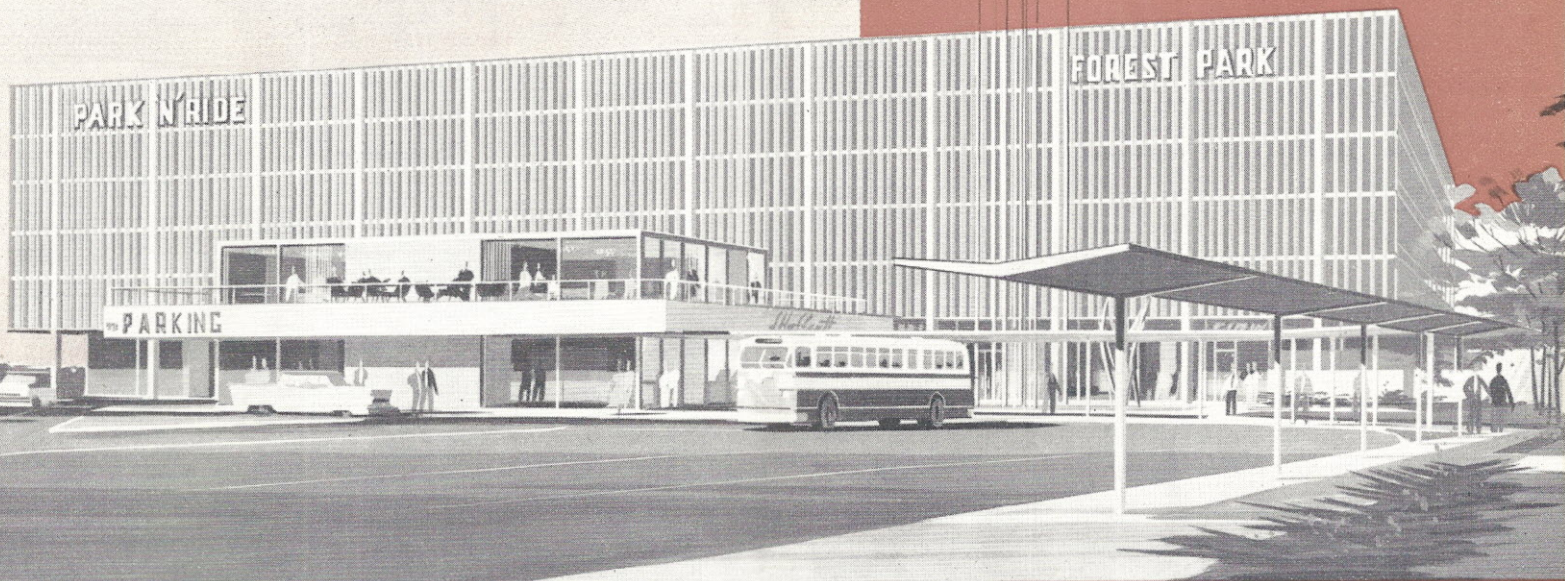


MAY, 1958

TRANSIT NEWS

METROPOLITAN

TRANSIT



CTA's Proposed \$315,000,000, 20-Year Transit Expansion and Improvement Program

(See pages 4-5-6)

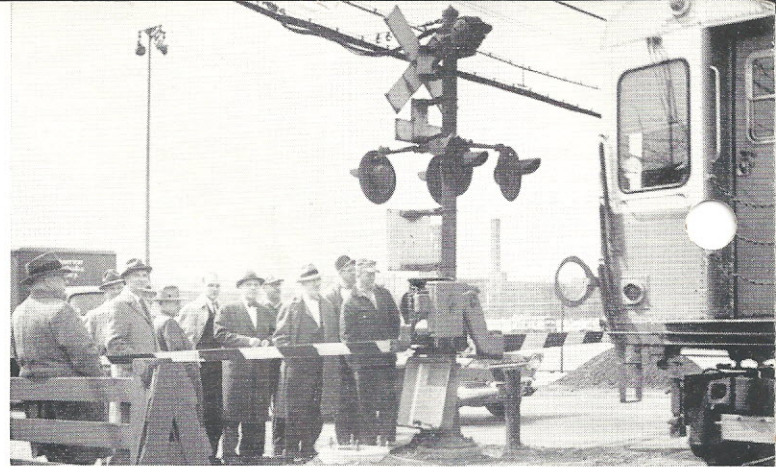
Automatic Gates Increase Grade Crossing Safety

A LONG-DISTANCE record of failure-free performance through nine years of operation was established April 3 by CTA's automatic crossing gate installations at Kostner avenue and 21st street.

On that date the gates were raised and lowered for the millionth time without failing once to operate successfully in providing protection against accidents at the crossing.

Furthermore, 14 such automatic crossing gate installations, which were placed in service between December 1, 1948, and February 14, 1957, have now established an outstanding record by operating a total of 4,103,870 times without failure. Nor did any pedestrian or vehicular accidents occur at the grade crossings where they are located.

Six of these automatic crossing gates are located on CTA's Ravenswood branch—at Rockwell, Francisco, Sacramento, Albany, Kedzie and Spaulding grade crossings. On the Douglas Park branch there are seven such installations—at Kildare, Kostner and Kilbourn crossings in Chicago, and at 47th, 49th, 50th and 52nd avenues in Cicero. One automatic



ON THE day CTA's automatic crossing gate installations at Kostner avenue and 21st street on the Douglas Park rapid transit branch marked up an operational record of 1,000,000 times without a single failure, a group of representatives from the Western Railroad Supply Company, manufacturers of the gates, was on hand to check the performance. The record was established over a period of nine years. The group is shown here with *Charles A. Butts* (second from left) signal engineer, and *William Worcester*, (third from right) general signal supervisor, inspecting the control mechanism as a train moves over the crossing.

crossing gate is on the Garfield Park branch at Lockwood avenue.

With the exception of Lockwood avenue, which has no sidewalk at the "L" crossing, all of the installations have sidewalk gates in addition to the cross-arms for stopping automotive traffic.

APPEARING ON our cover for the first time is the new CTA emblem used to identify vehicles, operating facilities, directional signs, business forms and other materials essential to CTA operations. A banner, carrying the wording "Metropolitan Transit," has been added to the familiar circular insignia. This is being done to further emphasize that CTA serves not only the City of Chicago proper but also outlying suburban areas of greater Chicagoland. The new design will be placed by the manufacturers on all new equipment currently on order, and 1,000 are being placed on surface and rapid transit vehicles as they come in for repainting at CTA maintenance shops. The new banners carry out the same color scheme as the original emblem. In this picture, *George Hamilton*, Painter "A," West Shops, is applying one of the new decals on a bus ready to go back into service.



RECENT CTA ADDITIONS TO THE ARMED FORCES

- Wilks Battles*—Transportation (West Section)
- John B. Jones*—Transportation (Kedzie)
- Arthur Lee*—Transportation (Archer)
- Donald Willingham*—Transportation (Kedzie)

RECENTLY RETURNED

- Willie E. Herron* — Transportation (North Park)
- Yaroslav A. Zasadney*—Transportation (Limits)

VOLUME XI CTA TRANSIT NEWS NUMBER 5

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David E. Evans, Editor W. M. Runyon, Assistant Editor Ellen Miller, Editorial Assistant
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Test New Train-Phone Communications System

CTA SCORED another first in the transit industry recently when it demonstrated a new two-way train-phone communications system which permits central control and dispatching personnel in CTA's Merchandise Mart offices to talk with motormen, and even directly to passengers, of in-service trains.

Participating in the demonstration of this new tool for better and safer rapid transit were newspaper representatives, *General Manager Walter J. McCarter*, members of CTA's general staff, and *V. E. Gunlock*, chairman of Chicago Transit Board.

The demonstration also was repeated later for transit officials from the Midwest who were in Chicago attending a regional meeting of the A.T.A.

Development of this new communications system for rapid transit use, installation of the necessary components, and the test procedures now under way, are being directed by *Ralph Tracy*, CTA electronics communications engineer.

It is estimated that the initial installation in CTA's North-South route, which daily carries about half of CTA's rapid transit passenger volume, will cost between \$70,000 and \$350,000, depending upon whether the transmitter-receiver sets are used as portable units or are permanently installed in the cars assigned to the North-South route.

Ultimately it is planned to equip all seven CTA rapid transit routes with the new communications system. The transmitter-receiver sets are manufactured by Femco, Inc., of Irwin, Pennsylvania, and cost \$700 each.

When this new aid for better rapid transit service is turned over to CTA's transportation department, motormen on North-South trains will be able to report directly to central dispatching any incidents, such as illness of a passenger, equipment failure, disturbances, or other situations that cause gaps and delays in service.

Central dispatching in turn will be able immediately to arrange for necessary assistance and to issue instructions for corrective action, such as the application of troubleshooting procedures, and outline emergency operating procedures, such as skipping stops, spacing of trains, and turn-backs, that are necessary to restore normal service.

Whenever the occasion warrants, the line supervisor in CTA's Merchandise Mart offices may also broadcast information and instructions directly to passengers aboard North-South trains.

Basic components of the train-phone communications system are combination transmitter-receiver sets. A hand-set unit is permanently installed in the line supervisors' office at the Merchandise Mart. Presently, six rapid transit cars have been equipped with transmitter-receiver sets. Each transmitter-receiver consists of a typical phone hand-set, and a speaker and power unit.



TAKING DOWN information given him by motorman of in-service train is *Line Supervisor James Luvisi* who is stationed in the Merchandise Mart central dispatching office. By a simple flick of any of the three switches in the control box mounted before him, he can talk with motormen of rapid transit trains moving over the North-South "L"-subway route or relay messages to passengers in case of emergencies.



INSTRUCTOR DON MURPHY illustrates train-phone communications system in use aboard North-South "L"-subway train. Because of his ability to talk directly with central control and dispatching personnel in the Merchandise Mart offices, a motorman can report at once any instances, such as illness of a passenger, equipment failure, disturbances or other situations which cause delays and gaps in service.

The hand-set in the line supervisors' office is equipped with three switches. By operating one of these switches, the line supervisor can talk with motormen of trains moving in the area between Fullerton Avenue and Howard Street. Another switch enables him to talk with motormen in the State Street subway between Fullerton Avenue and 17th Street, and a third switch permits him to talk with motormen of trains between 17th Street and the Jackson Park and Englewood terminals of the North-South route.

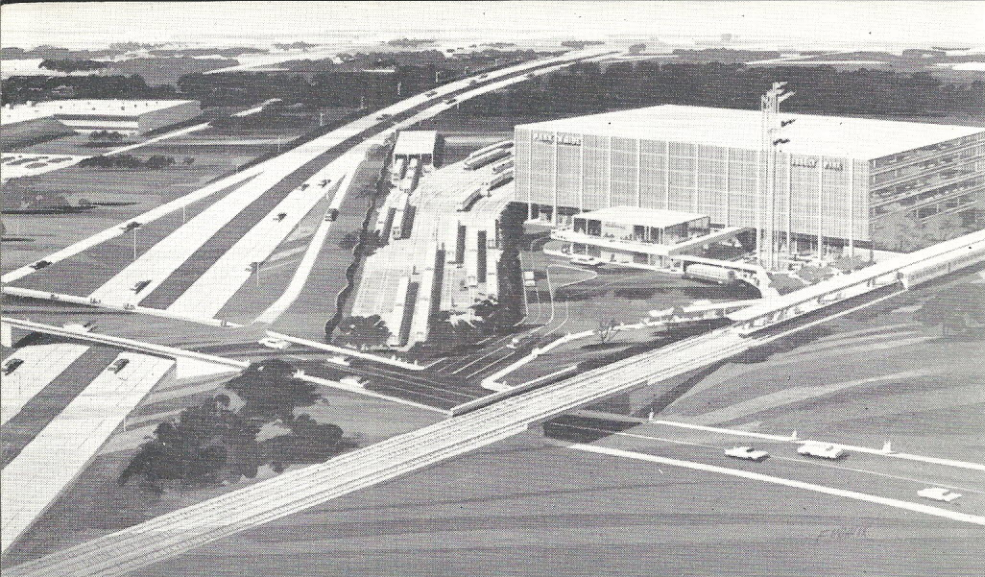
The line supervisor may talk with the motormen of all trains in any one of these three sections, any two of the sections, or all three sections at the same time.

If the line supervisor wishes to talk directly to passengers on the train, he will ask the motorman to operate a switch in the train's cab. When the motorman performs this operation, the supervisor's voice is carried over the train's public address system to the passengers.

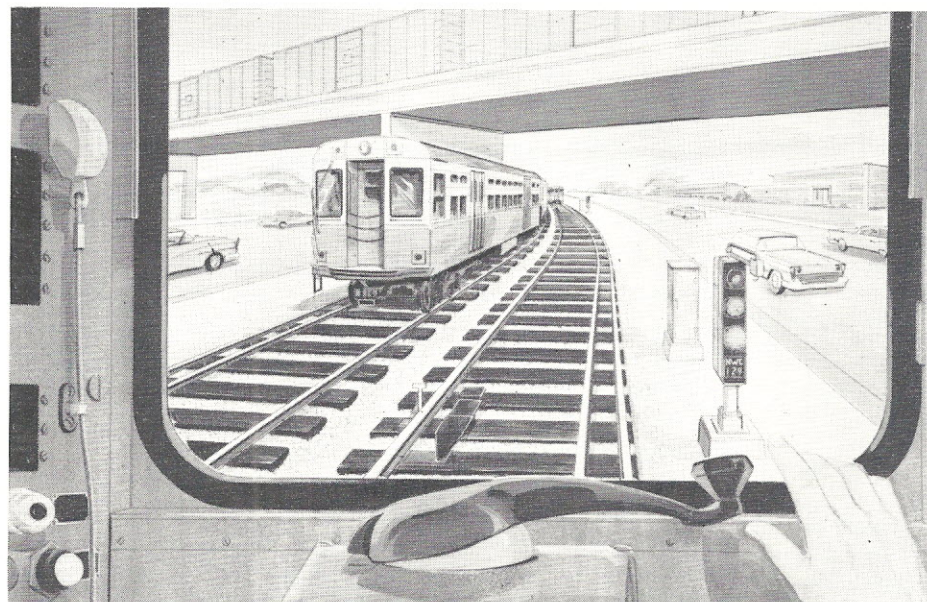
This communications system is intended to supplement CTA's central supervisory control system which was introduced to the transit world back in 1951, and now is in use on all seven of CTA's rapid transit lines.



