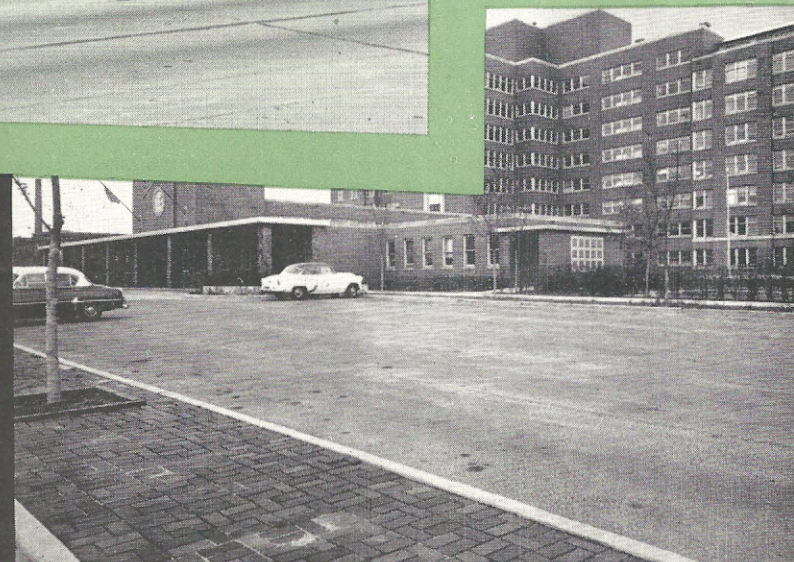
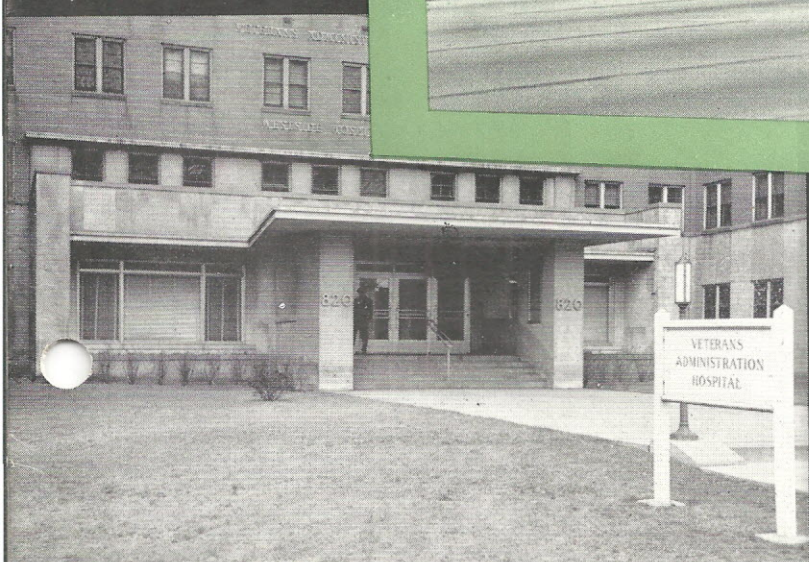
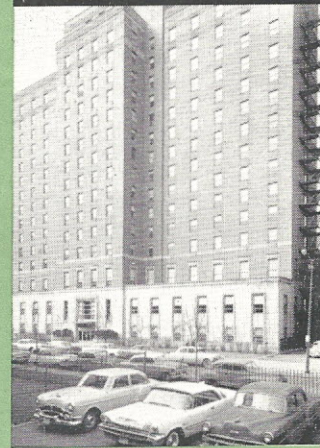
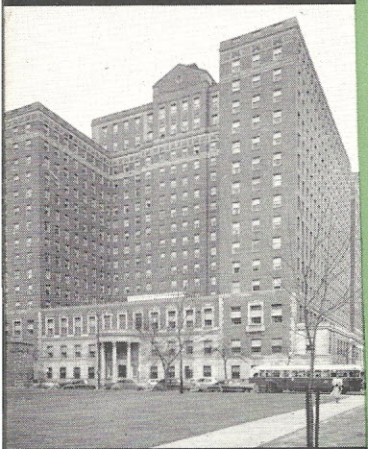
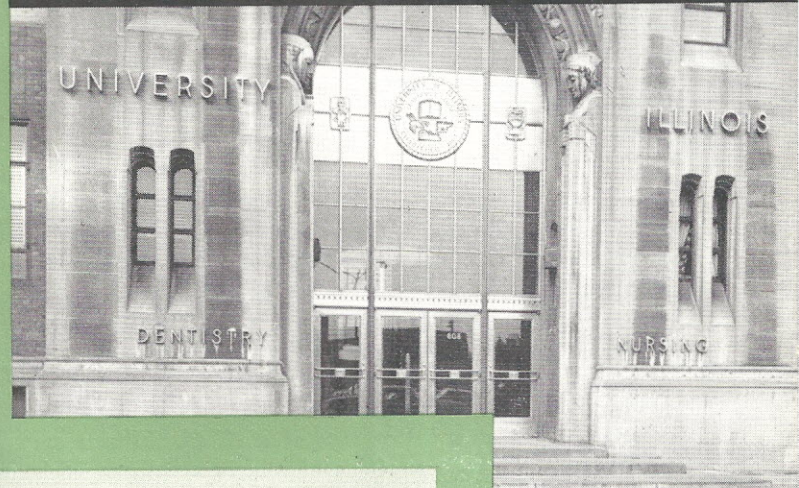


APRIL, 1958

TRANSIT NEWS



SUGGESTION AWARDS

TOTAL \$2,180 IN '57

A TOTAL of \$2,180 was paid out during 1957 in suggestion awards, second highest amount since the plan for rewarding employes for ideas on improvement of operations was inaugurated in 1945.

The awards covered 122 original suggestions which were adopted out of 800 submitted for consideration during the year, and 27 supplementary awards for suggestions adopted previously which have been tested and proved practical in actual operations.

The money was split \$1,585 in original awards and \$595 in supplemental grants. The average individual award was \$17.87. The highest single award during the year was \$140.

The 800 suggestions received during the year were submitted by 630 employes, representing various departments and levels of occupational activity. Of the suggestions processed, the winning awards were 15.3 of the total.

As in previous years, employes of the Shops and Equipment Department topped the list with the greatest number of adopted suggestions, winning 100 awards for a money total of \$1,765. Transportation Department personnel came next with 28 awards for a total of \$235. Fifteen awards totaling \$110 went to General Offices employes and five others amounting to \$70 were divided by Stores Department workers.

Most of the suggestions proposed improvements in the way of doing the regular jobs of the employe submitting the idea. Other suggestions frequently dealt with improvements in operating equipment or facilities. Another popular type of suggestion was for proposed changes in service for added rider comfort or convenience.

Other suggestions, after thorough investigation, had to be declined because they did not propose practical solutions, duplicated a previous suggestion or had already been considered by management.

As a result of the investigation made in evaluating the merits of the 122 adopted suggestions, it was estimated that the savings to be expected during the first year the suggestions would be in effect would total \$13,115, an average saving of \$107.50 per adopted suggestion.

Since the Employe Suggestion Plan has been in operation throughout the various departments, a total of 7,014 sug-

gestions have been received and 837 of them have been adopted and awards totalling \$15,674 made.

The Employe Suggestion Plan is designed and developed for the purpose of providing all CTA employes with the opportunity of contributing their ideas towards the improvement of all phases of our operations. In addition to the satisfaction of seeing their ideas put into use and receiving added compensation, employe suggestions help CTA increase efficiency of operations and improve service facilities.

Contract Let for New Terminal

A CONTRACT to build a new off-street bus terminal on the north side of Irving Park road and opposite Neenah avenue, which will serve two CTA surface lines and will cost \$26,407.00, was awarded March 13 by Chicago Transit Board to Roberts, Lang and Gray, Inc., 5138 W. Madison street, Chicago.

The new facility, which is expected to be completed in about two months, will be the new western terminal for Irving Park (No. 80) buses. It will provide for a more convenient transfer between Irving Park and North-Narragansett-Irving Park (No. 86) buses at this location.

The terminal will be on ground made available to CTA by the State of Illinois Department of Public Welfare. It will include a concrete driveway and facilities for bus operators. It will be attractively landscaped and will be enclosed on three sides by an iron picket fence. Mercury vapor lighting and adequate drainage also will be provided.

The new terminal will replace the present turnaround which is on property leased from the Milwaukee railroad about 200 feet south of Irving Park on the west side of Neenah.

OUR COVER: The new Medical Center station of the West Side subway in the median strip of the Congress Expressway. Clustered around it are scenes in the medical center area. Famous the world over, it is undergoing vast and important changes. Tall, new hospital buildings are arising at many locations. Research facilities have been increased to keep pace with the continuing fight against illness and disease. Doctors, nurses, technicians and hospital staffs, working with new knowledge and skills, are further enhancing the reputation of this expanding west side area served by several CTA routes, including the Ogden-Downtown (No. 58) surface route. (See story on pages 18-19)

VOLUME XI

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RECENT CTA ADDITIONS TO THE ARMED FORCES

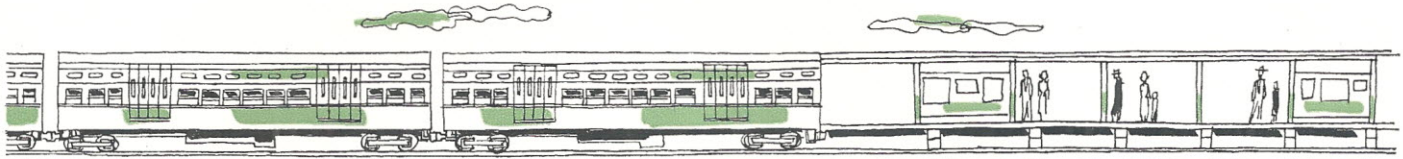
Donald M. Clancy — General Office (Job Classification)

Willie E. Herron — Transportation (North Park)

Alexander McClelland — Shops and Equipment (69th)

RECENTLY RETURNED

Idus Taylor—Transportation (69th)



CONTRACT FOR 100 New "L"-Subway Cars

PURCHASE OF 100 fast-starting, quick-stopping rapid transit cars, to be converted from a similar number of "Green Hornet" streetcars at a net cost of \$5,150,000, was authorized March 13 by Chicago Transit Board on recommendations of *General Manager Walter J. McCarter* and the operating staff.

By using some parts from its "Green Hornet" streetcars, CTA is saving \$2,000,000 as compared with the cost of rapid transit cars built from all new components.

The St. Louis Car Company of St. Louis, Missouri, is to build the 100 rapid transit cars. Delivery is to be completed within 364 days following the signing of the purchase contract.

Fifty of the cars are to be two-car units, semi-permanently coupled, and 50 are to be double-end, single car units designed, however, for operation either as single cars, or in trains composed in part of two-car units. Twelve of the double-end, single car units are to be equipped with overhead trolleys for operation in Evanston express service.

The single unit rapid transit cars are to seat 46 passengers each, and are to be operated as single-car units in "Owl" service principally. The standard cars, which are to be semi-permanently coupled as two-car units, are to seat 50 passengers each, or a total of 100 passengers for each two-car unit. The double-end single cars are designed to operate in trains with standard two-car units.

The single-car units are to have a motorman's cab at each end fitted with the standard propulsion power control facil-

ities, including a so-called "dead man's" controller handle that, when released for any cause, will automatically shut off power and produce an emergency application of brakes. In addition, each motorman's cab is to be equipped with door control facilities.

In the single unit cars, there are to be two sets of double-stream doors located just back of the motorman's cab area. In the standard cars, the double-stream doors are to be located at the quarter points of the car. The doors of all cars are to have sensitized rubber edges that will cause the doors to open automatically if any object is touched while the doors are closing.

In anticipation of the installation of air-cooling equipment at some future date, each of the new cars is to be insulated at the roof and sides. The ventilating air ducts between the ceiling and the roof are to be equipped with two reversible type fans instead of one. Space is to be provided in the ceiling of each car for future installation of air-cooling equipment.

The cars are to be designed to attain maximum free running speed ranging between 45 and 50 miles per hour, and to accelerate at the rate of three miles per hour per second.

To date CTA has spent approximately \$129,450,000 for modernization of equipment and other facilities. Equipment purchases during this 10-year period, including the new order for buses and rapid transit cars, total 4,286 units—1,451 propane buses, 770 gasoline buses, 561 trolley buses, 130 diesel buses, 774 rapid transit cars and 600 "Green Hornet" streetcars.

CTA'ers Prominent In ATA Conference

SEVERAL MEMBERS of CTA's administrative and supervisory personnel took an active role in an American Transit Association regional and divisional conference held at the Conrad Hilton hotel in Chicago April 8 to 10.

In the Electrical Division meetings, *Carl W. Wolf*, electrical engineer, was chairman of a group discussion on "Electrical Yardsticks." At a Plant and Engineering Division meeting, *Charles R. Potter*, superintendent of way and structures, presided as chairman of the divisional group. *C. E. Keiser*, superintendent of transportation and chairman of the association's Operating Division, presided at sessions of that group.

Evan E. Olmstead, traffic engineer, gave a talk on "How a Transit Lane Operation Has Speeded Up Traffic"—a before-and-after analysis of the effects on traffic since inauguration of the transit lane on Washington street. Another talk on "Getting a Schedule Into Effect" was presented by *Leroy C. Dutton*, superintendent of Schedule-Traffic Department.

C. E. Keevil, equipment engineer, presented a motion picture film made by himself entitled "A Flying Trip to Europe—Trains and Transit" and *R. W. Tracy*, electronics-communication engineer, described CTA's "Train Phone Communication System."

TO ALL CTA EMPLOYEES:

Share in America's Future! That's what you can do by saving money the easy, automatic way through the payroll deduction plan for the purchase of U. S. Savings Bonds. This plan is available to every CTA employee!

What makes the purchase of U. S. Bonds even more attractive now, during the U. S. Treasury Department's "Share in America" campaign, is the fact that interest has been boosted to 3 $\frac{1}{4}$ % on these bonds held to maturity, a period of eight years and 11 months. This compares with the nine-year and eight-month maturity period at an interest rate of 3% in effect before February 1, 1958.

More than one-third of our people are already using this easy-way-to-save payroll deduction plan. Through it they are building up a mighty handy fund which is available to them for any number of purposes—to help finance a new home, modernize an old one, provide better equipment for living, educate their children for a more useful and gainful life, or to provide more security and pleasure when working years are over.

