!

*Repairman Frank Cleary* is back on the job after an absence of over one year because of illness . . . Other repairmen who were on the sick list recently were *John McCrea, John Aardema* and *Henry Stuewe*.

*John McGrath* of 77th suffered three broken ribs recently when he fell on ice near his home.

*Betty Peplow*, wife of *Operator Carl Peplow*, suffered death by suffocation as she tried to flee a fire in her home. The tragedy occurred while Carl was at work.

*Art Ryan's* brother passed away in January.

—FRANK H. BLACK

**BEVERLY'S BOWLERS**



THESE PLEASED-looking gents had good reason for their expressions; they had rolled into first place in their bowling league. Standing, left to right, are *Charles Peterson, Tom Tomasek and Joe Simel*. Sitting, from left, are *Al Rehling and Dan Murphy*, team captain. All are from Beverly's repair department.

Reported by *Frank M. Black*

**Two New Lawyers Are Introduced**

CLAIM-LAW—Out goes the "welcome mat" for two new attorneys in the Law Department, *Paul Hecker and James McLendon*.

*Frank Mullen* recently moved into his new home in Sauganash after a long wait for its completion.

The annual Claim-Law Credit Union dinner, which was held January 31 at Chodash's, turned out to be quite a success.

*Harold Dillion*, claim adjuster, spent three weeks in Florida, during which he acquired a deep tan from fishing in the Gulf Stream.

*Mary Delaney Traxler*, typist, suffered the loss of her father recently.

*Clerk Dave Munyer* returned to work after a long illness.

—CHARLENE O'CONNOR and MARY ANN NYKIEL

**These Cold-Weather Anglers Got Results**

ELECTRICAL—*Joseph Herman*, chief operator at Illinois substation, and *Theodore Wyncott*, "B" electrician, vacationed for a week at Wisconsin lake, near Okee, Wisconsin.

During the zero weather they cut an 18-inch hole in the ice and made a good catch of fish, including a 24-inch wall-eyed pike.

*Arthur Hansel*, chief operator at Sedgwick substation, vacationed in Miami, Florida. He said he picked five winners out of six races at the track on the first day. He also caught some fish . . . *Thomas Callahan*, chief operator at Harding substation, vacationed in Hot Springs National Park, Arkansas.

—GILBERT E. ANDREWS

**Gains Diploma, Honors From Hospital Bed**

FOREST GLEN—Operator *Bill Devitt's* son, *Thomas*, graduated from Burbank grammar school recently. Although he was in the hospital at the time with rheumatic fever, he received his diploma and also an American Legion honor award and a medal for high scholastic grades and good citizenship.

*Relief Clerk Frank Carpino* and his wife celebrated their 17th wedding anniversary February 1. They and their friends, *Doctor and Mrs. Daniel Blue* of Minonk, Illinois, enjoyed an evening out, highlighted by a steak dinner with all the trimmings.

*Operator Milton Burnett* became the father of a baby boy recently. The new arrival joins two sisters.

As we wrote this, *Operator Julius Golnik* was home resting after a short stay in the hospital . . . *Operator John Hartmann* was hospitalized for an operation . . . *Operator W. J. Piper* underwent a hernia operation on February 17.

—GEORGE WILLIAMS

**Her Birthday Is Easy To Remember**

GENERAL OFFICE—(*Transportation*)—*Marge Rochford* celebrated February 14 with hearts and flowers—hearts for St. Valentine's day and flowers in commemoration of her birthday.

*Bill and Mary Rooney* observed St. Valentine's Day by marking their 16th wedding anniversary. They and their children, *Brian and Mary Janet*, celebrated the occasion with a dinner in Morton Grove.

*Radio Dispatcher Frank Adams* and his wife drove to New York to attend the marriage of their son, *Lt. Robert F. Adams*, to *Miss Lex Kaspar*, a former member of the Air Force. Bob, who recently signed up for an additional 20 years' service in the Air Force, at the present time acts as navigator on flights from McGuire Air Base, New Jersey, where he is stationed, to the most remote points of the world.

*Radio Dispatcher James Nelson* announced the birth of his eighth grandchild, *Mary Ann*, whose arrival evens the score at four granddaughters and four grandsons.

*Mickey Daly* is "back home and broke" after a four-week trip to Mexico and Florida. Leaving Chicago, she flew to Mexico City, where she stayed four days. She also visited Jose Purua, a spa; Taxco (City of Silver), and Acapulco. While on the beach, Mickey saw a whale almost overturn two surprised young folks paddling on a raft. An all-day drive through the beautiful Sierra Madre mountains back to Mexico City and a flight to Oaxaca, a town in the central part of Mexico, followed. She then traveled to Daytona Beach, Florida, where she vacationed with her sister, *Mrs. Floyd Davis*, from Middletown, New York.

**Returns From Arizona**

*Tony Curcio* recently returned from a vacation spent in Phoenix, Arizona, with his mother and dad. While Chicago was gripped with a severe cold wave, Tony lounged around in an average temperature of 70 to 75 degrees. One of his many side trips included a visit to St. John's shrine, which is built in the side of the mountain, at Prescott, Arizona. All the shrine's statues are life-size.

*Radio Dispatcher Jack Krause* flew to New York to visit his son, *Jack, Jr.*, who was recuperating from an operation.

(*Insurance*)—With a bathinette tucked under one arm and a baby blanket under the other, and wearing a corsage, all gifts from her co-workers, *Nancy DalPorto Clifford*, wife of *Pat Clifford* of Property Accounting, ended her business career to await the arrival of a little visitor. To assume the duties left vacant by *Nancy, Mary Berry* returned to the fold.

Two new girls are *Geraldine Howe*, who transferred from the Accident Prevention and Training

Department, and *Kay Connery*, who is a newcomer to CTA. She formerly was employed by a hack-saw firm.

—JULIE PRINDERVILLE

**There Were Many A "Hello" And "Goodbye"**

GENERAL OFFICE — (*Training and Accident Prevention*)—Recent newcomers to this department are *William Barnes* and *John Hartnett*, who took over the jobs of training clerk and accident record clerk, respectively. *Bill* transferred from Purchasing and *John* from Stenographic.

*James Madden*, former training clerk, transferred to the industrial accident section of the Insurance Department. He filled the position vacated by *John Boyce*, who transferred to Job Classification.

(*Staff Engineering*) — *Elsie Smith*, typist, transferred to the Executive Department as a Clerk III in the transit board secretary's office. She was replaced by *Gloria Torrey*, who started with CTA on February 1. *Gloria's* mother, *Pauline*, is an employe in the Accounting Department, and her sister, *Mrs. Phyllis Cozens*, works in the Legal Department.

*Anne Schleiter's* eighth grandchild, *Patricia Jeanne*, was born at Resurrection hospital recently.

—MARY E. CLARKE

**SHOPMAN RETIRES**



CLOSING OUT a 39-year career in transit, *Ralph Vujnovich*, shopman III in Skokie Shops' truck department, took his pension March 1. Above, saying good-bye to *Ralph*, who is second from left, are, left to right, *Specialist Steve Plaszewski*, *L. G. Anderson*, superintendent of shops and terminals, rapid transit division, and *Frank Olszewski*, truck foreman at Skokie Shops. *Ralph* received a watch from his co-workers.

### Bet They Won't Rest On Their Laurels

KEDZIE—Presentation to this station of the traffic type Station Award plaque for the last quarter of 1957 was made March 4. This depot also has won the annual traffic type award two years in a row. Let's keep winning through 1958.

Operator *McClinton Porter* recently was presented with twin boys, each weighing four pounds.

*Stanley Micek*, relief clerk, and *Mrs. Micek*, moved to a new home in Berwyn recently.

Operator *Walter Tajdus* and his wife spent their vacation in New Orleans. They reported that they had a splendid time, even though the weather was cold.

—C. P. STARR

### Credit Union Dance Goes Over Big

LIMITS—The Limits depot Credit Union dance held January 25 was a great success. There was plenty to eat and drink, as well as lots of good music for dancers.

Operator *Charles Margaron* and his wife celebrated their 35th wedding anniversary on January 27. For this recent system pick, we selected our runs by a card system which makes for fewer errors on picking than the chart system that created a pool of runs for relief men.

Let's have some more news, men.

—IRVING J. METZGER

### Vacation Included Good Weather, Visits

LOOP (Agents)—*Margaret Donegher* left chilly Chicago for California, where the weather was sunny and warm, to visit friends and relatives in Los Angeles, San Bernardino, Van Nuys and Canada. While in Los Angeles she also visited the huge Farmers' Market.

*Mary Walsh* recently suffered the loss of her brother.

As we write this, *Alice Murphy*, *Ann Wastier* and *Rose Camp* are convalescing at their homes after being hospitalized for several weeks.

*Anita Schreiber*, who recently was recuperating from an automo-

bile accident, is back at her job. . . . Also back at work, after an illness, is *Sylvia Welter*.

—EDITH EDBROOKE

### They Knew How To Beat The Weatherman

NORTH AVENUE — After enduring what the local weatherman had to offer, Operator *Eddie Gundlach* and *H. W. Monson* headed for warmer climates. Eddie toured Florida while the latter visited California. . . . Operators *John Terak* and *Harold Rennhack* picked a good time for their vacations. While we were sliding around on the ice and snow and shivering from the cold last month, they were laughing up their sleeves.

The flu bug landed here and sent *Harold "Red" Foster* and *Jerry Hayes* scurrying for cover under the sheets and blankets. Also on the sick list were *Ed Lee*, *Tom Onorato*, *Joe Fleischman*, *Jimmy Toops* and *F. Napravnik*.