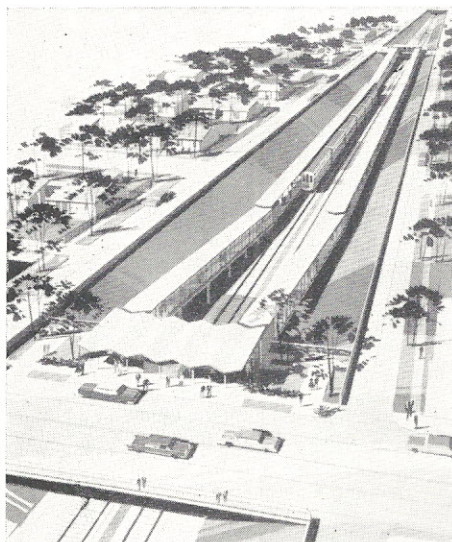
MOTORMAN JOHN BURKE carries portable transmitter-receiver set of CTA's two-way train-phone communications system which he will affix in cab of his train. Inside case are typical phone hand-set, speaker and power unit. He boards train at Howard street terminal of the North-South "L"-subway route.



ARTIST'S SKETCH of a suggested Park-'N'-Ride garage at the new Forest Park terminal is a view looking west from a point east of Des Plaines avenue. It illustrates accessibility of the terminal from the Congress street expressway, connections to Des Plaines avenue, Forest Park, and the general terminal arrangement for bus, rapid transit and Park-'N'-Ride facilities.



A BLOCK signal and automatic train control system is another project proposed in the comprehensive plan. View is from within a motorman's cab looking down the right-of-way on one of the median strip rapid transit extensions and illustrates how block signal trip is actuated by the train.



EXTENSION OF the Englewood rapid transit branch on an open cut right of way is another phase of the extensive proposal. This view looking west illustrates rapid transit in cut, station, side platforms, service roads and cross bridges on the elevated extension at a point west of Loomis.

\$315,000,000 20-Year Transit Proposal for a Greater Chicago

THREE SEPARATE but related comprehensive construction proposals for easing metropolitan Chicago's transportation and traffic problems were presented to the Chicago Plan Commission on April 10 by Chicago Transit Authority.

V. E. Gunlock, chairman of Chicago Transit Board, made the presentation to the Plan Commission and to *Mayor Richard J. Daley* for study and consideration for inclusion in plans being prepared for Chicago's development.

In co-operation with public agencies and civic organizations, Mayor Daley and the Plan Commission are now developing a co-ordinated over-all plan for a Greater Chicago.

The three proposals were as follows:

1. A \$315,000,000, 20-year rapid transit extension and improvement program financed from public transportation funds, now or later available. This program, first proposed more than a year ago, is still being urged by CTA.
2. Construction of a group of multi-story, ramp-type Park-'N'-Ride garages combined with under-shelter, rail-bus passenger interchange facilities at outlying rapid transit stations or terminals. This construction would be financed by public transportation funds.
3. Construction of facilities for "Arcaded Shopping, Unlimited" in downtown Chicago. These improvements would be financed by the agencies and enterprises involved, location by location.

The \$315,000,000 rapid transit expan-

sion and improvement program is divided into three parts as follows:

1. Construction of rapid transit subways and extensions; estimated cost \$182,206,000.
2. Modernization of existing rapid transit facilities; estimated cost \$96,612,500.
3. Additional modern rolling stock for rapid transit extensions; estimated cost \$35,000,000.

Both the multi-story garage and the "Arcaded Shopping, Unlimited" proposals were recently developed by CTA staff engineers.

Park-'N'-Ride Garage Program

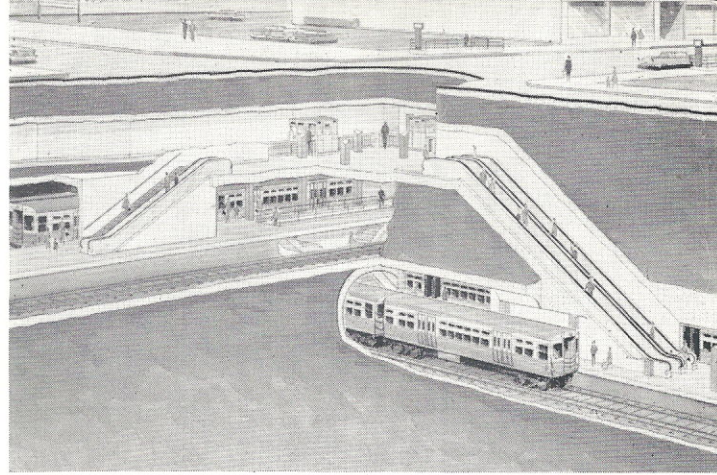
The Park-'N'-Ride garage program, cost of which is not included in the \$315,000,000 expansion proposal, is divided into three stages. The initial stage proposes construction of four multi-story Park-'N'-Ride garages, each having an ultimate capacity of 6,000 automobiles, at the following locations:

1. At the Des Plaines Avenue, Forest Park, terminal of the Garfield-Park-West Side Subway route with direct connections with the Congress Expressway.
2. In the Edens Expressway near to and directly connected with Wilson Station of the proposed Northwest Expressway rail rapid transit route.
3. In the Northwest Expressway near Central Avenue with a direct covered passageway connecting with Central-Foster station, the initial outer terminal of the proposed Northwest Expressway rail rapid transit route.
4. At 63rd Street and the proposed South Expressway with a direct connection with Harvard Station of the North-South "L"-subway route.

For the second stage, construction of four more Park-'N'-Ride garages of similar capacity are proposed at these locations:

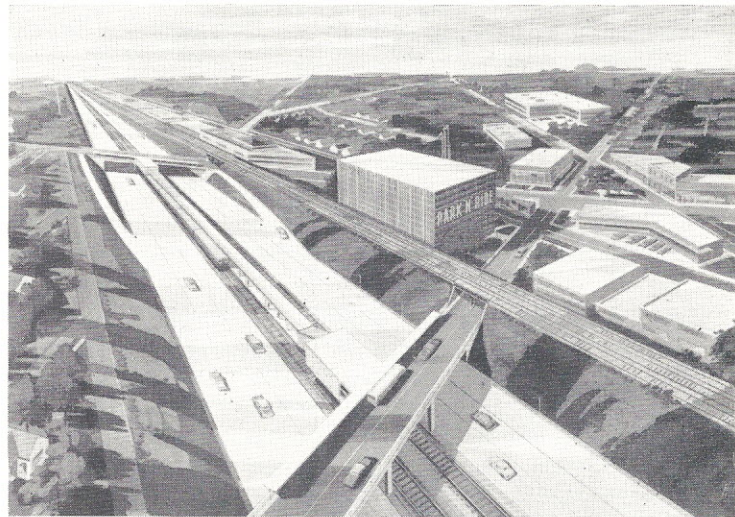
1. At Harlem Avenue and Lake Street with a direct connection with Marion Station in Oak Park near the west terminal of the Lake Street rapid transit route.
2. At Howard Street and Hermitage Avenue with a direct connection with the Howard Street terminal

THIS VIEW is looking northwest at a cut-away section of the proposed Wells street subway, illustrating the intersection of the Congress street expressway and the Wells street subway passing over the Congress street subway, and shows passenger interchange facilities and fare controls.

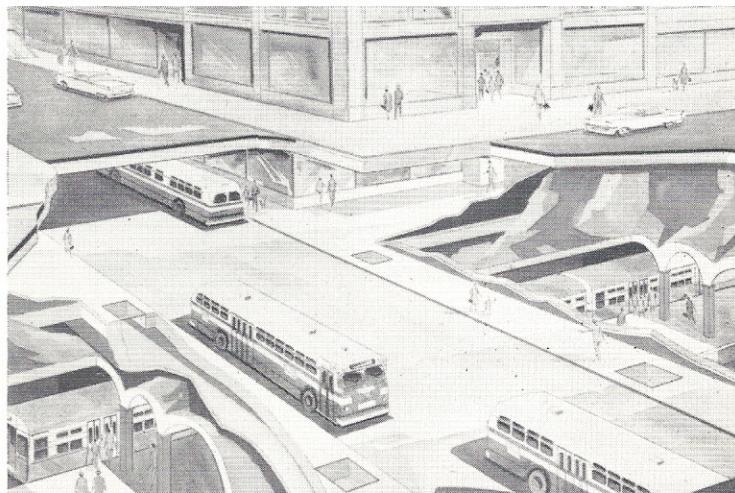


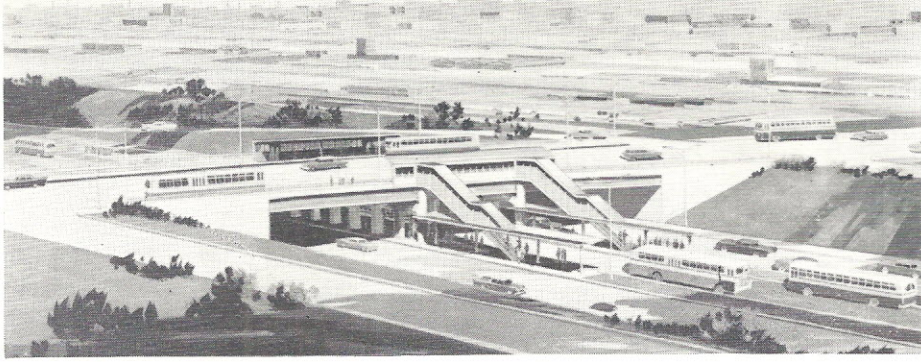
THIS DRAWING is of a proposed new Ravenswood terminal facility. The view is looking southeast at the intersection of Kimball and Lawrence avenues. Kimball avenue running from left to right is in the forefront. Illustrated are new platforms, windbreaks, canopies and new rapid transit station facilities with a second-story structure above the station entrance housing Transportation Department offices. In the background is a large Park-'N'-Ride garage built over the rapid transit yards.

EXPANSION OF rapid transit service to new areas will be possible with the construction of the northwest expressway. This view looking northwest from a point east of Central avenue shows the rapid transit station between Foster and Central avenues and the network of city streets intersecting this area — Foster, Central, Milwaukee and Northwest highway.

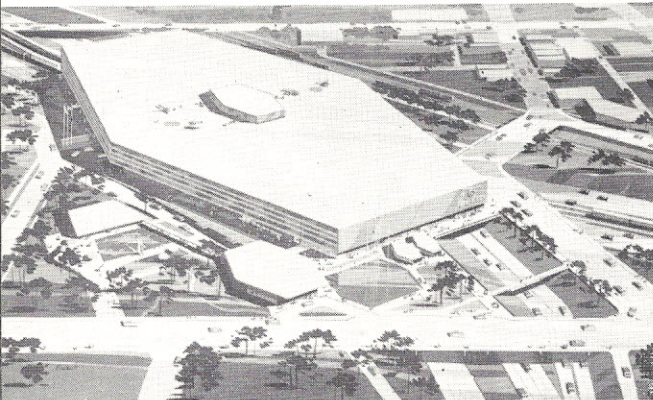


THIS VIEW is looking southeast at a cut-away section of the intersection of State and Washington streets illustrating the State street subway and the proposed Washington street bus subway.





THE FORWARD-LOOKING transit program presented to the Chicago Plan Commission proposes bus operation in the median strip of the Southwest expressway. This illustration depicts a view looking west at California avenue. It shows the California avenue station and the Southwest expressway and the express bus median strip operation.



EDENS EXPRESSWAY Park-N-Ride garage is pictured in this view from a point north of Wilson avenue looking south at the intersection of Edens expressway and Northwest expressway. The garage would be located above the expressway intersection and rapid transit facilities in the Northwest expressway would pass under garage. The east and west street in the background is Lawrence avenue and the east and west street in the foreground is Wilson avenue.

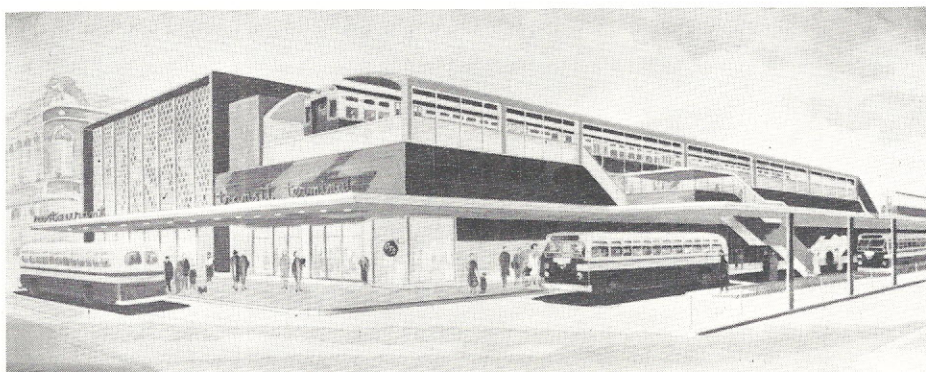
of the North-South "L"-subway route.

3. Near 40th Street between Michigan and Indiana Avenues with a direct connection with modernized facilities at Indiana Avenue station of the North-South "L"-subway. Michigan and Indiana Avenues are now being readied as major access-exit facilities for the Calumet Skyway.
4. In Jackson Park near 63rd Street and Stony Island Avenue with direct connections with the South Expressway and with the present Stony Island terminal station of the Jackson Park branch of the North-South "L"-subway.

In the third stage, subject to re-evaluation at a later date, auto storage facilities would be provided at the following locations:

1. An underground garage at the Logan Square rapid transit terminal.
2. Storage facilities along Loomis Boulevard near 64th Street and adjacent to the present terminal of the Englewood branch of the North-South rapid transit route.
3. Auto storage facilities over the yards at the Howard Street terminal of the North-South rapid transit route; over the yards at the Kimball-Lawrence terminal of the Ravenswood rapid transit route,

THE LOGAN SQUARE transfer terminal would look like this, according to the proposal submitted to the Chicago Plan Commission. View is looking northeast at the terminal building and paid transfer area and illustrates the multiple lane bus stops in Linden place and connections from the Linden place platforms to the rapid transit platforms.



and over the yards at the 54th Avenue, Cicero, terminal of the Douglas Park rapid transit route.

Land purchases for the garage sites would be at a minimum. In most instances, the garages could be built over expressway right-of-way, over or on CTA property, or in park property, thus permitting construction at a cost ranging between \$1,200 and \$2,500 per stall.