You can have the plan do the same thing for you! Within a few days your immediate supervisor or a paymaster will hand you an explanatory leaflet and an application for enrollment in the payroll savings plan. Read the leaflet thoroughly, fill out the application blank and then return it to your supervisor for transmittal to our comptroller. If you are already enrolled and wish to increase your monthly deduction for bond purchases, follow the same procedure.

Participation is voluntary, of course, but it is a matter that deserves serious consideration. Individuals are able to improve their financial security and prepare for a better future only by working at it through a planned program. And, at the same time, you will be storing up buying power to help stabilize our nation's business, employment and prosperity and help keep them growing.

It is my sincere recommendation that you help yourself and help your government by enrolling in CTA's payroll deduction plan for the purchase of U. S. Savings Bonds.





F. E. Gunlock
Chairman,
Chicago Transit Board



SHARE IS a word that means much to Americans. Our nation was founded on the principle of sharing—sharing the good things and the responsibility for government itself. The following chart shows how quickly weekly payments under the Payroll Savings Plan build up into substantial amounts over periods of a few years, improving financial security and providing for a better future.

HOW NEW E BOND SAVINGS ACCUMULATE FOR E BONDS ISSUED BEGINNING WITH FEBRUARY 1957

SAVE EACH WEEK	AND YOU WILL HAVE		
	In 3 Years	In 5 Years	In 8 Years And 11 Months
\$ 2.50	\$ 404	\$ 695	\$1,330
3.75	605	1,044	1,997
5.00	808	1,392	2,663
6.25	1,010	1,741	3,331
7.50	1,212	2,089	3,998
12.50	2,020	3,483	6,665
18.75	3,031	5,226	10,000

Program Stresses Importance of Courtesy Cards

THE PROPER use and importance of obtaining courtesy cards when an accident occurs on a CTA vehicle is being stressed in a series of meetings with operating personnel currently being conducted at surface stations.

Transportation Department instructors are conducting the meetings in a CTA training bus which moves from station to station after completion of its scheduled assignment at the respective operating facilities. A slide presentation, emphasizing the objectives of the program and illustrating correct procedures in obtaining courtesy cards, is a visual aid employed at each session.

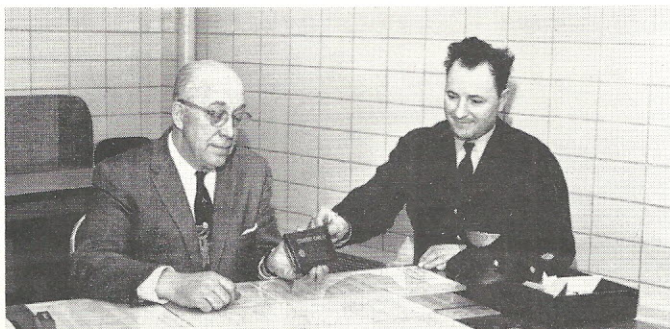
As a preliminary to the actual presentation, promotional material is displayed at each station to acquaint operating personnel with the purpose of the program. This is followed by a personal appeal by the station superintendent to his operators. Each man is given a complete "Courtesy Card Kit" and signed up for attendance at a subsequent meeting with the instructor.

The Courtesy Card Kit consists of a plastic, pocket-sized folder containing 20 courtesy cards, three courtesy card envelopes, six memorandum cards, eight golf-type pencils and a card of instructions on what to do in the event of an accident.

For six months after the program is completed at the respective stations, a progress chart will be placed on the bulletin board on which monthly courtesy card figures will be posted. Station superintendents also are furnished with a supply of leaflets titled "Eight Tips on Getting People to Fill Out Courtesy Cards" which will be distributed to operators who do not do a satisfactory job of obtaining courtesy cards at the scene of an accident.

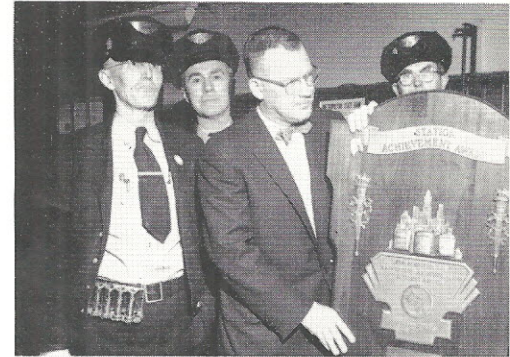
The program will run through the month of May, with meetings scheduled at rapid transit operating stations following completion on the surface system.

TO EMPHASIZE the importance of obtaining courtesy cards when CTA vehicles are involved in accidents, all members of the operating personnel are receiving special instructions in the proper procedures to follow in getting cards signed by witnesses under a current program. The men meet in small groups at their respective stations in sessions conducted by Transportation Department instructors. The program began at Forest Glen where Superintendent William Calderwood (left) is shown presenting a Courtesy Card Kit to Operator Ed Gertz.



PRESENTATION OF annual Station Achievement Awards was made recently at four CTA stations in the various categories for the year 1957. Named for the passenger award was 77th, which also won the award for the final quarter. Shown receiving the plaques from General Manager Walter J. McCarter (second from right) are, from left, J. J. Theis, day superintendent; R. J. Bailey, night superintendent, and G. J. Dorgan, bus superintendent.

PROUDLY DISPLAYING the special annual award plaque made to Lawndale for all-around safety performance is Robert H. Keag, day superintendent. He is flanked by three of the operators who helped achieve the distinction. Stations winning annual plaques keep them as permanent trophies.

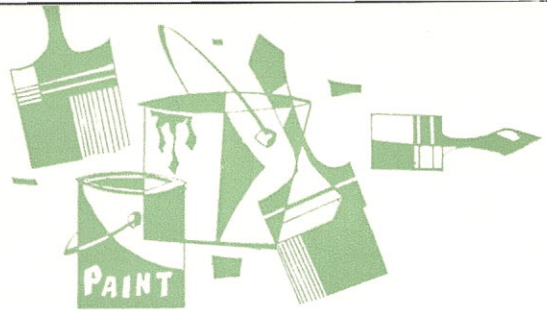


KEDZIE WON both the annual and quarterly awards, the latter for recording the largest decrease in traffic-type accidents. Receiving the awards from Mr. McCarter are M. F. Harrington, left, night superintendent, and John Frugo, day superintendent.

WINNER OF the combined traffic-passenger award was Laramie. Shown at the presentation are S. R. Smith, second from right, day superintendent; George A. Roesing, left, assistant superintendent of operating stations, and C. E. Keiser, superintendent of transportation.



Paint-up, Clean-up Program Aids City-wide Campaign



CTA HAS scheduled an extensive clean-up and maintenance program during 1958, with an estimated \$961,000 to be expended on projects designed to improve the general overall appearance of operating properties and facilities.

The program includes painting and cleaning of buildings, "L" structure steel and columns and rapid transit stations, landscaping of off-street terminals and station grounds, renewal of ballast on rapid transit right-of-way and other planned improvement projects.

While activities of this type are continuous on the CTA system as part of the year-round maintenance requirements, the program fits in with the community effort being sponsored by *Mayor Richard J. Daley's* Citizens Committee for a Cleaner Chicago.

Some of the work called for in this year's program has been completed, some is in progress, and the rest has been scheduled for completion this year. For example, \$58,000 was spent in the first three months of 1958 for painting, cleaning and renovating of buildings and structures and for rubbish removal at "L" stations. The coming of warmer weather will see an acceleration of all phases of the program as outdoor projects get under way.

During the remainder of the year, the plans call for an expenditure of \$128,000 on the surface system for painting and cleaning of buildings and structures; cleaning and landscape maintenance at terminals, and spraying of weed-killer compound.

Another \$773,000 is ticketed for rapid transit system projects. These include painting, washing and general clean-up of "L" and subway stations; right-of-way inspection to insure that under-structure areas are cleared of litter and debris, such as abandoned automobiles which are removed with the cooperation of auto details of the Chicago Police Department; scavenger service at "L" stations, and spraying of weed-killer solution where trains operate at grade level or on fill.

A major portion of the \$773,000 apportionment for rapid transit projects is \$500,000 which has been allocated for painting of steel on "L" structures, and \$158,000 allocated for renewal of ballast on the Ravenswood branch. In addition, \$10,000 is to be spent for installing a concrete crib wall to retain embankment on the Ravenswood branch. Painting traffic warning stripes on "L" columns at intersections is another phase of this program.

CTA also is playing an important role in the city-wide promotion of the clean-up campaign. The specially-painted diesel bus which has been used on CTA routes to publicize the campaign appeared in the clean-up parade in the Loop on April 12.

Support of the campaign by posting of car cards in all CTA vehicles also is being continued throughout the year and signs requesting public cooperation with Mayor Daley's Citizens Committee are being posted all over the system.

Two Supervisor's Training Classes Graduated

NINETEEN TRANSPORTATION Department employes were graduated recently in two supervisors' training classes, qualifying them for assignment to supervisory duties as future vacancies occur in this classification. Eleven of the men were from the surface division and eight from the rapid transit division. Pictured at the left are the surface division men shown with Transportation Department officials. They are: left to right, front row—*Floyd Grajek*, Beverly; *Frank Vitek*, 77th; *W. H. Rowan*, Kedzie; *Robert Sosnowski*, 52nd; *William Miedema*, North Avenue; *Walter Rickert*, Kedzie, and *Francis Zieger*, 69th. Second row—*C. E. Keiser*, superintendent of transportation; *David M.*

Flynn, superintendent of operations; *Russell Strohacker*, Archer; *Walter Blix*, Keeler; *Arthur Calder*, North Park; *Walter Janas*, Keeler; *Joseph J. Hemzacek*, superintendent of surface operations, and *George Riley*, superintendent of instruction.

Pictured at the right is the rapid transit division class. Members are: front row, left to right—*Michael V. LaVelle*, Kimball; *Charles J. Banser*, Logan Square; *William E. Nash*, Howard street; *Robert L. Desvignes*, 61st, and *James E. Roberts*, Laramie. Second row — Mr. Keiser, Mr. Riley, *James M. Fahey*, 61st; *Vernon Burgess*, Lake street; *Arthur Johnson*, Howard street; *John F. Higgins*, superintendent of rapid transit operations, and Mr. Flynn.



Driver's Dilemma

Case History of a Suspended License

MOTORISTS WHO drive their own cars without adequate insurance protection against accidents may find themselves in serious trouble under the motor vehicle code of the State of Illinois as did one CTA operator recently. He was unable to post a financial responsibility bond following an accident and had his chauffeur's license suspended.

Even though he figured in a collision for which he apparently could not be blamed, the surrender of his license deprived him of his means of livelihood until such time as a satisfactory agreement, or settlement, is made in a claim case pending against him. The length of time he will be without this license, thus taking away his right to drive not only his own car but to operate a bus as well, cannot be determined at present.

The details of the case in which the CTA operator became involved follow:

In June, 1957, he was driving eastbound in his own car on a protected thoroughfare. As he crossed an intersection, a southbound auto crashed into the left rear of his vehicle. The impact threw his car into the westbound lane where an approaching vehicle, unable to stop in time to avoid an accident, collided with his car causing property damage and personal injuries to the occupants of the third car.

The driver of the westbound car filed suit against the driver of the southbound car which caused the accident and the CTA operator. The amount of security required to cover the injuries and damages was estimated at \$12,500. Under the state financial responsibility law the operator was required to post a bond in that amount with the Secretary of State.

The operator carried no public liability policy, nor was he able to post the bond. The state, therefore, suspended his chauffeur's license until such time as the claim was set-

tled between the persons involved or adjudicated by the courts.

Public liability insurance for drivers is not mandatory under the Illinois law. Had the operator carried such protection, however, his financial responsibility bond would have been covered by the insurance company. He could have then maintained the possession of his chauffeur's license.

Another aspect of the case is that, though this operator may subsequently be held blameless, the State, in requiring posting of a financial responsibility bond, makes no effort to determine who is right and who is wrong when an accident occurs. This is left to the courts to decide when the case comes up for trial.

The only financial resources the operator has is a small equity in a home he is buying and some personal property, which he stands to lose to the plaintiff if a judgment is obtained against him. In the meantime, he is unable to work at his usual means of livelihood.

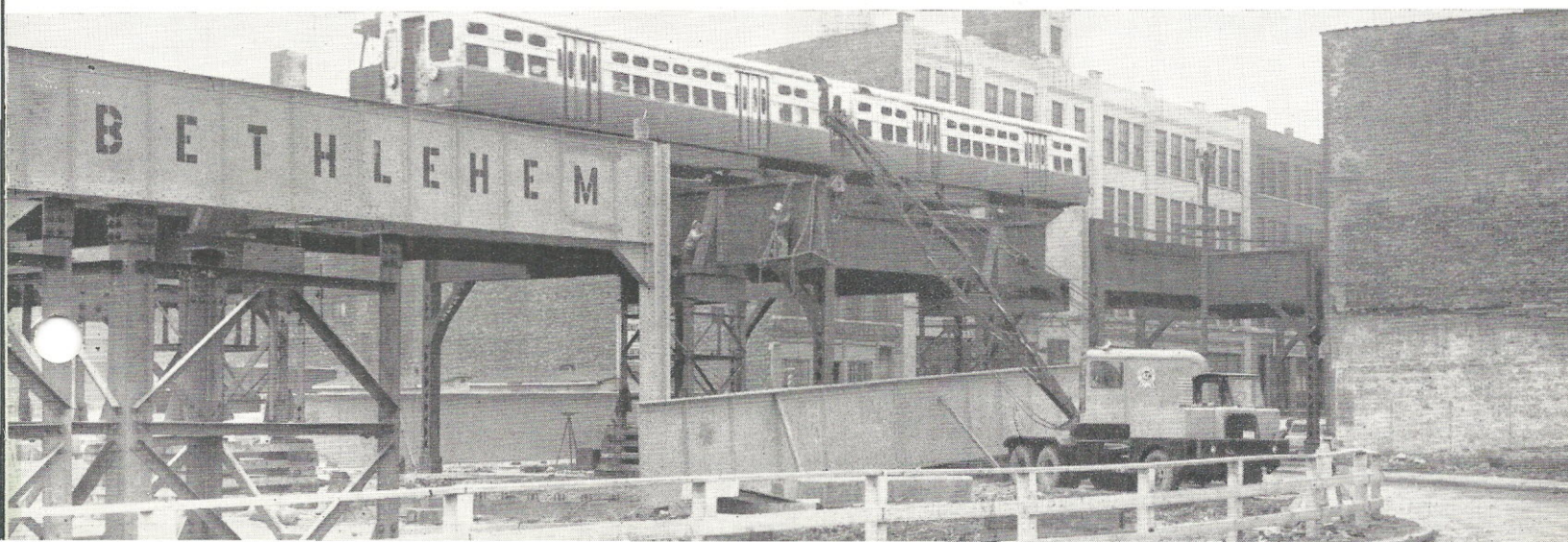
In reviewing the facts of the case for CTA TRANSIT NEWS, *F. W. Kinderman*, chief attorney, Accident Division, Law Department, made this comment:

"Any time a car is on the street without adequate insurance coverage, the driver is gambling that he will not have an accident that might cost him his driver's or chauffeur's license and everything else he may own. In the case of this bus operator, his means of livelihood, his home and all his possessions are at stake. Even though he may be blameless he still lost his license.