Operator *Ernest Bock* suffered a broken hip when he slipped and fell on the ice. He was confined to Suburban hospital.

All candidates for our softball team will be judged strictly on their merits as ballplayers. All positions are wide open. Watch the bulletin board for notice of

spring tryouts. Let's keep up the tradition that North Avenue will have a championship before the season ends.

Couples celebrating wedding anniversaries were the *William Kennedys*, their 27th on March 2; the *Walter J. Schichts*, their 23rd on March 7; the *Charles Conroys*, their 29th on February 9; the *Stuart Sims*, their 36th on March 18, and the *Jerry Vaneks*, their 21st on March 27.

The *George Ridgeway* family was made especially happy when a baby boy, *Danny*, arrived recently.

—JOE HIEBEL

### Heads 'Way South For Vacation

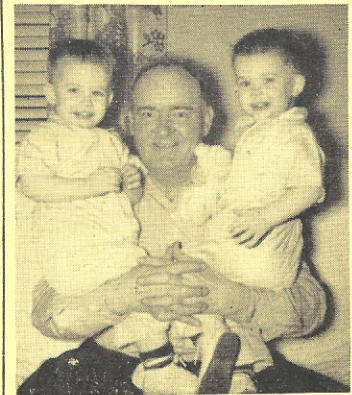
NORTH PARK—Clerk *Haddon Phillips* spent his vacation in Florida and Cuba.

Operator *Donald Gill* retired on pension February 1.

Operators *Fred Frieb*, *Vic Mice-tic*, *Harold King*, *James Maloney*, *Nick Mueller* and *Larurence Graham* have been off sick for quite some time, at this writing.

Operator *Irwin Lewin* was injured when he was struck by an auto at Lincoln and Foster on February 15.

### A PAIR



NO, YOU'RE not seeing double! These twin brothers, 20-month-old *Bobby* (left) and *Billy Wetzg*, are shown with their grandfather, Supervisor *Joe Rossbach*, District "A." In his spare time, Joe likes nothing better than to frolic with the youngsters.

Reported by *Joe Smith*

The wife of Operator *Bob Geiser* died January 19. . . . Operator *Ted Prentiss* passed away suddenly February 13.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

### There's Eight In This Family Now!

NORTH SECTION — Supervisor *John Brucker* and his wife recently became the parents of a baby boy. The youngster is their sixth child.

Motorman *Al Burn*, who had more than 42 years of service, died in an automobile accident in Michigan City, Indiana, on January 30. His wife was recovering from the mishap in Doctors' hospital there, as we wrote this.

Motorman *James Barnes* presently is in Municipal Tuberculosis Sanatorium. He would appreciate hearing from his CTA friends.

New graduates of the CTA supervisory school are *Towerman Art Johnson*, *Extra Guard William Nash* and *Switchman Mike LaVelle*.

If you've moved recently, please notify

CTA TRANSIT NEWS

### TAKES PENSION



MORE THAN 37½ years of transit service ended for *Repairman George Perdue*, *Wilson Shops*, when he took his pension February 1. *George* (center) who began on June 26, 1920, was presented with a wallet containing a cash purse. Flanking him are, from left, *Tony Porcaro*, assistant general foreman, and *Edward Hendrickson*, general foreman, both of Terminal Inspection Shops; *Carl Raab*, retired repairman, *Wilson Shops*, and *Wilson Shops Foreman Tony Antonucci*. Picture was snapped by *Repairman Ed Mizerocki*, also of *Wilson Shops*.

**47½ TRANSIT YEARS**



A CASH PURSE, the gift of his co-workers, was presented to **Arvid C. Lindquist** (center), chief clerk at South Shops who retired March 1, by **Ed Wendt**, chief clerk, Shops and Equipment (left), as **Frank DeWitt**, new chief clerk at South Shops, looks on at right. Mr. Lindquist chalked up more than 47½ years of transit service.

Agent **Amanda Narrance** has been on the sick list since last December.

Kimball avenue was the winner of the Station Achievement Award for the final quarter of 1957 on the basis of the best decline in traffic-passenger type accidents.

—ANGELO BIANCHINI

**Two More Birthdays To Remember**

PURCHASING AND STORES—**Margaret Allen**, Stores, General Office, announced with pride the arrival of her twin nieces, **Joan** and **Julie**, who were born January 23.

**Patricia Ann Steinbeiss** is a new typist in Stores, General Office . . . **John Duffy** has become a stock clerk at west division.

**Pat McCanney**, formerly of south division, left CTA to join the Chicago Police Force.

Valentine's Day seemed the proper time for **Joan Johnson**, Stores, General Office, to announce her engagement to **Donald Jahnke**. No date has yet been set for the wedding.

**William Dalton**, south division, vacationed in Hot Springs, Arkansas.

**Cecil Watson**, south division, suffered the loss of his mother . . . The granddaughter of **Zigmant Martin**, south division, died recently.

**James Lyons**, west division, will be confined to the hospital for quite

some time. For any of his friends who might like to drop him a card, his address is: Room 7AS, West Side Veterans' Hospital, 820 S. Damen avenue, Chicago.

—DAGMAR McNAMARA

**Birthday Calls For Dinner Celebration**

SCHEDULE-TRAFFIC — On **Laura Schreck's** birthday, the girls spent a very enjoyable evening celebrating at a dinner in the Empire Room of the Palmer House.

**Andrew DeGrazia's** son, **Robert**, who enlisted in the U. S. Marines, is taking basic training at San Diego, California.

**Margaret Rosich** was a bridesmaid at **Margaret Sares'** wedding at Our Lady of Victory church on February 15. A reception was held in the Grand Ballroom of the Drake Hotel.

**George Johannes** spent his vacation in Berwyn getting his spring cleaning and painting done early.

**William Dentamaro** spent his vacation in Chicago.

On January 9, **Ray**, son of **Richard Goldstein**, performed on the trumpet on the Television Club program over WGN-TV with the Steinmetz high school "Campus Crew," a band "combo."

**Edward Juric** and **Harold Andrews** presently are in the hospital.

**George Fisher's** mother passed away February 1.

—GERTRUDE F. ANDERSON

**Far North To Gain CTA Pensioner**

77TH—**John Blais** plans to go to James Bay on the southeastern tip of Hudson Bay near Kapukusniz, Ontario, Canada, which is 1,700 miles from Chicago, when he takes his pension in May.

**Eugene Brennan** and his family, who vacationed in the north woods of Michigan, drove through what seemed like mountains of snow to get there.

**Al Shark**, his wife, **Mary**; their daughter, **Phyllis**, and their three grandchildren, **Ed**, **Larry** and **Carol**, vacationed at their mountain home near Blackburn's Resort, Arkansas, for 11 days of fishing through the ice. Al said he caught quite a string of fish.

**Robert S. Crossan**, son of Supervisor **John Crossan**, recently was elected president of the Metropol-

itan Chicagoland Memorial Monument Dealers association.

Conductor **Nick Schaefer** and his wife, **Martha**, recently became grandparents for the third time when their daughter, **Marion**, and son-in-law, **Chester Barrabas**, welcomed a new baby boy, **Ted**.

Operator **John J. Bushka** received an announcement from his son, **John, Jr.**, and his daughter-in-law, **Lavergne**, that he had become a grandfather again when **Dale Allen** was born in Granada Hills, California, on January 24.

**Tom Donnelly** recently took his pension after 38 years of service.

**Day Superintendent Jack Theis** suffered a broken leg as the result of falling on ice. Night Superintendent **Jack Bailey** carried on during Mr. Theis' absence.

—JOE SMITH

**Electrician Suffers Loss Of Brother**

SKOKIE SHOPS—**Electrician John McGee's** brother, **James**, died February 20.

**Carpenter William Herrman** was home sick for several days . . .

Clerk **John J. Dwyer** is home ill, at this writing . . . Upholsterer **Nick Porcaro**, Electrician **Raymond Hoewel**, and Machinist **Al Krzeminski** also were on the sick list.

Clerk **Jack Lucas** is very happy that his sister, **Jane**, is back at work after three weeks of observation in Edgewater Hospital.

—DAVID GURWICH and EVERETT E. ENGLAND

**Everything Comes To Him Who Waits**

69TH—How lucky can you get? During his vacation, **John Kirby**, while sitting under a tree at Lake Winneconna behind St. George's hospital, was notified that he had been awarded two television sets.

Clerk **Art Lubke** prepared his fishing gear for the big smelt run in Lake Michigan. Clerk **Barney Becker** said he planned to catch herring and add them to Art's tropical fish aquarium.

A dinner was held in the Terrace Casino of the Morrison Hotel on February 13 to plan for a retreat at Notre Dame university on Au-

**50 WEDDED YEARS**



AN ANNIVERSARY mass at St. Edward's church February 12 marked the golden wedding anniversary of **Thomas Dunn**, retired streetcar conductor who used to work out of the old Blue Island depot, and his wife, **Margaret**. The couple, their daughter, **Mrs. Mary Schroeder**, and grandson, **Robert Schroeder**, also marked the occasion with a dinner out. Tom, a 44-year transit employe who retired in 1949, later worked for nine years at Grant hospital. He and his wife, who were grammar school classmates in Medaryville, Indiana, have lived on Chicago's north side all their married lives.

gust 14. Those who attended with their wives were *Ernest Tocci, Patrick Byrne, Patrick J. Murphy, Charles Williams, George Griffn, John Donovan, Jerry Gleason, Anton Dubrick* and *William O'Grady*.