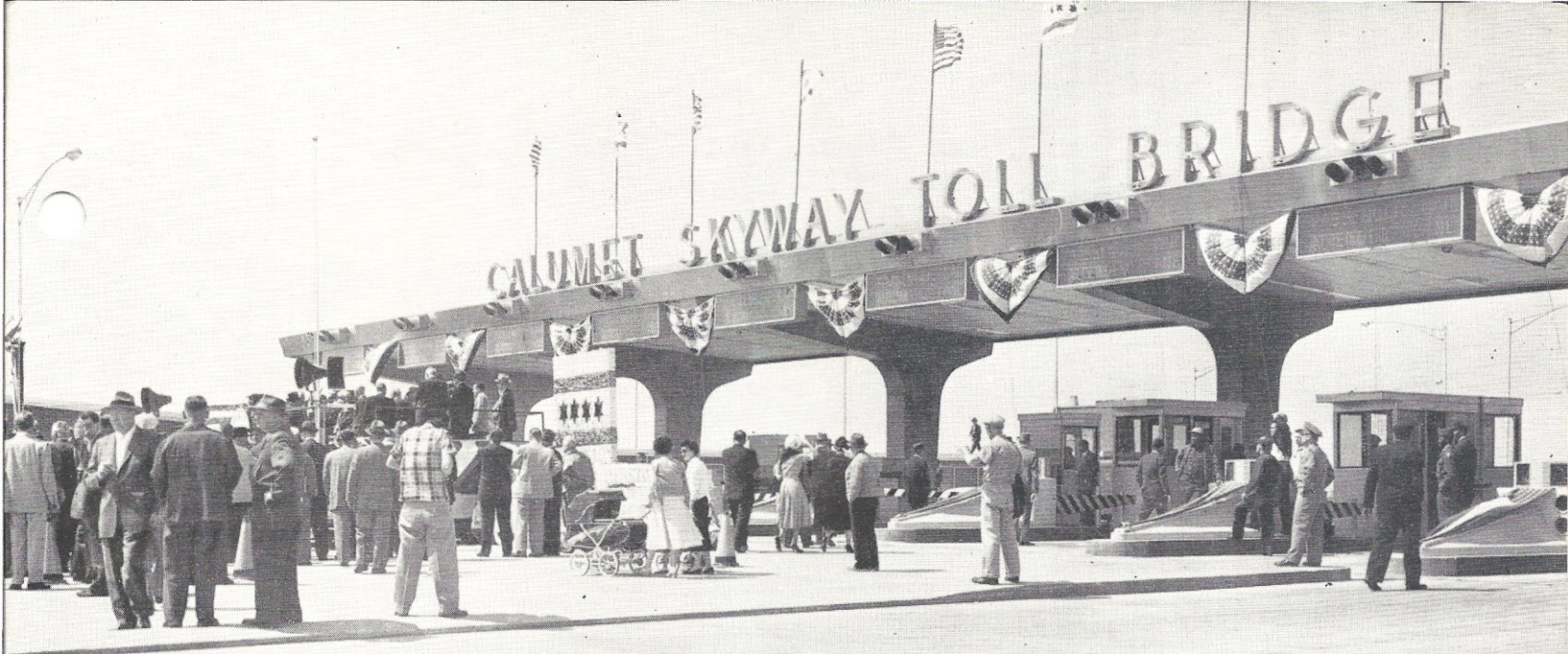
Under the "Arcaded Shopping, Unlimited" program, Chicago's world-renowned downtown shopping center would be connected at first basement level by a system of all-weather arcades which would tie together under a continuous roof, and into one great shopping center all of the retail establishments along both sides of State Street between Randolph Street and Van Buren Street.

Arcade at Basement Level

There would also be an arcade at first basement level along the south side of Randolph Street between the Marshall Field & Company store at Wabash and Michigan and the Michigan Avenue underpass leading to the Illinois Central and South Shore suburban services, and to the Grant Park underground garage and to the Prudential building.

"Arcaded Shopping, Unlimited" could be extended westward along the north side of Adams Street to Clark Street, and later to the Union and North Western railroad stations.

More than a million square feet of downtown merchandise space, virtually at one floor level, plus millions more square feet of upper floor space, would be consolidated into a traffic-free, all-weather shopping center. The State Street subway mezzanine stations, with their traffic-free underground passageways across the street at mid-block, would be an integral part of "Arcaded Shopping, Unlimited." This combination of under-shelter passageways would permit thousands of people daily to patronize "Arcaded Shopping, Unlimited" without ever using street level sidewalks, or crossing the street at grade. Direct access to CTA rapid transit would be available at the mezzanine level.



POISED TO swing open the crossing barrier and permit traffic to move over the span for the first time, *Lt. Gov. Crawford Parker* (left) of Indiana and *Mayor Richard J. Daley* of Chicago headed the official ceremonies at the opening of Calumet Skyway Bridge on April 16. The ceremonies took place at 106th and Indianapolis boulevard where the new skyway connects with the Indiana turnpike, making it possible to drive all the way between Chicago and New York City without a stoplight by way of other connecting toll roads. The other photo shows further ceremonies being conducted at Toll Plaza near 88th street where tolls are collected from motorists and truckers using the new Skyway. Cost of building the bridge was \$101,000,000 and it was the last link in a four-state continuous highway system 817 miles long. The Skyway extends for a distance of seven and one-half miles, starting at 66th and State streets and going south as far as 106th and Indianapolis boulevard.



Passenger Accidents Decrease In 1957

CTA EMPLOYEES set a new public safety record for the third consecutive year during 1957, according to the annual report of the Training and Accident Prevention Department.

In bringing this about, CTA was involved in fewer public accidents and fewer public fatalities than in any previous year of CTA operation, the report disclosed. This continuous improvement in the public accident record was due largely to the reduction in passenger accidents on both the surface and rapid transit systems.

In 1957, the rapid transit traffic and passenger accident frequency rate was the best in the past four years. The 1957 surface system passenger accident frequency rate also was the best achieved in the past four years. Though the surface system traffic accident frequency rate for the past year increased over the record low rate set in 1956, it was still the second lowest rate in the history of CTA.

The 1957 safety record is especially significant in view of the fact that 1,832 new bus operators were hired during the year, a 90 per cent increase over the number hired in 1956. This placed an unusual strain on both training and accident prevention instruction facilities.

Despite these added burdens, however, the accident re-training program, which started as an experiment in 1956, became a permanent program in 1957. By the end of the year four stations, North Avenue, Kedzie, Limits and 52nd, had the program in effect. The program will be further expanded in 1958.

To meet some of the specific public safety needs, refresher programs were conducted at five stations, on five high accident lines, and at several terminal and street locations where operators were having safety problems.

RETURNS PURSE; REWARDED



A REWARD of \$50.00 in cash in appreciation of the return of a purse lost by a CTA patron on a Belmont avenue bus was received recently by *Operator I. D. Sears*, North Avenue, driver of the bus.

The reward came from *Mrs. Peter Falzone*, 3225 N. Pulaski road, who misplaced the purse containing jewelry, cash and miscellaneous articles on a recent trip. Sears turned it in at the end of his run and through identification cards which were among the con-

tents CTA's Lost and Found Department traced the purse to its owner and notified Mrs. Falzone. She subsequently claimed it at the North Avenue station.

Accompanying the reward was a letter to Sears. It read: "I am the party who lost a small red purse on your bus. I can only repay you with this small token of appreciation, but believe me when I say I wish I could do more for a man with your integrity and goodness. Please accept my heartfelt thanks."

Sears has been employed as a CTA operator since July 5, 1957.

In a similar letter of commendation, *Operator Daniel C. Moody*, 52nd, was cited for recovering a wallet lost on a Jeffery bus and returning it to its owner through the station's Lost and Found

Department. The lady to whom it belonged praised his honesty in a letter printed in the Chicago Sun-Times. Moody, a former Chicago Motor Coach Company employe, has been a bus operator since January 15, 1934.

New Appointments

FIVE CHANGES in Transportation Department supervisory personnel affecting surface system operating stations were announced effective April 20, as follows:

R. J. Bailey, station superintendent, Forest Glen; *C. A. Kerr*, night station superintendent, Forest Glen; *E. G. Milz*, night station superintendent, North Park; *J. A. Knerr*, night station superintendent, 77th street, and *C. W. Gibes*, relief night superintendent, South Side.

The bulletin announcement was signed by *Charles E. Keiser*, superintendent of transportation; *Thomas B. O'Connor*, general superintendent of transportation and shops and equipment, and approved by *Walter J. McCarter*, general manager.

In another bulletin signed by *Carl W. Wolf*, electrical engineer, *H. D. Wilson* was named design engineer replacing *A. R. Sandberg*, who was transferred to the Engineering Department as assistant engineer, Building and Structures Department. Wilson's appointment was effective March 10.

Car Becomes Museum Piece

ONE OF the old, retired CTA wooden elevated cars, No. 1024, built in 1899 by the Pullman Company, was sold recently to Electric Railway Museum and placed in the yards of the Chicago Hardware Foundry Company at North Chicago.

Before it became a museum exhibit, however, a group of rail fans chartered it for a last run over the rapid transit system. The trip started at Wilson avenue station. During the six-hour run the fans went north to Wilmette, then back to the Loop, and over the Garfield and Douglas Park lines before returning to the starting point.

The old car will take its place beside 13 other relics at the museum. These include a 28-foot, four-wheeled street-car, and a 65-ton, 60-foot interurban car.

CHICAGO TRANSIT AUTHORITY

STATEMENT OF APPLICATION OF REVENUES TO FIXED REQUIREMENTS
MONTHS OF MARCH 1958 AND 1957, THREE MONTHS ENDED MARCH 31, 1958 AND 1957 AND
TWELVE MONTHS ENDED MARCH 31, 1958

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

	Month of March		Three Months Ended		Twelve Months Ended Mar. 31, 1958
	1958	1957	March 31, 1958	1957	
Revenues	\$10,804,602	\$10,039,604	\$31,416,272	\$29,458,428	\$126,430,779
Operation and Maintenance Expenses	9,221,307	8,901,638	27,556,376	27,161,724	107,156,053
Available for Debt Service	1,583,295	1,137,966	3,859,896	2,296,704	\$ 19,274,726
Debt Service Requirements:					
Interest Charges	387,164	398,695	1,162,554	1,196,086	
Deposit to Series of 1947 Serial Bond					
Maturity Fund	166,666(1)	250,000	500,000	750,000	
Deposit to Series of 1947 Sinking Fund(2)	95,767	-	287,300	-	
Revenue Bond Reserves (3)	7,000	30,000	21,000	90,000	
	656,597	678,695	1,970,854	2,036,086	
Balance Available for Depreciation	926,698	459,271	1,889,042	574,206	260,618
Transfer from Operating Expense Reserve to meet deficit in Debt Service Requirements (4)	-	-	-	313,588	
Balance Available for Depreciation	926,698	459,271	1,889,042	574,206	
Provision for Depreciation -					
Current Period	864,368	803,169	2,513,302	2,356,675	
Balance Available for Other Charges or Deficit in Depreciation Provision (5)	62,330	343,898 r	624,260 r	1,782,469 r	
Accumulated Deficit:					
To end of previous period	867,280 r	1,662,182 r	180,690 r	223,611 r	
At close of period	\$ 804,950 r	\$ 2,006,080 r	\$ 804,950 r	\$ 2,006,080 r	

	PASSENGER STATISTICS				
Originating Revenue Passengers	46,224,322	51,978,617	133,951,161	152,458,034	563,558,994

STATUS OF EQUIPMENT MODERNIZATION PROGRAM as at March 31, 1958

	Delivered to Date	Remaining to be Delivered	Total
1958 Orders:			
El-Subway Cars	-	100	100
Propane Buses	-	150	150
	-	250	250
Delivered under previous orders		3,464	
Less -P.C.C. Streetcars to be converted to El-Subway Cars		100	
			3,364
			3,614

NOTES:

- (1) Equal monthly installments to retire \$2,000,000 principal amount of Series of 1947 Revenue Bonds maturing on July 1, 1958.
- (2) Equal monthly installments to retire Series of 1947 Revenue Bonds maturing July 1, 1978 by purchase after invitation for tenders or in the open market.
- (3) Available to pay interest on any interest payment dates of Series of 1952 and Series of 1953 Revenue Bonds when amounts set aside for such purposes are insufficient therefor, or for accomplishing the final retirement or redemption of all outstanding Series of 1952 and 1953 Bonds.
- (4) Revenues for the month of January 1957 were not sufficient to make the deposits required in the Debt Service Funds. In accordance with the terms of the Revenue Bond Trust Agreement, such deficiency in revenues to meet the debt service requirements was made up by a transfer from the Operating Expense Reserve Fund.
- (5) Deposits may be made in the Depreciation Reserve Fund only to the extent that earnings are available therefor. The requirements for these deposits, however, are cumulative, and any balances available for Depreciation must first be applied to cover prior period deficiencies which may exist in deposits to the Depreciation Reserve Fund. The Supplemental Trust Agreements covering Series of 1952 and 1953 Revenue Bonds provide for quarterly deposits of \$300,000 and \$16,713.50, respectively, (cumulative within any one year) to the "Revenue Bond Amortization Funds" to the extent that earnings are available therefor after making the required deposits to the Depreciation Reserve Fund; also that deposits of \$900,000 are to be made to the Operating Expense Reserve Fund in any calendar year that earnings are available therefor. Deposits to the Municipal Compensation Fund may be made only from earnings remaining in any one year after making all required deposits in the Depreciation Reserve, Revenue Bond Amortization and Operating Expense Reserve Funds.

THE INSIDE NEWS

—AS REPORTED BY EMPLOYEES OF THE CHICAGO TRANSIT AUTHORITY

Extra Curricular Church Activities

ACCOUNTING—*Felix Palilunas*, assistant payroll accountant, was appointed a trustee of Sts. Peter and Paul church for the year 1958. Also, he was chosen to be on the building fund committee in charge of collecting funds for the parish's new \$500,000 church on the far south side. *Bishop Raymond Hillinger*, who, many years back, worked in the Accounting Department of the Chicago Rapid Transit Company, will participate in the ground-breaking ceremonies on June 22.

Lorraine Buehler, Payroll, entertained a group of her co-workers in her new apartment recently by serving them a tasty dinner.

Irma Krown, Voucher, is back on the job after being incapacitated with a broken ankle suffered in a fall at her home.

A new typist in Billing is *Janet Schaub*.

Recently taking vacations were: *Hildur Olson*, Billing; *George Pellicore* and *John Ruberry*, General; *Martha Neffas*, *Albert Lathowers* and *Ray Schram*, Voucher, and *Clara Koch* and *Doane Clark*, Payroll Distribution.

On Recovery Road

Lydia Haemker, Material and Supplies, presently is convalescing at home after having throat surgery at Passavant hospital.

Margaret Timmons, Material and Supplies, spent a week's vacation in sunny California . . . *Pat Skerrett*, Material and Supplies, mended fences on his property during his vacation.

Groups from General visited the South and West Shops on April 1, 2, 29 and 30.

Arthur Johnson, Miscellaneous Payroll and Distribution, took his daughter, her husband and their family to Indian Rock, Florida, for a vacation. While there, Art visited with *Mike Korosy*, formerly of the Engineering Department, who, according to Art, "feels like a million."