"The case is still in court. The average injury suit today takes four or five years to reach trial. Meanwhile, this operator is prohibited from driving and he has all the worries of defending himself at his own expense."

TO FACILITATE progress of construction work on the new Northwest highway project, alterations are being made on the Lake street "L" structure at Lake and Union streets. Eighteen columns are being removed and replaced with eight bridge girders to provide space for the two six-lane highways of the new traffic artery. Later, steel will be placed for a bridge at

street level on Lake street to permit excavation for the highway proper which will pass under the bridge at this location. Meanwhile, service on the Lake street and Douglas Park rapid transit lines continues without interruption. Preparations were being made to hoist one of the heavy steel girders into place as this photo was taken.





OUR *Public Speaks*



Dale C. Gilmer

RECENT RECEIPT of a letter of commendation for *Operator Dale C. Gilmer*, badge 13548, North Park, emphasized his outstanding record for top quality personal service. Since he entered CTA service in April, 1946, a total of 32 letters of creditable mention have been received from riders in recognition of his job performance.

The latest came from *Norman Barry*, well-known news and sports commentator for the National Broadcasting Company, who wrote as follows:

"An entire busload of people arrived downtown this morning with a warm feeling for the CTA. It was all due to the driver, who was so outstanding that he was the main topic of conversation among the passengers. He thanked each one of us as we put our fares into the coinbox, even coming up with a 'thank you' when he was asked to make change. He called every street in a voice that carried to the back of the crowded bus, although he didn't seem to be talking exceptionally loud. He cautioned each and everyone getting on or off, and when he asked us to move back to make room for more, he again thanked us. His whole attitude was one of friendliness and courtesy."

ALSO, OTHER letters of commendation recently have been received, noting meritable acts of service by employes. Among them are: *Agent Anita Schreiber*, tag number 179, West Section; *Operator William Reynolds*, badge number 8536, Lawndale; *Operator Robert Lamping*, badge number 12432, Keeler; *Operator Clarence Cowan*, badge number 3372, Beverly; *Operator Frank Sommers*, badge number 3663, 69th; *Motorman Wilks Battles*, badge number 22356,



West Section; *Conductor William Rawe*, badge number 21349, South Section; *Porter George Minor*, badge number 23931, North Section, and *Transportation Clerk Hugh Sweeney*, Kimball.

NOT ALL letters received in the Service Section of the Public Information Department are commendations. Reprinted below are a few letters presenting the opposite point of view:

"Recently waiting for a bus at my usual corner, one pulled up to the stop to permit a few passengers to get off. No sooner had the last person alighted from the bus when the driver closed the door and zoomed away. Naturally, I had to wait for the next bus, which, at that time of day, wouldn't be along for another 15 minutes."

COMMENT: All CTA employes should do everything possible to make our service convenient and attractive. Under normal operating conditions, failure to permit a patron to board or alight from one of our vehicles is not condoned and is a direct violation of operating rules and regulations.

"A few days ago I experienced a very disturbing situation. Two different people had asked the operator how far his bus was going and he said 'I don't know' to both of them. When they questioned this statement, he became very snappy with his answer and replied in the same words as before. He was very disagreeable to everyone and he seemed to resent passengers getting on or off."

COMMENT: Courtesy is a keynote of good public relations and if the operator concerned had kept this in mind and had been more conscientious in the performance of his duties, this letter would have been avoided. Riders are our most important asset and it is up to us to give them the most convenient and dependable service possible.

"When I boarded a bus, I requested 10 tokens, handed the operator the money and took the last token I had left in my purse to pay my fare. When the operator saw me deposit the token in the fare box, he handed the money back to me and said he had to save the tokens for passengers who did not have them. When I explained that that had been my last token, he told me to purchase the tokens from the next operator I rode with."

COMMENT: The sale and use of tokens is not only a convenience for our patrons but also speeds up fare collections. As long as the operator had a sufficient amount of tokens, he had no reason for refusing to sell them to the patron.

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

	Mar. 1958	Feb. 1958	Mar. 1957
Complaints	719	879	739
Commendations..	94	79	79

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Well, They Say Silence Is Golden

ACCOUNTING — *Eileen Neurauter*, Payroll, recently returned to work after throat surgery and, because of her operation, was not allowed to speak out loud for about two weeks . . . *Lillian Oesterreich*, who had been off sick for a long while, also recently returned to her job.

Mary Nedin, Revenue, won a silver-blue mink stole at a recently-held fashion show, proceeds of which went to a church.

Mrs. Bridie Hayes, mother of *Alice H. Novalich*, Payroll Distribution, died March 12 after an extended illness.

Catherine Harnett, Billing, was transferred to Skokie Shops March 24.

Mary Alice Malone, formerly of Revenue, and her husband became the proud parents of twin girls, *Patricia* and *Eileen*, on March 12. *Mary Alice* recently stopped in to see her friends here.

Irma Krown, who was home because of a broken ankle, received a get-well gift from her co-workers . . . *Virginia Rebich*, Revenue, who recently returned from the hospital, has a brand-new bedside telephone. She derives a lot of pleasure from hearing from her friends.

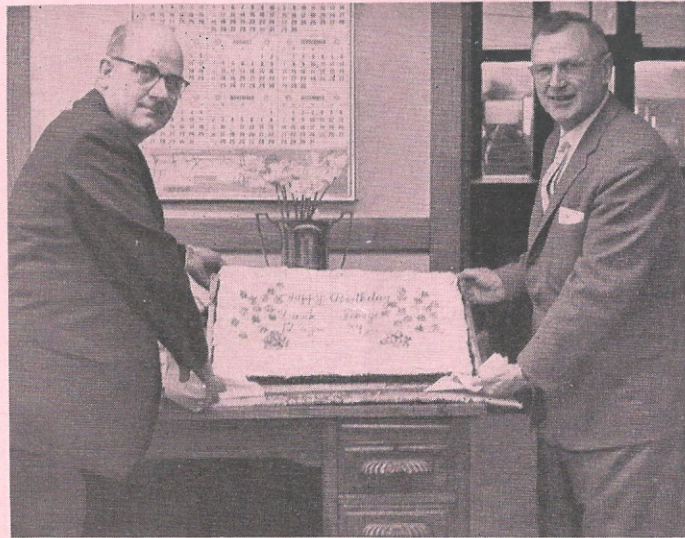
—HELEN A. LOWE and
MABLE I. POTTHAST

Little Boy Joins Operator's Family

ARCHER—Operator *James Sweeten's* wife presented him with a son, *James, Jr.*, who was born on March 13 at Illinois Research hospital.

Supervisor *Bud Hickey*, District "B," and his wife celebrated their 21st wedding anniversary April 16. . . . A double celebration was held at the home of Supervisor *Dan Coughlin*, District "B," when he observed his birthday and he and his wife marked their 23rd wedding anniversary.

Operator *Odell Blake* recently underwent an operation . . . The wife of Operator *Walter Shydlowski* presently is recovering from a serious operation.



BIRTHDAY BOYS

SINCE THEY celebrated their birthdays on the same day—February 23 — *Frank Buetow* (left), day superintendent at North Avenue station, and *George May*, night superintendent, enjoyed coffee and pieces of this large cake with the clerks at this station. Believe it or not, Frank has had only 12 birthdays, or one every four years, for he was born on February 29—in 1904, a leap year. George, who computes his age in the normal manner, admits to being "39."

Reported by *Joe Hiebel*

Repairmen *Frank Aldonis* and *John Cepeponis* took their pensions April 1.

Operator *R. Strohacker* who was hospitalized because of a leg ailment, is recovering at this writing.

Material Handler *Peter Szafranski*, who was to go on pension this fall, and *William Tranchita*, son of Operator *A. Tranchita*, died recently.

—R. H. FORTIER

Maybe His Dog Needs Glasses

BEVERLY—One morning Operator *Elmer Klatzbucher's* dog cornered a pretty black and white "fluid drive" cat under Elmer's car. Because Elmer was late, he drove his car to work and, on his way, picked up *Earl Campbell*. When the two arrived, they were given a wide berth by all the boys at the station.

Emil and *Pearl Beck* visited Avon, Tampa and Miami, Florida, and Madison, Wisconsin, recently. . . . *Ted* and *Bess Dexter* spent a few days on their farm in southern Indiana . . . *Mr. and Mrs. Robert Muench* visited relatives in Danville, Illinois.

The *John Mannions* became grandparents for the fifth time recently when *James Edward Mannion* was born . . . Also grandparents for the fifth time are *Ray* and *Ann Wells*, whose latest grandchild was christened *Patricia Sue Ross*.

One day recently, Operator *Walter Cassidy* spotted the corner of a \$10.00 bill protruding from ice at the curb. Although he chopped, dug, stamped and prayed, the bill remained solidly frozen. *Walter*, who had to continue on his way, later went back to the spot with a blow torch, but, by that time, the bill was gone.

Friends, neighbors and relatives helped Operator *Lomar Arseneau* celebrate his birthday recently.

John and *Marie Fitman*, who recently returned from a winter vacation, will celebrate 30 years of married life on April 26 . . . *Hugo T. Rohlen* and his brother, *Herbert G.*, of 77th, plan to celebrate their 23rd and 18th wedding anniversaries, respectively, on April 27, with a big party . . . Also marking wedding anniversaries were the *Marinus Dykhuisens*, their 22nd on April 9, and the *Robert Burnses*, their 24th on April 16 . . . *Willard* and *Marguerite Beaman* will mark 27 wedded years April 25.

Assistant Foreman *Ray Dobbertin* and his wife became parents for the second time on March 21 when little *Kurt Raymond* was born. He joins a sister, *Alison*, who is three years old.

Operator *Jerry Gleason*, marshal of a St. Patrick's Day parade, wouldn't let *Tom Geary* enter Beverly's automatic sweeper in the procession because its color is orange.

Clarence Cowan and his family vacationed in Detroit and in Windsor, Ontario . . . Operator *Jim Watts* of 77th and his family visited Hollywood, Florida.

Beverly was well represented at a 25th anniversary mass and breakfast held by the St. Joseph branch of the Little Flower society.

Presently sick are Operators *Charles H. Dennis*, *Ed Cavanaugh*, *Walter O'Connor* and *Jessie A. Glass*.

Mrs. Earl Tibbetts, who recently underwent surgery, was recovering nicely, at this writing.

Paul Louis, father of Operator *Harry Louis*, died March 17.

—FRANK M. BLACK

He Spent A Lot Of Time Climbing

CLAIM-LAW — Adjuster *Sol Garr* spent his vacation on a ladder doing the spring cleaning.

Lawyer *Phil Comiano* traveled via airplane to the Virgin Islands, Puerto Rico and Jamaica during a recent vacation. He made a stop-

over at St. Thomas, where he acquired some interesting figurines.

Terry Kuzius Brozek, former dictaphone operator, gave birth to Walter Brozek, Jr., on March 7.

Clerk Dave Munyer was promoted to the position of locator clerk.

—CHARLENE O'CONNOR and MARY ANN NYKIEL

Trip To Florida Produces A Nice Tan

ELECTRICAL—George Nelson, supervisor of substation personnel, and his wife, Clara, motored some 3,000 miles to and around sunny Florida. They visited relatives and friends in St. Petersburg. George came back with a good coat of tan . . . Charles Kucera, operator's apprentice visited relatives and friends in Cleveland.

At this writing, Joseph Herman, chief operator at Illinois Substation, is confined in St. George's hospital for treatment and observation.

Norman E. Wallace, "A" electrician, suffered the loss of his mother on March 23.

—GILBERT E. ANDREWS

After All, The Early Bird Gets The Worm

FOREST GLEN—Operators Clarence Nimitz, Ted Galus, and Frank Priebe were seen practicing their golf at an indoor driving range in Franklin Park. Maybe they wanted a head start in getting in shape for the CTA tournament this year.

Operator Walter Cubycheck passed away suddenly.

Operator Robert Stack took his pension recently.

Board Member Edward Lawrence and his wife celebrated their wedding anniversary March 8.

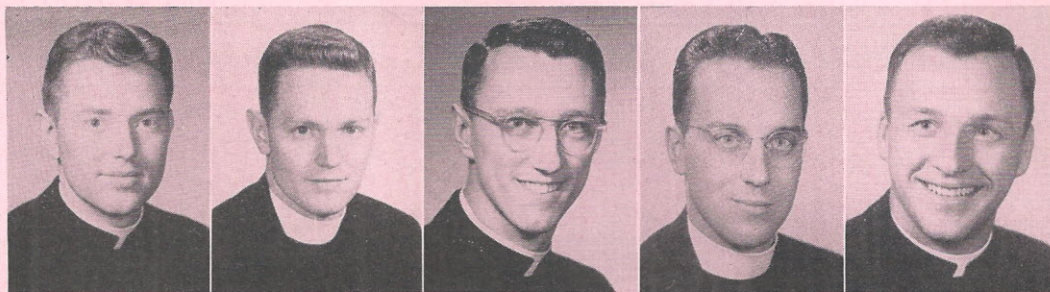
Operator John Hartmann recently returned home after undergoing surgery.

—GEORGE H. WILLIAMS

The Bird Twittered While He Shivered

GENERAL OFFICE—(Transportation) Dispatcher Charles Batterson, while cleaning his parakeet's cage, went out on the back porch only to have the door shut and lock. While he shivered and shook in the below-freezing temperature on the back

EMPLOYEES' SONS BECOME PRIESTS



ORDAINED AS priests by Samuel Cardinal Stritch at St. Mary of the Lake seminary, Mundelein, on April 12, these five young men, all sons of CTA employes, are, from left, Donald J. Headley, son of Radio Dispatcher Everett M. Headley; Roger Caplis, son of Operator Roderick Caplis, 69th; Richmond De Mey, son of Operator Oscar J. DeMey, Limits; William Lion, Jr., son of Operator William Lion, Sr.,

Archer, and John Tuite, son of Operator Matthew F. Tuite, 77th. All five subsequently celebrated solemn high mass and were honored at receptions in churches near their respective homes. Their ordaining ceremony marked one of Cardinal Stritch's last official acts as head of the Chicago Roman Catholic Archdiocese before he assumed his new duties in Rome.

porch waiting for a neighbor to return and surrender a duplicate key, the parakeet sang and flew merrily from radiator to radiator.