*John Joyce* was re-elected finance chairman of the St. Patrick's Day parade for the sixth consecutive year.

*Operator Joseph Quinn* was elected president of 69th's Credit Union. A new clerk is *Robert Garza*.

*Roger T. Caplis*, son of *Operator Roderick Caplis*, will be ordained a priest at St. Mary of the Lake seminary, Mundelein, on April 12. The new priest, who will celebrate his first mass at Little Flower church, 80th and Wood streets, on April 13, will be honored at a reception at the school hall at the same address.

—TOM DANIELS

### Recognition Of A Job Well Done

SOUTH SECTION—*Conductor William Rowe* received another commendation, this time from a bank president who was impressed with the audible and clear manner in which he announced stations. Previously, he received a commendation for turning in a lost article.

*Switchman James Caldwell* decided to head Detroit way for his vacation and there was a little concern whether the snow was go-

### CLOSES CAREER



RETIRING MARCH 1, *Frank J. Stoll*, assistant carhouse foreman, who was assigned to miscellaneous duties since the closing of Devon station last September, closed out a transit career that dated back to February 1921. On hand to honor Frank (second from right) and to present him with a check were, left to right, *John Murray* and *John Harnett*, general foreman of garages, north division, and *John McMahon*, foreman at Lamont garage.

ing to detour him. Last word was that he made it all right and was enjoying himself in the Motor City.

*Motorman Harry Barton* informed us that there was a new grandson in his family, *Michael Henry*. Michael's father, *Don Price*, formerly worked in the Stores Department. Harry also proudly stated that *Cathy Lane*, his granddaughter, is now two and one-half years old.

A stranger is trying to acclimate himself to the surroundings in the *Hartney* domicile. *Little Bill*, the culprit, has been creating quite a commotion by keeping *Verna* and *Roland* awake nights. The noisy one is a parakeet which they recently acquired.

*Agent Mary Dunn* who was a familiar figure at South Park station, and *Edna Heyne*, who was stationed at Dorchester, decided that March 1 was a good time to go on pension.

*Station Superintendent Ralph F. Wenstrom* celebrated 40 years of service on Washington's birthday.

*Instructor Don Murphy*, who dislikes the winter weather, decided to get away from it by driving to Florida. He visited Clearwater, Miami, and Key West.

—LEO J. BIEN

### Printer Made Imprint On Audience

SOUTH SHOPS—Hidden talent recently was displayed by our print shop foreman, *Bill Donaldson*, who managed and performed in a "musical variety show" given by the Drexel Park Presbyterian church. Bill crept into the hearts of the audience when he sang and portrayed "Around the World in 80 Days." The two-day performance proved successful enough to be held over for another evening. Proceeds were donated to the church's youth center.

With eyes sparkling as brightly as the diamond on her finger *Jean Panek* danced into the office to tell us the good news of her betrothal to *Walter Potempa*. Their wedding is planned for September.

*William Funai*, body shop, thought it was much easier to brave the cool weather of Florida than the sub-zero cold of Chicago and spent his vacation in the sunny state.

In the future, two special occasions will be celebrated on January 23 in the home of *Harold Fabricius*, bus overhaul, and his wife, *Eleanor*. On that day, Eleanor presented Harold with a baby boy whom they named *Harold Edward, Jr.*, and Harold and Eleanor celebrated their fourth wedding anniversary.

*Chris Nielsen*, office, retired on February 1. Chris was presented with a cash gift by his friends.

The mothers of *John Del Medico*, bus body, and *Max Wright*, bus overhaul, died recently. *Welder John Holubiak* passed away suddenly on February 15. He had been a CTA and former Chicago Surface Lines employe for about 13 years.

—EVELYN CLARK and FRANCES LOUWARD

### He Came For An Extended Visit

TERMINAL INSPECTION SHOPS — (*Douglas*)—*Repairmen Joe Serritella* and *Sam Salvaggio*, who were off because of sickness and are now well and back at work, chuckled over an amusing incident when they were both sick. Joe was confined to Mother Cabrini hospital and one morning Sam walked into the room. Joe began to thank him for visiting him when Sam began to change into hospital clothes. He had been assigned to the same room as Joe.

(*Wilson*)—The remodeling of the Wilson Shop office is nearing completion.

*Joe Lelake*, who repairs the public address speakers on the 6000 rapid transit cars, presently is still off sick.

(*Lake*)—The mother of *Repairmen Clyde* and *Walter McKay* died recently.

### BEVERLY'S "CHIEF"



THIS PICTURE of *Operator George Tidd*, Beverly, was taken when he was only two years old, just 60 years ago. George, a full-blooded Indian whom the boys affectionately call "The Chief," hails from a Canadian tribe and still remembers some of his native Indian language. He started his transit career in 1927 at the old 38th street depot.

Reported by *Frank M. Black*

*Cleaner Garner Dorsey*, who recently underwent surgery, is back at work.

(*Logan*)—*Repairman Mike Fahy* suffered an eye injury.

—JOE FEINENDEGEN

### Two Little Girls Now Have Baby Brother

WAY AND STRUCTURES—*Mrs. Mary Daley*, wife of *Martin Daley*, material dispatcher, Rapid Transit Division, gave birth to a son, *Robert*, on February 6. He arrived on

### THEY WERE FAMILIAR FACES

IDENTITY OF the motorman and conductor of the open-air electric "summer" car of the old Chicago Consolidated Traction company, pictured in the February issue of TRANSIT NEWS, proved easy for *Guy Shirer*, former motorman, *Kedzie*, who retired in August, 1948, and now lives in Knoxville, Iowa. According to *Guy*, he was the motorman and a *John Hammerman* was the conductor. The picture was taken in 1907, the same year *Guy* began in transit, at Harlem avenue and 12th street (Roosevelt road), he stated. At that time *Guy* worked out of a depot at Madison and Pulaski, which was known as the Cicero and Proviso barn. No further information is available on *John Hammerman*.

the 10th birthday of his sister, *Eileen*. The Daleys also have another little girl, *Kathryn*, age six.

*Salvatore Trippiedi*, laborer, and *Vincent Caruana*, truck repairman, both of Track, retired March 1. Each had nearly 29 years of service.

—MARLENE NEHER

### The Day Was Cold But Her Heart Wasn't

WEST SECTION (*Agents*) — During one of the near-zero days early last month, *Agent Elizabeth West*, who is assigned to the Pulaski station on the Garfield Park line, noticed a boy, who was about nine years old and poorly dressed, hovering close to a radiator in that station. Because of his scanty attire and the extreme cold, he quickly aroused her sympathy. When she went off duty, she took him to a nearby store where she had him outfitted with warmer clothes. Also contributing toward the boy's clothes and to a sum of money given him were the storekeeper and another customer. The grateful youngster, who was described as very well-mannered, then went home much warmer and, undoubtedly, much happier because of this unselfish agent who played the role of the Good Samaritan.

*Agent Ed Durkin* spent the first two weeks of February on jury duty in Criminal Court.

Your reporter's stepfather, *Nathaniel C. Ross*, died January 30.

*Agent Frank Zima*, and his wife returned slightly ahead of schedule from Florida where they had gone in search of warmth and sunshine. They spent most of their time on the inside looking out. They encountered 60-mile-an-hour winds, rain and freezing temperatures. Now, they have about decided it

is a lot cheaper to stay home and freeze than to travel over 1,000 miles to do it.

*Agents Victor Brown, Bill Guerin* and *Martin Tezak* are working on the Lake street line again. They were transferred from posts in the Milwaukee-Dearborn and State Street subways.

*Agents Dorothy Raiman* and *Catherine Dee* are on the sick list at this writing . . . *Agent George Pechous*, after a three-week stay in Hines Hospital, is back on the job.

*Agent Teresa Oberly* experienced quite a scare recently. She suddenly had the sensation of hearing voices and music in her booth at Pulaski road on the Lake street line. After a few anxious moments and a frantic search, she discovered that *Agent Dorothy McGreevy*, who had stopped by just a short while before, had forgotten her transistor radio, which is about the size of a cigarette case. The loser and the finder soon got together and all was quiet on the Pulaski front.

—GORDON KELLY

### TAKING A BREAK



ONE DAY, back in 1914, these men took time out to have their picture taken at the Wilson avenue dispatcher's office of the old Northwestern Elevated Railroad. From left, in rear, are Motorman "Shorty" Farr and Towerman Carl Zimmerman. In front row, left to right, are Conductor Al Schiller and Towerman Ed Bartz. All are now deceased. Man at extreme right front is unidentified. The picture is the property of Towerman Henry Hengels, North Section.

### For And About Our Pensioners

ACCOUNTING—*Arthur Bresin*, former supervisor, Miscellaneous Payroll, spent the winter in Hollywood, California, and missed out on Chicago's frigid weather.

—HELEN A. LOWE and MABLE I. POTTHAST

ARCHER—*Frank Andrulis*, former car repairman, died January 26. Retiring on July 1, 1946, his career spanned more than 39 years.

—R. H. FORTIER

BEVERLY—*Former Repairman Anthony Genutis*, father of *Peter Ge-*

*nutis* of the Repair Department, presently is doing fine after a two-week stay in the hospital.

*Garrett Powers*, former conductor, 77th, now is working for a blueprint firm in the Loop. Working for the same concern are *Jim O'Connell*, formerly of 77th and Burnside, and *Tom Coughlin*, formerly of 69th.