Your co-reporter, *Helen A. Lowe*, is proud of her new niece, *Mary Elizabeth*.



TWIN CONDUCTORS

THESE TWIN brothers, *Arthur J.* (left) and *Preston J. Ribot*, South Section conductors, who will retire on pension June 1, have worked together almost continuously since they left their native New Orleans back in 1920. *Preston*, the elder in point of service, began on the South Section in September, 1923. About two months later, *Arthur* followed suit. Often, during their early days in transit, the brothers, who, at the time of their retirement, were assigned to Jackson Park trains, worked aboard the same train together.

Carmella Petrella, IBM, traveled to New Orleans, Louisiana; Biloxi, Mississippi, and Bellingrath Gardens, which is along the Mississippi river, on which *Carmella* took a boat ride.

The mother of *Kay McAllister*, IBM, recently suffered painful injuries in a fall . . . *June Noren's* father is presently recuperating from an operation.

Nancy Pearson, Revenue, chose Florida for her vacation stint.

Marie Havlik, Payroll, and her sister, *Ruth*, drove their parents to New Salem, Illinois.

Phyllis Cusic, Revenue, who has been on the sick list, is improving and looking forward to the day when she can return to work.

Marie Coari, Payroll, was busy helping her sister prepare for her wedding.

Ann McAndrews recently was pictured in the Chicago Daily News feature, "Beauty of the Day."

—HELEN A. LOWE and
MABLE I. POTTHAST

Couple Celebrate 23 Wedded Years

ARCHER—*Operator Mike Rovella* and his wife celebrated their 23rd wedding anniversary on April 27.

Your reporter recently received a card from *Operator Daniel Fitzgibbons* which Dan mailed from Detroit on his way up to Ontario, Canada.

Relatives and friends of *Father William Lion*, son of *Operator William Lion, Sr.*, were on hand, in large numbers, on April 20 for a reception held in the new priest's honor at the school hall of St. Nicholas of Tolentine parish. The priest, who celebrated his first solemn high mass that day, was ordained April 13 in ceremonies conducted by *Samuel Cardinal Strich* at St. Mary of the Lake seminary, Mundelein.

There isn't very much news in this month's column. Your reporter hopes for a better showing next month.

—R. H. FORTIER

Operator's Brother Becomes New Bishop

BEVERLY — *The Most Reverend James M. Ryan*, brother of *Operator John J. Ryan*, will sail June 2 for Brazil. He recently was consecrated a bishop by *Samuel Cardinal Strich*.

Clerk Tom McGuire is a district commissioner of the Southwest Pee Wee league of which his two sons, *Tom* and *John*, are members. . . . Also in boys' baseball activity is *Operator Joseph O'Sullivan*, who is secretary-treasurer of the Brainerd-Beverly little league. His sons, *Marty* and *Joe*, are in this league.

Recently awarded certificates for completing courses in first aid were *Charlie Abt*, *Chester Buckley*, *Peter Genutis* and *John Ardema*, all of the Repair Department.

Receiver William J. McConnell was installed as legislative officer of Ava Cross Chatham post of the Veterans of Foreign Wars. Named as that post's surgeon was *Operator Henry H. Gottsch*. *Henry's* wife, *Madge*, was installed as secretary of the post's ladies' auxiliary.

Greet Coleen

Operator Morris O'Connor and his wife, *Rose*, welcomed *Coleen Marie*, who was born April 22 at Little Company of Mary hospital.

Roy Anderson did some fishing up at Fox Lake, while *James O'Shaughnessy* played a lot of golf and *George Rayton* spent a few days visiting his daughter in Louisville, Kentucky.

John McCarthy and his brother-in-law made a 10-day trip to California . . . *Mr. and Mrs. Richard Grajek* had a good time in Miami. . . . *Jim and Gwendolyn Atkins* visited in Springfield, Illinois . . . *Leo and Irene Murnane* spent three weeks in Florida.

George and Phyllis Musgrave boarded a train to spend three weeks in California . . . *Ed and Lillian Ricker* spent four weeks visiting *Mrs. Ricker's* mother in Du Quoin, Illinois . . . *Al Galvan-kauskas* and his friends fished up at Crescent Lake, Wisconsin . . . *Joe and Sophie King* loafed and

ished in Joe's home town, Livingston, Illinois.

Lomar and Mildred Arseneau visited Boston, New York and Philadelphia . . . *Harold and Eunice Morrison* visited Mrs. Morrison's sister in Toronto . . . *Carl Schwartz* and *Al Erickson* spent a week fishing in the Hayward, Wisconsin, area. Also in Wisconsin for some fishing were Mr. and Mrs. *Ed Sebek*.

Mr. and Mrs. *George Johnson* visited George's home town of Columbus, Nebraska . . . *Operator Arcedus Jones* and his brother, *Rupert*, visited relatives in Boston and New York City.

Al Rehling, who bowled a 299 game, was presented a trophy inscribed "champion bowler of Beverly" by the boys in the Repair Department.

Sixty friends and relatives surprised *Henry and Marjorie Trostel* on their 25th wedding anniversary April 19 . . . *Bernard and Laura Lazisky* will celebrate 26 wedded years on May 23, and, on the same day, *Charles and LaVerne Yost* will mark their 22nd anniversary. *George and Agnes Ephgrave* celebrated their 18th anniversary on May 18. The couple recently spent a two-week vacation in Canada.

Recently undergoing surgery were *Operators Ray Wells* and *Joaquim Mayoral* . . . *Walter O'Connor*, who has been away from his job because of illness, hopes to return soon.

Lillian, wife of *Supervisor Herbert Johnson*, died April 21 . . . *Walter*, brother of *Operator Art Ryan*, passed away April 16.

—FRANK M. BLACK

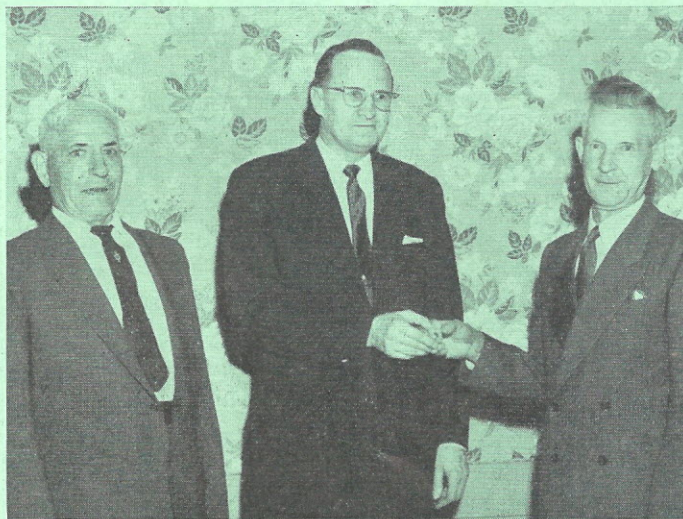
Sun Worshipers Return To Jobs

CLAIM-LAW — *John Williams*, supervisor of adjusters, and his daughter, *Judy*, sunned themselves while spending a week at Biloxi, Mississippi, on the Gulf coast . . . *Edward Reichard*, lawyer, returned from Mexico with a beautiful tan.

John McGarry, lawyer, and his wife spent two weeks in Florida. . . . *James Anderson*, chief claims adjuster, and his wife, *Gertrude*, of the Schedule-Traffic Department, spent an enjoyable month in Naples and Ft. Lauderdale, Florida. They went fishing and, after they returned, told the usual fish stories.

Your co-reporter, *Charlene O'Connor*, is recovering from an ap-

PENSIONERS FETED



RECEIVING PINS from *Carl W. Wolf* (center), electrical engineer, at the Electrical Department's 12th annual dinner in honor of retired personnel recently held at *Ray Harrington's* restaurant are (left) *Frank Cioffo* and (right) *Paul A. Drafz*, both of whom retired last January 1. Mr. *Drafz*, former chief operator at Grand Avenue substation, had a service record dating back to April 12, 1909, while Mr. *Cioffo* retired after 22½ years in transit.

Approximately 240 active and retired personnel attended the corn beef and cabbage dinner. Among speakers at the affair were *E. A. Imhoff*, general superintendent of personnel, and *Thomas B. O'Connor*, general superintendent of transportation and shops and equipment.

pndectomy, as this is written . . . *Investigator John Daly* presently is on the sick list.

Law Clerk Val Nessinger became the grandfather of *Mary Kathleen Sehi* recently.

—CHARLENE O'CONNOR and MARY ANN NYKIEL

Hope He'll Be Back In Action Soon

ELECTRICAL—*Adolph Kutz*, electrical estimator, suffered serious leg injuries when the car he was driving was involved in a head-on collision with another car near Oglesby, Illinois, on April 5. At this writing, he is in Room 106, St. Mary's hospital, LaSalle, Illinois.

John Michnick enjoyed a short fishing trip on the Rock river near Janesville, Wisconsin.

Chaufeur Louis Godek's motor trip of about 3,300 miles through the South included a stay in Miami and a tour of the state of Florida.

Back to work after long illness are *Edward Swinton*, operator

at Milwaukee substation; *William Park*, lineman's helper, and *Joseph Herman*, chief operator at Illinois substation.

—GILBERT E. ANDREWS

Clerk And Family Enjoy Golden State

FOREST GLEN—*Relief Clerk Frank Carpino* and his family enjoyed a vacation in California.

Operator Ray Gray traveled to Louisville, Kentucky, for his vacation . . . Also, *Operator Roy Freeman* took his vacation recently.

Station Superintendent William Calderwood took his pension on May 1 after more than 47 years of service. Replacing Mr. *Calderwood* is *R. J. Bailey*, formerly of 77th.

Charles A. Kerr, formerly of North Park, is our new night superintendent.

Operators F. S. Lipinski and *Stanley T. Skiba* and *Relief Clerk Jack Moreau* all are hospitalized at this writing.

—GEORGE H. WILLIAMS

Has Leading Role In Grade School Play

GENERAL OFFICE—(*Transportation*) When the play "Around the World in 80 Minutes" is presented by the graduating class of *Queen of Angels* grade school in June, the leading role will be portrayed by *Maureen Hogan*, daughter of *Line Supervisor Thomas Hogan*.

Dispatcher Ed Budoff, during a short vacation, flew to Pittsburgh, Pennsylvania, and then boarded a plane for St. Petersburg, Florida. When weather conditions made landing there impossible, the plane was rerouted to Miami, where Ed stayed until the weather cleared in St. Petersburg.

Line Supervisor John Huizenga is up and about after a stay in St. Francis hospital, Evanston, and, at this writing, is expected to return to work soon.

Builds Model Farm

A budding young scientist is *Carol Hemzacek*, 13-year-old daughter of *Joseph Hemzacek*, superintendent of surface operations. She recently was pictured in the Chicago Daily News standing next to a model farm she and a fellow student constructed. This model was complete with cardboard farm buildings, sloping lawns planted with real grass and celery stalks, which served as trees. *Carol* was a top winner for *Sawyer* elementary school at the annual student science fair at the Museum of Science and Industry for her techniques in planting to prevent soil erosion.

During their three-week vacation in Florida, *Wanda* and *Jack Krause* spent some time calling on pensioners. They visited with *Ed and Nellie Hansen* at Sebring, and with *Joe and Florence Blaa* at Ft. Lauderdale.

John Higgins, superintendent of rapid transit operations, and his wife, *Clara*, recently sailed on the U.S.S. *Independence* for a two-month tour of Europe. Your reporter hopes to record the highlights of their trip. *John's* duties have been taken over temporarily by *Jim Roche*, night district superintendent. Mr. *Roche's* duties, in turn, have been assumed by *Line Supervisor Ed Heater*.

(*Stenographic*)—*Joan Fitzgerald* drove to Mt. Vernon recently to attend the wedding of her cousin.

New faces here are those of *Jean Schweda* and *Eugenia Kizior*. Jean hails from San Francisco where her husband, *Don*, recently was discharged from the Navy. While Jean works as a typist, Don has begun a four-year course in engineering at the Illinois Institute of Technology. Eugenia's sister, *Bernadette*, works in the Schedule-Traffic Department.

George Laica, formerly of the Accounting Department, joined *Joe Tunzi* and *Don Burion* in handling student riding cards.

(Insurance)—*Marguerite Kuper*, whose husband, *Ray*, is stationed with the Army at Ft. Leonard Wood, Missouri, recently traveled down there by bus to visit him.

—JULIE PRINDERVILLE

He's A Son To Be Proud Of

GENERAL OFFICE—(Medical)—*Dr. Stephen Mosny's* son, *Russell*, who is a junior at Evergreen Park Community high school, was one of eight out of 400 competing students of four high schools in the Evergreen Park area to be selected

CONTEST WINNER



A FIRST PLACE winner in a bookshelf contest conducted during National Library week, *Nancy Scanlon*, daughter of *Operator* and *Mrs. James Scanlon*, *Kedzie*, is a sophomore history major at Mundelein college. As a winning entry, she suggested using a bookshelf to create a division in a bedroom. She is a graduate of Sacred Heart high school, Lisle, Illinois.

Reported by C. P. Starr

TRANSITADS

FOR SALE—Four-room unit brick home in Lanark Village, Florida. Two bedrooms. Living room. Kitchen with stove, refrigerator and wall gas heater. Bathroom with shower. Screened front porch. One and one-half patios in back. Sewers and water in and paid for. Good hunting and fishing area. \$6,700.00 cash. Contact *Anton Quilico*, Box 1314, Lanark, Florida.

FOR SALE—Beautiful tufted davenport for \$55.00. 9x12 Oriental rug and pad originally costing \$500.00 to be sold for \$90.00. 2 pairs drapes \$25.00. One pair drapes \$6.00. Electric heater \$2.50. Dishes \$30.00. Electric mixer \$7.00. Call TRIangle 4-6911 after 6:30 p.m.

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.

to attend a science seminar. Purpose of this seminar, which is being conducted by industrial scientists who donate their time one evening a week, is to allow the high school youths to work on the scientific subjects of their choice.

Furthermore, *Russell* recently was elected to the high school's National Honor Society group on the basis of high scholastic standing, participation in high school activities and character.

The youth is a member of the school band's clarinet section which, last month, took second place in the finals of a state-wide band contest. The entire band recently gave concerts at *Father Flanagan's* Boys' Town in Nebraska and at the University of Iowa.

(Specifications) — *Lee (Becky) DeSutter* spent three weeks in Daytona Beach, Florida.

—MARY E. CLARKE

He Had A Vacation Full Of Sunshine

KEDZIE—*Clerk John Wathier* spent his vacation in Miami, taking in the sunshine . . . *Receiver John Duffy* made short trips during his vacation.