Telephone Operator Marilyn Nefjus and her husband, Joe, a conductor on the Douglas Park "L" line, had all plans made for a Florida vacation, but the cold spell there changed their plans and they spent three cheerful weeks seeing sights in and around Chicago.

Dispatcher Clarence Melbye returned to the controls in the radio room after being off sick for 10 days.

Joe Tunzi transferred himself and all his limited student identification cards to the Stenographic Department where he has joined forces with Don Burton, who handles unlimited student identification cards.

Jim and Ann Blaa have "adopted" a new member of the family. Maggie, a beagle puppy, has taken up residence as the bodyguard of little Jimmie and Mary Beth.

(Insurance)—For her efforts in suggesting an index system of recording hospitalization payments, which are not on a payroll deduction basis, Mary Flanagan received an award of \$10.00.

(Public Information)—Bill Runyon, assistant editor, and his wife, Lillian, welcomed Ann Elizabeth, who was born March 30 at Ingalls Memorial Hospital in Harvey. She joins a brother, Stanley, who is 16 months old.

A newcomer to this office is Roger Pihl, news writer and production assistant.

—JULIE PRINDERVILLE

A Family Excursion To The Far West

LOOP (Agents) — With her two sisters, Helen and Loretta, and three nephews, Dorothy Madigan drove to San Francisco and then to Los Angeles where they visited Disneyland, Knott's Berry Farm and other points of interest. On their return trip, they stopped off at a town on the Mexican border and also at Reno and Las Vegas, Nevada.

Alice Murtagh flew over to Ireland to visit her family in Newry, County Downs. While there, she attended the ordination to the priesthood of her nephew, Raymond, who was the second son in that family to become a priest.

Emily Dillon enjoyed her vacation during which she visited in the Chicago area.

Irene Cullen suffered the loss of her brother, John, recently . . . Kathleen McKenny's mother passed away March 11.

Rose Camp, after being off sick, is back on the job . . . Alice Murphy, Ann Wastier and Helen Lynch were still recuperating from illnesses, as we wrote this.

—EDITH EDBROOKE

Honeymoon Out West Follows Nuptials

GENERAL OFFICE (Employment) Typist Charlene Sueiberg was married to George Nelson on March 8 in a beautiful candlelight cere-

mony at Hope Evangelical Lutheran church. Charlene and George spent their honeymoon visiting Las Vegas, Nevada; Hollywood, and San Diego, California, and Tijuana, Mexico.

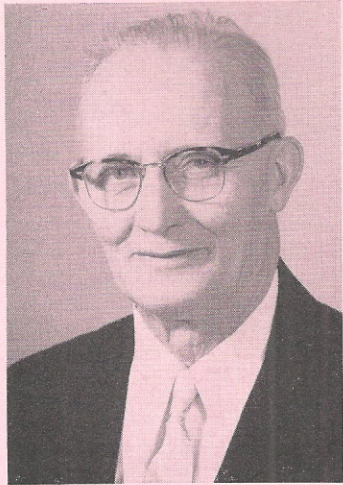
Typist Diana Erickson, was welcomed recently. Diana graduated from Westcott Vocational high school where she was chosen as the Homecoming Queen of 1957.

(Traffic Engineering) — James Toolis and his wife, Rose, became parents for the sixth time when Lita Susan was born at St. Bernard's hospital. The Toolis' other children are: Marilyn, 16; Beth Ann, 13; Barbara Ann, 10; Kathy, seven, and Michael, five . . . The

FIGHT CANCER WITH A CHECKUP AND A CHECK

AMERICAN CANCER SOCIETY

SIGNAL MAINTAINER RETIRES



FOR A MAN who originally had no intentions of going into the transit field, John R. Wolfersheim, Electrical Department signal maintainer assigned to the Milwaukee-Dearborn subway, certainly had a lot of transit years — 47 of

them—to his credit when he retired on pension April 1.

About half a century ago, John was planning a career as a professional violinist. However, after he was stricken with a serious illness, he was advised to take an outdoor job. Thus, he came to the old Metropolitan West Side Elevated Railway company. Starting on February 22, 1911, as an extra guard, he also held positions as receptionist, road clerk, signal helper and material inspector before he attained the position he held at the time of his retirement.

Keeping up his interest in the violin, he performed professionally on that instrument on a number of occasions. Also talented in the sports field, he was a proficient golfer and bowler.

On March 28, a group of John's co-workers presented him with a \$100.00 U.S. Savings bond and a wallet.

stork left Vince and Irene Donahue a fine little boy, Robert Francis, who was born March 2 at St. Anne's hospital. He was welcomed by his two brothers, David, seven, and Michael, 20 months.

(Training and Accident Prevention)—A newcomer to this department is Typist Geraldine Falcone who replaced Rose Perry. "Jeri" is a graduate of St. Mary's high school and is an accomplished pianist.

A farewell dinner recently was held for Rose Mary Perry at the Drake hotel. The party was attended by 10 "coffee pals" and former CTA co-workers. Rose was presented with a high chair, bathinette, robe, and slippers by her co-workers. A luncheon also was held for her at Henrici's.

Ruth Havlik, along with her mother and sisters, took a special Canadian-Niagara Falls week-end excursion early in February to see the falls in a winter setting. Two coaches, added to a regularly scheduled train, took them and 70 other Chicagoans to Toronto. After a tour of the city and lunch, the group took a three-hour sightseeing trip over new superhighways to the Canadian Park side of the falls, and then to the falls themselves. Ruth said that the falls'

ice formations were beautiful. Later, she said, they were able to see the falls lighted in color.

—MARY E. CLARKE

CTA Gains Three New Grandpappys

NORTH AVENUE — When Thomas Michael Olcikas made his appearance recently, he found he had two CTA grandpappys. Operator Phil Smith and Supervisor Charley Olcikas are mighty proud of their new grandson . . . Switchboard Operator Ray Stratton was equally proud when he became the grandpappy of Milan Arthur.

John O'Donnell of the repair department is on the sick list, at this writing . . . James Tumilty is back on the job after being off sick.

Operator Joe Lynch reported a wonderful trip to Mexico where he viewed the old buildings and churches, some of which were built over 350 years ago.

Operator Edward Lee will be on the disability list for some time to come.

Arthur Seiloff, night switchboard operator, has taken a disability pension.

Despite the freezing weather on St. Patrick's Day, many of our men bundled up to march in the

Irish parade. A few snowflakes fluttered and a crisp wind had the marchers tapping their toes to the tunes of the bag pipers.

We would like to see newcomers to the North Avenue family come out to our home diamond at La Vergne and Hirsch street to try out for our softball team. Here is an opportunity to meet a dandy bunch of fellows and enjoy yourself. Watch the bulletin board for notice of spring training.

We rolled out the welcome mat for former Ardmore garage men who are now assigned to Lamont garage.

Repairman John Bertso retired on pension March 1.

—JOE HIEBEL

How To Get Two Vacations In One Year

NORTH PARK—Operator Art Eberlein and Instructor Ed Brodd had unusual spring vacations from their jobs. They spent part of March on jury duty.

Operator Fred Frieb, who presently is in Municipal Tuberculosis Sanitarium, would enjoy visits from his North Park friends.

The fathers of Operators William

Martin and Nick Vellis died early in March . . . The wife of Janitor William Waesche passed away March 14.

Operators Frank Hess and Pete Korakous spent vacations in Arizona in March.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

Welcome Back, One And All

NORTH SECTION—Back after a long term on the sick list were Conductors Roy Decker, John Eck, Martin Cunningham, Otto Hartmann, Fred Rogers, Gilbert Panuce, George Krasny, Fred Fleischer and Frank Peabody.

Clerk Lawson C. Delvin was a patient at Illinois Masonic hospital, as we wrote this.

Yard Foreman Bob Ryan's son, who was struck by a car recently, presently is recovering nicely from his mishap.

Clerk Jim Doherty and his wife recently became the parents of Thomas Kevin.

Art Johnson recently was promoted from towerman to supervisor and was transferred to the South Section.

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)

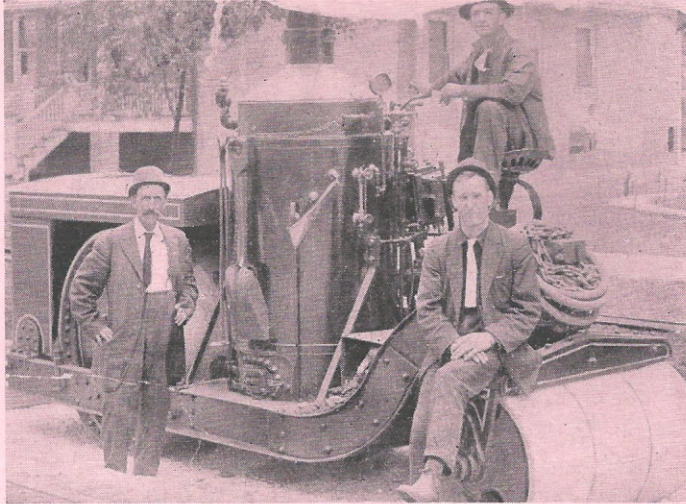
I am employed in the.....

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

Old Address
(Street and Number)

(City) (Zone) (State)

1911 TRACK WORK



IN THE DAYS of the old Chicago City Railway company, steamrollers such as the one shown were used in streetcar track work. At left in this 1911 photo is the late Jeremiah "Jerry" O'Connor, general foreman of the firm's track department and grandfather of Joseph J. O'Connor, Jr., traffic analyst in CTA's traffic engineering section. Appearing at right front is Fred Tiemann, a former track foreman who retired in 1949 after 41 years of service. Man at upper right is unknown. The three were helping to lay new track along Coles near 77th street.

Stenographer Florence McDonough was reported recuperating nicely from a recent operation.

Your reporter would appreciate receiving any news you have. Telephone 26-407 or come to the Howard street office.

—ANGELO BIANCHINI

Outside Clerks Given Inside Tour

PURCHASING AND STORES—Purchasing and Stores Department employees recently played host to a group of stock clerks representing west, south and elevated divisions, who were taken on a one-day tour of the various general office divisions with which they have daily contact. During the week, approximately 40 men toured Material and Supplies, Accounting, Invoice, Stores, Purchasing, Central Duplicating and Account Distribution divisions.

Sarah Reed, Purchasing, recently left CTA to become a busy housewife and mother. A luncheon and dinner were held in her honor during her last week at work. Her

co-workers presented her with many lovely things for the expected baby.

Bill Barnes, multilith operator in the Purchasing Department, has transferred to the Training Department and Larry Carrao has taken his place.

George Crofoot, Skokie, presently is away from his job because of illness.

—DAGMAR McNAMARA

Wasn't Florida Warm Enough?

SCHEDULE-TRAFFIC—(Schedule) — Mr. and Mrs. Edward Klie, who drove down to Florida for their vacation, also spent some time in Nassau.

Mr. and Mrs. Frank Corbett escorted a friend of theirs, Father Joseph Howard, to New York where he boarded the S. S. America for Rome, where he will become a vice rector of an American college. While in New York, the Corbetts, who stayed at the Waldorf-Astoria, saw "My Fair Lady" and "Music Man."

Sam Soll presently is in the hospital.

A newcomer is John Gillespie, traffic checker, who transferred from the Transportation Department.

(Budget) — Reports from Clarence Steffen are encouraging after his long illness.

—GERTRUDE F. ANDERSON

Good Way To Spend Vacation At Home

SOUTH SECTION — Conductor Ray Doughty spent two weeks of his vacation in a leisurely program of home decorating, getting a head start on it before the coming of hot weather.

Switchman Patrick Nolan quite proudly announced that he recently became a dad again when Girard arrived.

Conductor Robert Desvignes and Switchman James Fahey successfully completed the course to qualify as supervisors.

Agent Helen Shannon recently returned home after a stay in the hospital.

Instructor Don Murphy, who spent his vacation in Florida, stated how thrilled he was to see the Vanguard missile on the launching platform at Cape Canaveral. He also announced that he was a grandfather for the first time when his daughter, Donna Eggers, was blessed with the arrival of a boy, Michael John.

Conductor Prosper Standaert, who has been on the sick list, informed us that he was recuperating nicely.

Special Note

RECENTLY, CTA has received several anonymous communications. Communications of this type are not accepted for publication.

The Editor

Clerk James Martinek, Loomis street, who came through an operation in good shape, presently is home recovering.

St. Patrick's day at 61st was a gala day, and fittingly so. Sporting the green most prominently was Station Superintendent Ralph Wenstrom who displayed a vivid colored ascot tie. Chief Collector Pat O'Malley, not to be outdone, also flashed a bright green tie. The giant parade included many South Section employees who, it is understood, made it quite a festive occasion . . . On March 17, Joseph Nonkovich, superintendent of agents and porters, wore an immense shamrock and was addressed as Mr. O'Nonko by most of those he met during his tour.

Agent Mae Murgatroyd recently entered the hospital.

—LEO J. BIEN

He Knew How To Tackle This Problem

SOUTH SHOPS — When alighting from an "L"-subway train in the Loop one day recently, Carpenter

BIG YEAR FOR SOLDIER FIELD

SOLDIER FIELD will be used more days in 1958 than in any other year in its history, according to a Chicago Park District spokesman. Already, more than 50 events, which will cover 66 days of operations, have been scheduled. Highlighting this banner year will be the Armed Forces football game; the Shrinerrama Parade and Variety show; the Christiana Circus; the Chicago Fire Department Thrill Show; the Chicagoland Music Festival; the All Star Football game; the American Legion Independence Day program and the Mayor Daley Prep Football Championship.

In addition, there will be 25 high school football games and 17 stock car race dates, including two national championship late model races; a national champion midget auto race and the 13th Annual Chicago Park District Police Benevolent Gold Trophy Race.

Negotiations are still pending for several more big events this year, as well as preliminary preparations with the Pan American Committee for the use of Soldier Field for many events in the 1959 Pan American Games.