*R. W. "Bob" Paul*, formerly of 77th, with whom your reporter worked on State and Halsted streets for about 14 years, succumbed to a heart attack on February 11.

*Leslie Paine* now makes his home at 6306 S. Hermitage.

—FRANK M. BLACK

ELECTRICAL—*Colbert Vachet* who journeyed to Los Angeles, California, wrote: "We are visiting our son here and I just smiled when I read about the snow and zero weather out your way. It's only 78 degrees here today (January 30)." . . . *William Hart* wrote us that he was having a good time in San Francisco.

*Robert Cornell*, Line Department inspector, who retired December

1, passed away in a hospital February 1 after a sudden illness with which he was stricken the previous day.

—GILBERT E. ANDREWS

GENERAL OFFICE — (*Training and Accident Prevention*)—*Charles J. Triplitt*, 92, of St. Petersburg, Florida, who was assistant to the superintendent of Accident Prevention of the former Chicago Surface Lines at the time of his retirement on January 1, 1942, died February 15, in a hospital in St. Petersburg following a heart attack.

His transit career, which spanned 50 years, included service in the Claim, Auditing, Transportation and Inspection departments of both CSL and predecessor surface firms.

Mr. Triplitt and his wife, *Annette*, who is his only survivor, moved to Florida shortly after his retirement.

Funeral services were held in St. Petersburg.

(*Engineering*) — *Harold Otis*, former engineer of car equipment, who retired December 31, sent word that he contacted several



National Society for Crippled Children and Adults  
11 So. LaSalle, Chicago 3

40-YEAR EMPLOYES RECENTLY RETIRED



**Benjamin Amsterdam**, conductor, 77th. March 1, 44 years.

**William L. Browne**, conductor, 77th. March 1, 45 years.

**Charles J. Burns**, board member, Division 308, January 1, 41 years.

**Henry C. Scheffus**, motorman, West Section, March 1, 40 years.

other pensioners while making a tour of the southern states. Among those he visited were *G. T. Hellmuth*, former general attorney of the old Chicago Rapid Transit company, who now lives in Mississippi. Mr. Otis also spoke with *Walter Helmer*, former specifications engineer; *Michael Korosy*, former head of the Employees' Suggestion Committee, and *E. E. Kretschmer*, former director of purchases of the Chicago Rapid Transit company. All these men are eager to hear from their former co-workers, and all are in good health and enjoying their retirements, Mr. Otis said.

—MARY E. CLARKE

LOOP (Agents)—*Helen Rogan* recently stopped off at Los Angeles, California, for a few days while en route to Phoenix, Arizona, where she planned to spend the rest of the winter.

—EDITH EDBROOKE

NORTH SECTION — *Joe Adellizzi*, former conductor, recently dropped in at Howard street terminal to say hello to all the boys . . . *Joe Hill*, *Carl Sundh*, *Tony Bialk* and *Ben LaBuy*, who live in St. Petersburg, Florida, were visited by *Clerk Bill Neuson* recently.

—ANGELO BIANCHINI

69TH—*Herman J. Rumsfeld* and his wife celebrated their golden wedding anniversary on March 22. Herman worked on streetcars of the Ashland avenue line with *S. A. Peters*. The two were known as the team of "*Herman and Pete*."

*Ed Magnuson*, who retired February 1, suffered the loss of his wife recently.

—TOM DANIELS

SOUTH SECTION — *Bartley Page*, former motorman, recently received a letter from *Eugene M. Reily*, also a former motorman. Eugene and his wife now live at 902 S. Taylor street, El Dorado, Kansas. The former motorman, who recently took his first airplane ride, said he would be glad to hear from any of his friends and former co-workers. He retired in April, 1950, after nearly 45 years of service.

A surprise party for *Mabel Bradford*, *Stacia Nolan* and *Emma O'Neil*, all former agents, was held at *Nielson's* restaurant on February 2 with 62 guests attending.

—LEO J. BIEN

NEW PENSIONERS

**Isabella B. Ahlstrom**, agent, North Section. Employed 9-22-47.

**Peter J. Barry**, conductor, 77th. Employed 9-2-13.

**John B. Becker**, superintendent of agents, South Section. Employed 7-6-10.

**Mabel S. Bradford**, agent, South Section. Employed 9-12-44.

**William H. Buhcke**, agent, North Section. Employed 1-21-46.

**Charles J. Burns**, union official, Division 308. Employed 9-27-16.

**Frank Cioffo**, conduitman, Electrical. Employed 3-10-39.

**Lawrence A. Collins**, bookkeeper, General Accounting. Employed 6-2-42.

**Mary Dalton**, agent, West Section. Employed 6-7-44.

**Patrick Daly**, conductor, 77th. Employed 7-17-23.

**William Davis**, porter, South Section. Employed 12-19-45.

**Paul A. Drafz**, chief of substation operators, Electrical. Employed 4-12-09.

**Lawrence J. Francoeur**, general accountant, Accounting Department. Employed 10-25-11.

**Gerald J. Gardiner**, investigator, Claims Department. Employed 11-29-15.

**Charles B. Gash**, court assistant, Claims Department. Employed 12-16-29.

**Edward R. Goltz**, conductor, 77th. Employed 5-26-20.

**Lulu O. Hamann**, agent, South Section. Employed 1-29-13.

**William J. Henry**, motorman, 77th. Employed 2-26-21.

**Elizabeth H. Hill**, agent, West Section. Employed 3-12-24.

**Gertrude M. Holbrook**, agent, West Section. Employed 5-2-39.

**Walter J. Holohan**, conductor, North Section. Employed 11-9-17.

**Patrick Joyce**, motorman, 77th. Employed 1-7-20.

**Owen S. Laughlin**, assistant supervisor, Property Accounting. Employed 7-23-46.

**Frank J. Litz**, machinist, West Shops. Employed 8-22-19.

**Morgan E. Mason**, operator, Forest Glen. Employed 1-29-25.

**Helen B. McGuirk**, agent, North Section. Employed 8-6-37.

**Edwin L. Moline**, maintainer, Electrical. Employed 2-1-43.

**Donald M. Moore**, operator, 69th. Employed 10-21-43.

**William C. Moos**, operator, Archer. Employed 12-9-13.

**Gustave J. Neuhaus**, combination clerk and receiver, North Park. Employed 3-10-09.

**Stachia Nolan**, agent, South Section. Employed 6-10-29.

**Claud C. Norton**, signal foreman, Electrical. Employed 7-7-26.

**Emma C. O'Neill**, agent, South Section. Employed 9-4-37.

**Harold A. Otis**, equipment engineer, General Engineer's Office. Employed 6-24-12.

**Joseph J. Popp**, conductor, 77th. Employed 5-1-23.

**Michael J. Rausch**, janitor, North Park. Employed 1-30-23.

**Minnie H. Riordan**, agent, West Section. Employed 1-10-44.

**Anna S. Scholz**, agent, North Section. Employed 1-21-47.

**Robert C. Sharp**, order clerk, Stores Department. Employed 2-14-25.

**John A. Shlensky**, bus cleaner, 69th. Employed 10-27-19.

**Rose E. Stritesky**, agent, West Section. Employed 9-6-46.

**Gustaf T. Swanstrom**, operator, 77th. Employed 1-25-22.

**Vassell Verdis**, bus cleaner, 69th. Employed 6-17-56.

DISABILITY RETIREMENTS

**Ernest Blahetka**, conductor, 77th. Employed 1-28-29.

**Giuseppe Bucaro**, bus cleaner, North Section. Employed 5-11-34.

**Joseph M. Schaller**, operator, Limits. Employed 9-16-22.

**William J. Teufel**, motorman, 77th. Employed 10-22-18.

**Joseph E. Wronski**, operator, Limits. Employed 10-10-28.

Pensioners' Club Meets

THE CTA Pensioners' club of St. Petersburg, Florida, will hold its next meeting at 2:00 p.m., Tuesday, April 1, at 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.

RECENT DEATHS AMONG EMPLOYEES

AUGUST ALDAG, 79, retired conductor, North Section. Died 1-10-58. Employed 6-4-09.

FRANK ANDRULIS, 79, retired car repairman, Archer. Died 1-26-58. Employed 5-9-07.

WILLIAM C. AUSTIN, 55, operator, Limits. Died 2-4-58. Employed 2-28-34.

G. A. BALD, 82, retired guard, North Section. Died 1-20-58. Employed 1-5-20.

MICHAEL BARRETT, 73, retired motorman, 77th. Died 1-29-58. Employed 4-2-18.

MITCHELL M. BERNSTEIN, 48, operator, Lawndale. Died 1-20-58. Employed 8-18-54.

MICHAEL BRUCKNER, 68, retired motorman, South Section. Died 1-15-58. Employed 2-5-12.

ALFONS BURM, 61, motorman, North Section. Died 1-30-58. Employed 12-9-15.

TONSKO CAREVE, 79, retired watchman, Track. Died 12-15-57. Employed 5-16-43.

PHILIP COLLINS, 66, board member, Executive Department. Died 2-13-58. Employed 7-1-45.

WHERE'S MY BUS?



HE'S GOT cap, badge and bag, and all he needs is a uniform to be ready to drive his daddy's bus. This would-be operator is seven-month-old Jamie, son of Operator Nicholas Defina, North Avenue.

Reported by Joe Hiebel

R. P. CORNELL, 65, retired lineman's helper, Electrical. Died 2-1-58. Employed 9-15-16.

THOMAS DIMOND, 75, retired motorman, Limits. Died 2-4-58. Employed 3-13-13.