If you have any news or interesting hobbies, please let your reporter know so that this station may be represented in our magazine each month.

—C. P. STARR

Operators' Sons Don Navy Blue

LIMITS — The sons of *Operators Pete Colucci* and *Gene Sarti* recently enlisted in the Navy.

Operator Ed Kosinak's daughter underwent surgery recently.

The wife of *Night Clerk Dick Penny* is recovering nicely after recent surgery.

Many men have already picked their vacations for this year. Your reporter would be very happy to list accounts of your vacations in this column.

Let's have more news, men!

And let's see those pictures!

—IRVING J. METZGER

Accident Mars Vacation Plans

LOOP (Agents)—*Assignment Agent Margaret Queenan* planned an enjoyable visit with her daughter, *Patricia*, and her fifth grandson, *Patrick Joseph*, who was born recently, during her vacation. However, *Margaret* suffered back and other injuries in an accident and had to spend most of her vacation in bed.

Delia Hayes and a friend warmed up in the sunshine at Miami Beach, Florida, after a cold winter in Chicago . . . *Mary Avollone* was busy house-cleaning and planting flowers in her garden during her vacation.

Supervisor Clarence Overman is back at work after surgery. He recently suffered the loss of his son, *Robert* . . . *Helen Lynch* also is back on the job after a long siege of illness . . . *Ann Wastier*, after being hospitalized for surgery, has returned to her duties. . . *Magdalene Burggraf*, who also underwent surgery, presently is convalescing.

Platform Man William Holmes' daughter, *Rita*, a technician at Little Company of Mary hospital, appeared as the nun in the story "In The World, But Not Of It—The Story Of A Nun," which appeared in a recent issue of the Chicago Sunday Tribune's magazine. She was a postulant at Techny, Illinois,

IN AIRLINE TRAINING



MARGUERITE HAWLEY, 22-year-old daughter of *Byron B. Hawley*, supervisor, West Section, recently began a four-week hostess training course at Trans World Airlines' school in Kansas City, Missouri. Upon completion of this training, she will be assigned to regular airline flights. *Marguerite's* late grandfather, *Charles Hawley*, worked for 41 years as a motorman on the Logan Square and old Humboldt Park "L" lines, and an uncle, *George Hawley*, who now is an attorney, worked from 1917 to 1937 as a conductor for the former Chicago Rapid Transit company. Her father has 33 years of transit service.

but left her order recently because of her health. Her sister, *Constance*, still is in that order.

—EDITH EDBROOKE

Dad Takes Daughter Down The Aisle

NORTH AVENUE—At a recent ceremony at Our Lady Help of Christians church, *Rose Mary Mulvey*, daughter of *Operator Jeff Mulvey*, was married to *Joseph Williams*. The bride wore a gown of white satin and lace, a fingertip veil and a pearl tiara. She carried a bouquet of white and yellow daisies. After a reception at the Austin Fine Arts club, the couple traveled to Rockford for a honeymoon. They make their home in Cicero.

Among those from North Avenue who attended the recent 25th anniversary communion breakfast

of the St. Joseph Branch of the Little Flower Society was *Frank Buetow*, day superintendent who was among those seated at the head table.

Eddie Schneider and his wife will celebrate their 24th wedding anniversary on Memorial Day . . . *Gerald O'Connor* and his wife marked 23 wedded years on May 11, while *Operator Ray* and *Mrs. Zielinski* observed the 16th anniversary of their wedding day on May 2.

Operator Eddie Lee presently is up and around again after his recent heart attack which resulted in his being hospitalized for several weeks . . . *Operator Norman Gnad* presently is away from his job because of a leg ailment . . . *Operator Jack McLaughlin* recently suffered a broken finger.

Operator Joseph Lazzara is now a member of the Grandpappys' club. His new grandson is named *Frank . . . Harry Woodrich*, who also recently joined the Grandpappys' club, is proud of his little granddaughter.

Fellows, let's all join forces in scouting around for news for our column. Since we'd like to make this column as interesting as possible, we'd welcome any suggestions you may have that would make it more popular. And now that vacation time is here once more, we hope to hear about your experiences. Also, we'd like to see any photographs you take.

—JOE HIEBEL

These Folks Wanted Change Of Scenery

NORTH PARK—Early spring found *Clerk Frank Carpino* and his family visiting the West Coast . . . *Operator William Knaus* and his family spent two weeks in New Orleans.

Among deaths reported recently were those of the father of *Opera-*



"Success is a ladder which cannot be climbed with your hands in your pockets!"

PRESENTS AWARD



PRESENTATION OF a certificate to *Denis Barrett* (right), day foreman of Forest Glen's Repair Department, for careful tire and wheel maintenance on CTA buses was made by *T. F. Cockrem*, representative of the Goodyear Tire and Rubber company. The award, given on the basis of maintaining proper tire air pressure and wheel alignment, as well as keeping to the minimum the number of valve core leaks, covered the period February, 1957, to January, 1958. The presentation was the second of its kind given in CTA-wide tire maintenance competition. Winner of the 1956 award was 69th street station.

tor R. Gustafson, the mother of *Operator Hilliard Derengowski* and the wives of *Operators Harry Wenerstrom* and *James Dowey* . . . *Operator Jerry Zygowicz* passed away April 7.

Operator and Mrs. Tony Grandison became the proud parents of their third boy on April 11.

Elmer Milz, formerly of Forest Glen, returned to North Park as night station superintendent.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

Father And Son Assume New Posts

PURCHASING AND STORES — *Robert Pipowski*, son of *Clarence Pipowski*, south division, was promoted to the rank of first lieutenant in the ROTC at Kelly high school. *Clarence* himself recently was elected to the position of post chaplain of Mount Vernon Post 2796, Veterans of Foreign Wars.

Agatha Barnsley, Purchasing, was awarded a beautiful lamp at the annual Assumption church dinner held in the M. and M. club recently.

Tony Ritravato is a new clerk in the Purchasing Department.

Typist Goody Hanssen, Stores, who drove to California, visited many interesting and scenic spots en route to and from that state.

The mother of *John Witkus*, South Division, died recently.

—DAGMAR McNAMARA

Youth Attains Scholastic Honor

SCHEDULE-TRAFFIC—*Richard Goldstein's* son, *Ray*, recently was inducted into the National Honor Society at Steinmetz high school where he is a senior. He achieved this distinction by being in the upper 10 per cent of his class in scholastic rating.

Ray Primeau vacationed in Miami . . . *Andrew DeGrazia*, *Joe Karl* and *Dave Jacobs* spent their vacations getting their spring garden work done.

Harold Hirsch, student engineer, and *Arlene Hornick* exchanged wedding vows on April 26. The couple motored to Starved Rock for a short honeymoon.

A new traffic checker is *Herbert Vahl*, who transferred from 77th

street station, where he worked as a conductor on the Wentworth streetcar line.

—GERTRUDE F. ANDERSON

Mark Up Total Of 68 Transit Years

77TH—*Receiver George Kynaston* recently chalked up his 35th year with CTA and the former Chicago Surface Lines, while *Chief Clerk Percy Atkinson* marked his 33rd year in transit.

Supervisor Joe Rossbach spent most of his vacation in the dentist's chair having his teeth extracted and being fitted with new dentures.

Superintendent Jack Theis returned to his job after being off as the result of a broken leg suffered when he slipped on some ice . . . *Andy Birney*, who has been away from his duties since last October because of illness, recently visited us and told us he hoped to be back on the job some time this month.

Gene Brennan and his family vacationed in Washington, D.C., and not in Michigan, as was inadvertently reported.

Clerk Bill McCarthy and his family moved to a new residence during his vacation.

R. J. Bailey was promoted from his night station superintendent's post here to that of day superintendent at Forest Glen station.

—JOE SMITH

Maybe He'd Do Better With A Broom

SKOKIE SHOPS—*Carpenter George Kinski* recently bought a fishing rod and tackle as a gift for his wife. However, before presenting it to her, George decided to try it out himself in their back yard. Swinging the rod in the direction of their dining room, George broke two windows. He then promised his wife that, if she would replace the broken glass, he would, in the future, consult her before doing anything around the house.

Electrician Robert Binnie spent his vacation working at home while *Mrs. Binnie* visited her mother and father in Miami.

Repairman Alex Patrick is back at work after a long illness . . . *Carpenter Foreman Clarence Golz*, who has completely recovered from an auto accident, is now back on the job.

Upon returning home one evening recently, *Painter Peter Domski* discovered that his house had been broken into and more than \$500.00 had been stolen.

Upholsterer Al Schmitz, his wife and their daughter, *Patricia*, recently motored to Jacksonville, Illinois, where *Patricia* will attend college.

Newest addition here is *Catherine Harnett*, typist, who transferred from the Accounting Department.

—DAVID GURWICH and
EVERETT E. ENGLAND

Loyal Fans Air Teams' Virtues

SOUTH SECTION—*Conductor George Pederson*, who is a staunch Cub rooster, has been heard praising the feats of his favorite team in front of such a loyal White Sox fan as *Motorman Charles Southard*. *George* already has predicted a pennant for the North Side team, but *Charles* contends that the White Sox will win a flag before the Cubs do.

Clerk Joe Brennan looked well fed and rested when he returned

to work after his vacation. He said that he spent his time off just loafing.

Pat Sherrill, who has been on the sick list since February, stopped by the office. He said that he was recuperating nicely and hoped to return to work very shortly.

Motorman Lawrence May was married recently.

Conductor Prosper Standaert vowed that he would get rid of the illness which had kept him on the sick list for some time and, sure enough, he now is back at work.

Clerk Roland and *Stenographer Verna Hartney* have been seeing a lot of the countryside since acquiring a new car.

Instructor Joseph Trvdik recently came home from a fishing trip with five nice trout . . . *Motorman Bill Mount* brought home fish by the bucketful, smelt, that is. Everyone at Loomis Street terminal enjoyed eating the little "silver sides" that he had caught, especially *Arthur Anderson*, assistant station superintendent.

—LEO J. BIEN

This Event Called For Real Celebration

SOUTH SHOPS — *Production Clerk John Cacciato* of Industrial Engineering and his wife, *Estelle*, celebrated their 20th wedding anniversary on April 23 by dining and dancing at the Conrad Hilton hotel.

Foreman Charlie Maslauskas, who is now convalescing at home, is reported doing very well . . . However, *Carpenter John McVeigh* and *Machinist Harry Ott* are still confined to the hospital, at this writing.

A second child was born to *Ray Walsh*, machine shop, and his wife on April 19. The little lass was named *Sandra* . . . *William Bell*, bus overhaul, became a grandfather recently when little *Laura Jean* made her appearance.

Joseph Lukso, bus overhaul, recently suffered the loss of his mother . . . Other recent deaths reported were those of the wife of *Blacksmith Bruno Papsis* and *Raymond*, nine-month-old son of *Tinner Raymond Klaub* and his wife, *Florence*.

Clerk Bob Kurtz, who had been with us for nine years, is now working in the Public Information Department.

—EVELYN CLARK and
FRANCES LOUWARD

Trip South Featured Bananas, Oysters

WAY AND STRUCTURES—*John Retzler*, assistant to the superintendent of buildings, his wife and their two sons spent a spring vacation in New Orleans, where they watched banana boats being unloaded. They also visited Natchez, Vicksburg, and Biloxi, Mississippi, where they saw oysters being processed.

Frank Hinski, blacksmith's helper; *John Galich*, track gang foreman, and *Laborers Joseph Ferruzza* and *Joseph Lopatz*, all of track, retired May 1.

Carpenter Louis Kesselring, rapid transit division, presently is recovering at home from a recent operation.

Laborer Visko Rozich, rapid transit division, suffered a serious hand cut when he tried to protect himself against a hold-up man.

Road Clerk Paul Anderson, rapid transit division, and his wife recently visited Paul's mother in Hot Springs, Arkansas.

—MARLENE NEHER

KNOCKS 'EM DOWN



FOR ROLLING a respectable 146 average in the Merchandise Mart Women's Bowling league competition during the 1957-1958 season, *Regina L. (Reggie) Kuzius*, Medical Department stenographer, won this second place trophy which she displays. The award was presented to her at the league's banquet held April 26 in Henrici's restaurant. A member of the Hollywood Shops team for two years, she has bowled for five years. Reggie's high game this year was a pin-leveling 218.

Reported by *Julie Prinderville*

Honor Student Plans Advertising Career

WEST SECTION (*Agents*) — *Hugh Vincent Naughton*, son of *Agent and Mrs. Hugh Naughton*, who will graduate this June from DePaul university, plans to go into the advertising field. At DePaul, he is a star athlete, an honor student and a cadet major in the school's Reserve Officers' Training Corps unit.

During a recent visit to the new Chicago Sun-Times building, *Agent Frank Zima* went through the wrong door and wound up in a sub-basement, two floors below the Chicago river.

Agent Dorothy McGreevy recently was engaged busily in making herself a new suit.



ON A SUNNY DAY



THESE THREE CTA pensioners appeared to be enjoying the balmy 72-degree temperature in Sorrento, Florida, last February 15, a day when Chicagoans were shivering in sub-zero cold. From left to right are *Joe Rogg* and *Gus Wessel*, who worked at West Shops as a machine shop assistant foreman and material expeditor, respectively, and *Hugh A. "Scotty" Pettigrew*, who was an assistant foreman at the now-closed Cottage Grove station's repair department. Picture was taken at Mr. Pettigrew's home.

Reported by *John T. Burke*

Agent Steve Gibbons, who has been away from his job because of illness, presently is in Arizona to regain his health.

Even though *Agent Veronica Nichols* enjoyed her trip to Cali-

Named to Committee

AT A recent meeting of the CTA Pensioners' club of St. Petersburg, Florida, *Joseph Blaa*, former radio dispatcher, was elected a member of the club's executive committee. Next meeting of the group will be held at 2:00 p.m. Tuesday, June 3, 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.

fornia, she unfortunately was there during the time the high winds and floods in that area were making headlines throughout the nation . . . *Agents Mary Flemming* and *Delia Hayes* spent two weeks basking in the Florida sunshine.

Agent Molly Shields was reported recuperating nicely after an illness.

Agent Blanche Thomas recently suffered the loss of her mother. *Mrs. Hettie Votapka*, of Oberlin, Kansas.

We would greatly appreciate receiving vacation stories and pictures from you.

—GORDON KELLY

Little Girl A Welcome Addition To Family

WEST SHOPS—*Bill Rafferty*, bus overhaul, and his wife are the proud parents of a baby girl.

Art Scheck of the paint shop and his family recently spent two weeks in Miami . . . Also down Florida way were your scribe and his wife who did some fishing there.

Carl Gerlach, assistant chief clerk, passed away recently after a long illness.