This facility, served directly by CTA's Jackson (No. 126) surface line, also may be reached easily by patrons of other CTA surface, and "L" and "L"-subway lines, through convenient transfers to and from the Jackson line. During many of the more important events at Soldier Field, CTA provides special shuttle bus service at no extra cost.

TRANSITAD

FOR SALE—Four-room cottage, with running water and inside toilet, and three lots near Kankakee river. Shown by appointment. Price \$5,000.00. Telephone RE 4-5730 or write E. L. Koch, 7949 Muskegon avenue, Chicago.

If you, too, have an item or items you wish to buy, sell or exchange, and are a CTA employe or a retired CTA employe, submit your ad to CTA TRANSIT NEWS, which will print it free of charge.

Tony Jarosy heard a woman cry out "Stop that man! He stole my purse!" Tony made a daring tackle of the accused man. When the police arrived and the lady's purse was returned to her, she thanked Tony profusely and offered him a reward which he modestly declined.

It was well worth all the extra hours of hard work, Andy Draus, paint shop foreman, told us recently after moving into his new home in South Holland, Illinois.

Charlie Buza is back again as a clerk with us.

Carpenter John Golden and his wife, Phoebe, celebrated their 40th wedding anniversary on March 7.

Could it have been the weather that persuaded Frank Rothman, supervisor of shop services, to take a week of his vacation? Frank vacationed in the southern part of the state.

Mrs. Thyra Foster, clerk, was another who decided to leave the city during unseasonable weather.

Among our proud fathers is Electrician Joseph Kehoe, who boasted of his recently-born son, Gerard Joseph . . . Joe's brother, John, bus overhaul, became the father of Cheryl Mae on March 29.

Foreman Tony Nutile became a proud grandfather on March 26 when he was presented with a grandson named Dean Anthony . . . Art Zajac, tin shop, and his wife, Yvonne, recently became the parents of a son, Mark Arthur. The little newcomer joins a sister, Debra, who is four years old.

Carpenter Anthony Cirocke suffered the loss of his brother.

—EVELYN CLARK and FRANCES LOUWARD

**His Suggestion
Netted Him Nice Profit**

TERMINAL INSPECTION SHOPS—Repairman Ted Friend was awarded \$10.00 for suggesting that a contractor on the 6000 series rapid transit cars be removed from underneath the car and placed above. This will make it easier to reach if trouble arises while the train is in operation.

Foreman Ernie Jones was an instructor of a class on the proper procedure of administering first aid. In his class were Ed Hendrickson, general foreman, Terminal Inspection Shops; Ed's assistant, Tony Porcaro; Tony Antonucci, general foreman, Wilson Shop; Foreman Art Kalvelage, also of Wilson Shop; Bill Ford, foreman, Kimball Shops; Repairmen Frank Rakstis, Americo Digianifilippo, Ralph Robinson, and Cleaners Leo Zielinski, Ed Stanborski and Mike Russin.

At Howard Shop, Foreman Mike Heil instructed the following men in first aid: Repairmen Al Schnell, Henry Dickerson, George Davis, Dan Brodie and Ralph Sullivan, and Cleaners Ray Janicki, Jesse Williams, Henry Hughes and Earl Myers.

Repairmen Bill Thornton of Laramie Shops and John Nash of Lake Street Shops who were absent because of sickness, returned to work recently . . . Repairman Joe Lelake, of Howard Shop also returned to work after an illness.

—JOE FEINENDEGEN

**When He Celebrates,
Everyone Celebrates**

WAY AND STRUCTURES—Tinner Joe Matriciano, rapid transit division, brought down special pastry for all the boys, in the old world custom of celebrating his "Name Day" March 19.

Mrs. Florence Albers, wife of Harry Albers, assistant superintendent of buildings, died February 25.

Charles Potter, superintendent of Way and Structures, and his wife spent three weeks in sunny California . . . Tony Testa, plumber apprentice, rapid transit division, spent his vacation in Florida.

Clarence Penge, carpenter, rapid transit division, is conducting two first aid classes of 14 men each and doing a nice job.

SCIENCE AND HEALTH SHORTS

IT USED TO be said that fright can turn hair white. Although this belief has been discounted as an old wives' tale, the mystery of why hair turns white has remained largely unanswered. Recent animal experiments, however, provide a new clue to the puzzle. Experiments conducted at the University of California indicate that lysine, a substance found in many foods, may be involved. Black rats which had been fed a lysine-deficient diet developed graying of the hair, while those on a lysine-supplemented diet retained their dark coats.

STATISTICIANS OF a leading life insurance company report that health conditions of the American people during 1956 were "excellent." The death rate, they observe, has fallen to just 9.3 per 1,000 population. Tuberculosis, which at the beginning of the century claimed almost 200 lives per 100,000 population, last year claimed only nine per 100,000. Other diseases that have declined in importance include polio, diphtheria, whooping cough, and jaundice (infectious hepatitis). "The excellent health record of the American people," note the statisticians, "results largely from the rapid progress made in the various branches of the medical sciences and from the rise of the general standard of living."

"ONLY ONE generation ago, the diagnosis of 'angina pectoris' was tantamount to the issuance of a death warrant," notes a recent editorial in the *Journal of the American Medical Association*. Patients suffering from this painful heart condition, which is caused by insufficient blood flow to the heart muscle, frequently tried to hide their suffering because of this prevailing attitude. Today, observes the *Journal*, doctors can successfully control, and often prevent anginal pain, with drugs such as glyceryl trinitrate, and pentaerythritol tetranitrate, known to doctors as Peritrate, so that patients are able to pursue normal, fruitful lives. "Thirty years hence," predicts the editorial, "it is likely that enzymes, hormones, and other perhaps as yet unidentified biochemical agents will make angina pectoris a truly rare condition."

CONDUCTORS RETIRE



COMPILING A combined service record of nearly 80 years, these two conductors, Charles H. Elliott (left), North Section, and William C. Ruehl, South Section, retired on pension April 1. A native of England, Elliott emigrated to the United States about eight years before starting his transit career on August 15, 1918. He and his wife expect to live in Jacksonville, Florida. Ruehl, who began in transit on July 25, 1918, and his wife plan a trip to the Western states in the near future.

Laborer *John Delas* and *Watchman Todor Pjescich*, both of Track, retired April 1 . . . *Roman Mendyk*, derrick car laborer, and *Plumber Dominick Marzovillo*, both in the rapid transit division, went on disability pension April 1.

—MARLENE NEHER

A Hard-Boiled Tale Of Soft-Boiled Eggs

WEST SECTION (Agents) — *Agent Blanche Thomas* has her own favorite recipe for preparing hard-boiled eggs that are really hard. She had a yen for some soft-boiled eggs one morning and put some on the stove to boil. Later, after she left the house, she suddenly recalled that she had not eaten the eggs but couldn't recall turning off the burner. A phone call back home revealed that the eggs were still boiling away. Ever hear of egg-shaped golf-balls? Neither have we, but we feel sure *Blanche* accidentally may have stumbled onto something that may have a big future.

Agent L. A. Beck returned to work after a brief tussle with the flu bug . . . *Agents Eleanor Hasbrouck* and *Dorothy Raiman* are back to work after being on the sick list for several weeks.

Agents Mary Winters and *Steve Gibbons* were off sick, as we wrote this.

Agent Catherine Quinlan joined the ranks of the retired March 1.

Porter John Day, who had been with CTA and the former Chicago Rapid Transit company for 15 years, died recently. He was 64 years old.

Agent Con Flanagan thoroughly enjoyed every moment of his stay in Ireland. He said that time passed too quickly while he was visiting familiar landmarks, relatives and old friends.

Agent Catherine Dee recently returned to work after being ill for six weeks with a throat infection.

Agent Veronica Nichols made a plane trip to California to spend her vacation soaking up some wonderful sunshine and warmth.

—GORDON KELLY

BASEBALL MEMORIES



THIS PICTURE of the old North Avenue baseball nine, taken around 1925, undoubtedly brings back many memories to *John Simon* (third from right, back row), former streetcar motorman with the Chicago Surface Lines and predecessor companies, who was the team's treasurer. *John*, who today is almost 90, started his transit career back in 1892 as the driver of a horse car on Indiana avenue with the old Chicago Union Traction company. Despite his advanced age, he follows the progress of the Chicago Cubs as avidly today as he has done for years.

John, who retired in 1935, makes his home with a daughter in Noblesville, Indiana. A son, *Raymond*, is a receiver at Limits and a grandson, *Fred Simmons*, works as a mechanic at West Shops.

NEW PENSIONERS

Benjamin Amsterdam, conductor, 77th. Employed 3-20-13.

John Bertsons, bus repairman, Shops and Equipment. Employed 9-20-26.

W. L. Browne, conductor, 77th. Employed 10-8-12.

Vincent Caruana, truck repairman, Track. Employed 5-1-29.

M. H. Dunn, agent, South Section. Employed 5-13-25.

W. J. Elwood, operator, 69th. Employed 8-27-23.

L. W. Graf, operator, Forest Glen. Employed 1-4-26.

C. A. Haller, combination clerk, 52nd. Employed 7-31-23.

P. J. Hartnett, motorman, 77th. Employed 11-6-25.

Edna Heyne, agent, South Section. Employed 9-5-30.

Charles Jurcich, gateman, West Section. Employed 5-14-46.

John Kareiva, carpenter "A," South Shops. Employed 4-5-45.

A. C. Lindquist, clerk, South Shops. Employed 8-24-10.

E. F. McMahon, operator, 77th. Employed 12-4-25.

Andrew Pudik, laborer, South Shops. Employed 9-14-43.

C. M. Quinlan, agent, West Section. Employed 8-23-26.

H. C. Scheffus, extra guard, West Section. Employed 5-14-17.

B. R. Stack, operator Forest Glen. Employed 2-26-25.

E. H. Stevens, operator, Forest Glen. Employed 4-27-25.

F. J. Stoll, assistant foreman, Shops and Equipment. Employed 2-10-21.

Salvatore Trippiedi, laborer, Track. Employed 5-17-29.

Ralph Vujnovich, shopman III, Skokie Shops. Employed 3-13-19.

DISABILITY RETIREMENTS

Frank Arnier, operator, Forest Glen. Employed 1-25-20.

W. A. Kressler, agent, West Section. Employed 10-19-33.

G. P. Nichols, unassigned, Stores Department. Employed 6-2-37.

For And About Our Pensioners

ACCOUNTING — *Leon Salisbury*, formerly of Vouchers, and his wife, who now live in Bellflower, California, entertained *Art Bresin*, formerly of Payroll, and his wife at dinner recently. *Leon* was busy planting fruit trees, such as guava, grapefruit, valencia orange, kumquats and nectarines. He was quite proud of seven green oranges on one of his trees. The *Bresins* spent the winter in California.

—HELEN A. LOWE and MABLE I. POTTHAST

ARCHER—*Art Krueger*, former operator who now makes his home in Kenosha, Wisconsin, recently visited friends in Chicago's Bridgeport and Brighton Park neighborhoods. He sent his best regards to his former co-workers.

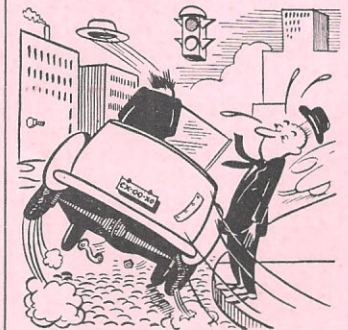
—R. H. FORTIER

BEVERLY — *Bernie Todd*, former conductor, 77th, was confined to Little Company of Mary hospital

as we wrote this . . . *Arthur Dunham*, former motorman, 77th, presently is ill at Oak Forest infirmary. He would be cheered by receiving letters or cards which can

My Neighbors

By BILL PAULSON



"Wonder why some decent people will suddenly become demons behind a wheel?"

If you've moved recently
please notify
CTA TRANSIT NEWS

MAN AND WIFE



COMING DOWN the aisle after their wedding ceremony held recently at Our Lady of Victory church are *Margaret Sares* and her new husband, *John Flood*. The bride's attendants were *Margaret Rosich* of Schedule-Traffic Department; *Jo Anne Besch*, formerly of the Stores Department, and *Jane Chevero*, twin sister of the bridegroom, who formerly worked in the Engineering Department. After a reception at the Drake hotel, the couple drove to Clearwater and Cypress Gardens, Florida, for their honeymoon.

Reported by *Mary E. Clarke*

For And About Our Pensioners (Cont.)

be sent to him at P.O. Box 1200, Ward 4, Oak Forest, Illinois.

Frank Wilberts, who worked for many years as a motorman on 75th street, is now a doorman at Mercy hospital.

Deloss Carson, formerly of Burnside and Beverly, recently visited with *Rudy Miller*, former superintendent. Deloss now makes his home in Bradenton, Florida. Rudy and his wife, *Hattie*, will mark their 36th wedding anniversary on April 21.

Robert Blasson, formerly of Burnside, and his wife recently celebrated their 62nd wedding anniversary.

Dan Cate, formerly of South Section, recently came in for a visit.

August Skoglund, former motorman, 77th, who operates a fishing resort at Bull Shoals, Arkansas, is making preparations for spring and summer tourists.

Ralph Duncan, former conductor, 77th, reported that the best crop of oranges he had had in several years at his home at 230 W. Seminole drive, Eustis, Florida, was killed by heavy frost in December.

Charlie Hoogstrall raises peaches, persimmons, oranges, figs and lemons on his place out in California. *Ronald Thiel*, formerly of Burnside, who lives near Charlie, visits him often. Another of Charlie's neighbors is *John Ismenger*, also formerly of Burnside who, although he is 73, works every day. —FRANK M. BLACK

ELECTRICAL — *Walter Collins*, former operator at 63rd substation, wrote that he sold his home in Birmingham, Alabama, and bought a nice home in St. Petersburg, Florida. He said he knew a great many people in that area. His address is 5851 45th avenue, north, St. Petersburg.

Arthur Leland, former chief operator at 79th and Western, told your reporter in a letter that he liked the people and the climate out in St. Joseph, Missouri, where he now lives. He recently moved into a five-room apartment. —GILBERT E. ANDREWS

LINCOLN—Last December, *Myron A. Gilson*, 91-year-old former conductor who retired from the now-closed Lincoln station in 1943, wrote TRANSIT NEWS that he would like to hear from his former co-workers. Subsequently, *Frank X. Didier*, former motorman, who also was assigned to that station, read an item concerning Mr. Gilson in TRANSIT NEWS. Writing to Mr. Gilson, Mr. Didier shortly thereafter received a reply from him and was about to write him again when he heard of Mr. Gilson's death, which occurred on February 8 at the Michigan Masonic Home and Hospital at Alma, Michigan.