M. F. FINNERTY, 72, retired conductor, Cottage Grove. Died 1-20-58. Employed 6-8-21.

FRANK M. GALLICCHIO, 58, carpenter, West Shops. Died 2-3-58. Employed 1-20-42.

P. J. GIBLIN, 83, retired motorman, Lawndale. Died 1-21-58. Employed 8-28-03.

PAUL GIRET, 68, retired car cleaner, Lake Street. Died 1-24-58. Employed 10-21-22.

J. T. HIGGINS, 69, retired watchman, 77th. Died 1-25-58. Employed 5-28-14.

JOHN T. HOLUBIAK, 48, welder, South Shops. Died 2-16-58. Employed 2-26-45.

ANTON KELLMAN, 52, retired operator, Archer. Died 1-22-58. Employed 9-17-25.

EMIL KLIKA, 66, retired gateman, West Section. Died 1-15-58. Employed 9-23-37.

J. A. KRAFT, 83, retired motorman, 77th. Died 1-17-58. Employed 10-21-12.

CHESTER J. KULIS, 44, operator, Kedzie. Died 2-1-58. Employed 9-5-42.

JOSEPH KUSEK, 69, retired gateman, West Section. Died 1-14-58. Employed 12-9-40.

E. F. LAFFERTY, 77, retired motorman, Archer. Died 2-3-58. Employed 12-6-06.

L. G. LANE, 76, retired conductor, Cottage Grove. Died 2-3-58. Employed 10-12-21.

W. P. MACFARLANE, 83, retired general foreman, Track. Died 1-26-58. Employed 5-20-11.

JOHN MARKOVICH, 72, retired paver, Track. Died 1-10-58. Employed 11-14-23.

CHRISTE MATTHIESEN, 56, motorman, 77th. Died 1-23-58. Employed 10-14-26.

M. G. MEEHAN, 65, retired motorman, 69th. Died 1-26-58. Employed 11-11-19.

R. L. METCALF, 68, retired painter, West Shops. Died 2-11-58. Employed 5-4-25.

ANDREW MOSER, 47, operator, North Avenue. Died 1-29-58. Employed 9-8-41.

ANDREW MIKA, 66, retired laborer, South Shops. Died 1-25-58. Employed 11-1-23.

CHARLES R. NEEB, 54, operator, North Avenue. Died 2-12-58. Employed 3-31-43.

THEODORE C. PRENTISS, 61, operator, North Park. Died 2-13-58. Employed 3-17-43.

W. J. SCHILLER, 70, retired car cleaner, Cottage Grove. Died 1-31-58. Employed 11-7-24.

HARRY SPRINGBRUNN, 65, retired gasser, Shops and Equipment. Died 1-19-58. Employed 8-1921.

M. W. STOPKA, 48, retired agent, West Section. Died 1-22-58. Employed 7-2-42.

HENRY TABERT, 58, conductor, West Section. Died 2-8-58. Employed 3-26-23.

B. H. TICKNER, 86, retired conductor, Devon. Died 1-29-58. Employed 5-23-99.

Could They Make A Free Transfer?

IN FAR-OFF Yamaguchi, Japan, passengers aboard a streetcar which, according to a recent United Press dispatch, collided with a sailing ship when a rising tide shoved the vessel against a railway bridge, may have wondered if they would have to finish their journeys by water. The streetcar crashed into part of the ship extending across the tracks, according to the dispatch.

R. J. TROUGHTON, 68, retired car repairman, 77th. Died 1-16-58. Employed 12-13-21.

J. E. WRONSKI, 49, retired operator, Limits. Died 2-8-58. Employed 10-10-28.

G. J. WUTZ, 65, retired conductor, Armitage. Died 1-15-58. Employed 4-7-20.

A. G. ZGODA, 68, retired motorman, West Section. Died 1-24-58. Employed 5-26-20.

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)

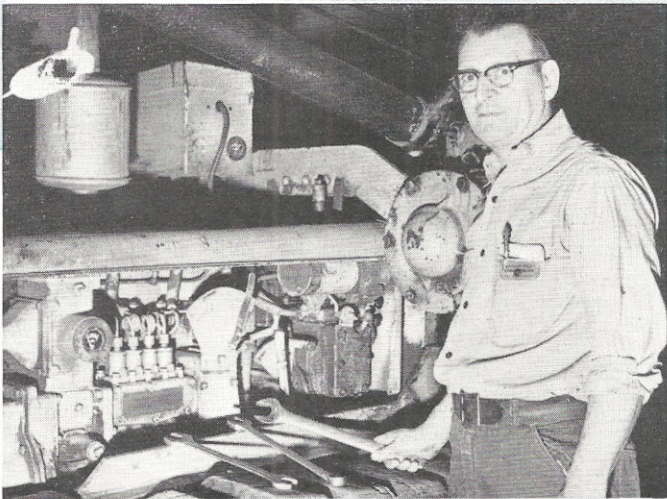


**INQUIRING REPORTER:** *Gilbert F. Andrews*

**LOCATION:** Electrical Department

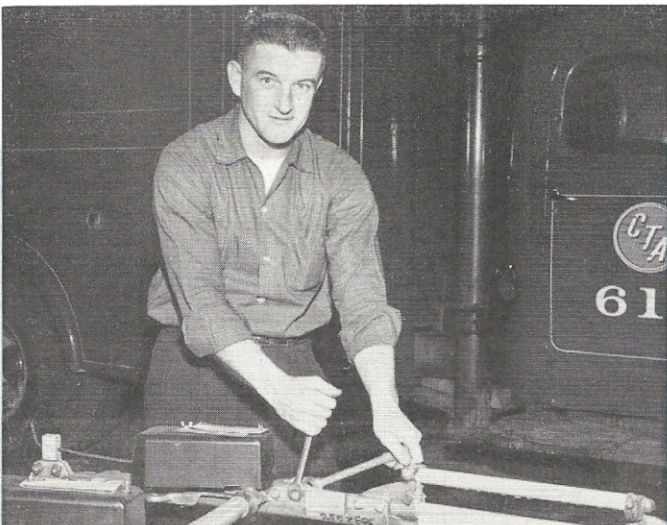
**What unusual habit of yours benefits you the most?**

**PAULINE HARALAMOS**, Typist: "I have acquired the habit of rising about 5:30 a.m. on every working day. Thus I arrive at the office at about 7:10 a.m. In this manner, I avoid the rush and crowded buses, and get a chance to read my newspaper before starting my day's work."



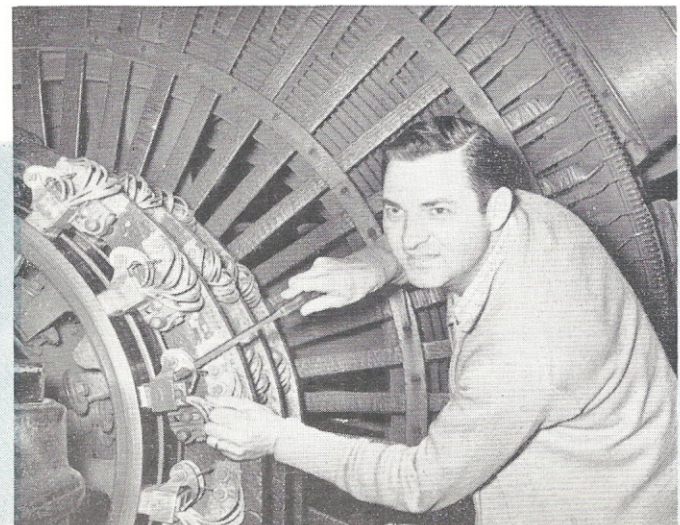
**WILLIAM E. LOOS**, Lineman's Helper: "I have a habit of going fishing whenever I can spare the time. I find that preparation of the equipment and the trip to the fishing spot are both part of my enjoyment of it. Of course, the relaxation I get when I am out on the water in the boat really is beneficial, both physically and mentally."

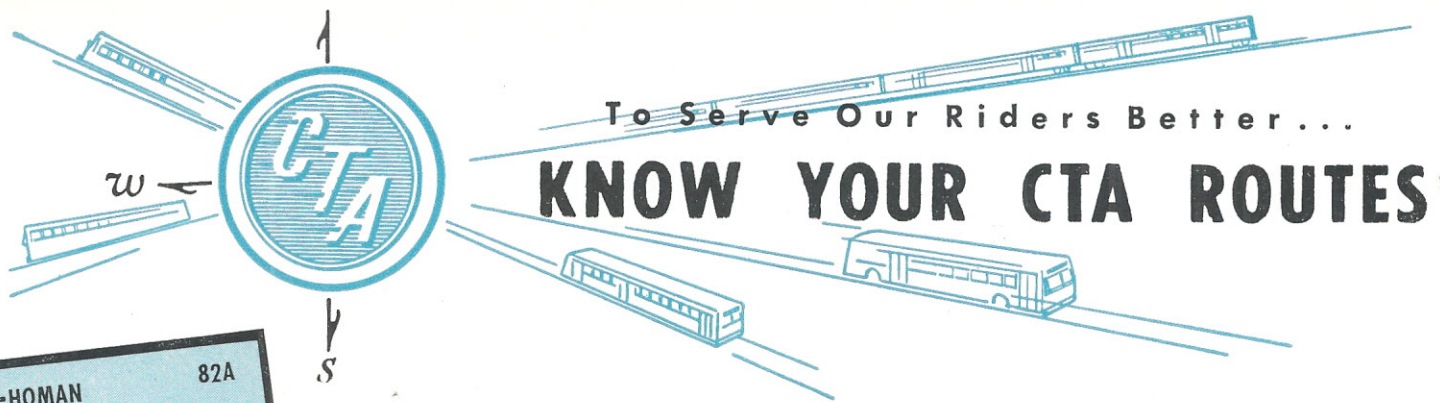
**ROBERT BOOTH**, Material Clerk: "By sleeping on the bus on the way to work in the morning, I get an average of from 40 to 45 minutes of extra sleep every day. In 256 working days a year, I gain 10,240 minutes, or 170½ hours, of extra sleep."