Typist Joan Harnett Ward left CTA recently to assume the duties of housekeeping for her husband, *Jim*, who is a Shops and Equipment, surface division, instructor.

Jim Mudra, bus overhaul, spent his time off planting trees and shrubs . . . *Welder Joe Kereszturi* vacationed by soaking up some sunshine down in Florida while *Clerk Guy Garro* looked over some of the sights around Chicago.

Carpenter Joe McNamara, *John Igoe* and *George Kullowitsch*, body shop, are on the sick list, at this writing.

Laborer Neil Cotter took a trip up to Wisconsin to look over the trees on his farm during his vacation.

Carpenter Joseph Gillian recently was awarded \$25.00 for proposing that an equipment change be made inside buses to provide greater protection for passengers and to eliminate vibrations.

—JOHN T. BURKE

If you've moved recently
please notify
CTA TRANSIT NEWS

NEW PENSIONERS

F. T. Aldonis, repairman, Archer. Employed 2-13-17.

A. J. Barsketis, repairman, 69th. Employed 12-16-42.

J. A. Bielat, motorman, West Section. Employed 10-1-18.

H. J. Burke, conductor, 77th. Employed 9-26-22.

J. P. Ceponis, engine blower, Archer. Employed 3-12-23.

E. E. Dean, agent, North Section. Employed 2-19-47.

John Delas, laborer, Track. Employed 8-13-19.

T. P. Donnelly, motorman, 77th. Employed 12-17-19.

C. H. Elliott, conductor, North Section. Employed 8-15-18.

T. L. Hajek, agent, West Section. Employed 10-7-42.

Joseph Jarzmik, bus cleaner, Lamont. Employed 6-23-23.

C. E. Jelinek, conductor, 77th. Employed 10-26-21.

A. J. Jordt, operator, Forest Glen. Employed 2-17-23.

Vangelis Manasar, repairman "A," 61st. Employed 4-25-18.

C. J. Nelson, motorman, 77th. Employed 4-1-20.

C. T. Nielsen, plant guard, CTA Inspection. Employed 7-29-27.

Todor Pjescich, watchman, Track. Employed 4-1-25.

B. J. Rentfro, agent, South Section. Employed 5-1-46.

J. A. Rowland, gateman, West Section. Employed 5-19-37.

W. G. Ruehl, conductor, South Section. Employed 7-26-18.

J. R. Wolfersheim, signal maintainer, Electrical. Employed 2-22-11.

PAINTER RETIRES



AFTER NEARLY 47 years of service which began in the days of the old Chicago Railways company, *Joseph J. Dargis* (center), painter and finisher at West Shops, retired on pension May 1. *George Hamilton* (right), painter "A," presents Mr. Dargis with a watch while *John Danloe*, paint shop foreman, looks on. Starting his career on June 12, 1911, as a laborer, he attained the position he held at the time of his retirement on June 1, 1934. The shopman, who emigrated to the United States from his native Lithuania in 1910, served in the Army over in France during World War I. He and his wife, *Sophie*, plan to make a trip out to Phoenix, Arizona, within the next two months.

40-YEAR EMPLOYEES RECENTLY RETIRED



George Semeniuk, motorman, South Section, 41 years.

Henry Dopp, motorman, 77th, 40 years.

Henry Colgan, motorman, South Section, 40 years.

Ferdinand Wenzel, conductor, South Section, 40 years.

For And About Our Pensioners

BEVERLY—*Bill Franks*, former chief clerk, presently is feeling much better after an illness. While he was sick, *Ben Crawford*, former motorman who was stationed at Burnside, frequently visited him.

Martin Bengston, who retired from 77th with 42 years of service, recently made a fishing trip to Gladstone, Michigan, with *Operator George Johnson*.

Alfred Dahlstrom, formerly a conductor at Burnside, now lives at 10511 S. Morgan street, Chicago. His brother, *Carl*, also formerly of Burnside, now works for the Nickel Plate railroad.

Bob Glasson, formerly of Burnside, recently visited us. Bob, who was 79 years old in January, started his transit career at the age of 17 on the old Kankakee line. Later, he transferred to the old Green Line in Hammond, Indiana, and then to the former Chicago Surface Lines, where he retired after 30 years of service.

—FRANK M. BLACK

CLAIM-LAW—When *Frank J. Tomczak*, who retired as manager of the former Chicago Motor Coach company's claim and law department in 1945, after 25 years of service, and his wife celebrated their 50th wedding anniversary recently, *President Eisenhower*, *Vice President Nixon*, California's *Governor Goodwin J. Knight*, *Samuel Cardinal*

Stritch and members of the Chicago city council were among those sending letters of congratulation.

The couple, who now live in Alhambra, California, have been active in church, civic and safety work throughout their married lives. Mr. Tomczak, a Chicago city alderman when Chicago's first fatal automobile accident took place in 1905, organized a safety committee which later developed into the National Safety Council.

In addition to his post with the Chicago transit firm, he was vice-president of a bank, two savings and loan associations, and director and secretary of a clothing company.

—CHARLENE O'CONNOR and MARY ANN NYKIEL

KEDZIE — *Louis Schroeder*, who went deep-sea fishing near Miami, reported that he was catching all the big ones.

—C. P. STARR

LOOP (Agents)—In a recent letter to your reporter, *Elizabeth Hill* wrote that her son, *William*, flew in from San Juan, Puerto Rico, and took her back there with him for Easter. Elizabeth, who presently still is in San Juan, said she enjoyed listening to the Irish tunes she hears on a television program. She also said that she would like to hear from her friends who can

write her at P.O. Box 1367, San Juan, Puerto Rico.

Frank Gallagher, who took his pension in 1957, died April 19 in Miami.

Your reporter recently received a telephone call from *Nellie Keating* who makes her home in Delta, Colorado. The mild winter out there, she said, made her miss Chicago's blustery winter winds. She has been told that she will have to undergo surgery on her left eye.

—EDITH EDBROOKE

NORTH AVENUE—*Jack Gebel*, former conductor who was stationed at Armitage, and his wife recently celebrated their 25th wedding anniversary. The two, who renewed their marriage vows, said they received nearly 100 congratulatory cards from all over the country. Among those who were instrumental in making the day an unforgettable one, said Jack, were his brother-in-law and sister, *Operator Joe Schultz*, Forest Glen, and *Mrs. Schultz*, and *Ted Shuman*, former West Shops' clerk and Inside News scribe.

—JOE HIEBEL

NORTH PARK—*William Washa*, formerly a conductor working out of Devon station, died recently. He had 33 years of service when he retired on May 1, 1957.

—EDWARD F. STENZEL and EARL W. McLAUGHLIN

DISABILITY RETIREMENTS

C. F. Fliegel, bus cleaner, Forest Glen. Employed 2-17-23.

C. M. Frykman, operator, Forest Glen. Employed 3-26-24.

P. J. Hester, conductor, 77th. Employed 7-10-29.

G. W. Kline, operator, Kedzie. Employed 4-17-34.

A. J. Kopezzyk, operator, Forest Glen. Employed 6-14-29.

J. F. Kosirog, motor rebuilder, West Shops. Employed 7-2-35.

Dominick Marzovillo, plumber, Way & Structures. Employed 3-18-26.

Sven Mattson, motorman, West Section. Employed 11-21-17.

R. S. Mendyk, laborer, Way & Structures. Employed 4-23-29.

C. M. Neisner, operator, Lawndale. Employed 2-23-17.

Felix O'Hare, motorman, 77th. Employed 7-3-29.

V. E. Olson, operator, 77th. Employed 11-21-22.

SKOKIE SHOPS — *Joseph O'Reilly*, former traveling storekeeper, recently paid us a visit . . . *Frank Tallon*, former carpenter, who recently visited Miami, also called on us after his return from Florida.

—DAVID GURWICH and EVERETT E. ENGLAND

Dr. Ruttenberg Dies

FUNERAL SERVICES for **Dr. Lewis H. Ruttenberg**, 74, former medical examiner with CTA and predecessor rapid transit firms, were conducted May 13 at the chapel at 5303 N. Western avenue, Chicago. Burial was in Memorial Park cemetery, Evanston.

Beginning his transit career on July 8, 1924, with the former Chicago Rapid Transit company and other allied transit properties, he retired in May, 1952.

Dr. Ruttenberg, who died May 11 at his home in Lincolnwood, was that municipality's health commissioner and former treasurer. He was a member of Skokie Lodge No. 1168, A.F. and A.M., Scottish Rite Valley of Chicago and Medinah Temple.

He is survived by his wife, *Lucille*; two sons, *Elliott H.* and *Lewis W.*; and a daughter, *Janet*.

STARTING OUT



THIS PICTURE of *Conductor John Blais, 77th*, who retired May 1, was taken at the very beginning of his transit career back on April 20, 1917, the day he began working as a streetcar conductor in Bay City, Michigan. Subsequently, he came to Chicago and began working for the former Chicago Surface Lines as a conductor on August 28, 1918. Always stationed at 77th, he worked on the Broadway-State, Halsted and Wentworth lines.

For And About Our Pensioners (Cont.)

SOUTH SECTION—*Motorman Steve Clemons*, who has been on pension since May of last year, recently visited Chicago. He now lives at Box 1284, Lanark Village, Florida.
—LEO J. BIEN

SOUTH SHOPS—*Joseph J. Hecht, Sr.*, former paint shop foreman, and his wife vacationed in Miami Beach, Florida, recently. He said that the weather was alternately warm and cold.
—EVELYN CLARK and FRANCES LOUWARD

WAY AND STRUCTURES—*William J. Cleland*, formerly a carpenter, rapid transit division, and his wife, *Mary*, who were married in Capetown, South Africa, during the Boer War, recently celebrated their 54th wedding anniversary.

Mr. Cleland, who retired on pension August 1, 1948, after 25

RECENT DEATHS AMONG EMPLOYEES

O. J. ARNDT, 73, retired watchman, 77th. Died 3-14-58. Employed 5-1-09.
THOMAS CAIN, 72, retired operator, North Park. Died 3-11-58. Employed 6-29-07.
DENIS CALLAHAN, 76, retired motorman, Kedzie. Died 3-9-58. Employed 1-26-12.
T. I. CHAMBERLAIN, 66, retired paymaster, Treasury. Died 4-14-58. Employed 9-1-43.
O. J. DIVEN, 73, retired motorman, Lawndale. Died 3-27-58. Employed 1-22-19.
CON ERSKINE, 62, retired conductor, North Section. Died 3-17-58. Employed 11-22-22.
CARL GERLACH, 62, retired clerk, General Office. Died 4-7-58. Employed 2-24-15.
H. M. GILLETT, 77, retired conductor, West Section. Died 3-13-58. Employed 4-4-06.

years of service, was a British trooper during the Boer uprising. He met his wife, the daughter of a Scottish contractor, in Capetown. During World War I, he served in France with the North Irish Horse brigade. In 1922, the family migrated to the United States and, in 1923, Mr. Cleland began working for the former Chicago Surface Lines.

The couple's son, *Frank*, one of five children, was killed while fighting in New Guinea during World War II.
—MARLENE NEHER

WEST SHOPS—*Joe Rogg*, formerly of the truck shop, and *Joe Bolech, Sr.*, who formerly worked in the body shop, recently visited us.
—JOHN T. BURKE

WILLIAM GLASCOTT, 59, conductor, West Section. Died 4-10-58. Employed 8-7-23.
H. E. KAVANAGH, 79, retired watchman, Track. Died 3-14-58. Employed 2-5-30.
JAMES KEENAN, 75, retired watchman, Track. Died 3-15-58. Employed 8-3-26.
J. J. KELLY, 73, retired conductor, Kedzie. Died 3-14-58. Employed 3-5-18.
J. A. KIERY, 69, retired gateman, West Section. Died 3-29-58. Employed 3-27-41.
JOHN KOT, 61, retired repairman, North Avenue. Died 3-22-58. Employed 12-12-42.
FRANK J. LAWLER, 58, CTA Inspection. Died 4-8-58. Employed 3-27-24.
HENRY A. LEPPIN, 59, operator, North Avenue. Died 3-26-58. Employed 10-31-28.
J. J. LINK, 74, retired conductor, 69th. Died 4-10-58. Employed 2-5-23.
JOHN MARES, 64, retired painter, West Shops. Died 4-6-58. Employed 4-17-22.
BERNARD MACLINDEN, 75, retired car cleaner, West Shops. Died 4-9-58. Employed 2-25-27.
T. J. McDONNELL, 72, retired cleaner, Kedzie. Died 3-25-58. Employed 4-28-44.

JAMES McFARLANE, 77, retired conductor, 69th. Died 3-14-58. Employed 7-11-05.
O. B. OLSON, 81, retired conductor, Armitage. Died 3-21-58. Employed 3-17-02.
M. H. RIORDAN, 68, retired agent, West Section. Died 4-8-58. Employed 1-10-44.
ALBERT SCHULTZ, 54, ticket agent, North Section. Died 4-17-58. Employed 8-10-25.
DANIEL SERRITELLA, 87, retired gateman, West Section. Died 4-3-58. Employed 6-3-29.
R. J. SOUKUP, 64, retired conductor, Kedzie. Died 3-10-58. Employed 1-26-21.
L. A. SPITZ, 83, retired motorman, Archer. Died 3-24-58. Employed 3-22-09.
P. P. STEGVILAS, 74, retired machinist, West Shops. Died 3-7-58. Employed 6-13-24.
W. J. WASHA, 57, retired conductor, Devon. Died 3-24-58. Employed 11-22-23.
IRWIN WIEGEL, 61, operator, 69th. Died 4-13-58. Employed 4-16-29.
CHRISTOPHER WOELTJE, 69, retired motorman, North Avenue. Died 4-5-58. Employed 6-2-21.
JERRY ZYGOWICZ, 42, operator, North Park. Died 4-7-58. Employed 7-17-47.

"L" TRAINS MAKE BASEBALL STOPS

DURING THE regular baseball season, CTA North-South "L"-subway trains are making special stops at Addison street and 35th street stations on days when games are played in Chicago.

For the convenience of baseball fans, both "A" and "B" trains, carrying baseball headboard signs, stop at 35th street when the White Sox are playing at Comiskey Park, or at Addison when the Cubs are at Wrigley Field.

Pre-game service stops are made between approximately 11:15 A.M. and 1:45 P.M., Mondays through Saturdays, at 35th street or Addison for afternoon games.

Special stops also are being made for "twilight" games at Comiskey Park between approximately 4:15 P.M. and 6:30 P.M. For night games at Comiskey Park, stops are made between approximately 6:15 P.M. and 8:30 P.M.

CTA supervisors regulate after-the-game stops and service to meet riding demands. On Sundays and holidays, all CTA North-South trains regularly stop at 35th and Addison.