Mr. Didier, who lives alone at Herbster, Wisconsin, said he would like to hear from his friends and former co-workers.

NORTH SECTION — *Fred Vassmer*, who has been confined at the Veterans' hospital at 333 E. Huron for some time, would like to see some of his old pals again.

Con Erskine, former conductor out of Kimball, died recently.

John McMorrow, former dispatcher at Linden, recently visited his former co-workers. John is doing well and sends his regards to all his old friends. —ANGELO BIANCHINI

SOUTH SECTION—A party attended by 72 friends was held at Nielson's restaurant for former agents *Edna (Cottin) Heyne*, *Mary Hazel Dunn* and *Kathryn Thompson*. It turned out to be a reunion more or less as some of those present, who had worked together many years ago, had not seen each other for a long time.

James K. Lynn, who was a porter at 61st Street, and went on pension in July, 1954, dropped in to say hello. Jim is residing at 701 Iron street, Fulton, Kentucky. It is said that the ribs prepared in the barbecue pits which he operates are out of this world.

Switchman John Diver doesn't look a day older than the day he decided to take it easy and go on pension.

Frank Kuyler, former motorman who retired seven years ago, recently dropped in to say hello after

Pensioners' Club Meets

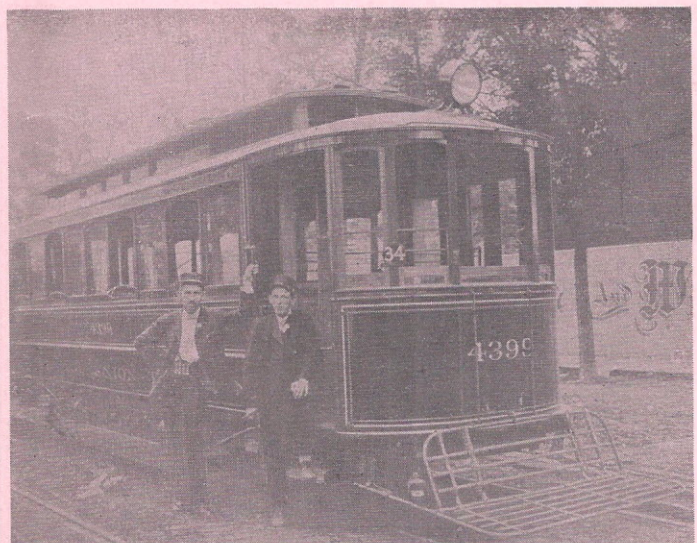
THE CTA Pensioners' club of St. Petersburg, Florida, will hold its next meeting at 2:00 p.m. Tuesday, May 6, at Odd Fellows hall, 105 4th street, south, St. Petersburg. All CTA pensioners residing in that vicinity are invited to attend these meetings which are held the first Tuesday of each month at the above address.

spending the winter in San Diego, California. He plans to spend the summer at 10319 S. Hale, Chicago. —LEO J. BIEN

WAY AND STRUCTURES—*Thomas McCarthy*, former division superintendent, recently dropped in at Lincoln and Wrightwood to visit with his many friends. —MARLENE NEHER

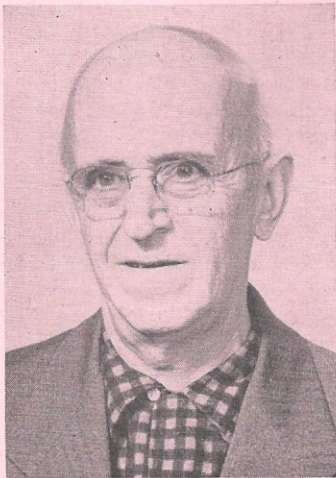
WEST SECTION (Agents) — *Catherine Mahoney*, former agent, together with *Agent Mayme Hanley*, embarked for a visit "across the pond" recently. Their schedule included a stop in Ireland. We are looking forward to hearing all about the trip. —GORDON KELLY

TRANSIT, 1905 STYLE



BACK IN 1905, Conductor *Louis Pfannkuche* (left) and Motorman *John Brill* of the old Chicago Union Traction company paused a moment to pose for this picture, which was taken on Elston avenue just north of Belmont near the old Brand's park. Louis, who now is 82 years of age, worked for the transit firm from 1903 to 1907. He is the father of *Edward Pfannkuche*, emergency clerk and receiver on West Section.

TAKES PENSION



CARL M. NEISNER, operator at Lawndale station, retired on pension after more than 41 years of service with CTA and the former Chicago Surface Lines. Spending his entire career at that depot, he began as a streetcar conductor on February 23, 1917.

RECENT DEATHS AMONG EMPLOYEES

JAMES BENNETT, 82, retired watchman, Electrical Department. Died 3-9-58. Employed 3-14-04.

S. N. BOSNAK, 95, retired conductor, Kedzie. Died 2-6-58. Employed 4-16-89.

CHARLES A. BURNS, 73, treasurer, Treasury Department. Died 2-23-58. Employed 8-15-41.

MARTIN CAWLEY, 74, retired conductor, Lincoln. Died 2-11-58. Employed 3-1-13.

TONY COGLIANESE, 63, bus cleaner, Kedzie. Died 2-15-58. Employed 9-7-44.

C. R. CROSSWELL, 65, retired investigation clerk, Claims Department. Died 2-24-58. Employed 8-3-16.

WALTER CUBYCHECK, 55, operator, North Park. Died 3-3-58. Employed 12-13-23.

JOHN DAY, 64, porter, West Section. Died 2-26-58. Employed 12-2-42.

GIACOMO DIVITA, 95, retired watchman, Track. Died 2-18-58. Employed 4-21-22.

JAMES FINN, 79, retired conductor, Lawndale. Died 2-12-58. Employed 7-8-04.

L. T. FOLEY, 79, retired agent, West Section. Died 2-23-58. Employed 4-20-03.

E. H. GAEDE, 74, retired conductor, Lawndale. Died 2-18-58. Employed 4-2-04.

M. A. GILSON, 91, retired conductor, Lincoln. Died 2-8-58. Employed 7-18-17.

PAULINE HESSEL, 80, retired agent, West Section. Died 2-14-58. Employed 4-7-24.

F. M. INWOOD, 91, retired janitor, Armitage. Died 2-17-58. Employed 1-13-02.

IGNATZ KAJPUST, 77, retired car cleaner, Elston. Died 3-3-58. Employed 8-13-18.

R. C. KALLENBACH, 67, retired conductor, Devon. Died 2-28-58. Employed 4-8-25.

A. R. KELLER, 79, retired conductor, Lincoln. Died 2-21-58. Employed 1-31-10.

BEN KLOSINSKI, 53, repairman, North Avenue. Died 3-3-58. Employed 11-22-42.

GEORGE LUNDELL, 69, retired auto specialist, West Shops. Died 1-25-58. Employed 2-1-22.

CLARK MACGREGOR, 80, retired conductor, South Section. Died 2-24-58. Employed 7-23-00.

PAUL MARKUNAS, 73, retired car repairman, 69th. Died 2-19-58. Employed 6-23-20.

GIACOMO MATTURRO, 60, retired trackman, Track. Died 2-22-58. Employed 6-6-29.

M. G. MCGOURTY, 81, retired agent, West Section. Died 2-9-58. Employed 3-24-02.

DAVID OMAN, 75, retired paver, Track. Died 3-4-58. Employed 9-11-30.

O. E. PEARSON, 85, retired doorman, Armitage. Died 2-17-58. Employed 11-4-98.

FERD PALERMO, 78, retired laborer, Building Department. Died 2-24-58. Employed 7-15-20.

W. J. RADATZ, 68, retired motorman, 69th. Died 2-25-58. Employed 2-19-23.

M. J. REILLY, 72, retired conductor, 77th. Died 2-7-58. Employed 4-13-21.

L. J. RIGDEN, 78, retired agent, West Section. Died 1-14-58. Employed 12-19-42.

JOHN SAUNDERS, 70, retired motorman, 77th. Died 2-22-58. Employed 6-13-14.

JOHN SHANTON, 62, towerman, South Section. Died 3-13-58. Employed 5-1918.

JOHN SVETINA, 79, retired laborer, Track. Died 2-18-58. Employed 4-7-24.

W. F. SWANSON, 78, retired motorman, Devon. Died 2-10-58. Employed 6-23-22.

PETER SZAFRANSKI, 65, material handler, Archer. Died 3-4-58. Employed 9-28-27.

STEPHEN TOMICEK, 69, retired janitor, Blue Island. Died 2-2-58. Employed 9-11-23.

C. J. TRIPLITT, 91, retired clerk, General Office. Died 2-15-58. Employed 1-1893.

RAYMOND J. VONDRAN, 48, supervisor, South Section. Died 3-9-58. Employed 2-25-42.

ALOYS WAGNER, 79, retired watchman, North Section. Died 2-12-58. Employed 6-25-09.

F. A. WERNER, 82, retired motorman, South Section. Died 3-8-58. Employed 4-17-95.

SCIENCE AND HEALTH SHORTS

A RECENT STUDY indicates that the number of Americans who subscribe to voluntary health insurance has now reached 110 million. In 1940, the study shows, about nine per cent of the population carried hospitalization insurance; today, the figure is 66 per cent. Surgical insurance, during these years, has risen from four per cent to 56 per cent.

ANIMAL STUDIES at the Veterans Administration Hospital in Baltimore, Maryland, indicate that tuberculosis germs enter the lungs from the air we breathe. The germs, the studies show, were carried into the lungs of uninfected animals by tiny particles that float in the air. In order to determine if human tuberculosis patients contaminate the air they breathe, healthy guinea pigs are being exposed to the same air. The speed with which the animals contract the disease will indicate the degree of contamination of the air by patients. "If these guinea pigs contract tuberculosis in sufficient numbers", the report says, "it will prove that human beings with tuberculosis of the lungs produce the type of minute infective particles which already have been shown to be so highly infectious for the experimental animal." This in turn, could lead to more effective means of protecting against spread of this infection.

DOCTORS REPORT that it is not uncommon for persons suffering from heart disease also to have a gall bladder disorder. As a consequence, angina pectoris, the painful heart condition caused by failure of the heart muscle to receive sufficient oxygen, may be confused with gall bladder distress. To differentiate, doctors often use a drug of the glycerin family which causes heart arteries to dilate. One of these drugs is glyceryl trinitrate; another is Peritrate. These drugs stop anginal pain by dilating the arteries that feed the heart muscles,

increasing the flow of oxygen-bearing blood. Gall bladder pain, however, is unaffected by them. In a questionable case, therefore, if pain persists after administration of the drug, the doctor can eliminate angina pectoris as a cause.

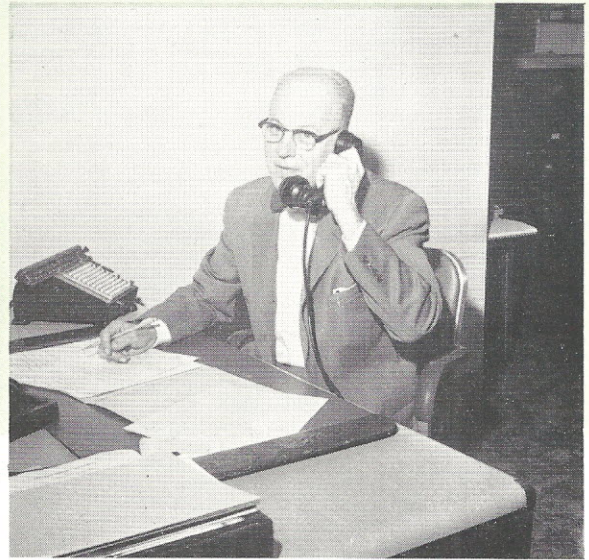
INQUIRING REPORTER: Mable I. Potthast

LOCATION: Accounting

"What measures pertaining to the national economy would you propose at this time?"



MARIE HAVLIK, Payroll Clerk, Payroll: "A nation-wide plan for road-building and much better up-keep of some of our heavily-traveled local streets would be worthy recovery projects. Improvements in our national parks, such as reforestation and building better roads through them, also might be considered."



ELMER A. HOWE, Valuation Engineer, Property Accounting: "Our economy could be boosted by a \$10.00-a-month income tax cut and a five per cent reduction in corporate taxes. These measures could increase consumer and investment spending power immediately without creating too great a loss in government revenue. However, I don't believe in cutting excise taxes, since many buyers would hold off making purchases until the cut came through."



SARAH O'ROURKE, Machine Operator, Materials and Supplies, Accounting: "I think our nation should reduce income taxes in order to build up morale, freeze wages for six months to stop the spiraling cost of living, cut foreign aid and make an honest effort to balance the budget."



GEORGE TRIUNFOL, Accountant, General Accounting: "I propose immediate revision of our foreign policy which is depleting our national resources and piling up our national debt. I'm in favor of a 'Buy American' plan and restoring our textile industries by controlling imports of fabrics. Perhaps it's time also to reduce the importing of foreign automobiles which, I think, may be damaging our economy."



BERNARD P. KANE, Senior Clerk, Rapid Transit Payroll: "If this nation would reduce overseas spending and expand high-way, irrigation and flood control projects in this country, employment would be increased."



To Serve Our Riders Better...
KNOW YOUR CTA ROUTES

(This is the 40th in a series on CTA routes.)

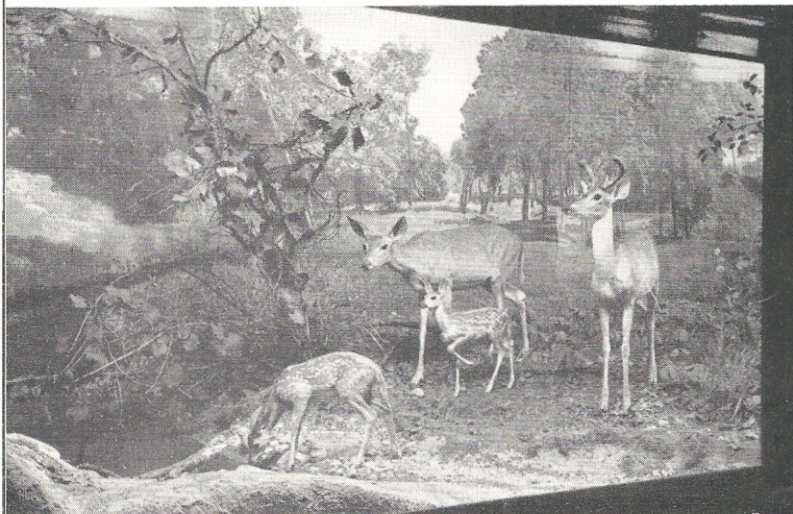
CUTTING ACROSS the city west and southwest from the Loop to the community of Cicero, CTA's Ogden-Downtown (No. 58) surface line provides round-the-clock transportation seven days a week. A sister line, Ogden (No. 58A), supplements Ogden-Downtown service by furnishing transit on Ogden from the near west side to the street's northeastern extremity at Armitage and Clark.