**ADOLPH A. KUTZ**, Electrical Estimator: "I have the unusual habit of striking a golf ball off the tee without a lot of preliminary overtures with my club. My action gives me greater success because I don't have enough time to think too hard about my swing and perhaps miss the ball altogether."

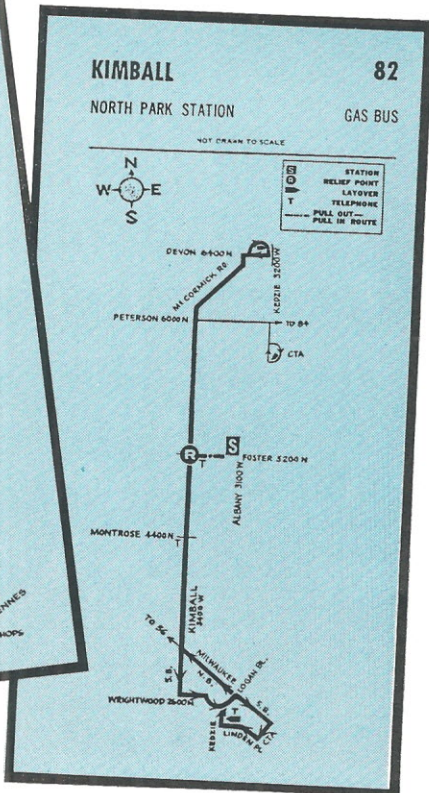
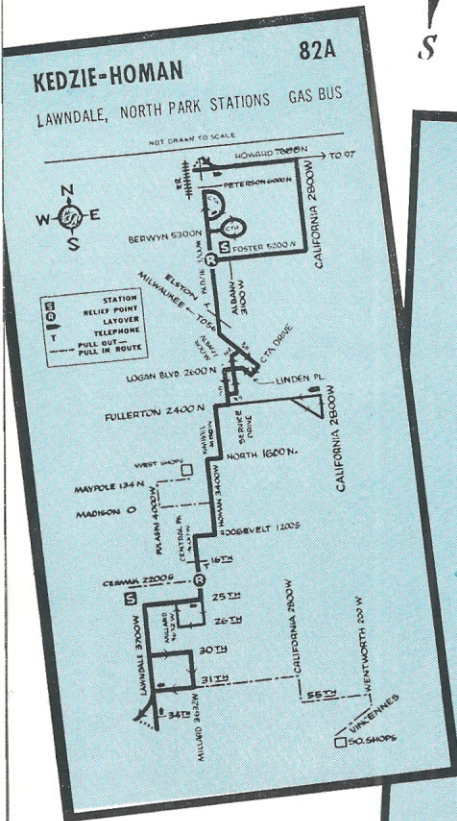
**HARRY ANDERSON**, "B" Electrician: "I habitually try to solve any problem I may have after retiring for the night. Often I find that lying in bed and thinking things through helps me to come up with the right answer with the result that I sleep better and get up in a better mood next morning."





# KNOW YOUR CTA ROUTES

*(This is the 39th in a series on CTA routes.)*



EASY ACCESS to traffic-free rapid transit service is a prime feature of CTA's Kedzie-Homan (No. 82A) and Kimball (No. 82) surface lines which, combined, serve 10 west and northwest side communities.

Riders of Kedzie-Homan buses can make convenient connections with the Logan Square "L"-subway terminal, and with the Lake, Garfield Park, Douglas Park and Ravenswood "L" lines. Patrons of the Kimball line can transfer easily to and from Ravenswood and Logan Square rapid transit trains.

From a southern terminal at 34th-Lawndale (3400 S. and 3700 W.), northbound buses traveling on the main leg of the Kedzie-Homan line operate north on Lawndale, east on 25th, north on Central Park, east on Roosevelt, north on Homan and on Kimball, east on Fullerton, north on Kedzie and Kedzie Service drive through Logan Square (3200 W. and 2550 N.). From this point, buses continue northwest on Milwaukee, north on Kedzie, east on Foster, north on California and west on Howard to Kedzie (7600 N. and 3200 W.).

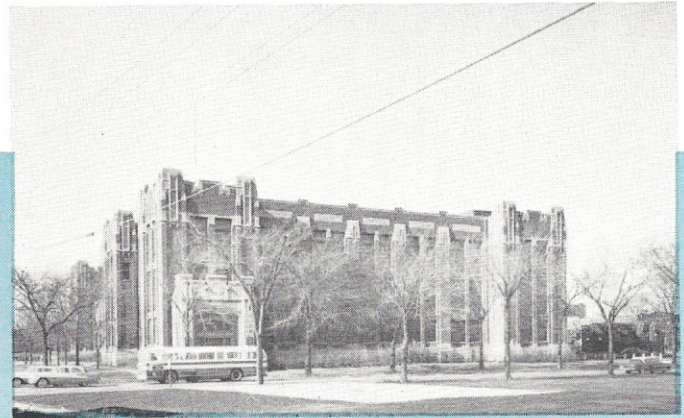
Southbound vehicles reverse this route except that they travel southeast on Milwaukee, to CTA Service drive, southwest to Linden place, west to Kedzie, and south on Kedzie to Fullerton.

During rush hour periods only, Mondays through Fridays, some buses travel a leg on Kedzie between Foster (5200 N.) and Peterson (6000 N.) on headways of from eight to 10 minutes.

South terminal of the Kedzie-Homan line is at 34th-



BUILT IN 1930, Von Steuben high school, at Kimball and Carmen, opened as a junior high school and, three years later, became a senior high school. Elementary classes were held there until 1936. Present enrollment of the co-educational institution is 1,530.



THE COOK County Sanitary District's sewage treatment plant at Howard and McCormick road meets the sanitation needs of a 122-square-mile area which includes 20 per cent of the city of Chicago and 20 outlying suburbs. Every day, tremendous volumes of waste, that otherwise would pollute streams in the area, are funneled through huge sewer pipes into this facility.

Lawndale during rush periods, Mondays through Saturdays. At all other times on these days and on Sundays and holidays, the southern terminal is at 31st-Lawndale.

Headways Mondays through Fridays are two to three minutes in peak hours south of Kedzie-Foster (3200 W. and 5200 N.) and eight to 10 minutes north of this point. During midday and evening base periods, Mondays through Fridays, and all day on Saturdays, schedules call for headways of eight to nine minutes south of Kedzie-Foster and of 16 to 18 minutes north of Kedzie-Foster.

"Owl" service, running every half hour, is provided seven days a week between Kedzie-Foster and California-Fullerton (2800 W. and 2400 N.) only.

Kimball buses, which travel between the Logan Square "L"-subway terminal (3200 W. and 2550 N.) and Kedzie-Devon (3200 W. and 6400 N.) operate, in the southbound direction, west on Devon, southwest on McCormick, south on Kimball, east on Wrightwood to Logan Square, southeast on Milwaukee, southwest on CTA Service drive, and west and northwest on Linden place to Kedzie. Northbound buses travel north on Kedzie and north and northeast through Logan Square, northwest on Milwaukee and thence north on Kimball over the southbound route in reverse.

Mondays through Fridays, in both rush periods, buses run every five to six minutes. They operate on 10-minute intervals during midday base periods and at 10 to 12-minute frequencies during Tuesday, Wednesday and Friday evenings. On Monday and Thursday shopping nights, headways are reduced to eight minutes.

On Saturdays, buses run every eight minutes during morning and afternoon peak and midday periods. There is no "owl" service on this line.

On both lines, Saturday base period and Sunday and holiday service is geared to meet lighter traveling demands.

Fifty-six motor buses, stationed at Lawndale and North Park depots, serve the Kedzie-Homan line, and 14 buses, based at North Park, are assigned to the Kimball route. From 65 to 94 minutes are required to travel the 14.4 miles of the Kedzie-Homan line, depending upon time of day and traffic. Kimball buses cover the route's 5.6 miles in 22 to 32 minutes' time.



**NORTHERN TERMINAL** of the Kimball line, at Devon and Kedzie, also serves the Devon-Cicero (No. 14) and Devon-Sheridan (No. 155) surface lines. The terminal is only a short walking distance from the Lincoln Village shopping center in Lincolnwood and from Thillens stadium, a center of Little League baseball activity and the scene of the CTA Softball league playoffs.