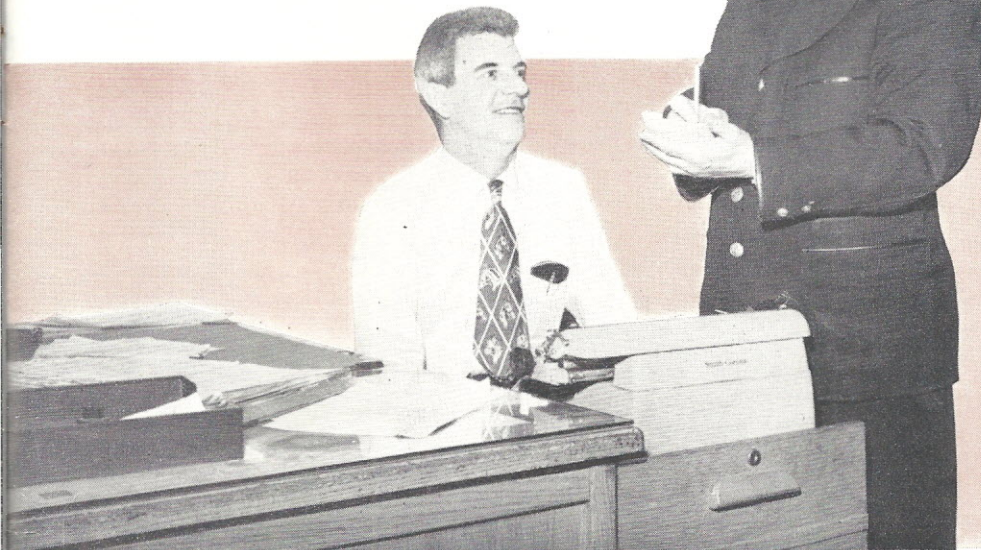


"When the time comes for your work to speak for itself—don't interrupt it!"

INQUIRING REPORTER: *Joe Hiebel*

LOCATION: North Avenue

How did you choose the names of your children?



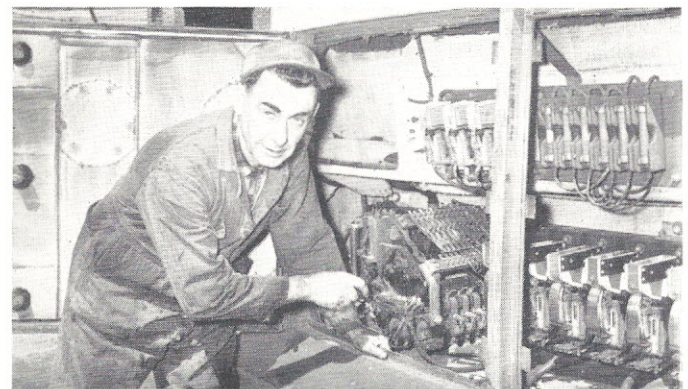
LEE CUMBER, Combination Clerk and Receiver: "When our daughter was born, my wife and I were undecided as to what name to give her. My wife thought of calling her *Star*, while I was considering the name *Virginia*, which is my wife's name. We finally decided on *Virginia*."



ROBERT E. KELLEY, Operator: "My wife and I agreed that our children actually should have names of their own and not names of relatives. Therefore, in trying to pick first names that would sound well with their last names, we decided on *Karen*, *Kathleen* and *Daniel*."



JERRY RING, Operator: "It has been a more or less traditional idea in my family that the first two boys to be born are to be named after their grandfathers and the first two girls after their grandmothers. We held to this tradition in picking the names *John* and *Jeremiah*, and *Eileen* and *Noreen* for our children, and I hope our descendants will do the same."



PATRICK TULLY, Repairman: "Our oldest daughter, *Agnes Ann*, was named after her great-grandmother. Our two oldest sons, *James* and *John*, have their grandfathers' names. We gave *Margaret* her aunt's name and *Thomas* and *Martin* the names of their uncles. *Patrick*, of course, is named after me. We decided upon *Edward* and *Kathleen* for our two youngest children just because we liked those names."

➔
EDWIN DOWLING, Operator: "Our daughter, *Mildred*, was named after my mother. We were thinking of calling her *Bonita* but ruled that name out because she was born on Easter Sunday and might have been stuck with the nickname, *Bunny*, which she might not have liked."





OFF TO THE BALL GAME!

FOR SOME 10 years or more, attendance at the opening game of the major league baseball season in Chicago has been a "must" for the Merchandise Mart Fan Club. This year the opener was at Comiskey Park and the group chartered nine CTA buses to transport them to and from the park. Headed by a police escort, the buses made an impressive parade as they passed through the Loop on their way to see the White Sox-Detroit Tigers start the 1958 pennant race. Here the buses are lined up on the ramp at the Kinzie street end of the Mart prior to departure.

TOPS IN SAFETY

52nd Station Wins Two Awards

SCORING A double win in the Station Achievement Award contest for the first quarter of 1958, 52nd station won surface system plaques for registering a decrease in both traffic-type and passenger-type accidents during that period.

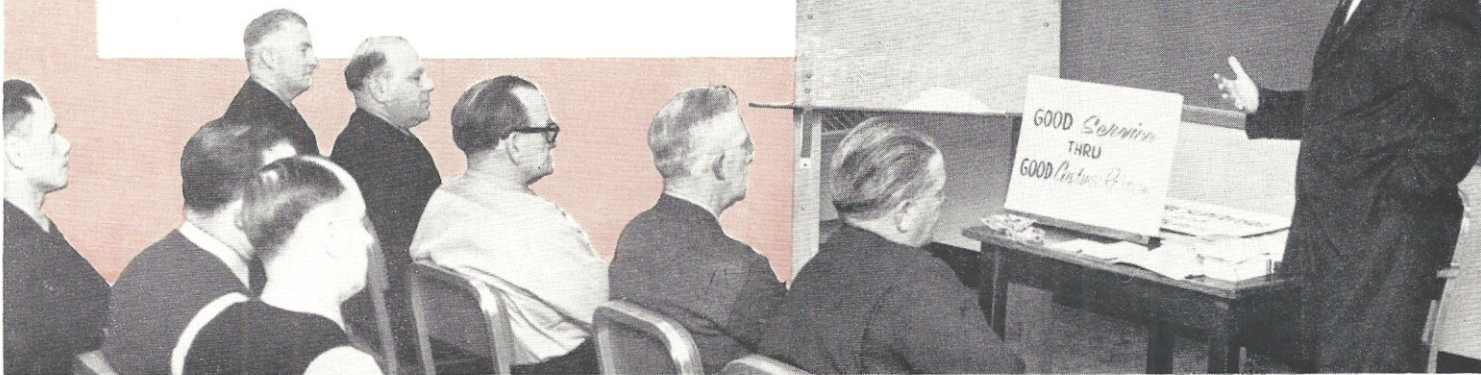
The third award, given to the rapid transit system station with the best achievement record in reducing combined traffic-type and passenger-type accidents during that quarter, went to Douglas station.

In traffic-type accidents, 52nd achieved a 2.63 decrease, and in passenger-type accidents a 1.00 reduction. Douglas showed a 1.16 decrease in its winning performance. All are based on a comparison of figures for the same quarter in the three previous years.

Presentation of the award plaques were made at the respective stations early in May.

Supervisors Complete Refresher Program

THE VALUE of good personal service in bettering customer relations was one of the subjects stressed in the supervisor's refresher program held recently. This photo shows one of the groups in a meeting with *Thomas Shanahan*, relief district superintendent, surface system, who conducted the sessions held over a five-day period.



A TOTAL of 220 surface and rapid transit Transportation Department supervisors recently completed the fifth in a series of refresher programs during which responsibilities were reviewed and problems were discussed.

The program consisted of 15 sessions of one and one-half hours each and were held at three locations over a five-day period beginning March 31 and ending April 4. The first day the sessions were held at 77th station, the second day at Archer, and the final three days meetings were held at CTA's Training Center, 2600 N. Clark street.

Subjects discussed were "The Supervisor and the Public," and "Reducing Accident Costs." The meetings were conducted by *Thomas Shanahan*, relief district superintendent, surface system.

Similar refresher programs previously have been held twice each year, in the spring and fall, starting in 1956. Three of them have been for surface system supervisors only. Two have included the combined group of surface and rapid transit supervisors

Two Veteran Station Superintendents Retire

TWO CTA operating station superintendents — *William Calderwood* and *John P. Hart*—retired on pension May 1 after compiling a combined service record of 84 years.

Mr. Calderwood, station superintendent at Forest Glen, wound up his transit career after nearly 47 years of service, while Mr. Hart, night station superintendent at Keeler and Limits stations, took his pension after 38 transit years.

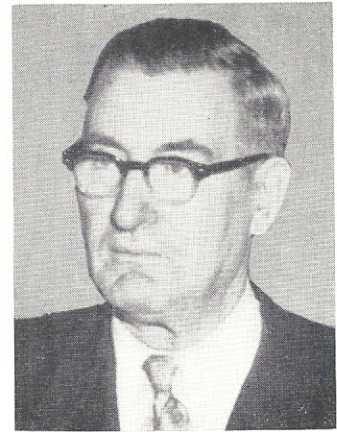
Mr. Calderwood twice was named to be in charge of a newly-opened surface operating station. On May 21, 1950, he was promoted to station superintendent of the new North Park facility. Five and one-half years later, on December 4, 1955, when Forest Glen was placed in operation, he attained the position he held at the time of his retirement.

His career dates back to August 23, 1911, when he began working for the old Chicago Railways Company as a streetcar conductor who was assigned to the now-closed Devon station. Subsequently, on August 1, 1924, he was appointed supervisor and, on April 16, 1945, took over the job of assistant superintendent of Lincoln and Limits stations, the position he held until he assumed his duties at North Park.

One of Mr. Calderwood's most distinct memories of his transit career is of an incident taking place during his supervisor days. Early one morning, while on the job, he and another supervisor noticed an apartment building in flames. Immediately the two rushed to the building and roused the tenants by ringing all the door bells. Many of the occupants, Mr. Calderwood recalls, fled the building only partially dressed and some of them carried out bird cages and metal boxes containing valuables.



William Calderwood

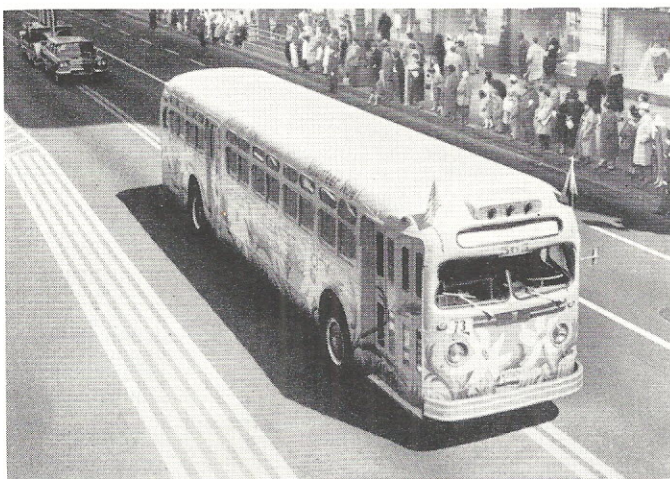


John P. Hart

During World War I, Mr. Calderwood enlisted in the Canadian Army in which he served as a machine gunner. During an Allied drive at Amiens, France, he was wounded and then captured when the Germans counter-attacked. He was held prisoner until the end of the war.

After an extended motor trip to Oregon, the superintendent and his wife, *Violet*, plan to move out to their small farm in Palatine. They are the parents of two sons, *Norman* and *William, Jr.*

Mr. Hart started on January 14, 1920, as a streetcar motorman with the former Chicago Surface Lines. Assigned to the old Armitage station, he operated cars on the Milwaukee avenue line. On March 1, 1926, he became a street supervisor who was assigned to Limits and to the now-closed Armitage, Central-Division and Devon stations. He attained the position of assistant division superintendent at Armitage-Division station on January 10, 1944, and, on January 16, 1955, was appointed to the position he held at the time of his retirement.



CHICAGO'S ANNUAL "Clean-up" parade was bigger and better than ever this year. Colorful floats and marching bands moved down State street through the Loop and attracted thousands of spectators who lined the sidewalks from Lake to Van Buren streets. Held on Saturday, April 12, it highlighted the "Keep Chicago Clean" campaign which is being conducted on a community-wide basis. CTA was represented by the specially-decorated bus which has been in service on various routes and traveled through many sections of the city to lend promotional aid to the campaign. The bus, pictured at the left, preceded the float entered by Division 241, A.A. of S.E.R. and M.C.E. of A., shown in the bottom picture. A group of uniformed operators also marched in the parade. Sixty-eight CTA buses were chartered by units participating in the program to transport them to and from the parade assembly area.



OUR *Public Speaks*

MANY OF our patrons take the time to write us letters in appreciation for the efficient, courteous service they have received. Through these letters we know that our employes are aware of the importance of creating good will between CTA and its patrons, and are making efforts to promote our service. Reprinted below are a few letters of commendation citing acts of courtesy, friendliness or efficiency:

“Word of Appreciation”

“I should like to write a word of appreciation for the courtesy and consideration shown me by Operator No. 12714 (*John Tertz, Limits*).

“On a rainy, windy day he patiently waited for me while I struggled with an umbrella that had been blown inside

mont avenue. During my ride I was very much impressed by the manner in which the conductor (*William C. Rowe, No. 21349, South Section*), handled the announcing of stops in a clear and distinct voice.

“When we came up to Bryn Mawr, he announced ‘Bryn Mawr next, change here for Granville and the Peterson bus.’ On our way to the Loyola station he announced, ‘Loyola, change for the Devon bus.’ Since I was new to the neighborhood, and not acquainted with the stops, this was a big help to me.”

“Courteous, Efficient, Friendly”

“Recently I boarded a bus and noticed, after we had ridden a little distance, what a very courteous, efficient and friendly bus operator we had. I believe his number was 12097 (*Ben Bruhnke, Archer*).

“This wasn’t the first time I had ridden with this operator. On other mornings he gave the same kind of service. He’s a real credit to CTA.”

REPRINTED BELOW are letters from patrons who felt their situations could have been handled in a more courteous manner:

“Recently I was on my way home from my daughter’s house and my son-in-law drove me to the bus terminal. I boarded the bus and requested a transfer. I alighted from the first bus and boarded the second at Lawrence avenue. I handed the operator my transfer and sat near the front door because I had only a short distance to travel. While I was sitting there, the driver stopped the bus and told me I’d have to pay

another fare because the transfer I had given him was invalid. I explained that if the transfer was no good, the other operator must have made a mistake in issuing it to me. The driver got very huffy and said I was just trying to get a free ride. He said I’d either have to pay another fare or get off the bus. Under the circumstances, I got off the bus.”