The two lines travel over one of Chicago's oldest thoroughfares. Even in the very early days of the city, Ogden, then known as the Southwestern Plank road, was the main route of persons journeying in and out of Chicago between Cicero, Berwyn, Riverside, Lyons, LaGrange and points beyond. And as its name implied, the road was planked to prevent travelers' horsedrawn vehicles from bogging down in bottomless mud.

Later, Chicago's city fathers honored the city's first mayor, *William B. Ogden*, by naming the thoroughfare after him.

Fully 95 years have gone by since transit vehicles—horsecars—first plied a short line on Ogden between Madison and Randolph. This line was extended to Western in 1876. Later, streetcars made their appearance and dominated the transit scene until buses replaced them in September, 1951.

Routing of the Ogden-Downtown line, the mainstay of present-day service on Ogden, is as follows: Loopbound buses, leaving the outer terminal at 52nd avenue and 25th street in Cicero (5200 W. and 2500 S.), operate east on 25th street, south on 50th avenue, east on 25th place, northeast on Ogden, east on Washington, north on Jefferson, east on Lake and south on State to Randolph (0 E. and W. and 100 N.). Outbound buses travel west on Randolph, south-

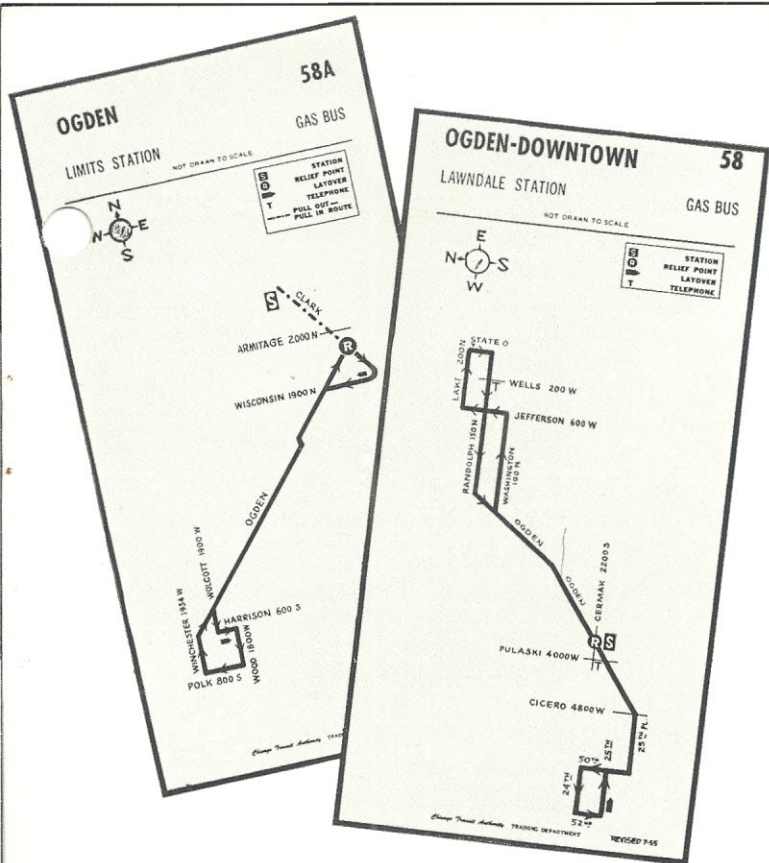


NO LONGER do deer roam the open country in the Chicago area. However, they seem to return to life in this exhibit, which depicts them in the Palos Park section, at the Academy of Science. This museum of natural history, near the northeast terminal of the Ogden line, features exhibits of animal and plant life formerly or presently native to the northern Illinois region.

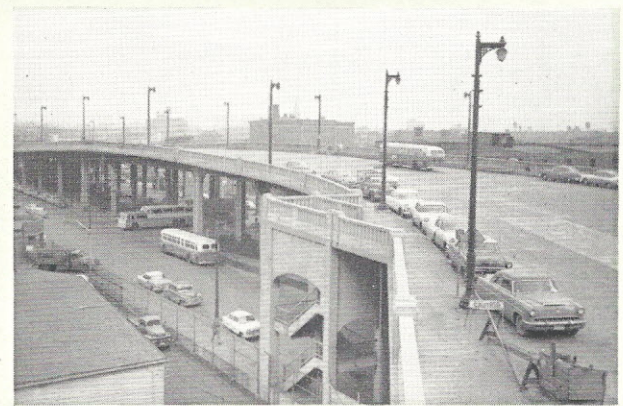
CHICAGO CITY hall and Cook County building at Randolph, Washington, Clark and LaSalle streets, houses executive offices and courts of both the city and county governments. Skyscraper in background is that of the American National Bank and Trust company.



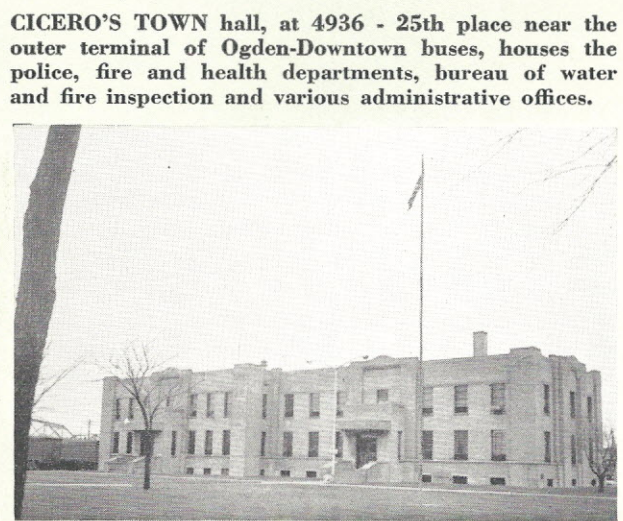
THE STATE street scene in the Loop would not be complete without Marshall Field and Company's four-faced clock which overhangs the southeast corner of State and Randolph. The Chicago Theater and the Loop "L" structure on Lake street are in the distance.



IT WAS a little cold for swimming, anyway, the day this picture was taken in Douglas Park. This area contains almost every recreational facility known to public playgrounds, as well as neat lawns, flower gardens and a large tree-bordered lagoon. This picture of the lagoon and fieldhouse was taken from Ogden avenue, which bisects the park.



ABOUT 30 years ago, when increased automobile traffic already was snarling the Goose Island section, the city of Chicago elevated Ogden avenue through this heavily industrialized area. On bridge is northeast-bound Ogden bus and on Halsted street below, a northbound bus.



CICERO'S TOWN hall, at 4936 - 25th place near the outer terminal of Ogden-Downtown buses, houses the police, fire and health departments, bureau of water and fire inspection and various administrative offices.

west on Ogden, west on 25th place, north on 50th avenue, west on 24th street and south on 52nd avenue to 25th street.

Headways on this line average four to five minutes in weekday rush periods. During weekday off-peak hours, and also on Saturdays, Sundays and holidays, intervals of service range between eight and 12 minutes. Vehicles run every half hour in seven-day-a-week "owl" service.

Southbound Ogden buses, from a terminal at Clark and Wisconsin (1900 N. and 320 W.), operate west on Wisconsin, southwest on Ogden, south on Wolcott and east on Harrison to Wood (600 S. and 1800 W.). Northbound buses travel south on Wood from Harrison to Polk, west on Polk, north on Winchester, northeast on Ogden and southeast on Clark to Wisconsin.

Weekday rush hour headways on this route are about six minutes, while those during weekday base periods range between 10 and 12 minutes. Buses run every 12 minutes all day on Saturdays and every 15 minutes throughout the day on Sundays and holidays.

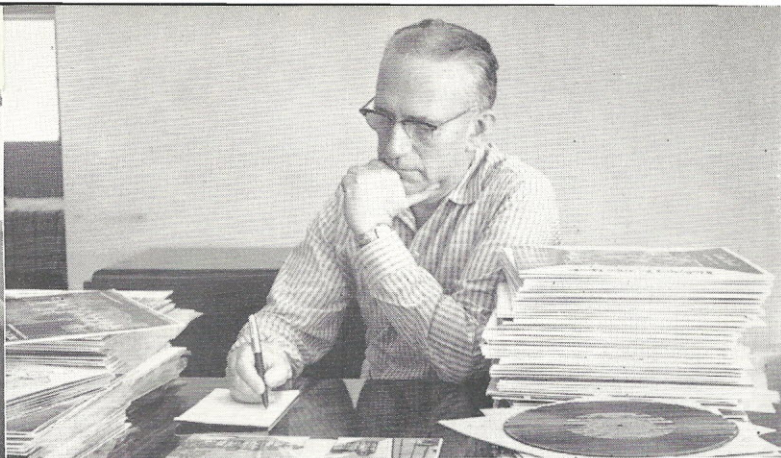
Mondays through Saturdays, Ogden buses leave the northern terminal at Clark and Wisconsin between 5:00 a.m. and 12:15 a.m. the following day. They leave the southern terminal at Harrison and Wood between 5:20 a.m. and 12:35 a.m. the following day.

On Sundays and holidays, service is operated from Clark and Wisconsin between 5:30 a.m. and 12:15 a.m., and from Harrison and Wood between 5:45 a.m. and 12:35 a.m.

Twenty-two buses, stationed at Lawndale, travel the 7.8-mile Ogden-Downtown route in from 36 to 52 minutes, depending upon time of day and traffic conditions. Nine buses, stationed at Limits, are assigned to the Ogden line and travel its 3.94 miles in from 16 to 25 minutes' time.



BEFORE PLAYING record, Ivan carefully removes dust particles from needle of player arm with brush. Simultaneously, another brush cleans off record on revolving turntable of player unit. The collector always follows this procedure before playing a record.



PERIODICALLY, because of the vastness of his collection, to which he is constantly adding, Ivan notes on paper each record according to type and name of composer and/or performer. Small pile of records at right front are from his older collection. Exposed record on top is 18-year-old "original" by the late *Glenn Miller* and his orchestra.

"HI FI" his hobby

NOTHING COULD differ more widely than music composed by *Richard Wagner* and that performed by "*Fats*" *Waller* and his band. However, records of music of both types share equally important places in the fabulous collection of over 1,400 records owned by *Ivan B. Miller*, manager of rentals in CTA's Real Estate Department. And, hearing the music on Ivan's high fidelity ("hi fi") phonograph system, the listener finds it hard to believe that the performance really is recorded.

Ivan's musical tastes are reflected "on wax" in his 400-album library of long-playing ("L.P.") records and his older collection of more than 1,000 records consisting of symphonies, concertos, operas and operettas, songs from Broadway musical productions, "popular" music, music of foreign countries, folk music and various piano and organ selections.

The 29-year CTA employe prizes highly such records as his 18-year-old "original" discs of the late *Glenn Miller* and his orchestra and today's most renowned clarinetist, *Benny Goodman*. He also treasures "on location" recordings, such as that of the Vienna State Opera orchestra performing in the world's most acoustically perfect concert hall in Vienna, Austria.

No less a favorite is that of *Will Glahe* and his band's "Beer Barrel Polka" played in a genuine beer garden.

Recordings of famous plays, and sounds from railroad yards, of a baby crying, a thunderstorm and of farm livestock also make up his collection.

Ivan became interested in piano and organ music when he was only 10. Finding that he enjoyed such music the most when hearing it on a phonograph, he started collecting records and, through the years, built up his collection to over 2,000 discs. He later sold some of these records and gave away a number of others, including a collection of sacred music to a Wisconsin reformatory.

When "L.P." records became popular, Ivan naturally added such records to his collection. At the same time, he undertook a year's study of "hi fi" (that characteristic given by modern recording devices to recorded sound to make it resemble as closely as possible "live" sound). At the end of that year, during which he tried out many different "hi fi" components, he obtained his present music system.

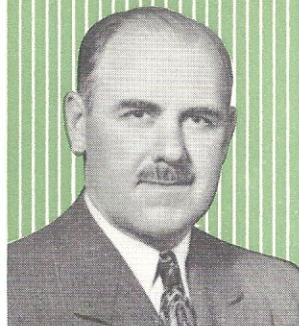
His set, which once served as a demonstrator at the annual Chicago high fidelity show, gives every sound from an organ's lowest note to a parakeet's highest tweet an incredible lifelike quality. The system can be adjusted to emphasize high or low-pitched notes, or provide an even balance of both, as desired.

Ivan often asks his relatives, CTA co-workers and friends—among them a number of accomplished musicians—to hear his records. And, like Ivan, they derive great satisfaction from having shared in his gratifying and relaxing hobby.

SETTLING BACK in a comfortable chair in his spacious living room, *Ivan B. Miller* relaxes as he listens to a favorite record. Mirror inside top of cabinet enables him to tell just how much of the record remains to be played.



MEDICALLY SPEAKING



By Dr. George H. Irwin
CTA Medical Director

TUMORS OF THE COLON

LAST MONTH some of the more common inflammatory diseases of the colon were discussed. In this issue we will consider tumors of the colon.

Tumors of the colon may be benign or malignant. From here on when the word benign is used it will refer to non-cancerous growths. When the term malignant is used, it will mean cancer.

Benign tumors of the colon include early polyps. I use the word early because in certain cases, but not all, benign polyps can turn into or develop into cancer. Other benign tumors of the colon, besides polyps, are fibromas, lipomas and myomas. The polyps originate from the mucosa or lining of the bowel. Fibromas originate from the fibrous layers, lipomas from the fatty layers and the myomas from the muscle part of the intestinal or colon wall. Most of the discussion on benign lesions will be on polyps because they are by far the most common. It is estimated that about seven per cent of the adult population has or will develop polyp of the colon or rectum. In about half the patients with polyps there will be no symptoms referable to the polyp. Further statistics reveal that about 70 per cent of all polyps can be seen through the proctoscope which is an instrument used to examine the rectum and lower bowel. Polyps may be single or multiple.