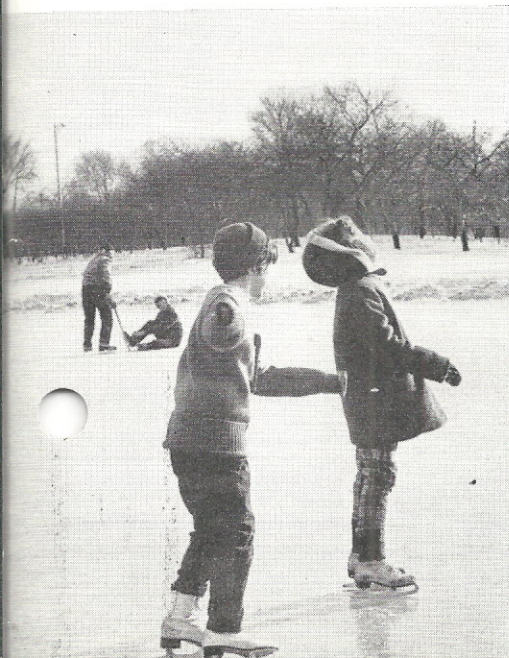


**SEARS ROEBUCK** and company's mail order plant, which was the world's largest commercial building before the Merchandise Mart was erected in 1930, serves customers in a six-state area surrounding Chicago. The 52-year-old structure occupies two full blocks bounded by Homan, Central Park, Arthington and Fillmore. It was the home of Sears' first retail store which was opened in 1925.

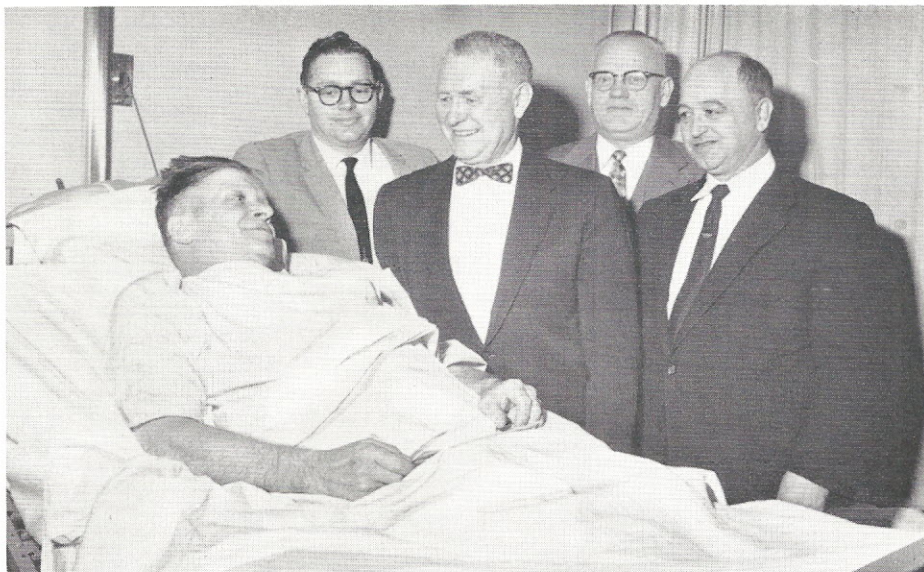
**BLESSED SACRAMENT** Roman Catholic church, Cermak road and Central Park avenue, serves about 1,500 families in the Lawndale area. The church building has filled the needs of the parish, which was founded in 1890, since 1938. About 700 pupils attend the parish grammar school, which appears in right background.



**THE BITTER** cold weather of mid-February did not keep these skaters away from Garfield Park. Kedzie-Homan buses, traveling along Homan, skirt this park which contains, in addition to recreational areas and lagoons, a well-known floral conservatory and formal outdoor gardens.



FOR DISPLAYING rare courage in line of duty, *Albert Nicpon*, CTA policeman, was presented a \$300.00 check by *General Manager Walter J. McCarter* (second from left) as Nicpon lay in his bed at St. Anne's hospital recovering from stab wounds. The wounds were received when he intervened as two robbers held four young women captives at Polk street "L" station. Looking on at the bedside presentation are, left to right: *H. J. Blare*, executive assistant; *M. R. Johnson*, superintendent, and *A. J. Dinella*, chief investigator, respectively, of CTA Department of Police.



## CTA Policeman Rewarded for Courageous Act

*ALBERT NICPON*, CTA policeman who risked his life early on February 9 to rescue four young women being held captive at Polk street "L" station by two robbers, was presented on February 13 with a check for \$300.00 as a token of CTA's appreciation of his courageous action.

CTA General Manager *Walter J. McCarter* acting on behalf of *Chairman V. E. Gunlock* and members of Chicago Transit Board, handed the check to Nicpon at St. Anne's hospital, 4950 W. Thomas street, where Nicpon was recovering from stab wounds he suffered when he went to the assistance of the four young women.

Both of the robbers, who were holding the young women captive in the basement of the "L" station when Nicpon arrived on a routine inspection tour, were taken into custody.

One man was arrested at the scene by City police who came to Nicpon's aid. His companion, who stabbed Nicpon, was captured two days later by City police. Two of the young women suffered superficial stab wounds.

In presenting the check to Nicpon, Mr. McCarter said: "Had it not been for your timely intervention, the four young women could have suffered severe injury, or even a worse fate. The prompt and effective police action in this case reflects creditably upon both the City and CTA police departments."

Nicpon was released from the hospital on February 15 but was still under doctor's care after that date.

### CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS  
MONTHS OF JANUARY 1958 AND 1957 AND TWELVE MONTHS ENDED JANUARY 31, 1958  
(Revenues applied in order of precedence required by Trust Agreement)

	Month of January		Twelve
	1958	1957	Months Ended Jan. 31, 1958
Revenues	\$10,745,151	\$10,077,407	\$125,140,679
Operation and Maintenance Expenses	9,573,696	9,712,300	106,622,797
Available for Debt Service	1,171,455	365,107	\$ 18,517,882
Debt Service Requirements:			
Interest Charges	387,869	398,695	
Deposit to Series of 1947 Serial Bond			
Maturity Fund	166,666(1)	250,000	
Deposit to Series of 1947 Sinking Fund (2)	95,767	-	
Revenue Bond Reserves (3)	7,000	30,000	
	657,302	678,695	
Balance Available for Depreciation or			
Deficit in Meeting Debt Service Requirements	514,153	313,588 r	
Transfer from Operating Expense Reserve to			
meet deficit in Debt Service Requirements (4)	-	313,588	
Balance Available for Depreciation	514,153	-	
Provision for Depreciation:			
Prior Period Deficiency	180,690	223,611	
Current Period	859,612	806,193	
	1,040,302	1,029,804	
Deficit in Depreciation Provision (5)	\$ 526,149 r	\$ 1,029,804 r	
r - denotes red figure			
	PASSENGER STATISTICS		
Originating Revenue Passengers	45,932,834	52,210,217	575,788,484

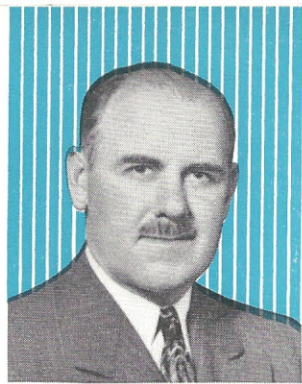
#### STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at January 31, 1958

	Delivered	Remaining to	Total
	to Date	be Delivered	
1956 Orders:			
E1-Subway Cars	118	2	120
Delivered under previous orders		3,464	
Less - P.C.C. Streetcars to be converted to E1-Subway Cars		120	3,344
			3,464

#### NOTES:

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

# MEDICALLY SPEAKING



By Dr. George H. Irwin  
CTA Medical Director

## DISEASES OF THE COLON

THIS IS a very broad subject and one difficult to discuss properly in the limited space at our disposal. Since there are probably over a dozen separate disorders of the colon, it is necessary for brevity and clarity to break down the subject into two headings (1) Inflammatory diseases of the colon, and (2) New growths or tumors of the colon. In this issue we will deal chiefly with the first-named classification.

The colon, which is synonymous with the large bowels or large intestines, runs upward from the lower right part of the abdomen toward the liver, then across the upper abdomen and down the left side of the abdomen to the rectum. It is divided into four parts, the ascending, transverse, descending and sigmoid. Altogether, the large intestines account for about one-fifth of the entire length of the gastrointestinal tract.

The function of the colon, generally speaking, is to propel the intestinal contents toward the rectum and also to extract the proper fluid content so it will be in solid form to be passed out of the body.

A part of the ascending colon is the cecum from which extends a small, finger-like projection known as the appendix. Here is where appendicitis, one of the most common inflammatory diseases of the intestinal tract, originates. It is always treacherous because it is frequently irregular in its manifestations and is often confused with indigestion. Just a word of caution may help. Any abdominal pain associated with nausea, vomiting and slight fever may be appendicitis until proven otherwise. If this condition is suspected, avoid laxatives and call your doctor early.

Some of the more common inflammatory diseases are colitis, dysentery, diverticulitis, tuberculosis and amebiasis. Constipation also is a disorder of the bowel, but this subject will be taken up in a following issue.

Colitis means inflammation of the colon. It can occur in any degree, from a simple mucous type to the more serious ulcerative colitis. The symptoms vary from mild abdominal crampy pains, associated with loose stools in the simpler type, to the more serious condition with blood in the stool, diarrhea, loss of weight and sometimes perforation. Ulcerative colitis tends to be chronic, with intermittent periods of arrest. Many of these cases have a psychic element.

Tuberculosis of the lungs and the intestines are sometimes seen together. Whenever an individual with pulmonary tuberculosis begins to be irritable and bothered with intestinal cramps and loose stools it is time to consider tuberculosis of the intestines.

Dysentery is a form of diarrhea accompanied by painful movements, with blood and pus in the stool. Amoebic dysentery is a common type.