COMMENT: Of course the question as to whether or not the transfer was valid or invalid is very important because operators cannot accept an invalid transfer. However, the operator rejecting the transfer should advise the passenger to send it to CTA’s Public Information Department where it can be determined if a mistake occurred and a refund made if justified. Under no circumstances should an employe become abusive or discourteous toward a patron. Our service is maintained through the fares of our patrons and the loss of patrons is very detrimental to CTA.

“Several people were waiting for a bus at a regular stop zone. Because of heavy traffic ahead, the operator had to stop about a half-block away from the corner. Several of the waiting passengers ran down to the bus, but with two others, I waited at the corner. As the bus started up, I signaled for it to stop, but the operator passed us by.”

COMMENT: To ignore deliberately a patron’s request to board or alight at a designated stop is a direct violation of operating rules and regulations. Such actions are never excusable. Whenever an employe fails to realize that his paycheck depends upon the patronage of CTA service and ignores the responsibilities of his job, he is being unfair to himself and to CTA.



out and dashed off the bus to recover my hat that had been blown off.

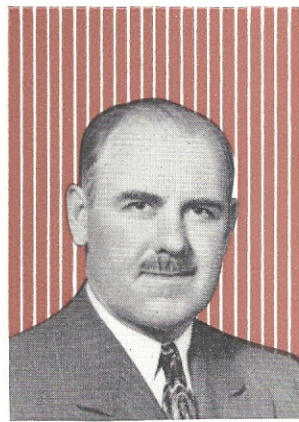
“His thoughtfulness not only saved me from an embarrassing situation but made possible my salvaging a hat that had cost me a good deal more than two weeks’ of transportation money.”

“Very Much Impressed”

“Starting for home one evening, I boarded a Howard Street train at Bel-

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

	Apr. 1958	Mar. 1958	Apr. 1957
Complaints	803	719	821
Commendations....	79	94	91



By Dr. George H. Irwin
CTA Medical Director

HEMORRHOIDS

THE ARTICLE on hemorrhoids this month is timely because of the close relationship to our previous articles on diseases of the colon. Moreover, hemorrhoids are of interest to many people because of their frequent occurrence.

Hemorrhoids or piles are the same. A simple and practical definition of piles is one or more groups of dilated veins about the rectum. If one looks at the varicose veins on the lower legs and then visualizes the same picture of the rectal veins he will have a better understanding of the subject. Primarily, weakness in the walls of the veins is responsible for hemorrhoids.

One often hears of external and internal hemorrhoids. When the dilated veins extend outward and are covered partly by skin they are called external. The dilated veins covered mostly by mucous membrane and situated inside the sphincter muscle are designated internal hemorrhoids.

A few common associated conditions about the rectum are fissures, fistula, pruritis and rectal abscesses.

New "See Chicago" Folder Available

A NEW, "See Chicago" folder and sightseer's guide, revised and brought up-to-date, soon will be available and can be obtained free upon request through CTA's Public Information Department in the Merchandise Mart.

The folder lists the major points of interest and attraction in the city and suburbs served by CTA routes and gives complete information as to how they may be reached by local transit surface, elevated and subway lines.

The folder also includes full information on all CTA routes and the streets over which they operate. It also lists recreational facilities available in city, park and outlying forest preserve areas, as well as museums and popular year-round places of interest.

Requests for the folder should be directed to the CTA Public Information Department, Room 742, Merchandise Mart, or by phone to MOhawk 4-7200, extension 805.

The cause of the hemorrhoids is based on an inherent weakness or anatomical defect in the walls of rectal veins. Among the aggravating factors are straining at stool, prolonged standing, relaxed sphincter, pregnancy, fibroid tumors, constipations, prolonged sitting or riding. As a matter of fact, any condition which brings on chronic congestion of the rectal veins contributes to the formation of piles.

The symptoms of hemorrhoids depend upon the degree. In mild cases, the patient is aware of the piles only by occasional protrusion of a small tumor from the rectum. In the more severe cases daily presence of bright red blood after bowel movements is typical. Some irritation or pain is frequently noted. Middle-aged persons are affected more than the real young or elderly people.

The majority of hemorrhoid cases have nothing to do with cancer. However, cancer higher up in the bowel may co-exist with piles.

When hemorrhoids are suspected, a careful rectal examination by your doctor is indicated. Usually a proctoscopic examination is part of the procedure. He will advise you about the proper treatment which may be medical or surgical in nature. Many people have the mistaken idea that piles will come back even after an operation. This is not true. When adequate surgery is done, hemorrhoids do not come back.



OPERATOR COLLECTS AT A "FARE" PROFIT

WHEN A CTA rider offered an employee's badge to ride with *Operator Alonzo Pruitt*, 77th, on a South Park bus recently, Pruitt gave it a quick double take. He recognized it as his own badge, No. 2322, which had been lost or stolen a week earlier.

The rider had boarded the southbound bus at 47th street and Pruitt, who had worn the badge for 11 years as a CTA streetcar conductor and bus operator, immediately took over the situation. He asked the rider for further identification proving his right to use the badge. The rider hedged and said it belonged to his brother.

Pruitt took up the badge and asked the passenger for a cash fare, which was promptly paid. A few blocks later he got off before a policeman could be notified.

The following day Pruitt returned the missing badge to *Thomas F. Moore*, superintendent of operating stations, in the Merchandise Mart and received in exchange the \$25.00 he had paid for replacement badge No. 6062 which had been issued to him when the original badge was reported lost.



New Handrail on "Speed Ramp"

ANOTHER improvement — a moving, rubber handrail — started operating on CTA's "speed ramp" at 63rd and Loomis station of the Englewood branch of the North-South "L"-subway route on April 21.

The moving handrail, replacing the stationary handrail, increases convenience and safety factors for users of the ramp. It moves at the same speed as the ramp. This improvement is expected to increase the speed and passenger-carrying capacity of the ramp by about one-third.

Cost of the improvement was \$10,641. The same company that built and installed the ramp, the Stephens-Adamson Manufacturing Company of Aurora, Illinois, put in the moving handrail.

The ramp is a step-saver for patrons who formerly were required to use a stairway between the platform and ground level station. The accompanying picture was taken during the evening rush-hour.

Garden Helps

Prepared for Your Guidance by the Chicago Horticultural Society



MAY IS the month when we can get great pleasure from our garden and assure a better garden this year. Freshly grown green foliage of perennials, trees, and shrubs give promise of lovely flowers later on. The spring flowering bulbs may have already past their prime but late tulips contribute their colorful beauty to the scene. All this will soon deteriorate if the gardener does not take steps to assure healthy plants and profuse bloom as the season progresses.

May is agreed by all authorities as the best month in the year to plant evergreens. If you wish to plant an evergreen in a sunny location, you have the choice of a wide variety of junipers. Some grow very low and spreading, others grow to medium height only, and still others grow as high as 12 to 15 feet and even higher. You must bear all this in mind when planting evergreens so that they do not hide a window, overgrow a doorway or become so large that they are out of scale with your house.

Do not plant a juniper in a shady place where the sun only strikes a part of the day. Instead plant a yew. A spreading yew, which is the low forming type that seldom gets more than a foot or two tall, may spread for a yard or more. A dwarf yew and other varieties of various shapes can be used. Your nurseryman has samples growing in his nursery so that you may make your choice safely.

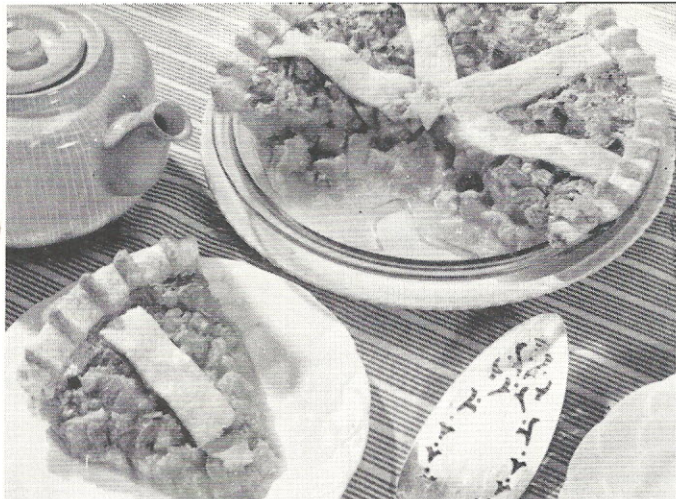
For tall evergreens in a shady spot choose the Japanese yew, the pyramidal arbovitae or the Canadian hemlock. These are particularly suited to moist and protected spots that are shaded from the sun.

May is the time to protect your iris from the attacks of borers. These hatch out at this time of the year and are so

small as to be unnoticeable. They enter the leaf of the iris when it is from eight to 10 inches tall. If the borer gets into your leaf, he will eat his way down into the root or rhizome. The plant is destroyed and there isn't much to be done about it. However, if you spray your iris plants and all the ground around them with a 50 per cent DDT, thoroughly mixing two heaping teaspoons of this to each gallon of water, the borer will be poisoned as he enters the stem and before he can do any damage. Spray at least two or three times, a week or 10 days apart. You will be surprised at the healthy, sturdy and tall flowers you get on your iris.

Spring flowering bulbs including hyacinth, corcus, tulips, daffodils and others should not have their green leaves nor flower stalks cut off until they begin to wilt and become brown. After the flowers have gone the leaves continue to function, feeding the bulb to strengthen it for blossoming next season. In the case of tulips that have a strong tall stem for the flower, leave the stem in place and simply break off the flower itself when the petals have fallen, or have wilted and before they fall.

May is the time when we must begin to spray for certain diseases that attack our garden plants. For example, roses should be sprayed or dusted with a combination rose spray that will destroy insects which attack the plant or will prevent diseases caused by fungus, especially what is known as black spot. Dusting with flowers of sulphur will destroy or prevent the black spot. While attacking this you might as well put on a combination spray to protect against insects as well. Peonies, too, often suffer from fungus diseases that are started when the plant is very young. They should be sprayed up to the time the buds show color, with a spray of bordeaux mixed with water in the proportions given on the package, at least once every 10 days and covering the entire plant and ground around it. If you fail to spray peonies this way you are apt to get fine buds but when they begin to open they suddenly turn brown and dry. This is a disease of the roots which cannot be prevented except by cutting off the whole branch and burning it.



◀ RHUBARB pie lovers will certainly appreciate this delectable "Show-Off" on their dinner menu.

SHOW-OFF RHUBARB PIE

ROSY STALKS of rhubarb on produce counters in spring signal homemakers who take pride in their pastry-making skill. For rhubarb means pie. And what better way to demonstrate a deft hand with pastry than with luscious Show-Off Rhubarb Pie?

Even if you're a comparatively new recruit to the pie-making ranks, you may be assured that this filling will enhance any pastry. Eggs give it a crisp-crust, custardy quality to complement the piquancy of the rhubarb.

Making good pastry—tender and flaky—is mostly a matter of practice and of following directions. Two good points to keep in mind are to handle the pastry gently, and to add no more water than is necessary.

Pastry

1½ cup sifted enriched flour
¾ teaspoon salt
½ cup shortening
3 to 4 tablespoons cold water

Sift together flour and salt. Cut or rub in shortening until mixture is crumbly. Sprinkle with water, mixing light-

ly until dough begins to stick together. Turn out on floured board or pastry cloth and press dough together. Cover or wrap in waxed paper and let stand while preparing Rhubarb Filling. Cut off about ⅓ of pastry. Roll out larger portion of pastry to circle about ⅛ inch thick and fit into 9-inch pie pan. Fill with rhubarb filling. Roll out remaining pastry ⅛ inch thick and cut into strips about 1 inch wide. Arrange strips over filling, criss-crossing them in center. Trim and flute edge. Bake in hot oven (425°F.) about 15 minutes. Reduce to slow oven (325°F.) and bake 25 to 30 minutes longer.

Rhubarb Filling

2 eggs, well beaten
1¾ cups sugar (about)
¼ cup enriched flour
¼ teaspoon salt
4 cups sliced rhubarb
Butter or margarine

Mix eggs, sugar, flour and salt. Add rhubarb and mix well. Turn into pie shell. Dot with butter or margarine. Top with pastry design. Makes one 9-inch pie.

— DRESSMAKER'S DELIGHT —

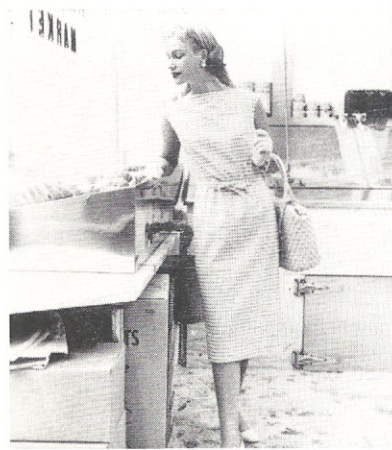
FASHION'S SEWING pet this season is the fabulous chemise!

No wardrobe is complete without some adaptation of this versatile, figure-flattering style that has taken the American fancy by storm. And chemises—which can be so easily sewn at home—will go everywhere with confidence and grace . . . equally appropriate at the office, at school, on shopping excursions, social calls and parties, trips and holidays . . . marvelously willing to adapt to the life you lead! One of the most intriguing aspects about the chemise is the way in which a single style lends itself to an assortment of fabrics, looking beautiful and smart in casual or festive fabrics, prints, plains, plaids, brocades—almost any fabrics, in fact, that you can name.

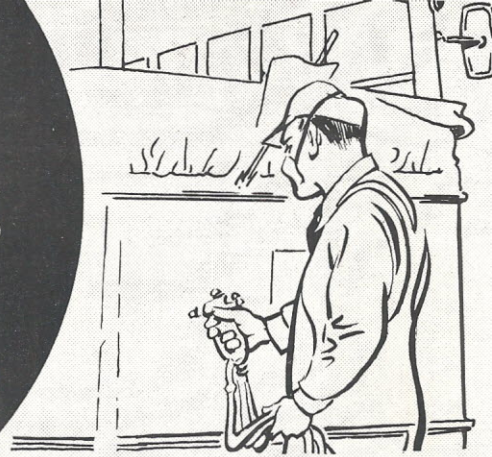
Many patterns, each gently figure-revealing, are designed to be worn with or without a belt, whichever is preferred, and all lend themselves to nearly all of the wonderful new

fabrics of the season. Many women will find an extra enjoyment in sewing two chemises from one pattern, in fabrics so different that most people will never realize that it's "the same dress." The change in fabric is the *only* difference between the casual and the social.

SHOP AT the market in one and go to the party in the other. Both dresses were sewn from the same pattern, but two different fabrics were used.



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