Cancer of the colon is a fairly common disease and is the second most frequent of all gastrointestinal cancers, being exceeded only by cancer of the stomach. Malignant tumors of the colon account for seven per cent of all cancers and about 17 per cent of all deaths from cancer, according to prominent medical authorities. Cancers of the bowel begin as a small localized growth in the mucosal lining. If not recognized they may grow and develop until they obstruct the bowel. They usually remain limited to a relatively small segment of the bowel. About half of the growths are located in the rectum and sigmoid portion of the colon and can be seen through the proctoscope. About 10 per cent of this group can be discovered by examination with the finger.

Early diagnosis is very important. No definite clinical picture of cancer of the colon is always present but about 95 per cent of these patients will have one or more of the following symptoms:

1. Rectal bleeding.
2. Slight change in bowel habits.
3. Marked constipation or diarrhea or combination of both.
4. Pus or mucous in the stool.
5. Bloating or abdominal distention.
6. Cramp-like pains in the abdomen.
7. Unexplained loss of weight.
8. Mild type of anemia.
9. Hemorrhoids.

The above symptoms may also be found in non-cancerous conditions. Therefore, do not assume when one of these symptoms is present that you have cancer. By the same token it is not wise to assume that you don't have it until proven one way or the other by a thorough examination by your doctor.

Cancer of the colon can be cured. Successful treatment depends on early recognition of the symptoms. This calls for cooperation of the patient. In other words, when one of the above symptoms is noted, it is absolutely necessary and important for you to place yourself in the hands of your physician for a thorough examination.

One reason in the past years for the prevalence and high mortality of cancer of the colon has been that shame and false modesty prevented people from consulting their doctor. This attitude or concept should no longer be taken. Examination of the rectum is just as important as looking at the throat or listening to the heart and lungs.

If cancer of the colon is to be cured, please remember that it is up to the patient to report these symptoms to his physician early. Then it is the responsibility of the doctor to make a thorough examination and recommend the proper treatment.



RECOVERS TWO MISSING BADGES

OPERATOR THOMAS H. WILLIAMS, Jr., 77th, who drives a Cottage Grove bus, is a man of rare perception.

Twice, within recent months, he has picked up employe badges presented by riders who had illegal possession of them. The badges had been reported lost. How they were obtained by the persons who tried to use them is not known.

Williams knew, however, that the badges did not belong to the individuals using them. The numbers were on the list of missing badges provided all operators by the Transportation Department.

He picked up the first badge on September 3, 1957, and the second on March 17 this year. Williams, who has been with CTA since January 11, 1950, received the customary reward of \$5.00 for each badge he recovered.

Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



APRIL is the month that calls for activity on the part of the gardener. If your soil is quite sandy it will drain and be sufficiently dry in April to be workable, except right after a heavy rain. If you have a clay soil never try to dig in it, or turn it over, or spade it, or rake it while it is wet. It will adhere to the tools and will form lumps that will be hard to break up. A simple test is to take a handful of soil and squeeze it in the palm of your hand into a lump.

Then tap or jar the lump lightly and if it falls apart readily, the soil is dry enough to work. If, however, it remains as a sticky, muddy lump, wait until the soil dries further before attempting to do anything with it.

Even before the soil is workable, be sure to spend some time cleaning up the garden, including the lawn. If you have not already done so, rake most of the leaves from the lawn. Along with them you will pick up twigs and other ma-

terial that was blown or fell on the lawn during the winter. In flower beds, vegetable beds and among the shrubbery, the soil will also have collected fallen leaves. These can be turned under the soil and covered to a depth of an inch or two. If what you have left consists of fallen plants and the tops of perennials from the last growing season, cut all these tops off. Be careful not to injure the green shoots that may have started on some of the early perennials.

It is safe in April to remove all, or most, of the covering you have applied to your roses and other perennials for winter protection. Take this material off in stages rather than all at once. Having been protected all winter the plants are somewhat tender and should be slowly exposed to the cool nights that occur in April or to the mild frosts.

The material removed from the garden and lawn is excellent for you to start a compost heap if you do not have one. Instead of a heap you can dig a square hole behind some shrubs or other out-of-the-way place where it will not be seen. Deposit all of your plant tops, fallen leaves, and even the parts of vegetables that you otherwise dispose of in the garbage pail, into the compost heap. Moisten this material from time to time when there hasn't been much rain. Occasionally, throw a little soil in among this material. About every month or six weeks, turn it over with a spading fork so as to mix the soil and plant material.

Grass clippings can be added, too, but they need to be mixed with soil or other plant material so they do not form a mat that is slow in breaking down or decomposing. You can buy various preparations at your garden supply store that hasten the decomposition and also will improve the character of the compost. Add a few handfuls of complete chemical fertilizer from time to time so that when the compost is complete, it will have the essentials of a plant food and provide a great deal of organic matter for your soil. Unless you use a hastener, the compost will probably not break down much until next spring. But with the hastener added, it may be decomposed by fall sufficiently to be turned into the soil before winter.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF FEBRUARY 1958 AND 1957, TWO MONTHS ENDED FEBRUARY 28, 1958 AND 1957 AND
TWELVE MONTHS ENDED FEBRUARY 28, 1958
(Revenues applied in order of precedence required by Trust Agreement)

	Month of February		Two Months Ended February 28,		Twelve Months Ended
	1958	1957	1958	1957	Feb. 28, 1958
Revenues	\$9,866,519	\$9,341,416	\$20,611,670	\$19,418,824	\$125,665,782
Operation and Maintenance Expenses	8,761,374	8,547,786	18,335,070	18,260,087	106,836,385
Available for Debt Service	1,105,145	793,630	2,276,600	1,158,737	\$ 18,829,397
Debt Service Requirements:					
Interest Charges	387,521	398,695	775,390	797,390	
Deposit to Series of 1947 Serial Bond Maturity Fund	166,666(1)	250,000	333,333	500,000	
Deposit to Series of 1947 Sinking Fund(2)	95,767	-	191,533	-	
Revenue Bond Reserves (3)	7,000	30,000	14,000	60,000	
	<u>656,954</u>	<u>678,695</u>	<u>1,314,256</u>	<u>1,357,390</u>	
Balance Available for Depreciation or Deficit in Meeting Debt Service Requirements	448,191	114,935	962,344	198,653 r	
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements(4)	-	-	-	313,588	
Balance Available for Depreciation	<u>448,191</u>	<u>114,935</u>	<u>962,344</u>	<u>114,935</u>	
Provision for Depreciation:					
Prior Period Deficiency	-	114,935	180,690	114,935	
Current Period	<u>789,322</u>	<u>747,313</u>	<u>1,648,934</u>	<u>1,553,506</u>	
	<u>789,322</u>	<u>862,248</u>	<u>1,829,624</u>	<u>1,668,441</u>	
Deficit in Depreciation Provision (5)	341,131 r	747,313 r	867,280 r	1,553,506 r	
Accumulated Deficit:					
To end of previous period	526,149 r	914,869 r	-	108,676 r	
At close of February	<u>\$ 867,280 r</u>	<u>\$1,662,182 r</u>	<u>\$ 867,280 r</u>	<u>\$ 1,662,182 r</u>	

r - denotes red figure

PASSENGER STATISTICS

Originating Revenue Passengers	41,794,005	48,269,200	87,726,839	100,479,417	569,313,289
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STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at February 28, 1958

	Delivered to Date	Remaining to be Delivered	Total
1956 Orders:			
EI-Subway Cars	118	2	120
1958 Orders:			
Propane Buses	<u>118</u>	<u>150</u>	<u>150</u>
		<u>152</u>	<u>270</u>
Delivered under previous orders		3,464	
Less - P.C.C. Streetcars to be converted to EI-Subway Cars		<u>120</u>	<u>3,344</u>
			<u>3,614</u>

NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1958.
- (2) Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase after invitation for tenders or in the open market.
- (3) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (4) Revenues for the month of January 1957 were not sufficient to make the deposits required in the Debt Service Funds. In accordance with the terms of the Revenue Bond Trust Agreement, such deficiency in revenues to meet the debt service requirements was made up by a transfer from the Operating Expense Reserve Fund.
- (5) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,715.50, respectively, (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$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.

To the Ladies

FROM ELLEN

LIGHT and LOVELY

AN IDEAL main dish for springtime luncheons, this luscious molded salad is made of crunchy pecans and creamy avocados. Every point is in its favor: intriguing flavor, handsome color that fits in with attractive garnishes, simplicity of preparation, and the fact that it's a do-ahead dish, requiring no last-minute fussing.

Lime-flavored gelatin makes the tasty base and provides an extra measure of nutrition as well, because it comes fortified with fresh-fruit vitamin C. By the time pecans, avocado, sour cream, mayonnaise and seasonings are in, the dish needs only a favorite hot bread, dessert and coffee to round out the menu.

For glamorous serving, surround the mold with deviled egg halves topped with pimento; slices of avocado that have been dipped into French dressing or lemon or orange juice to prevent their darkening; and radish roses on a bed of dark green watercress. For the bread, try something crusty such as hot French bread, corn sticks or assorted crisp crackers that have been buttered, sprinkled lightly with garlic salt and heated through. Dessert might well be cake with a fudge frosting.

3-D Cookies

WHAT'S MORE fun than a circus? A circus party, of course! Particularly if the animals in the circus can be eaten. Try it on any of the neighborhood youngsters and you may find there'll be a few more children around the house other than your own.

For this kind of a party, however, the animals must be special. Just plain animals cut with standard cookie cutters won't do. You'll want three dimensional animals, cookies that can stand on their own two feet. These 3-D confections can be made with a new type cookie cutter. The cutters are plastic and come in parts, so the animals can be assembled in their three dimensions after baking. The recipe for the cookie dough is a new one, specially developed for firmness and good tasting for the pleasure of young cookie eaters. Also, we have prepared a recipe leaflet, especially for you and the family.

If you're going to plan a circus party, it would be a good idea to bake these cookies ahead of time and leave them unassembled until your young guests arrive. Then you can keep them busy for hours putting their own animals together and decorating them with colored frosting you've



A REFRESHINGLY green colored molded salad is an ideal spring weather entree, which costs so little and is easily prepared.

Pecan-Avocado Molded Salad

1 package vitamin C gelatin, lime flavor
1 cup boiling water
½ cup commercial sour cream
½ cup mayonnaise
1 cup pecans, broken
¾ cup mashed avocado
1 teaspoon minced onion
1 teaspoon minced celery
½ cup chopped green pepper
½ teaspoon salt

Dissolve gelatin in hot water. Refrigerate until thickened to the consistency of unbeaten egg white; then whip until foamy. Beat in sour cream and mayonnaise until thoroughly blended. Fold in pecans, avocado, onion, celery, green pepper and salt. Pour into 1 quart mold. Refrigerate until firm. Unmold onto serving dish and garnish as desired. Makes 6 to 8 servings.

fixed for them. "Baxter, the Bunny," may not look very much like a rabbit after being decorated by a junior Rembrandt, but who cares? He'll stand up, and look beautiful to his creator.

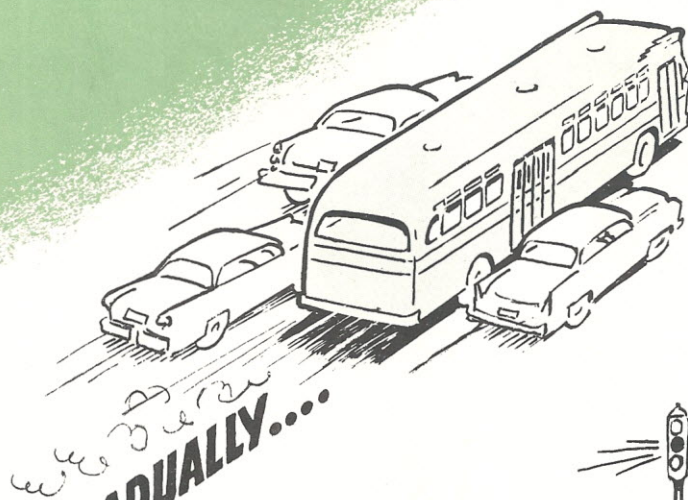
One suggestion, however, would be to bake extra parts to replace those that disappear into small stomachs during the assembling process.

Write Women's Page Editor, CTA TRANSIT NEWS, P.O. Box 3555, Chicago 54, Illinois, for your free "Animal Cookies In 3-D" leaflet.

TA TA, boom boom . . . a circus is on parade in lifelike, 3-D animal cookies. Be sure to write for your free recipe leaflet and have the children help to assemble this truly different cookie.



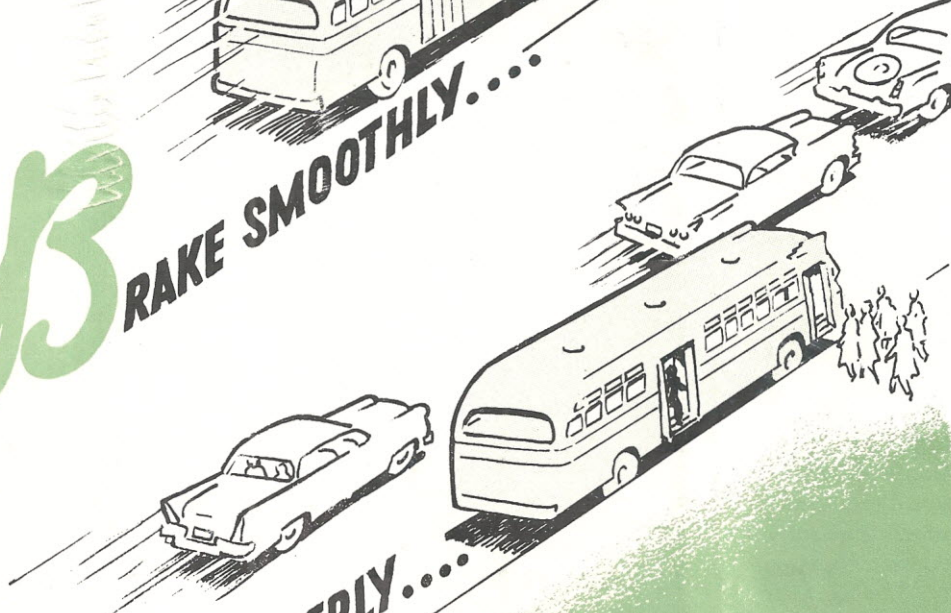
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