Diverticulitis of the colon, especially in people over 40, is very frequent. It is due to the formation of little pockets or out-pouches in the wall of the colon. It is more commonly found in the descending colon. In many cases in the beginning it produces no symptoms. It is always well to think of diverticulitis in any case of abdominal pain on the left side. It rarely occurs in the right colon.

The diagnosis of colon diseases is made from a careful history, physical examination, chemical and bacteriologic study of the stools, proctoscopic examination and x-ray of the intestinal tract.

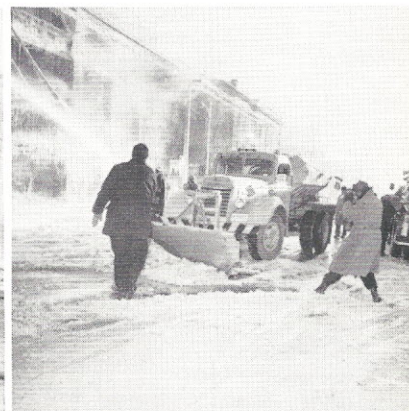
The treatment naturally will depend on or vary according to the abnormality found. It is important for you not to consider the above symptoms as chronic indigestion or to some discrepancy in diet. Instead, see your doctor early and he will outline the proper management.

We will discuss colon diseases further next month.

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## CTA Crews Aid Fire-fighters

CTA PERSONNEL and emergency equipment worked side by side with city firemen when a blaze gutted a three-story commercial and apartment building at Lawrence and Kedzie avenues on the morning of February 10. The tons of water which were poured into the burning structure soon turned to ice in the zero weather and spray from the fire hose froze solidly, festooning overhead wiring and glazing the adjacent streets. These pictures show (left) a tower truck which was sent to the scene with emergency equipment to repair trolley wires if needed and with ramps to bridge hose lines so that buses could be placed back in service as soon as conditions would permit. At the right a CTA snow plow and salt truck helps to clear the streets of ice and snow which added to the hazards of the fire fighters.





THE LOST is found and returned to happy owner. *Thomas F. Moore* (left), superintendent of operating stations, hands overnight bag containing \$1,700 in bonds and other valuable papers left on CTA bus to *Robert E. Herzog*, who had misplaced it only a few hours before. Right: *Bus Operator Nathaniel Ellis*.

### Story With A Happy Ending!

AN OVERNIGHT bag, containing about \$1,700 in non-negotiable U.S. Government bonds, checks, coupons, debentures, a stock certificate, and miscellaneous other papers and

records was returned to its rightful owner through CTA's Lost and Found system only a few hours after it had been left on a Jeffery bus on February 11.

*Robert E. Herzog* had boarded the bus at Hyde Park and Kenwood, alighting at State and Monroe streets about 9:10 a.m., leaving the bag on the bus.

*Bus Operator Nathaniel Ellis*, 52nd, inspected his bus upon reaching the southern terminal of the Jeffery route at 106th and Bensley. He spotted the bag, pushed under a seat, and promptly turned it in to the Lost and Found clerk.

Sufficient identification was available to notify Mr. Herzog by phone. The bag owner had just realized his loss and was looking up CTA's number when the call was received by him that an item, containing information indicating it might belong to him, had been found.

Shortly after noon, Mr. Herzog called at the office of *Thomas F. Moore*, superintendent of operating stations, where the bag had been sent. After satisfactorily describing the contents and establishing his identity, Mr. Herzog very happily reclaimed his possessions.

Operator Ellis has been employed by Chicago's transit lines since April 23, 1945.

## Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



MARCH may "come in like a lion and go out like a lamb" but sometimes just the reverse happens. Your garden plans for this month must hinge pretty much on the weather. The Chicago region usually sees a heavy snowstorm or two before the month is over. But there are warm and sunny days that we can count on, too. Those are the days when the gardener can "get in his licks."

If you have a fairly good lawn with only a few thin or bare spots, notice when the soil becomes dry enough during a warm spell so that you can stir up the surface for about a half-inch in depth without making it all lumpy. That's the time to sow grass seed in those thin and bare spots. The rain and probable snowstorms will keep the seed moist and as the soil temperature rises it will germinate. The seed will sprout, especially if you are using straight Kentucky Blue grass seed. It germinates at a lower temperature than some of the other kinds of seeds.

If you have trees and shrubs on your property be sure to give them a thorough spraying with a dormant spray as early in March as possible. This must be done before the buds begin to open or your plants will be injured. The dormant spray kills the eggs of the insects that were laid last fall and often protected by scale which this spray can penetrate. Several kinds are offered on the market, such as, Standard Dendrol Dormant Spray, Volck, or Scalecide.

In order to be effective you must apply these sprays only when the temperature is more than 40 degrees Fahrenheit,

and when there is no likelihood of an early frost, snow or rain for the next twenty-four hours at least. Apply the spray generously after mixing it as described on the package. Be sure you cover the entire surface of the plant, including twigs, branches and trunk until the spray begins to drip off. This treatment will prevent many insects attacking your plants this coming summer.

Are you thinking about planting some evergreens this year? If so, get them ordered early and plant them during April, if possible, and surely before the end of May. If you need evergreens in a partially shaded location be careful of the kind you choose. The Japanese Yew, the Hemlock, or one of the Arbor Vitae, are best to use if you do not have plenty of sunshine.

The Horticultural Society in its publication "Garden Talks" gives a list of the various kinds of evergreen suitable for the Chicago region and divides them according to the size and shape in which they naturally grow. If you wish a copy, send five cents in stamps or coin to the Society at 116 S. Michigan avenue.

To accomplish a lot more in this year's garden, start a few plants from seed in March. Try such annuals as asters, petunias, zinnias, impatiens, scabiosa or Unwin dahlias. This must be done indoors in a sunny or brightly lighted window, or outdoors in a cold frame or hotbed.

If done indoors, turn the pots or containers around each day or two so the little plants do not lean toward the light and bend over or become "leggy." You need no plant food in the soil. In fact, it is often best to use vermiculite or some similar growing medium, or if soil is used, mix it with coarse sand in at least equal parts. Keep the soil moist, but not wet, at all times and spread a covering of vermiculite or peat moss over the entire surface to prevent damping off of the tiny plants on a warm, moist day.



**THIS EASTER** mother can turn the tables on the "Easter Bunny" by making and surprising the entire family with fancy buns and rolls. Be sure to send for your free, illustrated instruction sheet.



# To the Ladies

FROM ELLEN

## FANCIFUL BUN-NIES AND OTHER EASTER ROLLS

AT ONE time, Easter baskets, bunnies and colored eggs were limited to the "small fry" in the family. But we have obtained illustrated instruction sheets which show how to make baskets, bunnies and colored eggs from an easy-to-make yeast dough.

All the children in the family, from Dad on down, will "rejoice" at the breakfast table Easter morning and the whole day through when they see and eat these novel buns.

Of course, you'll rejoice, too, when you see the instruction sheet because the buns are so very simple to prepare and cost so little to make.

Write to Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois for your free instruction sheet for making fancy Easter buns.

## FAIR LADY

FEMININE WILES and womanly guiles are what ladies' hats are made of this spring—each vying with the other in shape, material and trim to capture the prize for prettiness.

The hard, brittle sophistication that characterized feminine headgear a few seasons ago is forgotten as women turn to lace, ribbons, floral prints and other bits of frou-frou from grandmother's box of tricks.

Following a trend toward "more" hat, Easter bonnets this year will emerge as a real significance—a focal part of a lady's costume. Leading milliners in France and Italy are in accord about size of headgear, with a covered-up look definitely in favor. Shapes, however, vary from low, over-the-ear baskets and conicals to high-riding toques reminiscent of the regal hats of *Queen Mother Mary*.

To enable our CTA women—and their clothes-conscious daughters — to incor-

porate latest millinery into their own Easter costumes, we have obtained a make-it-yourself hat pattern that slips into the budget as smoothly as it fits into the fashion picture. Secret of the hat's cutting and fitting ease is its one-piece design, which closes—to proper head size—in back with the aid of graduated cover-your-own buttons. Serving a decorative as well as a functional purpose, these buttons serve as anchors for the criss-crossed ribbons that lace up the back.

Deliberate simplicity is the keynote of this basic pattern—to enable mother and daughter free range in fabric and trim. For a Fair Lady look, pink lace over pink interfacing, adorned with rib-

**EVERY SPRING** women's fancy turns to hats. Why not consider making your own this year by sending for our "Fair Lady" hat pattern. It's so easy to make that you might even consider making one for your "little miss."

bons and buttons in Dior blue is suggested. For old-fashioned prettiness combined with last-minute chic, you can combine a floral print with blue buttons, or a geometric with white pique buttons.

Write Women's Page Editor, P.O. Box 3555, Chicago 54, Illinois, for your free "Fair Lady" hat pattern.



# COURTESY CARDS *help cut* ACCIDENT COSTS!

I am required to report any unusual incident which occurs.  
Your assistance will be the basis for fair treatment to all concerned. I will greatly appreciate your co-operation.

## COURTESY CARD

Name

*Mrs. John Doe*

Address

*1234 Claver ave*

Your CTA Employee

Phone

*Ag-6-5102*

City

*Chicago*

REMARKS:

*streets were slippery*

CTA 3305

**BE SURE TO GET AS MANY  
AS POSSIBLE SIGNED AT  
THE SCENE OF A MISHAP!**

**ALL EMPLOYEES  
CAN HELP...**

**ALWAYS OFFER ASSISTANCE  
TO THE OPERATOR IN AN  
EMERGENCY**

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